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Environmental Assessment

MOUNT TABOR SEASONAL EMPLOYEE HOUSING FACILITIES

GREEN MOUNTAIN NATIONAL FOREST
MANCHESTER RANGER DISTRICT

Town of Mount Tabor - Rutland County, Vermont

Mount Tabor Work Center - Mount Tabor, VT

Environmental Assessment

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MANCHESTER RANGER DISTRICT

Town of Mount Tabor - Rutland County, Vermont
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List of Acrynyms

ATV	All Terrain Vehicle
ADT	Average Daily Traffic
BE	Biological Evaluation
CCC	Civilian Conservation Corps
CFR	Code of Federal Regulations
EA	Environmental Assessment
FMP	Facilities Master Plan
FR	Forest Road
FSH	Forest Service Handbook
FSM	Forest Service Manual
GMC	Green Mountain Club
GMNF	Green Mountain National Forest
GPD	Gallons Per Day
MA	Management Prescription Area
MIS	Management Indicator Species
NEPA	National Environmental Policy Act
NFS	National Forest System
TES	Threatened, Endangered and Sensitive
USDA	United States Department of Agriculture
VAST	Vermont Association of Snow Travelers

i. Preface

Summary

The USDA Forest Service, Green Mountain National Forest (GMNF) has proposed to construct seasonal employee housing facilities at the Mount Tabor Work Center administrative site to be used by Forest Service employees, partners, and volunteers assisting in the implementation of National Forest management activities. The project area is located on 10.5 acres of National Forest System land within the Town of Mount Tabor in Rutland County, VT. This action is needed, because the GMNF anticipates an increased dependence on seasonal employees, partners, and volunteers to implement management activities in the near future. The lack of adequate short-term housing needed to accommodate this work force is not available on a regular basis and hinders the recruitment of candidates to work on the forest on a seasonal basis.

The proposed action consists of seasonal housing facilities that would accommodate up to 20 individuals. The proposed action also includes additional space for up to 15 more individuals in an over flow area consisting of tent pad sites and Adirondack shelters. Other elements of the proposed action include the construction of administrative and snowmobile parking lots, access road improvements, the establishment of utilities such as electricity and water, and associated site work.

The GMNF has prepared this Environmental Assessment (EA) in accordance with the National Environmental Policy Act and other relevant Federal laws and regulations to consider and disclose the environmental effects from the proposed action and alternatives. In addition to the proposed action and the no action alternative, the Forest Service also evaluated three action alternatives to address issues raised during public scoping. An interdisciplinary team comprised of GMNF resource specialists conducted the analysis that is documented in this EA.

Based upon the environmental analysis provided by this EA, the Responsible Official will decide whether to implement the action as proposed, one of the alternative actions, or the no action alternative. The Responsible Official will also decide what mitigation measures and monitoring activities may be needed if an action alternative is selected for implementation.

Document Structure

This EA document is organized into six parts:

- *Chapter 1: Introduction* includes information on the history of the project proposal, the purpose of and need for the project, and the proposed action for achieving that purpose and need. This chapter also details how the Forest Service informed the public of the proposal and the issues that were raised from their response (public scoping).

- *Chapter 2: Comparison of Alternatives, including the Proposed Action* provides a more detailed description of the proposed action as well as alternative methods for achieving the stated purpose and need. These alternatives were developed based on unresolved

issues raised by the public and other agencies. The discussion also includes possible mitigation measures and monitoring requirements. Finally, this chapter provides a summary table of the alternatives and the environmental consequences associated with each alternative.

- *Chapter 3: Environmental Consequences* describes the environmental effects of implementing the proposed action and other alternatives. This analysis is organized by resource disciplines (i.e., water, wildlife, socioeconomics). Within each resource section, the affected environment is described first, followed by the effects of the No Action Alternative that provides a baseline for evaluation and comparison of the other alternatives.

- *Chapter 4: Agencies and Persons Consulted* provides a list of resource specialists who conducted the environmental analysis and prepared the EA, and other agencies and persons consulted during the development of the document.

- *Chapter 5: References* provides a list of references used for the environmental analysis.

- *Appendices:* The appendices provide more detailed information to support the analyses presented in the EA, and maps associated with the proposed action and alternatives.

Additional documentation, including more detailed analyses of project area resources, may be found in the project planning record located at the GMNF Supervisor's Office in Rutland, VT.

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1. Chapter 1 – Introduction

1.1 Project Area

The Mount Tabor Work Center administrative site is located on 10.5 acres of National Forest System (NFS) land within the Town of Mount Tabor in Rutland County, VT just east of US Highway 7 (see Vicinity Map, Appendix D). The project area is within the Manchester Ranger District, Green Mountain National Forest (GMNF).

1.2 Background & History

The Mount Tabor Work Center administrative site was first developed as a Civilian Conservation Corps (CCC) camp in the 1930's. At its peak, the camp accommodated more than 100 corpsmen and consisted of multiple buildings and structures including bunkhouses, a mess hall, a first aid building, and warehouses. The only remaining buildings at the site include a warehouse, workshop and garage, and oil/gas storage shed. The site served as the primary work center for the Manchester Ranger District until 1993 when the district moved to its current office site in Manchester, VT. The Mount Tabor Work Center is now used mainly for storage of miscellaneous equipment and seasonal employees occasional reside at the site under primitive conditions. The Green Mountain Club (GMC) and the Green Mountain Climbers snowmobile club also use the site as a staging area to access and maintain the nearby Appalachian and Long Trail and snowmobile trails systems, respectively as a formal partners with the GMNF. The GMC staff and volunteers also periodically reside at the site.

1.3 Forest Service Authority, Policy, and Management Direction

The enabling authorities of the USDA Forest Service (Forest Service) are contained in many laws enacted by Congress, and the regulations and administrative directives that implement these laws. The Forest and Rangeland Renewable Resources Planning Act of 1974, as amended by the National Forest Management Act of 1976, provides the framework for land and resource management planning on all NFS lands. The 1987 Green Mountain National Forest Land and Resource Management Plan (Forest Plan), as amended was prepared to provide direction through forest wide goals, objectives, and standards and guidelines for managing the GMNF as well as for specific Management Prescription Areas (MAs). Site-specific management activities to fulfill this direction are authorized by the Forest Plan, but are subject to a public involvement and environmental effects disclosure process as required by the National Environmental Policy Act of 1969 (NEPA). NEPA regulations and agency policy are provided by 40 CFR 1500, Forest Service Manual (FSM) 1920, and Forest Service Handbook (FSH) 1909.15.

There are many other laws and regulations that guide Forest Service management activities such as the Multiple-Use Sustained Yield Act, the Endangered Species Act, the Clean Air Act, and the Clean Water Act. The laws and regulations noted here, along with other appropriate laws, regulations, and Executive Orders not listed, are hereby incorporated into this analysis.

The Mount Tabor Seasonal Housing Facilities Environmental Assessment (EA) is tiered to the GMNF Forest Plan. The Mount Tabor Work Center administrative site is within MA 4.1 and

MA 9.4. The proposed action is consistent with all relevant Forest Plan direction provided by goals, objectives, and standards and guidelines for the general forest area (Forest Plan, pp. 4.03 to 4.14), as well as those specific to MA 4.1 (Forest Plan, pp. 4.107 to 4.114) and MA 9.4 (Forest Plan, pp. 4.180-1 to 4.180-20).

In addition, the Mount Tabor Seasonal Housing Facilities proposed action is consistent with the direction found in the Green Mountain National Forest Facilities Master Plan (FMP) dated January 2000. The FMP is a long-term strategic plan for facility implementation on the GMNF. The Mount Tabor Work Center administrative site is specifically discussed in the FMP (pp. 7 and 13) as the location for seasonal employee housing to serve the south half of the Forest.

1.4 Purpose and Need for Action

The desired level of management activity to fulfill the direction of the GMNF Forest Plan is highly dependent on a sizable seasonal workforce. This workforce is made up of a combination of Forest Service employees, academia, private organization and other agency partners, and individual volunteers. Securing dependable seasonal employees is critical to ensure the timely implementation of site-specific project work such as trail maintenance, fisheries habitat improvement, vegetation management, and general resource monitoring. Each year, the GMNF fills about six seasonal federal positions to supplement the full time south half workforce to conduct on-the-ground activities associated with implementing the goals and objectives of the Forest Plan.

The 2000 GMNF Facilities Master Plan (FMP) foresees an increased reliance on a seasonal workforce to accomplish desired on-the-ground management activities in the future. The FMP specifically identifies a long-term need to provide seasonal housing space for up to 12 positions at the Mount Tabor Work Center administrative site to serve the south half of the GMNF. There is also additional space needed to accommodate the anticipated increased dependence on Forest Service partners, volunteer organizations, and academia desiring to assist in meeting Forest Plan management goals and objectives. There are currently not enough reliable rental properties and no government owned housing facilities within the vicinity of Mount Tabor to accommodate the seasonal workforce that helps meet the management needs of the south half land base. Without adequate seasonal housing facilities, the ability to recruit qualified individuals to the area for seasonal work will become increasingly difficult. This may jeopardize the long-term ability to fulfill important Forest Plan management goals and objectives on the GMNF.

The parking area associated with the existing Mount Tabor Work Center site is currently used as a public trailhead to access the Vermont Association of Snow Travelers (VAST) snowmobile trail system during the winter months. VAST trail number 7F1 is an east/west corridor trail that connects a servicing area along US Highway 7 with the main VAST north/south corridor trail (trail number 7) along the spine of the Green Mountains. Trail number 7F1 currently runs through the Mount Tabor Work Center site. Parking capacity at the site depends on vehicle type and trailer size but can provide the 25-35 spaces needed to serve average weekend use. However, parking needs can peak up to 75 vehicles with trailers on busy weekends, holidays and during special events necessitating an overflow to adjacent areas along Forest Road (FR) 48 to Brooklyn Road (FR10). It is GMNF policy to separate public parking from employee parking associated with active administrative sites to reduce potential conflicts and traffic/parking

congestion. If the work center becomes a more active administrative site with the construction of the housing facilities, it is desired to discontinue the existing public use of this area for parking associated with snowmobile activity.

1.5 Proposed Action

The GMNF proposes to construct seasonal employee housing facilities at the Mount Tabor Work Center administrative site located on NFS lands within Mount Tabor, VT. Construction activities would be initiated in fiscal year 2004 and planned for completion as soon as possible for use by fiscal year 2005. The proposed action consists of the construction of housing facilities, site work (access roads, parking and landscaping), and utilities (water, sewer, electric, and telephone/data) with a capacity for 20 individuals. It would also include a tent pad/Adirondack shelter area to accommodate up to 15 more people during periods of high demand. The housing facilities would have year-round capability with peak use during the non-winter months of April to October. The building would be designed to blend in with the existing historical structures at the site. Finally, the proposed action includes the construction of a separate parking area/VAST trail head for snowmobile use along Forest Road (FR) 48 outside of the immediate work center compound area about 500 feet to the west. A detailed description of the proposed action is provided in Chapter 2 (Section 2.2.2).

1.6 Decision Framework

The main decision to be made based on the environmental analysis is to determine whether to construct the seasonal housing facilities at the Mount Tabor Work Center administrative site as proposed, an alternative configuration or design at the same site, or the "No Action" alternative. The No Action alternative for this analysis is considered to be no construction of seasonal housing facilities at the Mount Tabor site. This would necessitate a search for another viable site to serve the south half Forest seasonal housing needs. Other decisions to be made include the following:

- If an action alternative is selected, what mitigation measures and monitoring should be required to meet Forest Plan standards and guidelines for all resources?
- Is the information provided by the analysis sufficient to implement the proposed activities?
- Will a Forest Plan amendment be required to accommodate this project?
- Does the proposed project have a significant impact that would trigger a need to prepare an Environmental Impact Statement?

The Responsible Official for the decision will be the Manchester District Ranger, GMNF.

1.7 Public Involvement

Public involvement for this project proposal was initiated with a "scoping period" by the mailing of a Scoping Notice to 149 individuals, organizations or public agencies on September 4, 2002. The mailing list included landowners abutting the project area, the Mount Tabor and Danby Selectboards, and U.S. and State elected officials. The Scoping Notice was also posted at the Mount Tabor Town Hall as well as on the GMNF internet website for the duration of the scoping period that ended on October 11, 2002. A total of 12 letters, emails or phone calls were received

from 10 individuals or organizations in response to the notice. In addition, 13 individuals (including the Mount Tabor Selectboard and Town Clerk) attended the October 8, 2002 Mount Tabor Selectboard meeting and voiced issues related to the proposed action. Finally, the Mount Tabor seasonal housing facilities project was listed in the GMNF Schedule of Proposed Action starting in the 2003 first quarter issue (dated October 1, 2003 to December 31, 2003). It has remained in subsequent quarterly issues of the Schedule of Proposed Action to date.

1.8 Issues

Public and agency issues are raised through the scoping process and drive the focus and intensity of the environmental analysis. An issue is defined as a point of discussion, debate, or dispute about environmental effects of the proposed action.

1.8.1 Unresolved Resource Issues

Unresolved resource issues raised through public scoping are primarily used to develop alternatives to the proposed action, but also help focus the environmental effects analysis and determine potential mitigation measures. For this project analysis, the unresolved resource issues have been grouped into the following categories:

- Socio-economics
- Visual (Scenic) Quality
- Heritage Resources
- Air Quality
- Wetlands and Water

Appendix A provides a more detailed breakdown of these unresolved issues and how they were used to develop and prepare this EA.

1.8.2 Issue Statements and Indicators

Issue statements clarify the unresolved resource issues and have been grouped into five issue statements for this analysis. Indicators have been developed under each issue statement to provide a meaningful measure that enables the reader to clearly track the issues throughout the environmental analysis document.

1.8.2.1 Issue 1: Municipal Infrastructure and Quality of Life

Some people believe: 1) the increased seasonal residential use and vehicular traffic associated with the developed housing facilities will impact the Town of Mount Tabor municipal infrastructure (i.e., water demand greater than water supply, deterioration of Brooklyn Road and the bridge crossing at Otter Creek, and increase of students attending local schools); 2) the increased demand on the municipal infrastructure will necessitate increases in local taxes; 3) the proposed facilities will decrease the quality of life within the community from the increased activity at the work center area (i.e., increased noise and vehicular traffic); and 4) there will be decreased public security associated with a transient seasonal population.

Indicator(s):

- Number of seasonal residents (winter and non-winter months)

- Average and maximum gallons of town water used per day (GPD)
- Number of students enrolled at local schools
- Crime rate
- Level of noise (qualitative – descriptive levels)
- Average daily traffic (ADT) entering and leaving the work center site
- Town tax rate

1.8.2.2 Issue 2: Aesthetics

Some people believe the development of the housing facilities will impact the visual (scenic) quality as viewed from private land from the north and west of the work center area (i.e., outdoor security lighting, large building, and paved/widened access road).

Indicator(s):

- Lighting - brightness of lights and visibility from specific viewpoints
- Building mass and visibility on the landscape – visibility from specific viewpoints
- Access road (FR48) – visibility from specific viewpoints

1.8.2.3 Issue 3: Snowmobile Parking

Some people believe the construction of a snowmobile parking area near private land will decrease the quality of life and lower real estate value of adjoining property owners (i.e., increased noise and exhaust fumes, increased snowmobile and vehicular traffic, and visual impacts).

Indicator(s):

- Level of noise (qualitative – descriptive levels)
- Qualitative description of air quality
- Number of snowmobiles and vehicles/trailers within close proximity of private land
- Snowmobile parking area – visibility from specific viewpoints

1.8.2.4 Issue 4: Historical Character of the Work Center Site

Some people believe the development of the area will alter the historical legacy of the CCC site by impacting the former grounds of the CCC work camp or aesthetic features of the existing CCC buildings.

Indicator(s):

- Impacts detracting from National Register of Historic Places eligibility

1.8.2.5 Issue 5: Wetlands and Otter Creek

Some people believe the development and activities associated with the housing facilities (i.e., septic system, salt/sand from snowplowing parking areas and the access road, and storm runoff from the site) will impact the water quality of the wetlands and Otter Creek to the west.

Indicator(s):

- Amount of sediment or contaminants entering wetlands and Otter Creek

1.8.3 Other Issues

Other issues raised during public scoping have been addressed in this EA according to the following criteria: 1) issues not specifically associated with a resource, but addressed in the general text of the EA; 2) issues associated with a resource but doesn't trigger the need for an alternative; 3) issues outside the scope of the proposed action; 4) issues already decided by law, regulation, Forest Plan, or other higher level decision; 5) issues irrelevant to the decision to be made; or 6) issues conjectural and not supported by scientific evidence. Appendix A provides a detailed breakdown of these issues and how they have been addressed in this EA.

2. Chapter 2 – Description of Alternatives Including the Proposed Action

2.1 Process Used to Develop Alternatives

Chapter 2 describes the "range of alternatives" evaluated in this EA. It includes a description of actions that provide a meaningful alternative to achieve the project purpose and need. It also includes a description of alternatives that were considered but eliminated from detailed study in this EA. Alternatives considered were developed by the Forest Service interdisciplinary team to address the unresolved issues raised during scoping or suggested by members of the public. The No Action Alternative (Alternative 1) serves as the baseline for which to compare the environmental effects of the Proposed Action (Alternative 2) and other action alternatives. Comparison of alternatives further defines the issues, and provides the basis for the discussion of differences in environmental effects (Chapter 3) that results from implementing each alternative. This comparison provides a clear basis for choice by the Responsible Official to implement the best alternative that both meets the purpose and need, and addresses the issues raised during public scoping discussed in Chapter 1.

2.2 Alternatives Considered for Detailed Analysis

There are five alternatives that have been carried forward for detailed analysis including the No Action and Proposed Action alternatives. There are three other action alternatives that were developed specifically to address the unresolved issues raised during public scoping.

2.2.1 Alternative 1 – No Action

No development of facilities at the Mount Tabor Work Center administrative site. The work center and buildings would continue to be used and maintained at existing levels (see Alternative 1 Map, Appendix D).

2.2.2 Alternative 2 – Proposed Action

This is the proposed action as described in the September 4, 2002 public scoping notice. There have been two changes as a result of internal concerns and input from the State Historical Preservation Office since the scoping notice was issued: 1) a proposed "Sweet Smelling Toilet" (SST) or flush toilet and shower facility has been added to accommodate users of the tent-pad/Adirondack shelter area, and general Forest Service employees not associated with the housing facility; and 2) the proposed location of the administrative parking lot contributing to the 20 vehicle capacity has been moved from the west side of the existing warehouse building to the east side of the proposed housing facility.

The conceptual design of the proposed facilities includes the following elements (see Alternative 2 Map, Appendix D):

2.2.2.1 Housing Facilities (total of approximately 5,000 square feet of floor space)

- Single story residential design with sleeping wings connected to common living area (total building "footprint" or area of ground disturbance would be about 7,150 square feet or .15 acre). The building would include:
  - Sleeping rooms (includes both single and bunkhouse occupancy).
  - Bathrooms.
  - Common area (includes kitchen/dining area, living area, and bathroom/laundry).
  - Conference room area (includes small kitchen and bathroom).
  - Office space and storage.
  - Year-round capacity with heating and cooling system.
- Unobtrusively designed outdoor security lighting ("cut off" fixtures or "down lighting").
- Tent pad area for 5-8 tents and 2-3 Adirondack type shelters (total area "footprint" or area of ground disturbance would be about 17,500 square feet or .4 acre).
- RV hookup capacity for 1-2 units.
- Unisex SST toilet or flush toilet and shower facility (with capacity for two toilets and two shower units). Selection of whether to construct the SST toilet facility or the flush toilet/shower facility would depend on costs and projected use of the tent pad/Adirondack shelter area at the time of implementation. The building structure for either option would occupy the same approximate footprint.

2.2.2.2 Site Work

- A paved parking lot with a total capacity for up to 20 vehicles (administrative parking for housing facilities).
- A graveled parking lot outside of the work center compound area along the FR48 access road with a total capacity for up to 30 vehicles (public parking for snowmobile use designed to accommodate pick-up trucks with snowmobile trailers).
- Pave/upgrade the access road (FR48) to double lane (this would include widening the existing road to 22 total feet – 4 feet more on each side).
- Upgrade/clarify FR48 and facility signing.
- Provide for adequate storm runoff from the site.
- Remove existing oil/gas storage shed.
- Historical site interpretation signing that displays the CCC Camp legacy of the site (anticipated to consist of two signs along FR48 near the work center compound area).
- All other landscaping.

2.2.2.3 Utilities

- Upgrade existing on-site water lines and add additional line to the new housing facilities.
- Replace the gray water sewage system and vault toilets with an on-site waste water (septic) system.
- Upgrade existing electrical service.
- Upgrade existing telephone service and meet anticipated data capacity needs.
- Design facilities for LP Gas or Fuel Oil heating systems.

2.2.3 Alternative 3 – Relocate the Snowmobile Parking Lot

This alternative addresses Issue 3 (Snowmobile Parking). It would move the snowmobile parking lot to a location along FR48A south of the tent pad/Adirondack shelter site. The capacity of the parking area at this location would be reduced to about 20 pick-up trucks with trailers. All other elements discussed under Alternative 2 would stay the same (see Alternative 3 Map, Appendix D).

2.2.4 Alternative 4 – Reduce the Size of the Housing Facilities

This alternative addresses Issues 1 (Municipal Infrastructure & Quality of Life), 2 (Aesthetics) and 3 (Snowmobile Parking). It would reduce the size of the seasonal housing facility to accommodate 12 individuals, reduce administrative parking to a capacity of 10 vehicles, reduce the tent pad/Adirondack shelter area by half (pad area for 4 tents, 1 Adirondack shelter, & 1 RV hookup), and move the snowmobile parking lot to a location along FR48A as in Alternative 3. All other elements discussed under Alternative 2 would stay the same (see Alternative 4 Map, Appendix D).

2.2.5 Alternative 5 – Eliminate Snowmobile Parking within the Mount Tabor Work Center Area

This alternative addresses Issue 3 (Snowmobile Parking). It would consist of all elements discussed under Alternative 2 (i.e., building, access road, administrative parking, tent pad/Adirondack shelter area, site work, utilities, and SST toilet) except there would be no construction of a snowmobile parking lot. Parking for snowmobile use at the work center area would continue as it currently exists, but would be phased out as soon as the housing facilities are constructed and operational. Replacement of the snowmobile parking to serve the trail corridor through the Mount Tabor Work Center area and greater VAST trail system would be analyzed as a separate action at a future date (see Alternative 5 Map, Appendix D).

2.3 Comparison of Alternatives

Table 2.1 at the end of this chapter provides a comparison of the major elements for each alternative.

2.4 Alternatives Considered but Eliminated from Further Analysis

There have been numerous alternatives considered by the Forest Service interdisciplinary team but were not carried forward for detailed study in this EA. The following section discusses these alternatives and provides the rationale for why they have been eliminated from further analysis.

2.4.1 Replace the Existing Warehouse with Snowmobile Parking

This alternative consists of removing the existing warehouse building and replacing it with the parking space needed to accommodate snowmobile use. This alternative was suggested during scoping to address the potential impacts associated with the proposed snowmobile parking lot location.

Reason for dismissal: Unacceptable impacts to historical significance of the building; and doesn't meet the purpose and need of separating public and administrative use of the site.

2.4.2 Renovate/upgrade "Existing Workshop/Garage"

This alternative consists of renovating and upgrading the existing workshop/garage to accommodate seasonal housing needs. This alternative was suggested during scoping to address the potential impacts associated with the construction of a new building to house seasonal employees.

Reason for dismissal: Impractical to meet current safety code for living quarters; conflicts with historical significance of the building; and is economically infeasible. The high cost of bringing the existing building up to the structural code for residential use and the limitations to preserve its historical integrity were the primary reasons this alternative was dismissed from further consideration.

2.4.3 Rent or Purchase Local Homes on Private Land

This alternative consists of renting and/or purchasing in the Danby/Mount Tabor area for seasonal housing needs. This alternative was suggested during scoping to address the potential socioeconomic impacts associated with the proposed development at the Mount Tabor Work Center site.

Reason for dismissal: Doesn't meet purpose and need (not enough desired capacity available near the site identified to meet GMNF employee housing objectives – GMNF Facilities Master Plan direction); non-reliable real estate market at times the housing is needed; and difficult to locate housing that meets minimum safety code for living quarters. A search of available sale properties in the Mount Tabor/Danby area provided just seven listings all located in the Town of Danby. Prices ranged from $109,000 to $295,000 with each property having between 2-3 bedrooms. The high cost of purchasing enough housing to accommodate the desired capacity (up to 20 persons) would be prohibitive. Renovations needed to bring each house up to code may add even more cost. Rentals were not considered a feasible option because of an unreliable market during times that the housing would be needed and limited availability. Although there is a motel located in Mount Tabor and two Bed & Breakfast Inns in Danby, their limited availability during times of peak need (summer months) would prohibit these options as a reliable source for housing.

2.4.4 Alternative Snowmobile Parking Lot Locations

Other locations for snowmobile parking area besides the one carried forward for detailed analysis (further south down FR48A; near the Silver Bridge along FR10). This alternative(s) was considered to address potential impacts associated with the proposed snowmobile parking lot location.

Reason for dismissal: Unacceptable impacts to wetlands (FR48A); conflicts with timber harvesting infrastructure – i.e., log landing (FR48A); and not enough space available to accommodate parking capacity needs (FR10).

2.4.5 Utilize Existing Snowmobile Parking Locations

This alternative consists of keeping snowmobile parking in the existing location (near the work center building area) or co-locating with the proposed administrative parking lots. This

alternative was suggested during scoping to address potential impacts associated with the proposed snowmobile parking lot location.

Reason for dismissal: Doesn't meet the purpose and need of separating public and administrative use of the site.

2.4.6 Keep the Access Road (FR48) Graveled and Single Lane

This alternative was suggested during scoping to address the potential visual and safety impacts associated with paving and widening the access road.

Reason for dismissal: Widening the road is needed to address unacceptable anticipated safety hazards associated with 2-directional traffic using this road; safety impacts from potential increased speeds on a paved surface can be adequately mitigated without this alternative; and costs associated with maintenance of a graveled road to meet safety standards in light of increased use is prohibitive over the long-run.

2.4.7 Reroute the VAST Snowmobile Trail Around the Work Center Area

This alternative was considered to address the noise and air quality issues associated with snowmobile use near the Town of Mount Tabor. It would reroute the VAST snowmobile trail around the Mount Tabor Work Center and residential area to the east in conjunction with the development of a snowmobile parking lot south of the work center along FR48A. All other elements of the Proposed Action would stay the same.

Reason for dismissal: The reroute of the snowmobile trail around the work center to the east is inconsistent with direction in the Forest Plan for MA 4.1 to emphasize non-motorized recreation; and would have unacceptable impacts to deer wintering habitat in the immediate area.

2.5 Mitigation Measures

Mitigation measures have been developed to reduce the environmental effects that may be caused by implementing the proposed action or its alternatives. All potential mitigation measures are listed in Appendix B. Unless otherwise noted, mitigation measures may be applied to all action alternatives.

2.6 Monitoring

A monitoring plan has been developed by GMNF resource specialists that is intended to focus on those activities associated with the project that cause the most concern if implemented. The plan would help ensure that key environmental effects disclosed in Chapter 3 are within predicted levels, check the effectiveness of critical mitigation measures, and determine if Forest Plan standards and guidelines are adequately followed during project implementation. The monitoring plan may be found in Appendix C.

2.7 Direct, Indirect, and Cumulative Effects

Chapter 3 discloses the direct, indirect, and cumulative effects associated with each of the alternatives discussed in Section 2.2. Direct effects are those occurring at the same time and place as the triggering action. Indirect effects are those caused by the action, but that occur at a

later time, or at a distance from the triggering action. Cumulative effects result from the incremental effect of the proposed action when added to other past, present, or reasonably foreseeable future actions, regardless of who is taking the action (private and state lands). Below is a list of past, present, or reasonably foreseeable future actions that are used as the basis for the cumulative effects analysis in Chapter 3:

Past Actions

- Otter Creek Timber Sale located to the southeast of the Mount Tabor Work Center site. This sale was completed in July 2001.

Present & Foreseeable Future Actions

- "Poker Run" snowmobile special use event involving a one day event of up to 350 snowmobiles traveling through the Mount Tabor Work Center area via the VAST trail corridor to the east. Up to 75 vehicles/trailers park in the work center area during this event. This is an annual event held two times per year.
- FR48 grading from the Brooklyn Road intersection to the Mount Tabor Work Center parking area. This activity is done annually approximately two times per year.
- FR48 and work center parking area snow plowing. This activity is done annually several times per winter depending on snowfall amounts.
- Routine maintenance at the Mount Tabor Work Center area such as hazard tree removal.

Foreseeable Future Actions

- Prescribe burn the open area near the weather station within the Mount Tabor Work Center site. This activity is conducted on a 4-year cycle to maintain vegetative growth in the direct vicinity of the weather station. The next burn is scheduled for the spring of FY04.
- Silver Bridge replacement along FR10 over Big Branch. This action is scheduled for implementation in FY04 or FY05. Activities will include heavy equipment and trucks using Brooklyn Road from US Highway 7 to access the work site.
- Although there are no specific vegetative management projects planned, there is a likelihood of future timber harvest activity within areas to the south and west of the work center area. Logging trucks and harvest equipment would access these areas via FR48 and FR48A.
- Rehabilitation of the existing workshop/garage building at the work center site to enhance and preserve the CCC Camp legacy of the area.

Actions on Non-NFS lands (past, present and foreseeable future)

- The Towns of Danby and Mount Tabor report that there are no major development activities planned within the work center vicinity although there have been some minor amounts of home/business and road construction activities on private lands.
- Private lands along the Otter Creek corridor consist of mainly wetlands and forested lands. Agriculture activities are limited to pasture use.
- The 1,139-acre Otter Creek Wildlife Management Area (OCWMA) is made up of three separate parcels located to the north of Brooklyn Road and to the south of the work center area along Otter Creek. Owned and administered by the VT Fish and Wildlife Department, the OCWMA is managed for the protection and enhancement of fish and wildlife habitat.

Small stands of forested tracts have been and continue to be harvested by thinning and regeneration to achieve the goals of the agency within this area.

2.8 Comparison of Environmental Effects

Table 2.2 provides a summary of the effects of implementing each alternative. Information in the table is focused on activities and effects where different levels of effects or outputs can be distinguished quantitatively or qualitatively among alternatives.

Table 2.1: Comparison of Major Elements of Alternatives

Description of Activities	Alternative				
	Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Housing Facilities: a) Residential building b) Tent Pad/Adirondack shelter c) RV hookup d) SST or flush toilet/showers	a) No b) No c) No d) No	a) 5,000 sq. feet, 20 person capacity b) 17, 500 sq. feet, 5-8 tent pads, 2-3 shelters c) 1-2 RV Units d) Yes	a) 5,000 sq. feet, 20 person capacity b) 17, 500 sq. feet, 5-8 tent pads, 2-3 shelters c) 1-2 RV Units d) Yes	a) 3,000 sq. feet, 12 person capacity b) 5,000 sq. feet, 4 tent pads, 1 shelter c) 1 RV d) Yes	a) 5,000 sq. feet, 20 person capacity b) 17, 500 sq. feet, 5-8 tent pads, 2-3 shelters c) 1-2 RV Units d) Yes
Site Work: a) Parking (administrative) b) Parking (snowmobile) c) Access road (FR48) – widen/pave d) Remove oil/gas shed e) CCC interpretive signing	a) Yes (existing) b) Yes (25-35 vehicle capacity together with admin. parking) c) No d) No e) No	a) New - 20 vehicle capacity b) New - 30 vehicle capacity c) Yes d) Yes e) Yes	a) New - 20 vehicle capacity b) New - 20 vehicle capacity c) Yes d) Yes e) Yes	a) New -10 vehicle capacity b) New - 20 vehicle capacity c) Yes d) Yes e) Yes	a) New - 20 vehicle capacity b) No – discontinue c) Yes d) Yes e) Yes
Utilities: a) Upgrade water/septic system, electrical, telephone/data	a) Yes	a) Yes	a) Yes	a) Yes	a) Yes

Table 2.2: Comparison of Environmental Effects by Alternative

Effect/Indicator	Issue	Alternative				
		Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Socioeconomics: a) Winter/non-winter seasonal residents b) Peak water demand (gallons per day - GPD) c) Student enrollment in local schools d) Road/Bridge maintenance e) Crime rate f) Peak traffic level (average daily traffic - ADT) g) Noise level h) Tax rate/Real estate value	1 & 3	a) 0/0 persons b) 1,650 GPD c) Negligible increase d) Negligible increase e) No change f) Negligible increase g) No change h) Minimal increase/No change	a) 8/35 persons b) 3,750 GPD c) None d) Minimal increase e) Negligible increase f) 30-40 ADT (construction); 20-25 (housing) g) Adverse increase for some residents near FR48 parking area h) No effects/ Negligible	a) 8/35 persons b) 3,750 GPD c) None d) Minimal increase e) Negligible increase f) 30-40 ADT (construction); 20-25 (housing) g) Minimal increase h) No effects/ Negligible	a) 5/0 persons b) 2,200 GPD c) None d) Minimal increase e) Negligible increase f) 30-40 ADT (construction); 20-25 (housing) g) Minimal increase h) No effects/ Negligible	a) 8/35 persons b) 3,750 GPD c) None d) Minimal increase e) Negligible increase f) 30-40 ADT (construction); 20-25 (housing) g) Minimal increase h) No effects/ Negligible
Visual (Scenic) Quality: a) Night lighting b) Buildings/admin. parking c) Access road (FR48) d) Snowmobile parking	2 & 3	a) No change b) No change c) No change d) No change	a) Minimal impact b) Minimal impact c) Minimal impact d) Reduced visual quality for some residents near parking	a) Minimal impact b) Minimal impact c) Minimal impact d) No effects	a) Minimal, but less than Alt 2 b) Minimal, but less than Alt 2 c) Minimal, but less than Alt 2 d) No effects	a) Minimal impact b) Minimal impact c) Minimal impact d) No effects
Heritage Resources: a) National Register of Historic Places eligibility	4	a) No opportunity for interpretation	a) Slight reduction to "sense of place"	a) Minimal impacts, SHPO concurrence	a) Minimal impacts, SHPO concurrence	a) Minimal impacts, SHPO concurrence

Effect/Indicator	Issue	Alternative				
		Alt. 1	Alt. 2	Alt. 3	Alt. 4	Alt. 5
Soils & Wetland Resources: a) Soil disturbance (acres) b) Addresses existing effluent c) Risk for wetland sedimentation	5	a) None b) No c) None	a) 1.5 to 2 acres b) Yes c) Very low	a) 1.5 to 2 acres b) Yes c) Very low	a) 0.5 to 1 acre b) Yes c) Very low	a) 0.5 to 1 acre b) Yes c) Very low
Fishery & Water Resources: a) Risk for sedimentation of Otter Creek & other stream courses	5	a) None	a) Very low	a) Very low	a) Very low	a) Very low
Air Quality: a) Level of air quality	3	a) No change	a) Slight reduction near FR48 parking	a) Minimal impact	a) Minimal impact	a) Minimal impact
Threatened, Endangered and Sensitive (TES) Species		No effect	No adverse effect	No adverse effect	No adverse effect	No adverse effect
Management Indicator Species (MIS)		No effect	Negligible	Negligible	Negligible	Negligible
Recreation: a) Snowmobile parking capacity b) Level of snowmobile activity c) National Rivers System eligibility		a) No change, up to 75 vehicles b) No change c) No effect	a) Up to 30 vehicles, loss of 45 b) No change c) No reduction	a) Up to 20 vehicles, loss of 55 b) No change c) No reduction	a) Up to 20 vehicles, loss of 55 b) No change c) No reduction	a) None, loss of 75 b) No change c) No reduction
Environmental Justice		No effect	No effect	No effect	No effect	No effect

3. Chapter 3 – Affected Environment and Environmental Effects

This chapter discloses the direct, indirect, and cumulative environmental consequences ("effects") to the physical, biological, social, and economic resources from the Proposed Action and its alternatives as described in Chapter 2. It consists of a description of the existing condition ("affected environment") for each resource area, and then discloses the environmental effects under each alternative as compared to those that would occur from the implementation of the No Action Alternative (Alternative 1). The description of the affected environment for each resource provides the area of influence of potential effects from the Proposed Action and alternatives ("analysis area"). The analysis area described for the direct and indirect effects for each resource discipline may differ depending on the characteristics of the resource. Since cumulative effects are based on the time and geographical space of the effects of other actions that may overlap with the proposed action, the analysis area for cumulative effects may differ from that described for direct and indirect effects for the same resource. The discussion of environmental effects for each resource area begins with its association with the unresolved issues identified during public scoping and the main indicators used to provide a meaningful disclosure of impacts.

3.1 Socio-economic Resource

3.1.1 Affected Environment

The socio-economic analysis area for this project consists of the Towns of Mount Tabor and Danby, VT. Most of the analysis focuses on the Town of Mount Tabor since the Mount Tabor Work Center administrative site is fully within the town boundaries and is located directly adjacent to Mount Tabor village. The Town of Danby is also included since it would also have some potential impacts from the proposed seasonal housing facilities.

Towns of Mount Tabor and Danby

The Town of Mount Tabor, VT is in Rutland County and is located east of US Highway 7 between the Towns of Wallingford to the north and Peru to the south. The Town of Danby is located directly adjacent to the west. The villages of Mount Tabor and Danby are the largest communities within each respective Township. US Highway 7 divides the two towns and there are several general stores and gas stations that service this main north/south travel corridor at its junction with the roads that access both villages.

Mount Tabor Demographics

The Town of Mount Tabor lies within a rural setting in south central Vermont along the western portion of the Green Mountains. It has an existing population of 203 residents (U.S. Census Bureau 2000a) with a relatively flat growth rate since 1990. Assuming a modest three percent growth rate over the next five years, the population of Mount Tabor would be around 210 residents by 2008. Although the Town contains 28,318 acres of land, about 25,064 acres (88 percent) are NFS lands within the GMNF (USDA 2002). The vast majority of the remaining 3,254 acres are located in the Otter Creek valley along US Highway 7. A large portion of town residents live along a stretch of Brooklyn Road (FR10) within Mount Tabor village

approximately ½ mile east of US Highway 7. The remaining population is scattered throughout the Otter Creek valley. The resident working occupation is widely varied with a large amount of commuter activity to areas of commerce in the vicinity of the Towns of Rutland or Manchester, VT. Median household income in 2000 was $32,250 (U.S. Census Bureau 2000b).

Mount Tabor Municipal Services

- *Water*: Domestic water for Mount Tabor village is provided by the Danby/Mount Tabor water system. This gravity fed system consists of three sources (Carley Spring, Grady Spring, and an infiltration gallery) located on Dorset Mountain approximately 2½ miles west of Danby village. A six-inch main distributes water to about 150 hook-ups in the villages of Danby and Mount Tabor. The water main in Mount Tabor village runs east along the south side of Brooklyn Road to the last house on the left. The peak demand of the system is about 50,000 gallons per day (GPD) or approximately 330 GPD per hookup (Hall 2003). The water system at the Mount Tabor Work Center site is currently hooked up to the village water main. Since the water system at the work center is shut down during the winter months and the site receives little use even during peak non-winter periods, existing water use is considered minimal.

  Currently, Carley Spring is the only source that does not require disinfectant treatment prior to use. It yields from a maximum around 97,000 GPD in the winter months to a low of around 44,640 gallons in late August. Carley Spring begins to recharge again in late October. Both the Grady Spring and the infiltration gallery require disinfectant which is an undesirable event by town residents. Subsequently, the Danby/Mount Tabor water system Prudential Committee wishes to use water from the Carley Spring as long as possible thus minimizing the length of time that the other treated sources have to supplement the spring to meet demand (Hall 2003).

- *Schools*: The Mount Tabor Town School District is within the Bennington-Rutland Supervisory Union. There were a total of 34 students from Mount Tabor enrolled at various schools during the 2001-2002 school year (Mount Tabor Town Report 2002). This included 16 grade school students (Grade K-6) at Currier Memorial Elementary School in Danby, and five high school students (Grade 7-12) each at Mill River High School in North Clarendon, and Long Trail School in Dorset. Parents have the option of selecting other schools in the area for student enrollment resulting in the remaining eight students distributed to five other schools. The allowable tuition per pupil for Currier Memorial and Mill River was $7,473, and $7,227, respectively for the 2001-2002 school year. Total enrollments at the Currier Memorial and Mill River Schools were 106 and 737, respectively with student/teacher ratio of 8.5, and 11.9, respectively for the 2001-2002 school year (VT Department of Education 2003).

- *Roads*: The Town of Mount Tabor is within Transportation District No. 1 as classified by the VT Agency of Transportation – Technical Services Division. Mount Tabor village is accessed by Brooklyn Road east off of US Highway 7 (also referred to as FR 10 by the Forest Service and Town Highway 1 by the state). Brooklyn Road is a paved two-lane Class 2 Town Highway under the jurisdiction of the Town of Mount Tabor for about .8 mile from its starting terminus at US Highway 7 to the NFS property line just east of the village. The pavement of Brooklyn Road is generally in good condition and requires

normal periodic maintenance. The road has a weight limitation of 24,000 pounds being the normal restriction for town roads of this type (Rutnick, personal communication 2003). The road continues east as FR10, a "level 4" paved and gravel access road into NFS lands where it falls under the jurisdiction of the Forest Service. Brooklyn Road crosses Otter Creek about .3 mile east of US Highway 7 via a bridge constructed in 1937. The bridge consists of steel beam construction with concrete/asphalt pavement on the deck surface. The VT Agency of Transportation has determined the bridge is in generally fair condition but the deck surface and guardrails are showing signs of advanced deterioration (VT Agency of Transportation 2002). There is no known weight limitation for the bridge.

Maintenance and repairs of the Brooklyn Road and the Otter Creek bridge is funded from a combination of state and taxes from Town residents. There is about $50,000 appropriated for funding of Class 2 and 3 Roads for the Town of Mount Tabor in fiscal year 2004 (VT Agency of Transportation 2003). Brooklyn Road is also designated as a Forest Highway eligible for capital improvement funding under the Federal Highway Administration Forest Highway program.

FR48 is a single lane "level 3" gravel road under Forest Service jurisdiction that accesses the Mount Tabor Work Center administrative site south off of Brooklyn Road just east of the Otter Creek bridge.

- *Police Department Services*: Mount Tabor village has two elected constables and a special officer. Responsibilities for law enforcement are shared between the constable, special officer and the Vermont State Police (Davison, personal communication 2003). Demand for police protection is considered normal for a village of this size (see crime below). The Mount Tabor Work Center site and all other NFS lands are under the jurisdiction Forest Service law enforcement officers.

- *Fire Department Services*: Mount Tabor village is served by the Danby/Mount Tabor Volunteer Fire Department (VFD). The department is staffed by an all-volunteer crew of 25 and has equipment consisting of two tankers, and four pumpers located at two separate stations (Abbott, personal communication 2003). The department operates on an average annual budget of approximately $45,000 with about $15,000 raised by funding events and the remainder by the Towns of Danby and Mount Tabor and other sources. (Mount Tabor Town Report 2003; Danby Town Report 2002).

- *Waste Management*: The Town of Mount Tabor is within the Rutland County Solid Waste District. The transfer station serving Mount Tabor is currently operated by Mettowee Valley Waste Management of Manchester, VT under contract by the town. Their permit allows the collection of up to 400 tons/year (about 33 tons/month) from users of the transfer station. Current use averages approximately 8 to 10 tons/month. Waste is trucked to an incinerator plant in Hudson Falls, NY. (Haley, Personal Communication 2003). Very small amounts of waste are generated from current administrative use of the Mount Tabor Work Center and is picked up on an as needed basis by Forest Service staff. General trash associated with the parking area for snowmobile use is not considered a problem with individuals carrying out their own trash and any remnants cleaned up on an as needed basis

by members of the local area VAST snowmobile club (Green Mountain Climbers). Human waste generated at the site associated with snowmobile use is not currently a problem.

Mount Tabor Quality of Life

- *Crime*: Existing law enforcement problems in the Mount Tabor village area including the US Highway 7 corridor are limited to those normally found in a small rural community such as traffic violations and minor domestic matters (Davison, personal communication 2003). Violations specific to the Mount Tabor Work Center project area site are limited to minor vandalism to buildings, illegal camping, target shooting, parking conflicts associated with snowmobile use, and illegal snowmobile use on non-designated trails to the south of the work center.

- *Noise*: Existing noise occurring at the Mount Tabor Work Center is associated with its use as an administrative site to manage NFS lands and has not resulted in major complaints by private residents living directly adjacent to the north. Most of this activity occurs during the non-winter months and consists of small engine operations for mowing and the testing/maintenance of equipment associated with forest management such as pumpers, chainsaws, tractors, and ATV's. The work center is also used during this period by staff and volunteers of the Green Mountain Club (GMC) as a staging area associated with the maintenance of portions of the nearby Appalachian Trail/Long Trail corridor. Some noise is associated with their activity as they leave and return from work each day, and when they stay over night at the facilities. Again, there have not been any major complaints related to this noise from nearby private residents.

  Winter noise is limited to people using the work center for parking associated with snowmobile use and snowmobile activity along the VAST trail corridor running through the area. The snowmobiles are by far the most obtrusive source of noise to residents of Mount Tabor village and at times during peak use (weekends and holidays) can become the predominant sounds in the area during an otherwise very quiet time of the year. The existing snowmobile season starts in mid-December and can last into April although the season length depends on how long snow is retained on the trail. Best snow conditions are typically from the end of December through mid-March when the vast majority of snowmobile activity occurs. During this period, it is estimated that up to 4,500 individual snowmobiles travel this trail corridor with an average of about 430 snowmobiles per week (Watson, personal communication 2003). The trail receives the highest use during weekends and holidays when up to 300 snowmobiles can be counted (Jesmonth, personal communication 2003).

  Administrative use of the work center is very limited during winter months with only occasional sounds from the use of Forest Service snowmobiles that are stored at the site. Additional noise is periodically heard from grooming equipment that is stored at the work center site when used by the local VAST snowmobile club (Green Mountain Climbers) to maintain the VAST snowmobile trails in the vicinity.

- *Traffic*: Traffic along Brooklyn Road east through Mount Tabor village is from public access to residences, recreation use on NFS lands further east on FR10, and employees/volunteers of the GMNF accessing NFS lands to conduct various management

activities. The last documented traffic count for Brooklyn Road in Mount Tabor village was conducted in 1995 with an average daily traffic (ADT) of 160 vehicles (Byrne, personal communication 2003). Existing non-winter traffic associated with Forest Service employees and GMC staff/volunteers utilizing the work center site for administrative purposes is relatively minor with traffic limited to a few vehicles entering and leaving the area on a daily basis. Traffic from these sources is limited to FR48 and then onto Brooklyn Road either east or west depending on what part of the NFS lands they are working on for any given day. Some public traffic occurs as a result of access via FR48 to a large segment of NFS lands to the south of the work center. This traffic peaks during periods associated with hunting but the amount is considered minimal. Safety issues associated with all traffic in the vicinity is not considered a problem except the intersection of FR48 with Brooklyn Road has a limited line of sight towards the east when approaching Brooklyn Road from the work center due to the Forest Service sign located at the corner.

Winter traffic in the Mount Tabor village area along Brooklyn Road, and FR48 is associated mainly with local residents and general snowmobile activity on the VAST trail system. Brooklyn Road (FR10) is only plowed up to the NFS property line just east of the village prohibiting vehicle traffic past that point. Traffic levels on Brooklyn Road and FR48 associated with snowmobile activity peak on weekends, holidays, and special events starting in mid December and lasting through March. Up to 20 to 75 vehicles enter and leave the work center area during these peak periods depending on snow conditions and timing of special events. Parking associated with snowmobile use at the work center is normally limited to areas directly associated with the existing buildings but can overflow to available space along FR48 to Brooklyn Road during peak periods.

Local Taxes

The current total tax rate in 2002 for residents of Mount Tabor was $2.23. The school portion of that rate consisted of $1.17. Total town tax revenues for the year ending June 30, 2002 was $306,405 town with $227,420 (74 percent of total revenues) spent on the school tax payment for fiscal year 2001 (Mount Tabor Town Report 2003). The Town of Mount Tabor received $21,516 and $15,330 from the U.S. Government through the 25% fund and payment in lieu of taxes (PILT) programs, respectively in fiscal year 2001 (USDA Forest Service 2002).

Real Estate Values

Housing costs in the vicinity of the Mount Tabor Work Center site are considered average with the mean value of homes in the Town of Mount Tabor estimated at $91,700 (U.S. Census 2000c). Property (land) costs are also considered average for this part of the state. Current housing and property sales reflect a healthy real estate market in the Danby/Mount Tabor area with a moderately quick turn over rate of available listings. Property listings near the Mount Tabor Work Center site are infrequent due to the low percentage of privately owned land in the area (Coburn, personal communication 2003).

3.1.2 Environmental Effects

Issues 1(Municipal Infrastructure and Quality of Life), and Issue 3 (Snowmobile Parking) have determined the focus of the socio-economic resource analysis.

Indicator(s) used to disclose effects:

- Number of seasonal residents (winter and non-winter months)
- Average and maximum gallons of town water used per day (GPD)
- Number of students enrolled at local schools
- Crime rate
- Level of noise (qualitative – descriptive levels)
- Average daily traffic (ADT) entering and leaving the work center site
- Town tax rate

3.1.2.1 Alternative 1: No Action

Demographics

There would be no affect to the projected population growth within the Town of Mount Tabor beyond the already anticipated 3 percent increase by 2008 (210 total residents).

Municipal Services

- *Water*: Assuming there is a three percent increase of hookups corresponding to the population growth rate in the area over the next five years, there would be up to five additional hookups on the Danby/Mount Tabor water system by 2008. With these additional water system hookups, it is projected there would be an increased demand of about 1,650 GPD (330 GPD x 5) during peak use periods. This growth in demand would slightly increase the amount of time the Carley Spring would have to be supplemented in the late summer months from sources needing disinfectant. It is anticipated this would not be enough to cause adverse public concern to residents utilizing this water supply.

- *Schools*: With a three percent growth rate, the increased enrollment in schools would be minimal. Current capacity would be adequate to accommodate this growth.

- *Roads*: It is anticipated that maintenance needs of all roads and the Otter Creek bridge would remain at current levels.

- *Police and Fire Services*: There would be a slight increase in the need for police and fire protection from the three percent population growth rate, but impacts would be minimal.

- *Waste Management*: There would an additional 700 pounds of waste produced from the anticipated population growth rate assuming 100 pounds/person/month (Haley, personal communication 2003). The Mount Tabor town transfer station permit has more than enough capacity to accommodate this increase in waste. Waste produced at the work center would remain the same as existing levels.

Quality of Life

- *Crime, Noise and Traffic*: Increases of existing levels of crime and traffic as a result of the modest population growth would be negligible. Noise generated from the Mount Tabor Work Center would be expected to stay the same as current levels. Noise and traffic associated with snowmobile use on the VAST corridor trail and parking at the work center would remain about the same due to the relatively flat growth projections anticipated for the Vermont snowmobile industry (Watson, personal communication 2003).

Taxes and Real Estate

Although highly speculative, the existing Town of Mount Tabor tax rate is not expected to change in the near future. With the slight increase in population over the next 5 years, tax revenues would minimally increase accordingly. Real estate values would be expected to remain the same as current conditions.

3.1.2.2 Alternative 2: Proposed Action

Demographics

There would be no net increase of population within the Town of Mount Tabor since the residents of the proposed housing facilities would be seasonal. Most residents would utilize the facilities in the non-winter months and peak from April through October with up to 35 people occupying the site. There would be a year round presence of people at the facilities although it would be a much reduced amount in the winter months (anticipated to be around 5 to 8 individuals). This resident population would not have a measurable effect on town demographics of the town due to its seasonal and transient nature.

Municipal Services

- *Water*: Assuming full capacity of both the housing facilities (20 people) and the tent pad/Adirondack shelter area (15 people), there would be an increased daily average and maximum water demand of 1,875 GPD, and 3,750 GPD in the non-winter months (April through October), respectively. Since there would be no use of the tent pad/Adirondack shelter area in the winter and a minimal use of the housing facilities (eight people), the daily average and maximum water demand would decrease to approximately 600 GPD, and 1,200 GPD during the winter months (November through March).

  The increased demand during the winter months would have a negligible impact on the capacity of the Danby/Mount Tabor water system since the Carley Spring would be well recharged by this time to accommodate the demand during this period. However, the increased demand of up to 3,750 GPD during the non-winter months would result in the water system to rely on the disinfectant water sources earlier to supplement the Carley Spring. The reliance on these other sources would also last longer into the late summer or early fall before the Carley Spring could recharge enough to meet the peak demand use during this period. Although it is difficult to exactly determine the increased amount of time this would occur, it is assumed that the increase would be enough to cause a negative reaction from current residents who use the system.

  In order to mitigate the impact to the Danby/Mount Tabor water system, a water source would be developed on NFS lands to serve the seasonal housing facilities (Mitigation Measure S-1, Appendix B). Either it would replace the need to connect to the Danby/Mount Tabor water system entirely or supplement it during times when its capacity is exceeded by demand during peak non-winter month periods.

- *Schools*: Since it would be GMNF policy not to allow children to reside at the Mount Tabor seasonal housing facilities for long periods, there would be no effect from increased school enrollment beyond the amount under Alternative 1 (Mitigation Measure S-2, Appendix B).

- *Roads* (see also traffic section below): There would be an increased use of Brooklyn Road (FR 10) across Otter Creek east to FR48 from traffic associated with the construction of the housing facilities and then from seasonal residents staying at the sight after its completion. Traffic associated with construction of the housing facilities would include pickups and small work trailers, construction equipment, and delivery trucks. There would be an estimated 30-40 average daily traffic (ADT) associated with project construction during peak activity (approximately five month period) with lesser amounts for the remaining five months that would be anticipated to complete the project. Maximum weights anticipated would be 30 tons for loaded trucks delivering concrete and may require special permission for exceeding the 24,000-pound (12 ton) weight limit. Although there would be some additional wear on the pavement of Brooklyn Road above that found under Alternative 1, the amount of construction traffic would be short-term and the effects would be minimal. No road maintenance or repair beyond normal activities would be anticipated and impacts to the Otter Creek bridge would be negligible.

  Typical vehicles used by residents of the housing facilities after its completion would include passenger cars, SUV's, and pick-up trucks with weights ranging between 2,000 and 10,000 pounds. There would be a potential for up to an additional 20-25 ADT during peak non-winter months (April through October) as a result of this traffic. Winter ADT would be anticipated to be much less with an estimated additional 5-10 ADT above Alternative 1 levels. Waste management trucks would visit the site approximately once per week during the non-winter months with much less frequency during the winter. Effects related to the wear of Brooklyn Road and the Otter Creek bridge from the operation of the housing facilities would be negligible.

- *Police and Fire Services*: During peak use during the non-winter months there may be up to 35 residents utilizing the Mount Tabor seasonal housing facilities under Alternative 2. It is anticipated that increased police service needs would be minimal (see discussion under crime below). Response to structural fires at the site would be under the jurisdiction of the Danby/Mount Tabor VFD. The Otter Creek drafting source located just west of the FR48/Brooklyn Road intersection would be used in the event of a fire response. There would be no problems anticipated for the current VFD organization to respond to a fire at the proposed facilities (Abbot, personal communication 2003).

- *Waste Management*: Waste generated from the operation of the housing facilities is based on peak use of 35 people during the non-winter months. There would be approximately 1.5 tons/month anticipated to be generated from the site at this level of use. The Mount Tabor town transfer station has the capacity to accommodate this additional amount beyond Alternative 1. It is also possible that the waste would be trucked directly to the incinerator plant in Hudson Falls, NY assuming Mettowee Valley Waste Management is hired to collect waste from the site. The Forest Service would directly incur costs so there would be no effect to the town budget. Amounts of general trash associated with parking for snowmobile use along FR48 would remain the same as under Alternative 1 with the local club continuing their policy of cleaning the site on an as needed basis. In addition, the SST facilities would be available for users of the snowmobile parking area eliminating the possibility of human waste problems occurring at the site.

Quality of Life

- *Crime*: Increased problems associated with law enforcement in Mount Tabor village beyond those associated with general population growth would be limited to increased traffic violations although the amount would be negligible. Since GMNF policy would not allow housing facility residents to keep pets, there would be no additional increase in stray animals or noise associated with barking dogs (Mitigation Measure S-3, Appendix B). Vandalism at the work center area would be expected to decrease or be eliminated altogether due to the constant presence of personnel at the site. Parking violations by snowmobile users of the existing parking lot would also decrease since parking would be made available at the newly constructed lot along FR48.

- *Noise*: Noise associated with the seasonal housing facilities during non-winter months would increase accordingly to the amount of people residing at the site up to 35 people during peak periods. Noise would be associated from increased vehicle traffic coming to and from the site, and outside activities typical of a residential setting. GMNF policy would limit night noise by providing a curfew restricting activities allowed between 10:00 pm and 7:00 am to mitigate disturbance to residents of the housing facility as well as adjoining landowners (Mitigation Measure S-4, Appendix B). The increased noise generated by the operation of the facility under Alternative 2 would be minimal and not considered obtrusive to those living in Mount Tabor village.

  Noise would also be generated during the construction phase of the facilities and consist of heavy and light equipment, traffic associated with workers, hammering, electric saws, and other sounds typically heard at a small construction site. This noise would be limited to daylight hours during weekdays throughout the 8 to 10 month construction period. Although an obvious addition to the noise found under Alternative 1, the impacts would be minimal and short-term.

  Noise during winter months would be expected to stay about the same as under Alternative 1 since snowmobile use is projected to remain relatively flat into the near future. However, the snowmobile parking would be moved from the work center area to along FR48 directly south of several private homes along Brooklyn Road. Noise associated with vehicles parking, unloading/loading snowmobiles, and the congregation of people in a small area would be more evident to these residents and may be considered very obtrusive.

- *Traffic*: Traffic would increase on Brooklyn Road east to the intersection with FR48. This includes the short-term increase in traffic coming in and out of the work center associated with the construction of the housing facilities and then from residents staying at the sight after its completion. The time frame for the project construction would be approximately 8 to 10 months and would take place in phases (i.e., road work, concrete work, framing/carpentry, utility work, and final landscaping). Vehicular traffic in and out of the work center site would include workers on a daily basis, construction equipment depending on the phase, and construction material delivery trucks on a weekly or sometimes more frequent basis. There would be an estimated additional 30-40 ADT associated with project construction during peak activity (two to six months into the construction period).

The ADT associated with residents of the seasonal housing facilities is based on the peak use of 35 people during the non-winter months. At this amount, there would be an estimated additional 20-25 ADT on FR48 and Brooklyn Road above Alternative 1 traffic levels. The actual amount from day to day use would vary since many residents would carpool, may not own vehicles, or stay at the facilities multiple days without leaving on personal business. Typical vehicles used would be passenger cars, SUV's and pick up trucks. Waste management trucks would visit the site approximately once per week.

Although traffic is anticipated to increase, the effects to safety are expected to be minimal. Construction traffic would be short-term and amounts distributed over a several month period. Resident traffic associated with the housing facilities during non-work hours and days would be dispersed thus reducing traffic congestion to negligible amounts. Crews coming and going during work days would normally be limited to early morning and late afternoon. Due to vehicle pooling, this too would have little impact on traffic. Safety would be enhanced by widening FR48 to allow two-way traffic and posting speed limits at 15 mph with strict enforcement. The existing safety hazard at the intersection of FR48 and Brooklyn Road would be mitigated with the movement of the entrance sign to clear the line of sight to the east (Mitigation Measures S-5 and S-6, Appendix B).

Winter traffic associated with residential use of the housing facilities would slightly increase compared to Alternative 1, but considering the low occupancy anticipated during winter month periods the effects to traffic levels on FR48 and Brooklyn Road would be minimal. The ADT for these periods would be estimated to increase only 5-10 ADT. Traffic associated with snowmobile use in the vicinity would be similar to that described under Alternative 1.

Taxes and Real Estate

Since there would be minimal impacts to the Towns of Mount Tabor and Danby municipal infrastructure as a result of Alternative 2, there would be no effect to the Town of Mount Tabor tax rate beyond those that may occur under Alternative 1. Tax revenues would not change from amounts found under Alternative 1. Predicting future real estate values is a highly speculative process. Property immediately adjacent to the Mount Tabor Work Center project area may increase in value to some individuals since the site would be developed and well maintained as compared to present conditions. Others may consider this a negative factor due to increased human activity in an otherwise very rural setting thus decreasing property values of surrounding property. This would be particularly true of the property directly adjacent to the north of the proposed snowmobile parking lot along FR48. Real estate values in the Towns of Mount Tabor and Danby in general would not be expected to change as a result of Alternative 2.

3.1.2.3 Alternative 3

Demographics

The effects associated with demographics would be the same as under Alternative 2.

Municipal Services

The effects associated with water, schools, roads, police and fire services, and waste management would be the same as under Alternative 2.

Quality of Life

- *Crime and Traffic*: The effects associated with crime and traffic would be similar to that discussed under Alternative 2.

- *Noise*: The effects associated with non-winter noise would be the same as under Alternative 2. Noise associated with parking vehicles and unloading/loading of snowmobiles would be notably reduced with the movement of the parking lot south of the work center area along FR48A. The buffer of trees and increased distance from private homes would screen out a large portion of noise associated with the snowmobile parking area. Although the sounds would still be audible, the intensity would be less than under Alternative 1. The effects associated with snowmobiles traveling along the VAST trail corridor through the work center area would be the same as under Alternative 1.

Taxes and Real Estate

The effects associated with taxes and real estate would be the same as under Alternative 2. The only exception would be a reduced possibility for the property directly adjacent to the north of FR48 to decrease in value since the snowmobile parking lot would not be located there.

3.1.2.4 Alternative 4

Demographics

Although the seasonal residency of the housing facilities would be reduced roughly in half, the effects associated with demographics would be similar to those discussed under Alternative 2.

Municipal Services

- *Water*: Assuming full capacity of both the housing facilities (12 people) and the tent pad/Adirondack shelter area (eight people), there would be an increased daily average and maximum water demand of 1,100 GPD, and 2,200 GPD in the non-winter months (April through October), respectively. Since there would be no use of the tent pad/Adirondack shelter area in the winter and a minimal use of the housing facilities (five people), the daily average and maximum water demand would decrease to approximately 375 GPD, and 750 GPD during the winter months (November through March).

  The increased demand during the winter months would have even less impact on the capacity of the Danby/Mount Tabor water system than under Alternative 2 and would be considered negligible. The impacts to the water system capacity from the increased demand of up to 2,200 GPD during the non-winter months would be similar to that discussed under Alternative 2 although the period needed to supplement the Carley Spring with the disinfected sources would be slightly less. However, it is still assumed that the increase would be enough to cause a negative reaction from current residents who use the system.

  In order to mitigate the impact to the Danby/Mount Tabor water system, a water source would be developed on NFS lands to serve the seasonal housing facilities. Either it would replace the need to connect to the Danby/Mount Tabor water system entirely or supplement it during times when its capacity is exceeded by demand during peak non-winter month periods.

- *Schools*: Since it would be GMNF policy not to allow children to accommodate the Mount Tabor seasonal housing facilities, there would be no effect from increased school enrollment beyond the amount under Alternative 1.

- *Roads* (see also traffic section below): There would be an increased use of Brooklyn Road (FR 10) across Otter Creek east to FR48 from traffic associated with the construction of the housing facilities and then from residents staying at the sight after its completion. The types and weights of vehicles as well as the ADT associated with the construction of the housing facilities would be similar to that discussed under Alternative 2. The difference would be that the duration of peak activity would be reduced to a three-month period with total vehicle use limited to six months. Although there would be some additional wear on the pavement of Brooklyn Road above that found under Alternative 1, the effects would be minimal and no road maintenance or repair beyond normal activities would be anticipated. Effects to the Otter Creek bridge would be negligible.

  Typical vehicles types and weights used by people residing at the housing facilities after its completion would be the same as those discussed under Alternative 2, but the ADT in the non-winter and winter months would be reduced by approximately 50 percent. The effects related to the wear of Brooklyn Road and the Otter Creek bridge from the operation of the housing facilities would be negligible.

- *Police and Fire Services*: During peak use during the non-winter months there may be up to 20 residents utilizing the Mount Tabor seasonal housing facilities under Alternative 4. It is anticipated that increased police service needs would be minimal (see discussion under crime below). Effects to the Danby/Mount Tabor VFD would be the same as under Alternative 2.

- *Waste Management*: Waste generated from the operation of the housing facilities is based on peak use of 20 people during the non-winter months. There would be approximately .75 tons/month anticipated to be generated from the site at this level of use. The Mount Tabor town transfer station has the capacity to accommodate this additional amount beyond Alternative 1. As with Alternative 2, it is possible that the waste would be trucked directly to the incinerator plant in Hudson Falls, NY assuming Mettowee Valley Waste Management is hired to collect waste from the site. The Forest Service would directly incur costs so there would be no effect to the town budget.

Quality of Life

- *Crime*: The effects associated with crime would be similar to those discussed under Alternative 2, although any traffic violations associated with residents of the housing facilities would be slightly less.

- *Noise*: Noise associated with the seasonal housing facilities during non-winter months would increase accordingly to the amount of people residing at the site up to 20 people during peak periods. Although there would be increased noise generated from the site compared to Alternative 1, the amount would be less than that occurring under Alternative 2. The increased noise generated by the operation of the facility under Alternative 4 would be minimal and not considered obtrusive to those living in Mount Tabor village.

Noise generated during the construction phase of the facilities would be similar to those discussed under Alternative 2 except that it would be limited to a six month construction period. Although an obvious addition to the noise found under Alternative 1, the impacts would be minimal and short-term.

Noise during winter months associated with snowmobile traffic using the VAST trail corridor would be expected to stay about the same as under Alternative 1 since snowmobile use is projected to remain relatively flat in the near future. Noise associated with parking and unloading/loading snowmobiles would be the same as those discussed under Alternative 3.

- *Traffic*: The traffic resulting from the peak activity associated with construction of the housing facilities would be similar to that discussed under Alternative 2 (30-40 ADT) but the duration would be reduced to a peak period of about three-months with less intense activity for the remaining three months of the total anticipated construction period.

  The type of vehicles used by residents of the housing facilities would be the same as those discussed under Alternative 2 although the ADT would be roughly half (10-15 ADT) since the facility would only accommodate up to 20 people during peak non-winter use. Winter traffic would be similar to those discussed under Alternative 2.

  Although traffic would increase, the effects to safety would be similar to those discussed under Alternative 2 albeit slightly reduced.

Taxes and Real Estate
The effects associated with taxes and real estate would be similar to those discussed under Alternative 3. The reduced size of the housing facility may lessen the possibility of any adverse effects to values of adjacent private property.

3.1.2.5 Alternative 5

Demographics
The effects associated with demographics would be the same as under Alternative 2.

Municipal Services
The effects associated with water, schools, roads, police and fire services, and waste management would be the same as under Alternative 2.

Quality of Life

- *Crime*: The effects associated with crime would be the same as under Alternative 2.

- *Noise*: The effects associated with noise would be the same as under Alternative 3 except that sounds generated from the parking of vehicles and unloading/loading of snowmobiles during winter months would be totally eliminated from the work center area since snowmobile parking would not be allowed at or near the site.

- *Traffic*: The effects associated with traffic would be the same as under Alternative 2 except that vehicles associated with the VAST snowmobile trail parking would not utilize Brooklyn Road or FR48 with the discontinuation of the work center as a trailhead. Parking and associated traffic would likely be displaced to other areas of Mount Tabor or Danby. It would be anticipated that parking to accommodate the lost capacity at the work center area would have potential adverse long-term effects related to traffic congestion, noise, trespass, and safety within the vicinity of areas associated with snowmobile parking. Adequate planning with town residents, selectboards, and law enforcement officials would be needed to offset these effects. (See Section 3.9.3.5 for discussion of effects related to snowmobile parking).

Taxes and Real Estate
The effects associated with taxes and real estate would be similar to those discussed under Alternative 3.

3.1.2.6 Cumulative Effects

The cumulative effects analysis area is the same as that used for direct and indirect effects, that is the general Mount Tabor/Danby town area with a focus on Mount Tabor. Development in both towns has been relatively slow over the past decade and there is no major development activities planned for the foreseeable future. There is some small business, home and access road development projects anticipated, but these types of development are considered relatively small with limited impacts on town infrastructure. There would be no cumulative effects to town demographics since the seasonal housing population would be transient in nature.

Perhaps the most notable cumulative effect would be to the demand on the Danby/Mount Tabor water system. With the three percent population growth rate predicted for the towns coupled with the increased use of water at the work center during peak non-winter months, the demand on the water supply would necessitate the use of disinfectant water sources during much longer periods to supplement Carley Spring than currently exists. This would be mitigated, however, if the work center develops and utilizes an on-site domestic water source.

There would be no cumulative effects to the school system since there are no direct or indirect effects from the proposed action or alternatives. Cumulative effects to roads, police and fire services, and waste management when considering normal town population growth with the increased presence of residents at the work center would be minimal. This would be the case even when considering the increased truck and construction traffic associated with the replacement of the Silver Bridge just east of Mount Tabor village on FR10, and potential timber harvest activity to the south of the work center since the impacts from these activities would be short-term. Finally, the cumulative effects associated with the general quality of life in the town in terms of crime, noise, and traffic from the combination of population growth and residential use of the housing facilities would also be minimal. The only exception to this would be under Alternative 5 since there would be no snowmobile parking at the work center site. During the "Poker Run" special event, parking and traffic congestion would become an increased problem without adequate planning.

3.2 Visual Quality

3.2.1 Affected Environment

Location and Visual Sensitivity

The Mount Tabor Work Center is located within the Town of Mount Tabor just off of Brooklyn Road (FR10) to the south. Brooklyn Road runs through the heart of Mount Tabor village and continues east providing access via FR10 to a number of highly sensitive GMNF recreation sites within the White Rocks National Recreation Area including the Silver Bridge Trail Head, Big Branch Picnic Area and the Appalachian/Long Trail. The Big Branch Wilderness is also accessible from FR10. To the west, less than ½ mile from the proposed housing facilities site is US Highway 7, a major north/south travel corridor within the length of Vermont along the valley bottom. Views from the Appalachian/Long Trail to the Mount Tabor Work Center may exist from Baker Peak, in leaf off season, or from small openings along the trail. Where visible, the view shed would depict a concentration of houses in the Mount Tabor village and the US Highway 7 development beyond with the Taconic Mountains as a backdrop. The existing work center area does not stand out individually and is not a prominent feature of the view. Views to the work center are not visible from any other of the above mentioned locations.

A cluster of private homes within the Mount Tabor village, along Brooklyn Road, lies directly adjacent to the Mount Tabor Work Center property to the north. Views to portions of the work center property, including views to portions of three existing workshop/warehouse/storage structures and grassy openings are currently visible from some of these adjacent homes. A home site situated on a knoll above the work center property to the west has panoramic views of the surrounding landscape. However, the work center structures are mostly screened from view from the western vantage point by existing vegetation on both properties and lie subordinate to the overall scene being viewed.

Southwest of the work center property is Dorset Peak. At an elevation of over 3,700 feet, this mountain is a major topographic feature of the surrounding area. Views of this peak can be seen from a grassy opening within the Mount Tabor Work Center and various homes along the Brooklyn Road corridor.

All of the above mentioned locations are rated as highly sensitive when rating concern for scenery.

Lighting

The existing workshop/garage and the warehouse buildings at the Mount Tabor Work Center site had the ability of providing external lighting from floodlights mounted beneath the soffits, in the front of the buildings. However, over time these fixtures have not been replaced or are broken. Typically these lights (incandescent – 500 Watt) were used for a specific task and then turned off.

Current condition of lighting on site is limited to indoor lighting of the workshop/garage and warehouse buildings on occasion when Forest Service personnel are working in the buildings. Night time activities at the buildings are rare and therefore lighting seen from outside the buildings viewing into the windows is a rare occurrence.

Lights occurring from vehicles associated with night time administrative use of the Mount Tabor Work Center area is infrequent. During winter months, lights from vehicles associated with snowmobile traffic also occur on the site. Weekend use is generally greater than midweek use (see Section 3.1.1 for more information related to traffic).

Street lighting exists along Brooklyn Road within Mount Tabor village. Light fixtures are attached to existing utility poles approximately 20 feet above the ground. The white light produces a glare as the fixtures are not of modern design and are not shielded. Private homes along Brooklyn Road have minimal outdoor lighting with most limited to a small wattage light by the entry door. Other visible lighting comes from interior lights that shine through the windows with various amounts of window treatments. In addition, vehicle lights from public night time use of Brooklyn Road and FR48 are visible from points along these travel corridors.

Farther off site, where Brooklyn Road meets US Highway 7 to the west, lighting becomes more pronounced with yellow and white security lighting located on buildings associated with the hardware store, gas station, and other local businesses.

Buildings and Landscape of the Mount Tabor Work Center

Within the project area, what remains of the numerous buildings that once housed a Civilian Conservation Corp (CCC) Camp in the 1930's is a one-story workshop structure in need of rehabilitation and small oil/gas storage shed. The 3,000+ square foot workshop has had little cosmetic change since its original construction and lies at a right angle to the storage shed. This workshop and storage shed are in need of rehabilitation as evidenced by the fading, flaking paint on the exterior. Other outbuildings on the site were constructed after the CCC camp closed down, and some buildings removed. These structures include outhouses and a 2,000+ square foot warehouse resided with white synthetic siding and modern garage doors replaced in the early 1990's. The warehouse is located across the "green" (a grassy island in the parking area) from the storage shed and at a right angle to the workshop. The buildings together form a pattern of development typical of CCC camps constructed in the 1930's.

Grassy openings exist throughout the site and most noticeably midway along the access road (FR48) near an existing weather station. Views to Dorset Peak can be seen from private land adjacent to the site from the north overlooking the opening. Grass parcels also exist adjacent to the existing warehouse and workshop and offer an aesthetic setting to the historical CCC camp. A small island of vegetation exists in the driveway south of the warehouse and east of the workshop, breaking up the expanse of gravel. A flagpole and associated stone assembly ring add to the historical context of the CCC Camp. Stone walls line existing and past ownership. In addition, highlights of the landscape are large diameter white pine trees located predominantly on the south side of FR48 just east of the junction with FR48A. Mixed hardwoods and spruce trees also grow on the site and mix in with the white pines. Vegetation exists adjacent to the northern property line in the vicinity behind the existing warehouse partially screening the existing Mount Tabor Work Center facilities from view of some private homes. In summer when leaves are on the trees the vegetation offer the most screening.

Access Road (FR48)

The access road lies unobtrusively on the land on level terrain and has no obvious cut banks. The road layout is aesthetically pleasing as it meanders through the site without long expanses of

straight line clearing. The road has a gravel surface and meets an asphalt road at the intersection with Brooklyn Road. FR48 from Brooklyn Road to the work center buildings is approximately 1,100 feet long, is a single lane, with an approximate width of 14 feet. Private property boundaries to the north lie tightly along the road edge for nearly half the length as it parallels Brooklyn Road providing a direct line of sight of the road from private homes located here.

3.2.2 Environmental Effects

Issue 2 (Aesthetics) and Issue 3 (Snowmobile Parking) have determined the focus of the visual quality resource analysis.

Issue 2 Indicator(s):

- Lighting – brightness of lights and visibility from specific viewpoints
- Building mass and visibility on the landscape – visibility from specific viewpoints
- Access road (FR48) – visibility from specific viewpoints

Issue 3 Indicator(s):

- Snowmobile parking – visibility from specific viewpoints

Lighting would be designed to fit into the residential neighborhood. No lighting is proposed along FR48 from Brooklyn Road into the work center, snowmobile parking area or near the entrance sign at the corner of FR48 and Brooklyn Road. The lighting for the housing structure element of the proposed facilities would be typical of what you would expect for a residential setting. That is:

- Building mounted entrance lighting at both entrances/exits – typically 100 W incandescent.
- Motion detector lighting at the entrances/exits – same wattage.
- Pole mounted lights on either end and in the middle of the parking area directly in front of the building and in the housing facilities parking area. These pole mounted lights would be residential in style, approximately seven feet in height and be "cut off" type fixture or some times referred to as "down lighting".

There would not be any "all night" lighting at the work center site. Exterior parking lights would be on timers set to come on before sunset and go off around 11:00 pm each night (Mitigation Measure V-8, Appendix B).

3.2.2.1 Alternative 1: No Action

This alternative would not add lighting, building mass, and parking or widen or pave FR48 within the Mount Tabor Work Center administrative site. Therefore there would be no change to the existing situation and no visual effects. Maintenance would continue to be done on the existing facilities.

3.2.2.2 Alternative 2: Proposed Action

Lighting (Buildings and Administrative Parking)

Effects of proposed lighting when viewed from the private home located on the knoll to the west of the Mount Tabor Work Center site would be minimal. Vegetative screening from existing vegetation on the work center site would screen out direct views of lights. This vegetation would be retained as much as possible during construction activities (Mitigation Measure V-2 and V-7,

Appendix B). The proposed residential building itself in combination with existing vegetation would screen out anticipated light from the proposed parking directly in front of the new building. In addition, filtered light ("night glow") created by the project would have an already present backdrop of lighting from existing private homes and streetlights along Brooklyn Road to the north.

Private residents located north of the work center area would notice an increased amount of lighting from the housing facilities, especially in the leaf off winter months. However, winter is when anticipated occupancy is expected to be at the lowest and therefore lighting needs would be less. The existing warehouse located north of the proposed residential building structure would screen out light as viewed by some neighbors. Additional screening provided by the retention of existing vegetation in the design of the parking area would further mitigate this effect (Mitigation Measure V-3, Appendix B).

Lighting (FR48 and Snowmobile Parking)

Vehicle headlights from traffic associated with housing facility residents and visitors would be visible to adjoining neighbors along Brooklyn Road as are headlights from current night users of the site, presently associated with snowmobile activities. However, FR48 meanders and does not allow for long stretches of headlight glare in any one direction.

The snowmobile parking lot proposed along FR48 would get frequent night time use. Lights from vehicles maneuvering in this area would be noticed by adjacent homeowners to the north. Planting of vegetation and/or the placement of a soil berm on the north edge of the parking area would minimize the lighting glare. Planted vegetation would be a low growing variety designed not to block the vantage point to view Dorset Mountain. (Mitigation Measure V-6, Appendix B).

Buildings and Landscape

Parts of the housing facility building would be visible from the home on the knoll from the west and from homes along Brooklyn Road from the north. Any negative visual quality impact would be offset by designing the building to fit into the residential setting of the adjacent neighborhood. A covered porch and entryway and overall floor plan would utilize height varying roof sections. A mixture of gable end and other roof lines would give an intimate feel to an otherwise relatively large facility.

The existing warehouse facility located north of the proposed housing facilities offers a good deal of screening from properties to the north. In addition, the maintenance/enhancement of existing vegetation in the parking island would offer visual relief when viewing the expansive roof from the north (Mitigation Measure V-5, Appendix B). Effects of building mass when viewed from the private home located on the knoll to the west of the work center would be minimal. Vegetative screening from existing vegetation on the work center site would screen out direct views (Mitigation Measure V-2 and V-7, Appendix B).

The roof color of the proposed residential building would be selected to blend with the vegetative backdrop (when viewed from the north) that consists mostly of white pine. If a metal roof is used, the finish would be of matt design to eliminate reflectivity and glare (Mitigation Measure V-4, Appendix B).

There may be an indirect effect from the construction of the new facilities in that it may not be compatible with the future rehabilitation efforts to enhance/preserve the historical context of the existing structures at the site. To reduce the chances of this impact, the design of the new building structure would include color and materials options for roof and exterior façade that would match or compliment that needed for future rehabilitation plans for the workshop/garage or warehouse. This would allow for compatibility of color and material schemes between the old and the new development (Mitigation Measure V-1, Appendix B).

The proposed tent pad/Adirondack shelter area is designed to lie within an already sparsely vegetated area. Only small amounts of tree clearing would be needed to provide for these facilities thus impacts to the general aesthetics of the area would be minimal.

Access Road (FR48) and Snowmobile Parking

The existing 12-foot wide gravel access road (FR48) would be widened four feet on each side for a total proposed width of 22-feet. Although the gravel road would loose some of its "country setting" characteristic, the proposed widening would not include any obvious cuts or fill banks. The gentle meander of the existing road would be retained to minimize the visual impact as viewed by residents from the north and users of the road. Fresh pavement would be obvious where it meets the older and well established pavement of Brooklyn Road. However, within a year, the pavement would gray down and differences between the two would be minimal.

In general, the location chosen for the snowmobile parking area would reduce the aesthetic of the grassy area as viewed from private homes along Brooklyn Road and sense of arrival to the historic CCC Camp for users of FR48. However, the planting of vegetation along the private property boundary as previously discussed (Mitigation Measure V-6, Appendix B) would minimize the impact.

Conclusion

With the exception of the snowmobile parking area, the design of the proposed housing facilities would fit in with the historic context of the CCC Camp, and with mitigation measures would reduce visual quality impacts for residents living to the west and north of the work center area (see Section 3.3.2 for further discussion of potential effects associated with the CCC Camp).

3.2.2.3 Alternative 3

The visual effects associated with this alternative are similar to those discussed under Alternative 2 with the exception of the snowmobile parking area. With the movement of the snowmobile parking area south of the work center along FR48A, all visual impacts associated with vehicles parking and the parking area itself would be eliminated. In general, the locations of the residential building, associated parking, tend pad/Adirondack shelter area and snowmobile parking would be designed to fit into the overall scheme of the historic CCC Camp.

3.2.2.4 Alternative 4

The visual effects associated with this alternative are similar to those discussed under Alternative 3 except that the sizes of the residential building and tent pad/Adirondack shelter area are reduced roughly by half. This alternative would have the least visual impact of any of the action alternatives. Effects associated with the roof mass are reduced, lighting needs would be somewhat less, and overall scale of the development would be similar in scale to homes in the

residential neighborhood. The potential for tree clearing would decrease by roughly half as that described under Alternative 2, thus the effects to the general aesthetics of the site would be slightly reduced.

3.2.2.5 Alternative 5

The visual effects associated with this alternative would be similar to those discussed under Alternative 3 except that the snowmobile parking would not be located anywhere within the work center site. Light from vehicles associated with snowmobile parking would be totally eliminated.

3.2.2.6 Cumulative Effects

The cumulative effects area for visual quality is the same as that discussed for direct and indirect effects. There are two present and reasonably foreseeable future actions that would affect the visual quality of the Mount Tabor Work Center administrative site: 1) prescribed burning activities; and 2) the "Poker Run" snowmobile event.

The prescribed burn in the open area near the weather station (where the snowmobile parking is located under Alternative 2) is conducted on a four-year cycle for vegetative maintenance. The last burn was implemented three years ago and the next cycle is planned for the spring of fiscal year 2004. The burn will cause smoke which will temporarily (duration of burn) impact the view to Dorset Mountain as viewed from residents along Brooklyn Road. In addition, the field will appear charred until "green up" occurs later in the growing season.

The snowmobile event is a one-day event of up to 350 snowmobiles traveling through the work center site. This is an annual event held two times per year. Snowmobile parking occurs not only in designated parking areas near the work center, but also in overflow areas along FR48. Although visual impacts may be considered negative by residents just north of FR48, the effects would be short-term due to the limited duration of this event.

The cumulative effects associated with visual quality from the past, present, and foreseeable future actions within the analysis area would be considered minimal.

3.3 Heritage Resource

3.3.1 Affected Environment

The proposed project is located within the former "Danby Camp" – a Civilian Conservation Corps (CCC) facility. The Area of Potential Effect (APE) as it relates to CCC remains is the entire camp area; the APE relating to prehistoric sites consists of those areas within the camp that would be subject to ground disturbance from the project.

Prehistoric Potential

At first blush, the potential for the APE to contain prehistoric/precontact sites seems high given its relative proximity to Otter Creek – known as the "Indian Road" (Petersen 1990) – and to Big Branch Stream -- fingered by Tom Daniels (1963) as the Indian portage route connecting the Otter Creek to the West River. Also, the GMNF identified a small lithic workshop site across Brooklyn Road from the entrance to the Camp, and another slightly more than a mile upstream

(Lacy 1999); and Miers documented a substantial site (VT-RU-49) less than a mile downstream. [Based on these factors, subsurface testing was conducted next to the APE (i.e., behind the area where the barracks had been) in the early 1990's for the placement of a weather station, but recovered no cultural material remains.]

However, at its closest, the APE is more than 1,000 feet/300 meters from either the Otter Creek and Big Branch Stream (note: a small area on the south side of the APE to be potentially used for snowmobile parking lies within 200 meters of a large wetland – but this area has been disturbed) dropping its "score" on the Vermont Division for Historic Preservation predictive model to between 15-20 (scores of more than 32 rank as archaeologically "sensitive"). Finally, virtually all of the areas within the APE that would be subject to ground disturbance have already been disturbed by building or road construction (or, in some cases, destruction of buildings). Therefore, the likelihood of encountering significant prehistoric material is very low.

18th-19th Century Historic Sites

Late 18th century settlement/development in the Town of Mount Tabor included construction of residences and farms along Otter Creek and the present US Highway 7. Brooklyn, the residential hamlet along the present Brooklyn Road (FR10), just to the north of the project area, was established somewhat later in time, with most homes dating to the mid-19th century (1840-1865), spurred by the establishment of the railroad in 1852 and its Depot which facilitated transport of the logs harvested from the mountains of eastern Mount Tabor (see Johnson & Gilbertson 1988). There is no evidence that any residences or mills were constructed within the APE**,** but it is possible that barns or other outbuildings may have been present at one time and were subsequently moved off-site.

Danby Camp/CCC

(Documented as site VT-RU-128). Structural, archaeological and landscape-level remains are still extant; the workshop building (1938) appears to be eligible for the National Register of Historic Places (NR), and the former camp area as a whole may be NR-eligible as a District.

Danby Camp (Camp No. 35) was home to the 167th Company (later designation changed to 1148th Company) from 1933-1942. At its peak, more than 100 Corpsmen were residents. Work tasks included construction of the camp itself during the first year or two (initial enrollee-occupants lived in tents), fire fighting, tree planting, stream bank stabilization, trail construction, road building (notably the reconstruction/rerouting of Forest Road #10 – or the "Danby-Landgrove Road" -- through the mountains), and construction of the nearby (NR-eligible) Silver Bridge across Big Branch Stream. For the most part, these activities took place on the first substantial acquisition parcels in the newly-formed National Forest -- once the core of Danby resident Silas Griffith's great estate.

The camp consisted of groups of residential, administrative and functional buildings. The "residential" area consisted of six standard barracks buildings lined up along the south side of the western entrance road; the western-most structure served as a mess hall/kitchen, the eastern-most as the recreation hall/library, and the middle four as residence halls for the men. The "administrative" area included the Officers' quarters and offices (slightly more substantial structures than the barracks); dispensary, supply/camp store and shower/latrine buildings. These were located further along the drive, just east and south of the barracks, facing east. The

"functional" buildings included a workshop, vehicle storage building, vehicle repair garage, oil-and-gas shed and radio shack situated around a central open area. A flagpole and assembly circle was located between the administrative/residential area and the work area. Small outlying concrete "explosives" sheds were located several hundred yards to the south.

Today, remaining structures include the CCC-built workshop building, small oil-and-gas shed, a non-contributing (ca. 1946) warehouse building (which replaced the vehicle storage structure), and the distant explosives sheds.

Archaeological remains are also present, primarily in the form of structural and foundation debris from the fire places of the officers' quarters, a small concrete footing from the mess hall kitchen, and (most of) the poured concrete slab from the vehicle repair garage. There are also extant, functional subsurface water lines which likely date to the CCC construction. The barracks themselves did not have foundations or running water, and were heated by wood stoves; they thus left no footprint. A local resident (and longtime Forest Service employee)'s account of the dismantlement of parts of the camp in the 1950's indicates that much of the garage building material was bulldozed away from the site, to the south (some of this churned up material is still detectable). None of these archaeological remains (i.e., officers quarters or garage) appear to retain their integrity, and therefore do not offer substantial potential for contributing information or answering questions of interest or import. They are not considered significant.

Finally, a "sense of place" is still present: The original location of the driveway and loop, flag pole and assembly circle, workshop and warehouse (on the footprint of the earlier vehicle storage building) are all intact and convey a feeling for the once-bustling CCC Camp. The lack of substantial new and/or incompatible construction within or near the Camp also contributes to this sense.

3.3.2 Environmental Effects

Issue 4 (Historical Character of the Work Center Site) has determined the focus of the heritage resource analysis.

Issue 4 Indicator(s):

- Impacts detracting from National Register of Historic Places eligibility

The Proposed Action and all alternatives (except the No Action Alternative) include interpretive signing about the CCC Camp, and the experience and work products of the men who served here. We anticipate that this would consist of two interpretive signs located along the entrance road (FR48) near the assembly area, so that they are accessible and visible to the public.

The State Historic Preservation Office (SHPO) has reviewed the Proposed Action and alternatives and has concurred with activities associated with Alternatives 3, 4, and 5. This would be formalized in a Memorandum of Agreement between the GMNF and the SHPO prior to implementation of the selected Alternative (Mitigation Measures H-1 to H-3, Appendix B).

3.3.2.1 Alternative 1: No Action

There would be no direct or indirect effect on Heritage Resources, but we would forego opportunities to enhance the "sense of place" to Danby Camp and interpret the CCC to the public.

3.3.2.2 Alternative 2: Proposed Action

There would be one direct effect to a significant Heritage Resources from building construction, road improvement, excavation of a septic field, parking lot development, or placement of an "SST" or flush toilet facility. The direct effect would be the removal of the CCC-era gas-and-oil shed to make room for the new building. This adverse effect can be mitigated through photographic documentation (per the SHPO Agreement).

There would also be the potential for indirect adverse effects from a loss of the Camp's historic character, or "sense of place", with the construction of a new building at the site, and the placement of the snowmobile parking lot along the entrance road into the Camp. However, by designing the new building to be compatible with the surrounding existing buildings (per the SHPO agreement), the effects associated with the building construction would be mitigated.

The proposed residential building would occupy the same "footprint" of the CCC era vehicle repair garage. The existing concrete slab remains would be destroyed (it was determined that these remains were not significant). This "impact" could be considered a positive "in-fill" in maintaining the camp's "sense of place" by harkening back to its original configuration (see Section 3.2.2.2 for more discussion of visual effects as they relate to the CCC Camp). Another positive indirect effect related to Alternative 2 would be the reduction in the likelihood of vandalism to the existing historic structures by channeling unrelated traffic away from the historic buildings and having on-site residents for at least part of the year.

3.3.2.3 Alternative 3

Effects associated with heritage resources would be the same as those discussed under Alternative 2 with the exception of the indirect adverse effect of the location of the snowmobile parking lot on the Camp's historic "sense of place". Moving this parking lot to a less visible location to the south eliminates this adverse effect, and promotes preservation of the landscape's character.

3.3.2.4 Alternative 4

Effects associated with heritage resources would be the same as those discussed under Alternative 3.

3.3.2.5 Alternative 5

Effects associated with heritage resources would be the same as those discussed under Alternative 3.

3.3.2.6 Cumulative Effects

There would be no adverse cumulative effects on heritage resources related to this project, but there could be positive effects because it would provide impetus for the anticipated future

rehabilitation of the CCC-built workshop/garage within the work center compound. Although there are no foreseeable future harvest activities planned on NFS lands south of the work center site, any future harvesting related equipment and trucks accessing the area via FR48 and FR48A would not pose a threat to heritage resources as demonstrated by past use of these of these roads for this type activity.

3.4 Soil and Wetland Resources

3.4.1 Affected Environment

The affected environment for the direct, indirect and cumulative effects analyses consists of the entire 10.5 acre Mount Tabor Work Center administrative site. It also extends west to wetlands along Otter Creek, and south to the large wetland approximately 0.2 miles south of the work center.

Soils in the analysis area were mapped by the Natural Resources Conservation Service (USDA 1998). The work center is underlain by Hinkley gravelly loamy fine sandy soil, on slopes of 0-8%. This soil is very deep, acid, sandy and gravelly, excessively drained, and is high enough in elevation to be out of the 100-year floodplain. The depth to the water table is generally more than six feet, except in the spring, when it can be within three feet of the surface. This soil is poorly suited to standard filter field septic systems because effluent percolates rapidly through the soil. Effluent moves through the soil without adequate soil treatment, causing a hazard of ground water contamination. This soil has no other major limitations for building construction, excavation, and site landscaping. The erosion hazard and surface runoff potential are low due to the gentle slopes and high soil infiltration and percolation rates.

Lands at the work center site slope gently to the south and west. These lands (including the wetlands) could be affected if severe soil erosion were to occur as the project is implemented. South of the Mount Tabor Work Center are poorly drained, moderately acid to neutral (in pH), wetlands soils. This is a Class II state wetland (USDI 1977). Soils west of the work center grade from deep, moderately well drained sands at the west edge of the work center shrub openings, to poorly drained loamy soils, strongly acid to neutral in pH, in the floodplain of Otter Creek. The poorly drained soils are considered wetlands. All soils to the south and west of the work center have a low erosion hazard, and a slope of 1-10%.

3.4.2 Environmental Effects

Issue 5 (Wetlands and Otter Creek) has determined the focus of the soil and wetland resources analysis.

Issue 5 Indicator(s):

- Amount of sediment or contaminants entering wetlands and Otter Creek

This direct and indirect effects analyses will focus on three key criteria to evaluate and compare the effects of alternatives: amount of soil disturbance, whether the alternative addresses potential effluent treatment concerns with the existing septic system, and the risk of sediment reaching wetlands. Alternatives are evaluated for each criterion in Table 3.1. More details are provided in the following sections.

Table 3.1: Summary of the Soil and Wetlands Direct and Indirect Effects

	Effects Evaluation Criteria		
Alternative	Extent of Soil Disturbance (as the extent of disturbance increases, so does the risk of erosion and sedimentation)	Does the alternative address *potential* effluent treatment concern?	Risk of wetland sedimentation (the risk increases as the amount of disturbance increases, and as the distance between the disturbance and wetlands decreases)
1	None (least)	No	None
2	Most	Yes	Very low
3	Most	Yes	Very low
4	Intermediate	Yes	Very low
5	Intermediate	Yes	Very low

3.4.2.1 Alternative 1: No Action

Implementation of Alternative 1 would result in no new direct or indirect effects to the soil and wetland resources. There would be no new soil disturbance, and no increased risk of erosion, sedimentation or wetlands degradation. However, an effect of not taking any action is that the current greywater system for the existing workshop/garage and the four pit toilets, *may* not be providing proper treatment of effluent. This *could* pose a risk to ground water. The soils have a low nutrient filtering/holding capacity, and the current effluent systems are not specially designed to deal with low soil filtering capacity. We have not conducted ground water tests to confirm or disprove this concern, but water in the pit toilets has been observed to raise in the spring (indicating a possible hydrologic connection to ground water).

3.4.2.2 Alternative 2: Proposed Action

The direct effects under Alternative 2 would be new soil disturbance (consisting of displacement and compaction) associated with construction of the new housing unit, administrative and snowmobile parking areas, tent pad/Adirondack shelter area, and improvement of the existing access road (FR48). The only potential indirect impact of the project would be erosion of soils beyond the construction sites. However, it is unlikely that soil would move/erode more than 50 feet from the construction sites. It is very unlikely sediment would reach Otter Creek or the wetlands to the west and south of the work site, due to the gentle slopes, non-erosive soil, and high soil infiltration rate. Forest Plan general standards and guidelines specific to the Soil and Water Resource for ground disturbing equipment would be applied during all construction activities at the site.

If Alternative 2 were implemented, standard erosion control measures (for example, sediment screens, water diversion ditches, seeding of bare soil areas) would be used. The resulting direct and indirect impacts would be minor because soil disturbance and erosion would be limited to the immediate construction area (defined as a building under construction or the boundary of a parking lot). Soil erosion would be minimal because the erosion hazard and surface runoff potential are low. It is unlikely any sediment would move more than 50 feet from construction sites. Otter Creek and nearby wetlands would be protected from sedimentation because they are approximately 200 to 1,000 feet (depending on the facility) from the creek and/or wetlands.

Septic systems (for graywater and toilets) would meet state regulations, and eliminate *possible* concerns regarding ground water contamination. The SST is a sealed vault system that is pumped periodically. Thus, there is no risk of ground water contamination.

3.4.2.3 Alternative 3

The type and magnitude of the direct and indirect effects of this alternative would be the same as Alternative 2, since the only difference between the two alternatives is the location of the snowmobile parking area. The snowmobile parking area under Alternative 3 would be located on similar soils as described under Alternative 2, and would be well away from streams and wetlands albeit slightly closer (just over 100 feet from wetlands to the south of the work center). More specifically, soil displacement, compaction and erosion would be minimal, and an undisturbed strip of soil over 100 feet wide would separate the snowmobile parking area from all wetlands.

3.4.2.4 Alternative 4

The type of direct and indirect effects of this alternative would be the same as for Alternative 3, but the magnitude of the effects would be slightly lower, since there would be less ground disturbance (less seasonal housing, and the tent pad/shelter reduced in size). As with Alternative 3, the effects on the soil would be minimal in terms of displacement, compaction and erosion, and adjacent wetlands would not be affected.

3.4.2.5 Alternative 5

This Alternative would have effects similar in type and magnitude to Alternative 2 except for the absence of the proposed construction of the snowmobile parking area. The net result would be a total amount of soil disturbance slightly less than under Alternative 2. Compaction and erosion would be minimal, and adjacent wetlands would not be affected.

3.4.2.6 Cumulative Effects

The cumulative effects analysis area is defined in section 3.4.1. Maintenance of long-term soil productivity is the criterion by which the soil resource cumulative effects will be evaluated. Since there would be no direct or indirect effects on the wetlands resources, a wetlands cumulative effects analysis is not needed.

Past, present and future activities in the analysis area that have affected/will affect the soil resource are: road and building construction (as exists, and as described in the Proposed Action and Alternatives) and use of the worksite facilities, including activities such as driving the roads, using the parking areas, and using the septic system. Soil productivity has been, and will be in the future, reduced in developed portions of the analysis area due to soil displacement, erosion, compaction, and the covering over of soil with buildings, parking lots, and other developments. This developed area covers 1.5 to 2 acres. This acreage is minor in comparison to the undeveloped adjacent lands on state and private lands near the Mount Tabor Work Center area and on the National Forest, where soil productivity is being maintained. Thus, the cumulative impacts are minor.

3.5 Fishery and Water Resources

Issue 5 (Wetlands and Otter Creek) has determined the focus of the fishery and water resources analysis.

Issue 5 Indicator(s):

- Amount of sediment or contaminants entering wetlands and Otter Creek

None of the issues that drive this analysis are directly related to fishery resources, and therefore, the analysis focuses on the potential effects to water quality from sedimentation and runoff. One issue was directly related to water quality and will be part of this analysis. This issue is also addressed in the Soil and Wetlands section of this document.

3.5.1 Affected Environment

The affected environment for this analysis consists of the 10.5-acre existing Mount Tabor Work Center administrative site. It also includes a small area east of the work center site, upslope to an elevation of about 900 feet, south to an existing wetland, and west to Otter Creek.

There are two small ephemeral streams located within the project area both flowing into the wetlands just south of the existing work center buildings. An intermittent stream also exists outside of the project area boundary to the south. These streams flow during seasonally wet periods and dry out normally during the summer months. Upper Otter Creek lies to the west and is characterized as a slow meandering stream with a predominately gravel and sandy bottom. Beaver activity/impoundments are interspersed along the main channel and stream bank vegetation consists of overhanging trees and brush. Habitat surveys indicate that in-stream habitat is good and characterized by deep pools with woody debris cover and undercut banks, and suitable gravel for fish spawning.

Upper Otter Creek contains Brook, Brown and Rainbow trout, and numerous non-game fishes (sucker, minnow, dace, sculpin species) based on sampling by the GMNF and the VT Agency of Natural Resources. The stream is very popular with local and visiting anglers. Otter Creek is a Significant Stream (MA 9.4) and would be managed to maintain its fishery and recreational values (see Section 3.9 for more discussion of Significant Streams).

3.5.2 Environmental Effects

3.5.2.1 Alternative 1

Implementation of Alternative 1 would result in no new direct or indirect effects to water or aquatic resources because there would be no soil disturbance or erosion near ephemeral/intermittent streams, Otter Creek, and the wetland. Adequate vegetation filter strips currently exist to prevent sediment from degrading water quality and fish habitat.

3.5.2.2 Alternative 2

Implementation of Alternative 2 would result in soil disturbance associated with construction of the new housing unit, parking areas, tent pad/Adirondack shelter area, and improvement of the existing access road (FR48). Indirect impacts would be erosion and storm runoff from the sites and the potential delivery of sediment and contaminants (salts, oils, etc) to Otter Creek. It is

unlikely that any soil erosion and runoff from activities associated with the housing facilities would move very far because of the implementation of erosion control measures identified in the soils effect section of this document. In addition, Otter Creek, the nearby wetland, and intermittent stream would be protected from sedimentation and runoff by significant riparian forest extending at least 150 feet (most cases greater than 400 feet) from the construction sites. This would also be the case for salt and debris associated with the winter use and plowing of the snowmobile parking area and FR48 access road. Consequently, there would be no adverse effects to water or aquatic resources.

3.5.2.3 Alternative 3

The effects associated with fishery and water resources from this alternative would be the same as those discussed under Alternative 2, even though there would be slightly less ground disturbance associated with relocation of the snowmobile parking lot to the south of the work center buildings along FR48A. The effects would be minor for the same reasons stated in Alternative 2 (application of erosion control measures and good stream/wetland buffer protection). In addition, the snowmobile parking area would be over 100 feet from the wetland and over 75 feet from the intermittent stream. With this buffer, there is little risk of soil erosion and runoff from the developed sites being deposited in the wetland and stream. There would also be little risk for salt deposits and other debris associated with the use and plowing of the snowmobile parking area and FR48 and FR48A access roads to enter these water resources for the same reason.

3.5.2.4 Alternative 4

The effects of this alternative on the fishery and water resources would be similar to those discussed for Alternative 3, even though there is a reduction in planned facilities and subsequently less ground disturbance. The effects would be minor because the implementation of erosion control measure and riparian buffer standards would be applied where ground disturbance occurs. This would result in protection of water quality in the wetland and streams adjacent to the project area.

3.5.2.5 Alternative 5

Eliminating the snowmobile parking area would have similar effects to water resources as Alternative 2, even though there would be slightly less ground disturbance. There would be less risk for soil erosion and sedimentation from this alternative compared to Alternative 3, because a distance of about 400 feet (larger vegetative buffer) would separate site development from the wetland and intermittent stream.

3.5.3 Cumulative Effects

The cumulative effects analysis area consists of the Otter Creek valley adjacent (roughly ½ mile radius) to the Mount Tabor Work Center administrative site. Maintenance of water quality and riparian habitat are the criteria by which the water resource effects have been evaluated.

Past and present activities (road maintenance, timber harvest, recreational and agricultural uses) in the analysis area have undoubtedly had some impact on water quality and riparian vegetation, although it is difficult to quantify. Future ground disturbing activities in the area will continue to have an impact on water quality. However, despite past, present and future activities, Otter

Creek and nearby wetlands remain stable, support continuous riparian vegetation buffers, and provide good habitat for aquatic organisms. The area does not appear to be subjected to excessive sedimentation from upland sources. Continued use of accepted management practices and resource protection standards can ensure current natural resource conditions will persist.

Regardless of which Alternative is selected and implemented, the Mount Tabor seasonal housing facilities project would have no adverse effect on water quality, riparian habitat and the fisheries resource. The project would result in the loss of about 1.5 to 2 acres of upland area but would not impact wetlands and streams adjacent to the project site.

3.6 Air Quality

3.6.1 Affected Environment

The affected environment for the direct and indirect air resource effect analyses is the Mount Tabor Work Center administrative site and private lands that are immediately adjacent to the north. There is no site specific-air quality information for the worksite. However, it is reasonable to expect that air quality at the work center is similar to the rest of Vermont. The largest pollution sources in Vermont are motor vehicles and home heating, especially wood stoves (VT Agency of Natural Resources 2003a). Air quality statewide consistently meets national EPA (Environmental Protection Agency) air quality standards for the six most common air pollutants, called "criteria" pollutants. The criteria pollutants are: particulate matter, sulfur dioxide, carbon monoxide, nitrogen dioxide, ozone, and lead (VT Agency of Natural Resources 2003b). Even though our air quality meets standards for these six criteria pollutants, current levels of these pollutants and several other toxic pollutants (for example, mercury, benzene, and chloroform) are cause for health concern. Of particular concern throughout Vermont is benzene, a known human carcinogen, which often exceeds state health standards throughout Vermont. Sources of benzene are numerous, some of them being motor vehicles and snowmobiles (VT Agency of Natural Resources 2002).

3.6.2 Environmental Effects

Issue 3 (Snowmobile Parking) has determined the focus of the air quality analysis.

Issue 3 Indicator(s):

- Qualitative description of air quality

An air quality-related issue raised by the public was: what effect would construction of the new snowmobile parking lot have on air quality in nearby residential areas on Brooklyn Road? This is an indirect effect issue. The direct effect of higher pollution levels in the proposed snowmobile parking area was not raised as a concern, and will not be discussed here. The major pollutants produced by snowmobiles are hydrocarbons, carbon monoxide, air toxics (including benzene) and fine particulate matter (USEPA 2003). Note that we do not anticipate an increase in the amount of snowmobile parking and use over the next five years. This is because the total amount of parking capacity would remain essentially the same, and we assume a stagnating economy and increasing fuel prices (as predicted into the future) would keep snowmobile activity at about the same level as existing use (Watson, personal communication 2003). A comparison of the effects of each alternative on air quality is shown in Table 3.2. Note that regardless of the alternative, air quality standards would be met for criteria pollutants.

Table 3.2: Comparison (between alternatives) of Projected Air Quality Effects

Alternative(s)	Air quality effects
1, 2	Highest
5	Highest (in the short term)
3, 4	Lowest

3.6.2.1 Alternative 1: No Action

Implementation of Alternative 1 would result in no change in air quality in residential areas along Brooklyn Road. Air quality standards would continue to be met, but state-wide air quality-related health concerns would remain.

3.6.2.2 Alternative 2: Proposed Action

Air quality in residential areas along Brooklyn Road would not vary from the existing condition, if Alternative 2 were implemented. Some of the snowmobile traffic would be slightly closer (by about 100 feet) to the road, but this would not be expected to result in a measurable difference in air quality, although residents closer to the parking area along FR48 would experience some air quality degradation for short periods directly associated with congregating snowmobiles. Air quality standards would continue to be met, but state air quality-related health concerns would remain.

3.6.2.3 Alternative 3

Residential areas along Brooklyn Road would have slightly better air quality if Alternative 3 were implemented, rather than Alternative 2. This is because some (but not all) of the snowmobile traffic would be slightly further (by about 200 feet) from the road. As with Alternatives 1 and 2, air quality standards would be met, but state air quality-related health concerns would remain.

3.6.2.4 Alternative 4

The effects of implementing Alternative 4 would be similar to Alternative 3, since the amount and location of parking would be similar. Reduced seasonal housing and a smaller tent pad/shelter area may result in slightly less vehicular traffic as compared to Alternative 3, but any decrease would probably be too small to measure.

3.6.2.5 Alternative 5

The effects associated with air quality from implementing this alternative would be similar to those discussed under Alternative 1 for the next several years, because the volume of snowmobile and other vehicular traffic is expected to stay about the same. For the longer term, it is not possible to project the specific future air quality impacts because we do not know where snowmobile parking would be allowed in the vicinity of the Town of Mount Tabor or work center area.

3.6.2.6 Cumulative Effects

The cumulative effects analysis area consists of the Mount Tabor/Danby area, meaning that area within an approximate one-mile radius of the Mount Tabor Work Center site. Air quality in the

analysis area is most affected by emissions from motor vehicles, wood stoves, and other fuel combustion sources. As previously stated, EPA air quality standards for the six criteria pollutants would continue to be met (now and in the future), but some air quality-related health concerns would remain. It is reasonable to assume that the current and future proportion of emissions originating at the work center site are/would be very small (and are not expected to increase), compared to other emissions in the Mount Tabor/Danby area, and emissions that enter from states to the west. Thus, the cumulative effect of the Proposed Action and any of the Alternatives would be minor.

3.7 Threatened, Endangered, and Sensitive Species

Two separate Biological Evaluations (BE) were prepared (one for plants dated March 2003 and one for animals dated February 2003) to assess the potential effects to Threatened, Endangered, and Sensitive (TES) species from the Mount Tabor Seasonal Housing Facilities project. Both BE's involved a pre-field analysis of available information, followed by field review of the project area. The BE is the document wherein the likelihood of occurrence, habitat needs, disclosure of effects for all alternatives, and determination of findings regarding TES is disclosed. A summarization of this information is presented below. The full BE documents for this project are available upon request.

3.7.1 Affected Environment

The project analysis area for TES plants and animals is the 10.5-acre Mount Tabor Work Center administrative site.

TES Plants

There are no federally listed threatened or endangered plant species known to occur on the GMNF. In addition, the analysis and field survey found there are no plants on the Regional Forester's Sensitive Species list that have a known occurrence within the Mount Tabor Work Center project area, nor does it have potential habitat for them. There are non-native invasive species (NNIS) to occur at this site including morrow honeysuckle (*Lonicera morrowii*) and a few individual plants of purple loosestrife (*Lythrum salicaria*) in a ditch. Any ground disturbing activity has the potential to spread NNIS.

TES Animals

None of the TES animal species tracked for the GMLNF are known to have documented occurrences within the project area, either currently or historically, and no critical habitat has been identified in the project area for any of those species. The BE found that one Federally listed species (Indiana bat) and one Regionally Sensitive species (Creek Heelsplitter) as having potential or suitable habitat in the project area. Even though these two species were determined to be unlikely to occur within the project area, they were carried forward in the analysis so as to implement U.S. Fish and Wildlife Service recommendations for mitigation regarding protection of potential summer roost trees and stream habitat.

- Indiana Bat (*Myotis sodalis*)
  Indiana bats have been known to hibernate in the Dorset Cave (owned by The Nature Conservancy) approximately 8 miles south of the project area. There is one known bat hibernaculum occurring on the Green Mountain National Forest, the abandoned Greeley

talc mine in the Town of Stockbridge, Vermont. Wintering populations of Indiana bats are not known to inhabit this mine.

Information about bat use of the Green Mountain National Forest during non-hibernation periods has shown that Indiana bats occupy small woodlots in the Champlain Valley. During the summer of 2001, one male Indiana bat occupied GMNF land on the western edge of the forest at 1,100 feet elevation. For three summers, between 1999 and 2001, potentially suitable habitats near the Mount Tabor Work Center were surveyed for bats, including Indiana bats. Survey protocols developed by the US Fish & Wildlife Service for the detection of Indiana bats were used. No Indiana bats were detected in the work center vicinity.

The amount of available foraging habitat and the availability of roost trees can be limiting factors in offering suitable summer habitat conditions for attracting Indiana bats. Visual observations of the areas directly adjacent to the sites of construction activity reveal a number of potential roost trees.

- Creek Heelsplitter **(***Lasmigona compressa*)
  The Creek Heelsplitter is a mollusk listed as a USDA Forest Service Eastern Region sensitive species. Creek Heelsplitters are known to occur in the Otter Creek headwaters in the Town of Mount Tabor. Creek Heelsplitteers require slow moving, sandy bottomed streams and rivers.

3.7.2 Environmental Effects

TES Plants

There would be no direct or indirect effects to TES plants from any of the alternatives since there are no TES plant species know to occur or potential habitat for them within the work center site. Since no TES plant species occur, non-native invasive species (NNIS) would have no impact if they spread. However, the potential still exists for them to decrease the diversity of the site. This effect would be minimal since any disturbed ground that could be invaded by these plants would be utilized by buildings or parking, and thus the construction would preclude much of the potential for the invasion of additional NNIS.

TES Animals

- Indiana Bat (*Myotis sodalis*)
  Indiana bat or its habitat would not be adversely impacted by any of the alternatives. The Mount Tabor Work Center project area has no known mines or caves suitable for bat hibernation. None of the alternatives would therefore have any direct impact to hibernating Indiana bats. Indirect impacts to the species associated with the action alternatives may result from construction activities affecting a small portion of potential summer habitat. To mitigate the possible loss of potentially suitable roost trees, the Reasonable and Prudent Measures and Terms and Conditions found in the *Biological Opinion of the Effect of the Land and Resource Forest Management Plan and Other Activities on Threatened and Endangered Species in the Green Mountain National Forest and Incidental Take Statement* issued by the U.S. Fish and Wildlife Service on February 16, 2000 would be followed per direction in the TES Forest Plan Amendment dated September 11, 2001. This would ensure that adequate numbers of roost trees would be

retained in the project area and thus their availability would not be a limiting factor in offering suitable habitat.

- Creek Heelsplitter **(***Lasmigona compressa*)
  The effects of sediment infiltration from the Proposed Action and Alternatives on Creek Heelsplitters and their habitat are limited by the distance of Otter Creek from the proposed activities, the nature of the gently sloping topography and the ability of the soils to buffer and absorb runoff. Thus, there are no direct or indirect effects on Creek Heelsplitters, and therefore, neither the Proposed Action nor the Alternatives are likely to contribute to a trend towards federal listing or to a loss of population viability.

3.7.2.1 Cumulative Effects

The affected environment for assessing the cumulative effects associated with Indiana bat roosting habitat consists of the Mount Tabor/Danby area, which is that area within a one-mile radius of the Mount Tabor Work Center administrative site. Past and present activities in the analysis area that have had impacts to potential roosting habitat include: the Otter Creek Timber Sale, hazard tree removal around the work center, and home/business and road construction on private lands.

Future anticipated activities that may impact potential roosting habitat include the replacement of Silver Bridge, continued development of private lands and possibly small- scale timber harvest on private lands. The location of the project area, bounded by a large wetland to the south, NFS lands to the east, and the state designated Otter Creek Wildlife Management area to the north, would allow for very limited impacts to potentially suitable habitat.

In conclusion, past, present, and future actions in the affected environment would have no adverse cumulative effects to Indiana bat or habitat within the analysis area.

3.8 Management Indicator Species

The Management Indicator Species (MIS) program is designed to assist with assessment of Forest Plan implementation. MIS can be equated to a coarse screen monitor of the Forest Service's requirement to provide for a diversity of plant and animal communities. The coarse screen being a wider, broader scale perspective of pant and animal diversity as measured by MIS. In conjunction with our Threatened, Endangered and Sensitive (TES) species program, which is thought of as the finer screen, or closer detailed look at certain key species (TES), we are able to assess how Forest Plan implementation may affect biodiversity at a variety of levels. Looking at forest-wide trends of MIS as a result of management actions and, more importantly, the habitat community they represent, also provides the GMNF managers one means to help determine the status of the Forest's vertebrate community as a whole as well as the status of the various wildlife species that each MIS represents.

3.8.1 Affected Environment

The Green Mountain NF MIS program identified 14 communities of importance for the animals of the Forest. For each of these communities, we have identified a vertebrate species that occupies and relies upon a respective community for its basic needs. We continue to monitor both the availability of each of these communities on the GMNF, and the population trends of

the respective vertebrates that utilize the communities. Population trends of these 14 MIS are assessed at a variety of scales to determine how Forest Plan implementation (site specific management activities) affects biodiversity.

Table 3.3 displays the Green Mountain NF's MIS, and the habitat they are most commonly associated with, or dependent upon.

Table 3.3 – Green Mountain NF's MIS

Animal Species	Habitat Community
chestnut-sided warbler	hardwood sapling
barred owl	mature hardwood
snowshoe hare	regenerating, young softwood
blackpoll warbler	high elevation, mature softwood
white-tailed deer	low elevation, mature softwood
ruffed grouse	regenerating, young aspen and birch
beaver	aspen and birch
yellow-bellied sapsucker	mature aspen and birch
gray squirrel	mature oak
American woodcock	upland opening
brook trout	stream
American bittern	marsh
peregrine falcon	cliff
tree swallow	beaver flowage

3.8.2 Environmental Effects

Wildlife related issues identified during scoping this proposal, and alternatives to the proposal, were very limited. The primary issue related to wildlife is the potential effect to deer using the lands adjacent to the Mount Tabor Work Center administrative site (lands recognized as a deer wintering area). White-tailed deer is considered one of the MIS for the GMNF. Potential impacts to all 14 MIS (including white-tailed deer) are included in this analysis.

MIS subject to potential impacts from this project are those considered "edge" species, or those using regenerating woods in combination with non-forested and wetland habitats (chestnut-sided warbler, snowshoe hare, white-tailed deer, ruffed grouse, American woodcock and tree swallow). Because habitat communities for the remaining species are not present, nor impacted, we anticipate no effects to barred owl, blackpoll warbler, beaver, yellow-bellied sapsucker, gray squirrel, brook trout and peregrine falcon.

Chestnut-sided Warbler

The chestnut-sided warbler was selected as a MIS for the regenerating northern hardwood community. The chestnut-sided warbler's dependence on dense, shrubby vegetation makes it an ideal indicator for this type of habitat. "Edge" habitat around this site, and dense shrubs associated with adjacent wetlands provide appropriate conditions for this species. Impacts to chestnut-sided warblers, and species they represent, are associated with the removal of "edge"

and disturbance that accompanies the construction activities. These impacts are short-lived, with conditions returning to current situation once construction is completed, and the "edge" has re-grown – a period of approximately five years.

Snowshoe Hare

Snowshoe hare are similar to white-tailed deer, in that they are both relatively common, hunted species that rely on the National Forest's softwood community. They differ a bit from deer, in that hare prefer greater tree density and lower cover characteristics of young and regenerating conifer. Snowshoe hare utilize wetland habitats adjacent to the project site; they will also utilize dense coniferous under-stories in uplands adjacent to the Mount Tabor Work Center. This project may impact some to the peripheral habitats (those closest to the work center) used by snowshoe hare and the species they represent. This impact is very minimal, and is not expected to affect the "core" (wetland) habitats.

White-tailed Deer

The white-tailed deer was selected as a MIS for the mature and old growth red spruce, balsam fir, and hemlock components of the GMNF. The area surrounding the work center is a recognized deer wintering area; having the necessary components of cover, food and western exposure needed by wintering white-tailed deer. Alternatives 1, 2 and 5 would not have an affect on white-tailed deer's continued use of the deer wintering area. With the relocation of the snowmobile parking area to the south of the work center along FR48A under Alternatives 3 and 4, there would be a possibility of increased illegal snowmobile use further south and west into undesignated snowmobile use areas. This could increase the chances for impacts to the deer wintering area that is also located here, but with adequate law enforcement would be kept at rates that would have a minimal effect on this resource.

Ruffed Grouse

The ruffed grouse was selected as a MIS for regenerating and young aspen/birch communities. Ruffed grouse will also utilize wetland areas that have dense, shrubby vegetation – much like the snowshoe hare. As with snowshoe hare and chestnut-sided warbler, this project is likely to disrupt use of the "edge" habitat surrounding this work center – but have virtually no affect to suitability of the "core" habitats of the shrubby wetlands. This impact is short-lived, returning to current conditions once construction is completed and the "edge" around the site softens.

American woodcock

Field habitat, at and adjacent to the project area, holds potential for use by breeding woodcock. This species utilizes non-forested openings in the spring for evening courtship. Construction activities that disturb these open habitats are likely to temporarily halt woodcock use of the open lands involved. Once constructions activities are completed, woodcock are likely to return to the project area; utilizing the area in much the same fashion as before construction.

Tree Swallow

All alternatives hold very limited impact to important tree swallow habitat. This species utilizes tree cavities in, and around, wetland habitats for nesting, and the wetland habitats, themselves, for feeding. Construction, construction operations, and concerns for human well being around the project site would require that many of the dead and dying trees be removed. These trees are potential nesting locations for this species, and other cavity nesting species that this species

"represent"; any of the action alternatives would result in a short-term reduction of potential nest sites for tree swallows and other cavity nesting species. This reduction of potential nesting cavities is very localized, and limited to the project site itself (approximately 10 acres) and is not likely to result in a detectable population reduction for these species. Tree swallows utilize open lands and wetlands for feeding purposes. None of the alternatives would change the local availability of these feeding conditions and thus would not change this sites utility for feeding purposes.

In summary, we have no indication from either the on-sight conditions, or from data collected to-date that implementation of the proposed action, or its alternatives, would have detectable effects to the MIS of the GMNF. Effects from the activities associated with these alternatives would be of such small and localized nature that there would be a non-measurable and negligible impact on forest-wide MIS populations and thus the biodiversity they represent.

3.9 Recreation

3.9.1 Affected Environment

The primary recreation activities in the vicinity of the Mount Tabor Work Center administrative site include snowmobiling, cross-country skiing, hiking, hunting, fishing, camping, and driving for pleasure. FR10 accesses a major portion of the GMNF including recreation sites within the White Rocks National Recreation Area such as the Silver Bridge Trail Head, Big Branch Picnic Area and the Appalachian/Long Trail. The Big Branch Wilderness is also accessible from FR10. The project analysis area for recreation includes the work center site, the snowmobile parking area at the work center and on private land near Brooklyn Road and US Highway 7 in the Town of Mount Tabor, the snowmobile corridor trail (trail number 7F1), and the riparian areas along Otter Creek and Big Branch adjacent to the work center project site.

Snowmobile use is a primary recreation activity during winter months within and adjacent to the work center area. The Vermont Association of Snow Travelers (VAST) trail number 7F1 is an east/west corridor trail that connects a servicing area along US Highway 7 with the main VAST north/south corridor trail (trail number 7) along the spine of the Green Mountains. Trail number 7F1 currently runs through the Mount Tabor Work Center site. This trail section is maintained by the Green Mountain Climbers VAST snowmobile club from Danby, VT. Club members maintain the trail including brushing back vegetation, ensuring resources are protected with proper erosion control activities, and miscellaneous work such as bridge and trail improvements. They also groom the trail during the winter months and they currently store their grooming equipment in the work center warehouse building.

The snowmobile season starts in mid-December and can last into April although the season length depends on how long snow is retained on the trail. Best snow conditions are typically from the end of December through mid-March when the vast majority of snowmobile activity occurs. During this period, it is estimated that up to 4,500 individual snowmobiles travel this trail corridor with an average of about 430 snowmobiles per week (Watson, personal communication 2003). The trail receives the highest use during weekends and holidays when up to 300 snowmobiles can be counted (Jesmonth, personal communication 2003). The snowmobile activity on the VAST trail network in general is not expected to increase into the near future since the industry grows in relationship to the economy and fuel prices. Under

current conditions, the stagnating economy and increasing fuel prices would keep snowmobile activity at about the same level into the near future as existing use (Watson, personal communication 2003).

The parking area associated with the existing Mount Tabor Work Center site is currently used as a public trailhead to access the VAST snowmobile trail system during the winter months. Parking capacity at the site depends on vehicle type and trailer size but can provide the 25-35 spaces needed to serve average weekend use. However, parking needs can peak up to 75 vehicles with trailers on busy weekends, holidays and during special events necessitating an overflow to adjacent areas along FR 48 to Brooklyn Road. Snowmobile parking with a capacity up to about 20-25 vehicles is also available on private land associated with Crosby Lumber at the intersection of Brooklyn Road and US Highway 7. During peak snowmobile activity this area is also filled to capacity.

Otter Creek, and Big Branch are currently listed as a potential Recreational River, and Significant Stream, respectively and are managed according to standards and guidelines under MA 9.4 in the GMNF Forest Plan (Forest Plan, pp. 4.180-1 to 4.180-20). These streams have the ability to provide outstanding recreational values and characteristics. Management prescription for MA 9.4 is applied to stream corridors that overlay and run through a variety of lands with other management prescriptions. In other words, MA 9.4 overlays MA 4.1 in the Mount Tabor Work Center project area. Any proposed activities within these stream corridors would need to be consistent with the Forest Plan standards and guidelines outlined for their protection, so as not to harm their eligibility for potential inclusion into the National Wild, Scenic and Recreational River System.

Otter Creek was identified by the National Park Service National Rivers Inventory (NRI) to be eligible for Recreational River designation. The MA 9.4 land associated with Otter Creek extends ¼ mile from its bank. Otter Creek runs south to north parallel to the work center site ranging from about 500 to 1,000 feet from the site depending on its relation to the project area boundary. Big Branch is not on the NRI list but is regionally significant for its outstanding recreational and fishery values. The MA 9.4 land associated with Big Branch varies depending on the distance needed from its bank to meet visual quality objectives. It runs east to west into Otter Creek just north of Brooklyn Road and Mount Tabor village about 1,200 feet from the work center site.

3.9.2 Environmental Effects

The local VAST snowmobile club (Green Mountain Climbers) raised the issue that demand for snowmobile parking at the Mount Tabor Work Center administrative site is beginning to exceed capacity. For this reason, the effects analysis related to the proposed action and alternatives is focused on snowmobile activity and parking in the vicinity of the Mount Tabor Work Center site. In addition, this section addresses potential effects to the eligibility of Otter Creek and Big Branch for inclusion in the National River System.

3.9.2.1 Alternative 1: No Action

There would be no change to the existing parking and general activity associated with snowmobile use in the work center area. Snowmobile traffic on the trail corridor would remain

relatively constant into the near future. Since there would be no development at the work center site, there would be no effects to the recreational value of Otter Creek or Big Branch.

3.9.2.2 Alternative 2: Proposed Action

There would be no change to the existing parking and general activity associated with snowmobile use in the work center although parking would shift from the area near the existing buildings to a new location along FR48 about 500 feet to the west. There may be slightly less parking capacity available since the parking lot would be designed for up to 30 trucks with trailers, which is about five less than under Alternative 1. During peak activity, private land would have to accommodate the need for up to 45 more vehicles since overflow parking would not be allowed to occur within the work center compound area or along FR48. Snowmobile traffic on the trail corridor would remain relatively constant into the near future.

The development activities under Alternative 2 would not reduce the recreational value of Otter Creek and its associated land. Although it is well within the ¼ mile corridor of the river, the housing facilities would be well blended into the existing character of the landscape (see discussion of visual quality effects under Section 3.2.2.2). The recreational value of Big Branch would not be affected since the work center area is not visible from the riverbank. The development associated with Mount Tabor village is the primary factor influencing this segment of Big Branch.

3.9.2.3 Alternative 3

The capacity for parking associated with snowmobile use would be reduced to 20 trucks with trailers. This reduction would reduce the capacity for parking at the work center area by 10 to 15 vehicles. Private land would have to accommodate up to 55 vehicles since overflow parking would not be allowed along FR48A, FR48, or at the work center compound area. Snowmobile traffic levels on the trail corridor would be the same as under Alternative 1.

Effects to the recreational value associated with Otter Creek and Big Branch would be the same as those discussed under Alternative 2

3.9.2.4 Alternative 4

Effects to parking and general snowmobile traffic on the trail corridor, and the recreational value associated with Otter Creek and Big Branch would be the same as those discussed under Alternative 3.

3.9.2.5 Alternative 5

Snowmobile parking would be completely eliminated from the work center area under Alternative 5 once the seasonal housing facilities are constructed and operational. There would be a parking capacity loss of up to 35 vehicles needed during an average use weekend and up to 75 vehicles during peak activity. Private land would have to accommodate the lost capacity along the trail corridor up to US Highway 7 and onward to the north. In the short-term, until additional parking capacity is established, snowmobile activity along this trail corridor may slightly decline.

Effects to the recreational value associated with Otter Creek and Big Branch would be the same as those discussed under Alternative 2.

3.9.3 Cumulative Effects

The cumulative effects analysis area for recreation is the same as that used for direct and indirect effects. The only action considered for cumulative effects for parking and general snowmobile use along the trail corridor is the annual "Poker Run" event held on VAST Trail 7F1 through the work center area and east to the main north/south trail corridor. This event attracts up to 350 snowmobile participants. Vehicles and trailers associated with the event fill the parking areas at the work center, along FR48 and on private land along Brooklyn Road and US Highway 7 to capacity. The elimination of parking at the work center would add more of a demand of parking on private lands in the Towns of Mount Tabor and Danby. Traffic congestion and parking shortages may be a problem but would be short term in nature (only two weekends per winter).

Since there are no direct or indirect effects from the construction of the housing facilities to the recreational values of Otter Creek or Big Branch, there would be no cumulative effects.

3.10 Environmental Justice

Population and Low-income Populations," mandates that "each Federal agency shall make achieving environmental justice part of its' mission by identifying and addressing, as appropriate, policies, and activities on minority populations and low-income populations," (Federal Order 12898, 2/11/94). Evidence shows that areas of low income or minority populations suffer a disproportionate risk of succumbing to adverse environmental conditions in their community. Some examples of this problem include toxic waste facilities, garbage disposal areas, or unmonitored factory dumping in impoverished, ethnic areas. In order to protect the rights and health of these populations, this Executive Order establishes, within the NEPA framework, a system to analyze the demographics of a proposed location.

Before a policy or proposal is instated, the proposed area must be checked to see whether it will disproportionately affect minority or low-income populations. The standards used to analyze a given location are as follows: 1) If the demographics of a proposed location show a minority or low-income population greater than two times that of the state average, then it is considered one of potential environmental injustice; 2) If the demographics of a proposed location show a minority or low-income population greater, but not two times greater, than the state average and there are community identified environmental justice issues, the case should be identified and addressed as a potential environmental injustice case; and 3) If the demographics of a proposed location demonstrate minority or low-income populations is equal to or less than that of the state average, then the area is not considered a potential for environmental injustice and there is no reason to disregard the proposal due to ethnic or financial discrimination.

Tables 3.4 and 3.5 compare the ethnic and income demographics for the counties that would be potentially affected by the proposed action (Rutland County and adjacent counties) to the Vermont state averages. The project area lies within Rutland County.

Table 3.4: Ethnic Demographics by County[1]

County	% Native American	% African American	% Asian	% Hispanic
Addison	0.3	0.6	0.7	1.1
Bennington	0.2	0.4	0.6	0.9
Rutland	0.2	0.3	0.4	0.7
Washington	0.3	0.5	0.6	1.3
Windham	0.2	0.5	0.8	1.1
Windsor	0.2	0.3	0.6	0.8
Vermont Average	0.4	0.5	0.9	0.9

[1] U.S. Census Bureau, Census 2000d Redistricting Data. June 11, 2003.

The above display shows that none of the counties analyzed demonstrate ethnic populations greater than two times that of the state average. In Addison County the percent African American and Hispanic populations are greater (but not two times greater) than the state average. In Washington and Windham Counties the Hispanic population is greater (but not two times greater) than the state average. All other ethnic populations are equal to or less than the state average for each county considered.

Table 3.4: Income Demographics for the Green Mountain National Forest Region[1]

County	% Below Poverty Level
Addison	8.6
Bennington	10.0
Rutland	10.9
Washington	8.0
Windham	9.4
Windsor	7.7
Vermont Average	9.4

[1] U.S. Census Bureau, Census 2000d Summary. June 11, 2003.

The above display shows that none of the counties analyzed portray individual poverty level percentages greater than two times the state average. In both Bennington and Rutland Counties the percent of the population below the poverty level is greater (but not two times greater) than the state average. All other counties considered have population poverty levels equal to or less than the state average.

None of the alternatives are expected to adversely impact minority or low-income populations. There were no issues related to either of these population groups identified during public scoping.

4. Chapter 4 – Consultation and Coordination

4.1 USDA Forest Service Participation

The following people participated in initial scoping, were members of the Interdisciplinary Team, provided materials for incorporation into the EA, and/or provided technical review of the document.

Name	Position/EA Involvement
Robert Bayer	Acting District Ranger/Deciding Officer
Dan McKinley	Acting District Ranger/Deciding Officer
Gina Owens	District Ranger/Deciding Officer
Jay Strand	NEPA Coordination/IDT Leader
Dave Lacy	Forest Archeologist/Heritage and Core IDT member
Joan McCloud	Forest Technician/Recreation and Core IDT member
Chris Hanrahan	Forest Engineer/Site design and Core IDT member
Clayton Grove	Forest Wildlife Biologist/Biological Evaluation oversight
Scott Wixsom	Wildlife & Fisheries Technician/TES Animals & Fisheries
Dick Gaiotti	Forest Technician/Vegetation
Frank Thompson	Wildlife & Forest Technician/Wildlife
Thomas (Nort) Phillips	Forest Technician/Fire
Mary Beth Deller	Forest Botanist/TES Plants
Nancy Burt	Forest Soils Scientist/Soils, Wetlands, and Air
Chris Casey	Silviculturist/Vegetation
Steve Roy	Forest Fisheries Biologist/Fisheries and Water
Bill Garrison	Forest Technician/Trails
Donna Marks	Forest Landscape Architect/Visuals
Kim Kimville	Law Enforcement Officer/Law Enforcement

4.2 Other Government Agencies Contacted

The following were contacted during the environmental analysis process and provided materials or information that was incorporated into the EA.

Agency	Person Contacted
VT Agency of Transportation, Technical Division	Bob Rutnick
VT Agency of Transportation, Research Unit	Bernard Byrne
Vermont Department of Fish and Wildlife	Doug Blodgett
VT Division for Historic Preservation/State Historic Preservation Office, Montpelier	Judith Ehrlich
Mount Tabor Selectboard	Wendell Davison, Chairman
Town of Mount Tabor	Ida Beauregaurd, Town Clerk

4.3 Other Persons or Organizations Contacted

Person Contacted	Title, Organization or Company
Margaret Coburn	Real Estate Broker, Danby Four Corners, VT
Maureen Stables	Real Estate Broker, Century 21- Rutland, VT
Bud Haley	Vice President, Mettowee Valley Waste Management
Tary Jesmoph	President, Green Mountain Climbers Snowmobile Club
Bryant Watson	Executive Director, VT Association of Snow Travelers
John B. Griffith, Jr.	FS retiree; Danby, VT resident
Paul Hughes	Former CCC/Danby Camp clerk; Rutland, VT resident
Kenneth Abbott	Fire Chief, Danby/Mount Tabor VFD
Ross Hall	Chair, Prudential Committee, Danby/Mount Tabor Fire District No. 1

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Appendix A – Comment Summary from Public Scoping

A. Determination of Unresolved Issues

The following are the unresolved issues that were identified through public scoping. These issues have been addressed with the development of one or more alternative that has been retained in the EA for detailed analysis (Chapter 2, Section 2.2).

Socio-economics

- Impacts to Town of Mt. Tabor infrastructure
    - Increased demand for municipal water supply from seasonal residential use
    - Roads and bridge deterioration from increased traffic from construction activity and seasonal residential use
    - Increased students in local schools
- Further tax burden on Mt. Tabor community
- Decreased values of neighboring real estate due to close proximity of parking area
- Decreased public health/safety
    - Increased traffic from seasonal residential use
    - Increased snowmobile traffic
    - Increased speed on access road after upgrade
    - Increased hazard at FR48 and Brooklyn Rd intersection
    - Increased occurrence of pet population
    - Increased trash/human waste from increased snowmobile use associated with parking area
- Decreased public security from transient residential population
- Increased noise
    - Increased activity at work center site
    - Increased snowmobile traffic/vehicles
    - Close proximity of snowmobile parking to residential area

Visual Resource

- Impacts from outdoor lighting
- Impacts from construction of more buildings at work center site
- Impacts from access road upgrade (widening and paving)
- Impacts from snowmobile parking area close to residential area
- Impacts from headlights due to increased traffic on access road and use of parking areas

Air Quality

- Decrease of air quality from increased snowmobile traffic and close proximity of parking to residential area

B. Addressing Comments that Suggest Alternatives

The following comments suggested specific alternatives to address issues or concerns. Some are associated with unresolved issues that triggered the development of an alternative retained for detailed analysis in the EA. Others were considered, but dismissed from further study.

- Keep snowmobile parking where it currently exists near existing work center buildings (dismiss from detailed analysis – Chapter 2, Section 2.3)
- Co-locate admin parking with snowmobile parking because of different seasonality of use (this is basically the same as the suggested alternative above; dismiss from detailed analysis – Chapter 2, Section 2.3)
- Remove "Existing Warehouse" and replace with snowmobile parking (dismiss from detailed analysis – Chapter 2, Section 2.3)
- Renovate/upgrade "existing workshop/garage" for seasonal housing facility (dismiss from detailed analysis – Chapter 2, Section 2.3)
- Rent or purchase local homes in Danby area for seasonal housing needs (dismiss from detailed analysis – Chapter 2, Section 2.3)
- Move the snowmobile parking area as far away from private property as possible (Retained for detailed analysis – Chapter 2, Section 2.2)

C. Addressing Other Issues/Comments

Other issues raised during public scoping have been addressed in this EA according to the following criteria: 1) issues not specifically associated with a resource, but addressed in the general text of the EA; 2) issues associated with a resource but doesn't trigger the need for an alternative; 3) issues outside the scope of the proposed action; 4) issues already decided by law, regulation, Forest Plan, or other higher level decision; 5) issues irrelevant to the decision to be made; or 6) issues conjectural and not supported by scientific evidence.

Suggested Mitigation Measures

- Increase GMNF town tax payments (PILT) to reflect increased value of work center site and offset increased burden on Mt. Tabor municipal infrastructure (Already decided by law through the Payment in Lieu of Taxes Act, P.L. 94-565 and P.L. 97-258, that the limitation for a unit of general local government with a population of not more than 4,999 is $50 time the population)
- Limit logging and encourage placement of vegetation to block views from adjoining lands and reduce noise (Addressed in EA Chapter 3, Section 3.2)
- Use grass/field areas for overflow parking to eliminate permanent structures (Addressed in EA Chapter 3, Section 3.9)
- Stringent background checks for seasonal employees to reduce security risk (Irrelevant to the decision to be made – standard employment reference checks would be adequate to screen out undesirable residents at the facilities)
- Gravel parking areas to reduce resource impacts & minimize length of snowmobile season (All action alternatives with snowmobile parking would consist of graveled lots – Chapter 2, Section 2.2)
- No improvements to access road to reduce resource impacts and ensure traffic speed is checked (Addressed in EA Chapter 3, Section 3.1)
- Allow local use of facilities to provide community "ownership" of the development and maximize use (Outside the scope of this analysis to make a decision to this request. It is not GMNF policy to prohibit the selective use of government facilities for official events and should be pursued for the facilities at Mount Tabor)
- Require volunteer or paid staff to monitor use of facilities to reduce security risk and bad behavior (It is GMNF policy to monitor the facilities as suggested)

- Outhouse/trash bins for snowmobile parking area to reduce trash and human waste problems (Considered in EA Chapter 3 Section 3.1 – and snowmobile users would have access to the proposed toilet facilities associated with the tent pad/Adirondack shelter area)
- Set a cap on snowmobile use to limit impacts (This request is outside the scope of this analysis – and should be addressed through the Forest Plan revision process that is currently underway)
- Reimbursement plan to town for school going children associated with seasonal employees (Addressed in EA with Mitigation Measures, Chapter 3, Section 3.1 and Appendix B)
- A "no-pet" policy for seasonal housing should be clearly stated (Addressed in EA Mitigation Measures, Chapter 3, Section 3.1 and Appendix B)
- Eliminate the "blind spot" at FR48 and Brooklyn Road intersection (Addressed in EA Mitigation Measures, Chapter 3, Section 3.1 and Appendix B)

Miscellaneous

- Impacts to water quality in adjacent wetlands and headwaters of Otter Creek from activities such as septic systems, snow plowing salted/sanded parking and roads, and storm runoff from developed site (Addressed in EA Chapter 3, Sections 3.4 and 3.5)
- Impacts to CCC sites (remaining buildings/structures and historical legacy) (Addressed in EA Chapter 3, Section 3.3)
- Impacts to Moose and Monarch Butterfly habitat from snowmobile parking area (The construction of the .6 acre parking area and paving of the FR48 access road is highly unlikely to alter moose use patterns at the work center area. It is also highly unlikely to adversely impact Monarch butterfly habitat or populations in the general area although there would be a direct impact to the milkweed and butterfly habitat at the construction sites. We have no evidence that this area affected by the construction of the parking lot and widening/paving of FR48 is of critical importance to Monarch butterflies, nor any other plant or animal – EA Chapter 3 Sections 3.7 and 3.8)
- Impacts to general wildlife from security lighting (Addition of proposed lighting at the work center would expand the area of lighting influence – currently existing along Brooklyn Road – with an effective expansion of approximately 10 acres. This additional lighting would have no adverse effect to wildlife of the Mount Tabor vicinity and changes to wildlife patterns of the area would likely be undetectable.)
- Incorporate alternative energy sources for facility heating/cooling (i.e., firewood, solar, wind) – (Irrelevant to the decision to be made, but it is anticipated that energy savings and/or alternative forms of energy would be considered when designing the building facilities)
- Minimize construction and maintenance expenses (Irrelevant to the decision to be made – all efforts would be made to minimize construction and maintenance expenses to the government)
- General project support (Comment noted)
- Encourage selection of "No-Action" alternative (Comment noted)
- Eliminate the possible future expansion of housing facilities – preferably with a Forest Plan amendment (Irrelevant to the decision to be made – there are no plans at this time to expand the housing facilities beyond the current proposal. Any future expansion, if needed, would be subject to additional analysis required under the National Environmental Policy Act including full public participation)

- FR48 road closure – impacts to local users of public road (Outside the scope of this project analysis – this road is gated near its northern terminus with FR10 in the event of resource protection. It is normally left open for general public use. Foot traffic is always welcome.)
- Proposal is too grandiose and expensive (Irrelevant to the decision to be made – project costs would be minimized while still achieving the objectives of the facilities)
- Specify peak periods of facility use (Addressed in the EA Chapter 3, Section 3.1)

Appendix B – Mitigation Measures

The GMNF Forest Plan established standards and guidelines (S&Gs) to mitigate potential adverse effects of management activities. Forest-wide S&Gs by resource area are found in the Forest Plan on pages 4.15 to 4.90. S&Gs specific to MA 4.1 are found on pages 4.109 to 4.114 and to MA 9.4 are found on pages 4.180-5 to 4.180-20. These S&Gs would apply to all action alternatives.

Listed below, by resource area, are the specific mitigation measures that were developed to address issues and concerns associated with the Proposed Action and alternatives. Along with appropriate S&Gs noted above, these mitigations would also apply to project implementation. These mitigation measures would be applied to all action alternatives unless otherwise noted.

Socioeconomics:

- S-1: Develop on-site domestic water sources (well or spring) to replace the need to connect to the Danby/Mount Tabor water system entirely or supplement it during times when its capacity is exceeded by demand during peak non-winter month periods.
- S-2: Children would not be allowed to reside at the Mount Tabor seasonal housing facilities for long periods.
- S-3: Pets would not be allowed to stay at the Mount Tabor seasonal housing facilities with residents for long periods. When visiting at the site with pets, residents or visitors would have to follow Town of Mount Tabor pet ordinances.
- S-4: A noise curfew would restrict activities allowed at the seasonal housing facilities between 10:00 pm and 7:00 am.
- S-5: FR48 would be posted at 15 mph.
- S-6: Reposition the entrance sign at the corner of Brooklyn Road (FR10) and FR48 to clear the line of sight to the east.

Heritage Resource: for all Alternatives (except the No Action). These measures would also be part of a Memorandum of Agreement with the State Historic Preservation Office.

- H-1: Ensure that design of the new building is compatible with the historic nature of the CCC camp – i.e., it needs to fit as an "in-fill" in the Camp.
- H-2: Contract an NRHP evaluation of the camp area; based on the results of the evaluation either nominate the whole camp to NRHP as a District or, possibly, just the single workshop/garage structure.
- H-3: Document the oil-and-gas shed before removing.

Visual Quality:

- V-1: Research color and materials options for roof and exterior façade of the workshop/garage and warehouse buildings before committing to materials choices for the new proposed housing facility. This would allow for compatibility of color and material schemes between the old and the new development.
- V-2: Retain as many large white pines as possible throughout site.

- V-3 (Alt 3, 4, and 5 only): Efforts would be made to design the parking area to the east of the proposed housing facility structure to retain as much existing vegetation as possible.
- V-4: Blend roof color of proposed housing to the vegetative backdrop that consists mostly of white pine. If a metal roof is used, choose a matt finish to eliminate reflectivity and glare.
- V-5: Maintain or enhance tree planting within the existing vegetative island to offer some visual relief when viewing the expansive roof.
- V-6 (Alt 2 – Proposed Action Only): Plant low growing vegetation and/or place a soil berm on the north edge of the snowmobile parking area to minimize lighting glare. The location of the proposed parking is also a vantage point to view Dorset Mountain so low profile (3 to 4 foot) shrubs and/or a soil berm would offer the best solution.
- V-7: Retain buffer of White Pine and Spruce located between the proposed septic field and proposed tent and shelter area.
- V-8: Establish timers for exterior parking lights set to come on before sunset and go off around 11:00 pm each night.

Appendix C – Monitoring Plan

A monitoring plan has been developed to track implementation of the Mount Tabor Seasonal Housing Facilities project. The actions below would be supplemented by the normal monitoring process that contributes to the GMNF's annual monitoring report.

Monitoring Actions for All Resource Areas:

1) Monitoring of Forest Plan standard and guidelines, and mitigation measures.
   What: Monitor whether Forest Plan standards and guidelines and project mitigation measures are being implemented, and meeting intended objectives.
   Purpose: To verify whether resources are receiving protection.
   Frequency and Responsible Person: Specialists as necessary during construction activities.
   Monitoring Techniques: Visually check to see if all standards and guidelines are followed and mitigation measures are being implemented and if they are effective in protecting the resource within limits as disclosed in the EA.

Monitoring Actions for Visual Resources:

2) *What*: Monitor effects to visual resource to see if and how specific mitigation measures were implemented.
   Frequency: Monitor during leaf on and/or leaf off seasons as needed after completion of project. Monitor in daylight or nighttime conditions depending on the indicator being monitored.
   Responsible Person: Forest Landscape Architect
   Monitoring Techniques: Conduct visual inspections from locations referenced in the EA. Monitor using the following indicators to see if anticipated visual effects occurred:
   - Lighting – brightness of lights and visibility from specific viewpoints
   - Building Mass and Visibility on the Landscape
   - Access Road and Parking – visual resource indicators from specific viewpoints

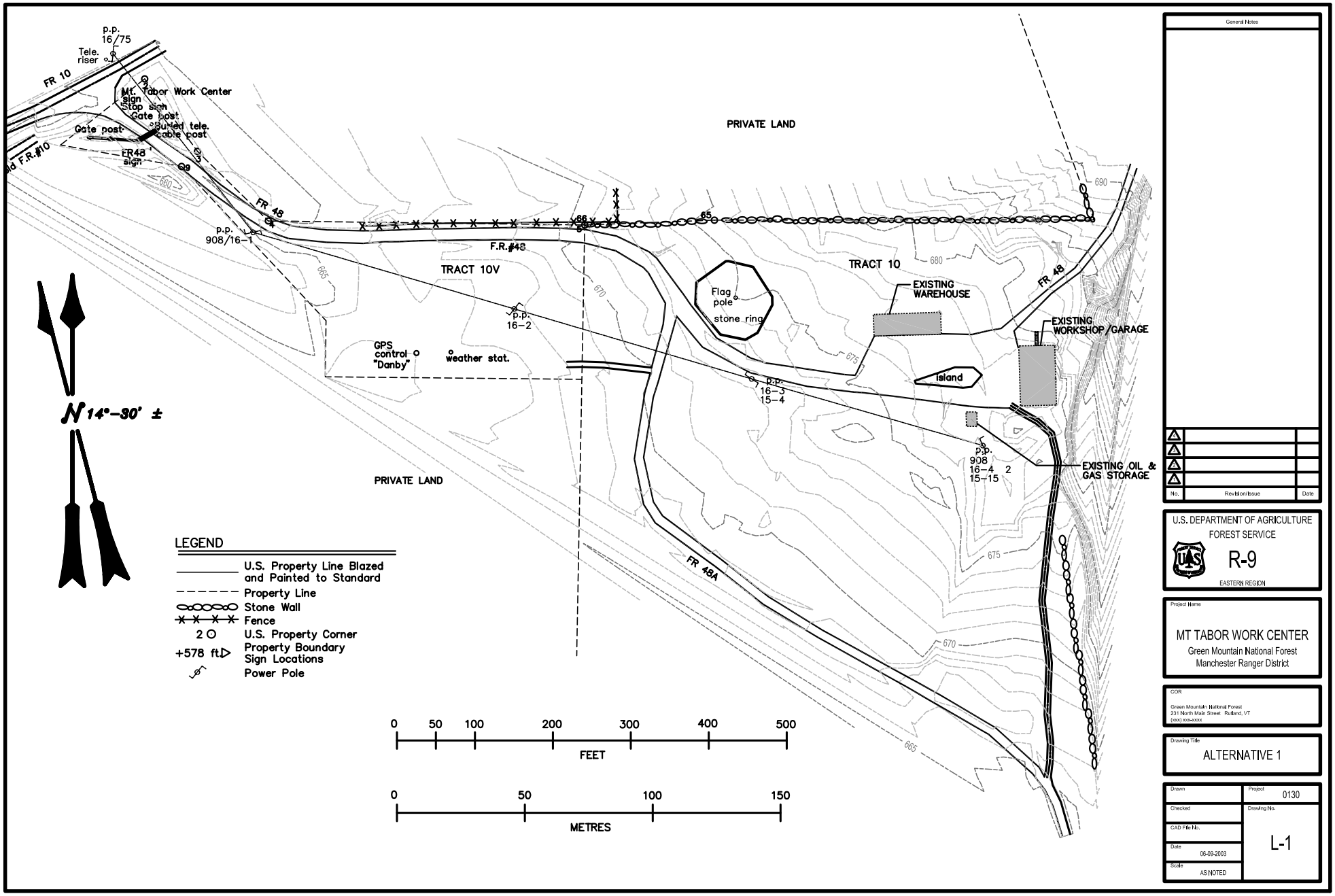
   Additional mitigation measures may be implemented depending on outcome of effects monitoring (i.e., establishing evergreen trees along the northern boundary in the vicinity of the existing warehouse fanning out to the east and west to further screen parking area lighting and the housing facility structures).

Monitoring Actions for Heritage Resource:

3) *What*: Monitor the condition of the "contributing elements" to the National Register eligibility of the site. These elements include the workshop/garage, oil-and-gas shed, and "sense of place" (i.e., the scale, appearance and distribution of buildings; the flag pole and assembly circle; the presence of open/grassy spaces in the "camp"; and the configuration and scale of the driveway/roads).
   Frequency: Monitor during and after construction activities.
   Responsible Person: Forest Archeologist
   Monitoring Techniques: Monitor using the following indicators for each contributing element:

- Were SHPO-approved treatments or mitigation measures established in the Memorandum of Agreement for this project?
- If so, were they implemented?
- If implemented, did they have their desired affect?

Appendix D – Maps



General Notes

No.	Revision/Issue	Date

U.S. DEPARTMENT OF AGRICULTURE
FOREST SERVICE
R-9
EASTERN REGION

Project Name

MT TABOR WORK CENTER
Green Mountain National Forest
Manchester Ranger District

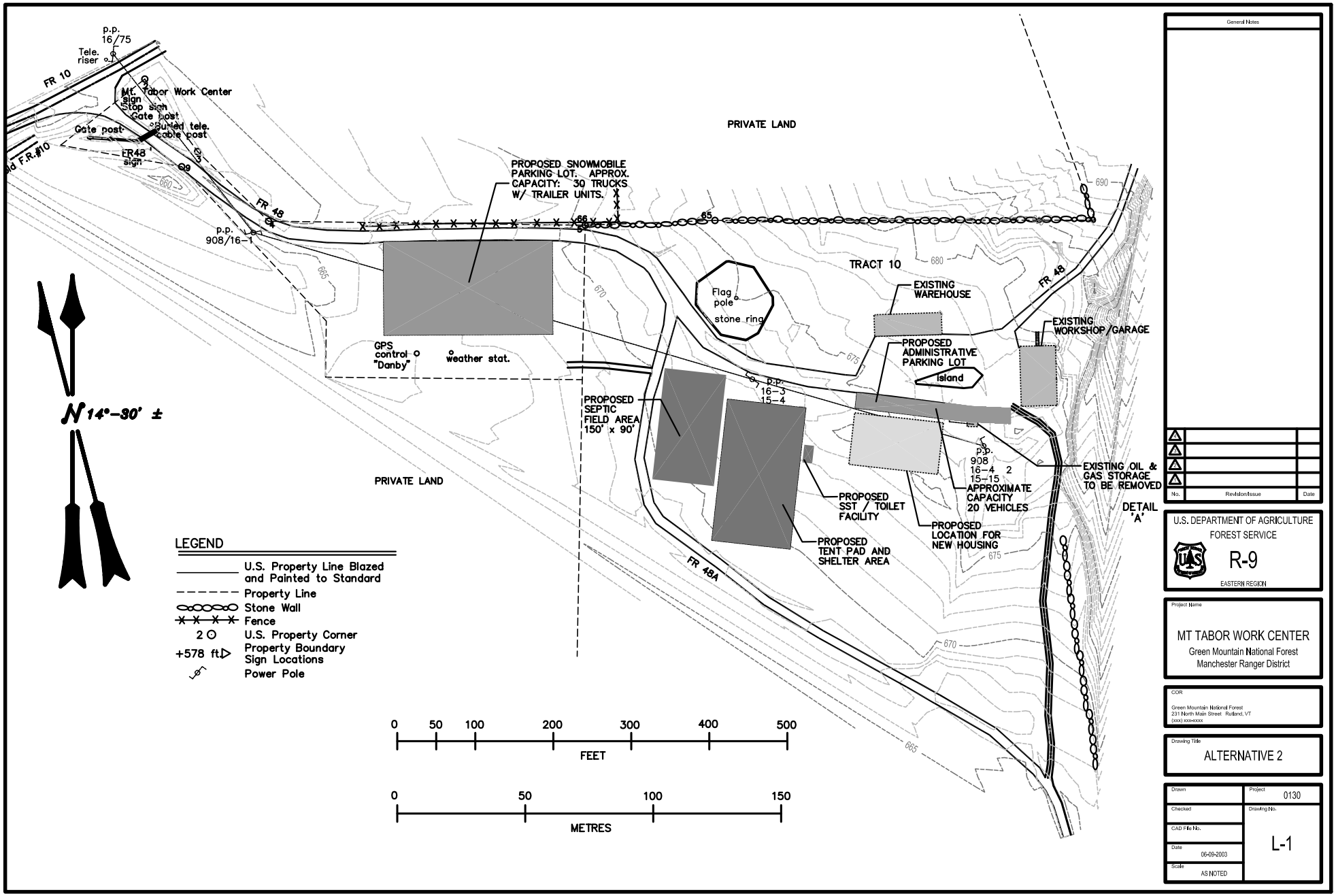
COR

Green Mountain National Forest
231 North Main Street Rutland, VT
(xxx) xxx-xxxx

Drawing Title

ALTERNATIVE 1

Drawn	Project 0130
Checked	Drawing No. L-1
CAD File No.	
Date 06-09-2003	
Scale AS NOTED	



General Notes

No.	Revision/Issue	Date

U.S. DEPARTMENT OF AGRICULTURE
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R-9
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MT TABOR WORK CENTER
Green Mountain National Forest
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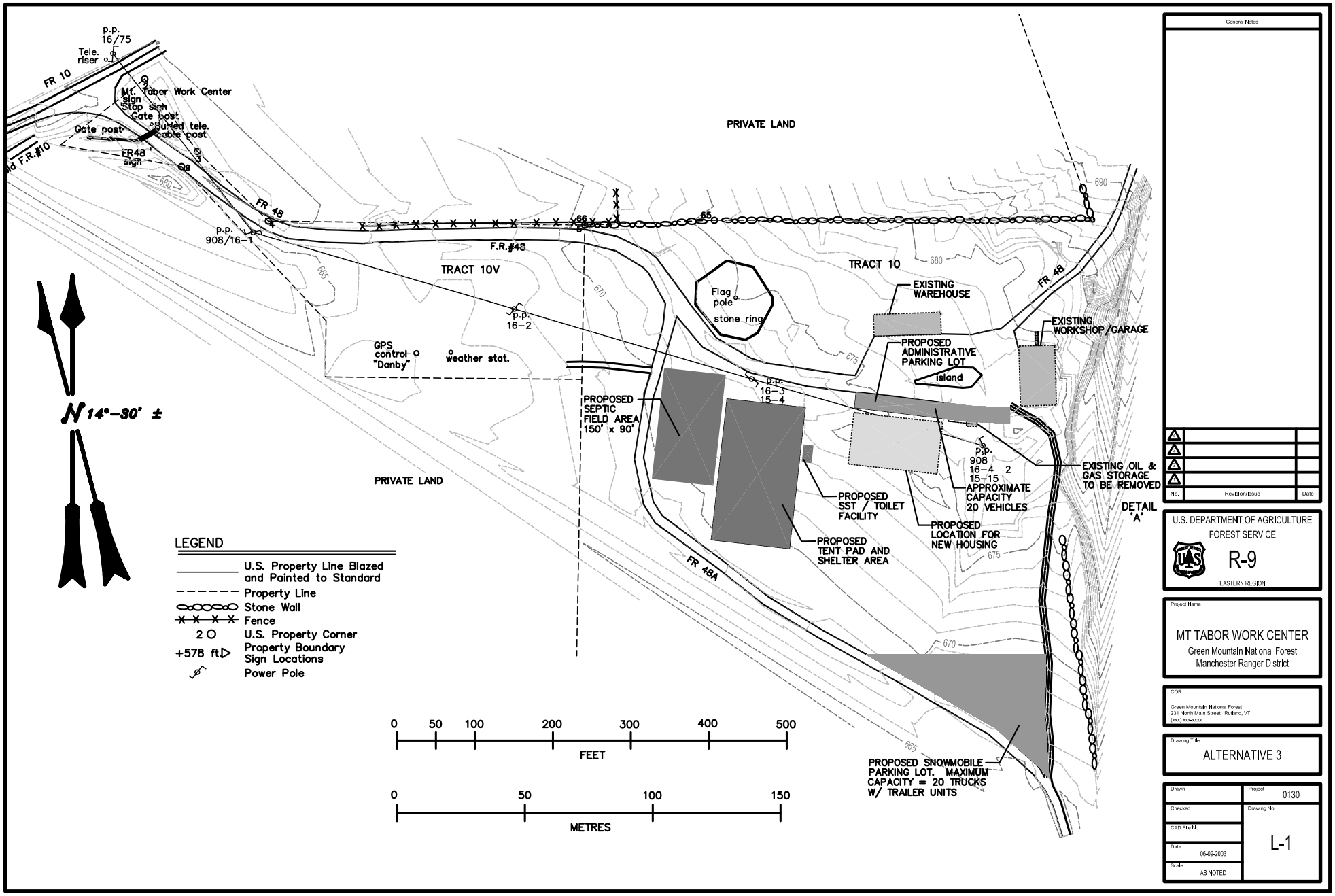
Drawing Title

ALTERNATIVE 2

Drawn	Project 0130
Checked	Drawing No. L-1
CAD File No.	
Date 06-09-2003	
Scale AS NOTED	



General Notes

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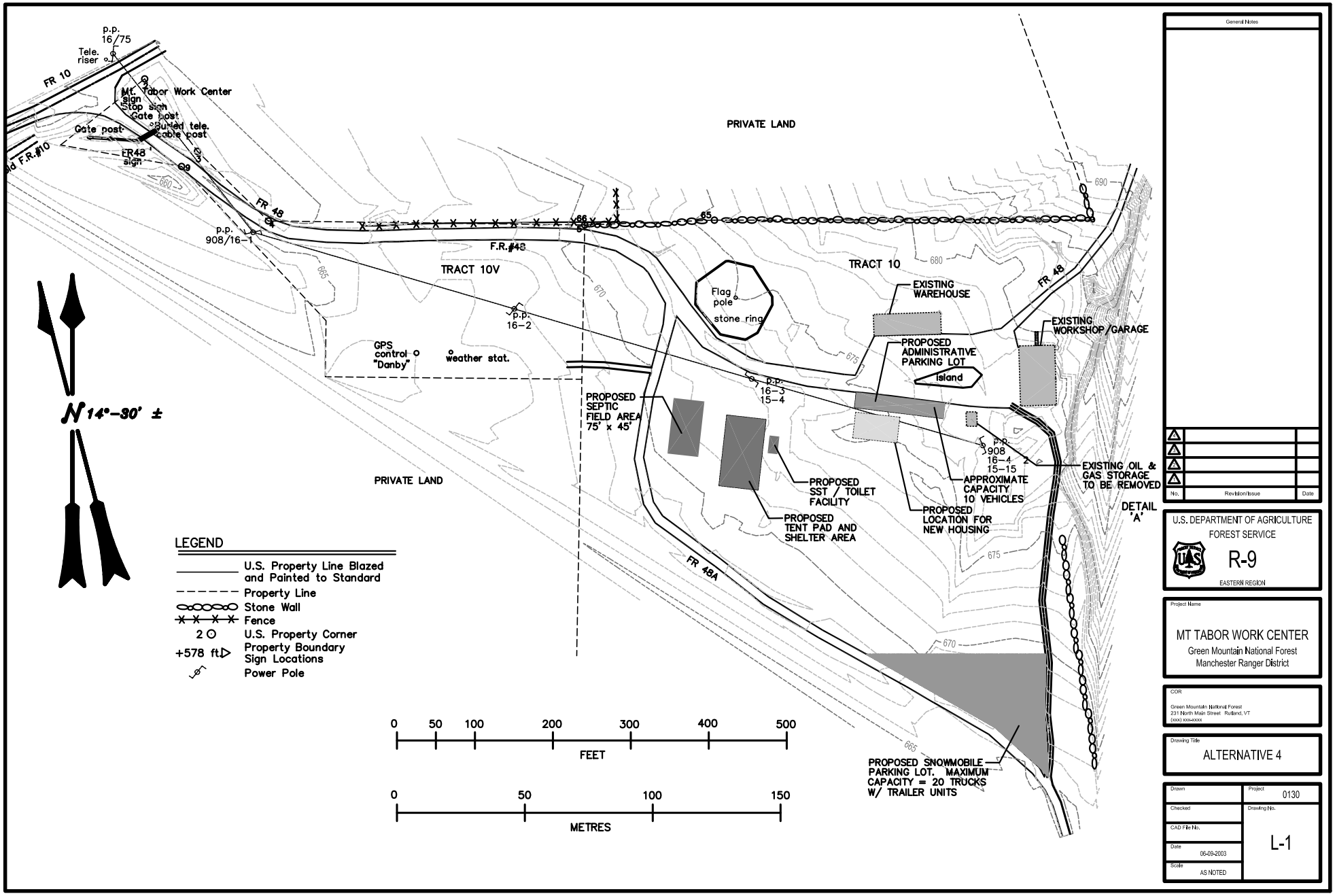
Drawing Title

ALTERNATIVE 3

Drawn	Project 0130
Checked	Drawing No. L-1
CAD File No.	
Date 06-09-2003	
Scale AS NOTED	



General Notes

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MT TABOR WORK CENTER
Green Mountain National Forest
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Green Mountain National Forest
231 North Main Street Rutland, VT
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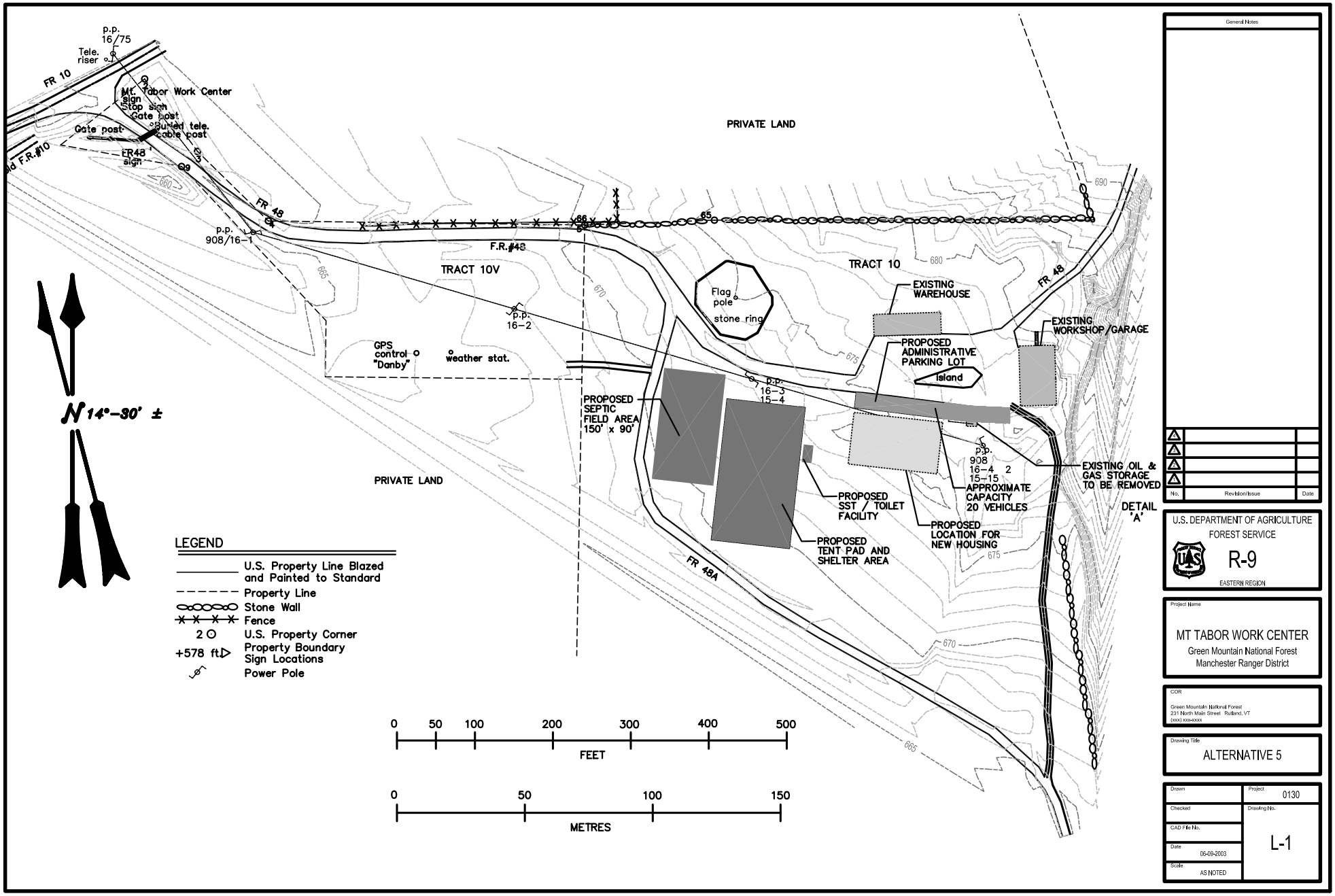
Drawing Title
ALTERNATIVE 4

Drawn	Project 0130
Checked	Drawing No. L-1
CAD File No.	
Date 06-09-2003	
Scale AS NOTED	



General Notes

No.	Revision/Issue	Date

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MT TABOR WORK CENTER
Green Mountain National Forest
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Drawing Title

ALTERNATIVE 5

Drawn	Project 0130
Checked	Drawing No. L-1
CAD File No.	
Date 06-09-2003	
Scale AS NOTED	