

Appendix D

Summary of Public Comments

D.1 Public Comments and Responses

Letters of comment received as a result of the review of the Draft EA and Reclamation's response to specific comments are included in this appendix. All of the letters received are listed below. Letters that required a response follow, along with the responses. Letters that did not require a response are not attached.

Comments Requiring a Response	Page
Tribes (T)	
T1—Carol C. Perugini, Shoshone-Paiute Tribes, Owyhee, Nevada.....	D-9
Federal Agencies (F)	
<i>No Federal agencies provided comment on the Cascade EA</i>	
State and Local Agencies (A)	
A1—Susan Pengilly Neitzel, Idaho State Historical Society, Boise, Idaho	D-16
A2—Leland G. Heinrich, Valley County Commissioners, Cascade, Idaho	D-17
A3—Brenda Heinrich, Valley County Waterways, Cascade, Idaho.....	D-19
A4—Jill Layton, City Of Donnelly, Donnelly, Idaho.....	D-20
A5—Tom Kerr, Valley County Commissioner, Cascade, Idaho.....	D-21
A6—Leland G. Heinrich, Valley County Commissioners, Cascade, Idaho (second letter)	D-22
A7—Cynda Herrick, Cascade City Council, Cascade, Idaho	D-23
Organizations and Businesses (O)	
O1—Sheri Gestrin, Donnelly Area Chamber of Commerce, Donnelly, Idaho.....	D-24
O2—Don Moore, Western Whitewater Association, Boise, Idaho	D-25
O3—Sandra F. Mitchell, Hells Canyon Alliance, Boise, Idaho	D-26
O4—R.D. Cantlon, Cantlon Properties, Inc., Boise, Idaho.....	D-28
O5—Kathleen Miller, Idaho Aviation Association, McCall, Idaho	D-29
O6—Ray Costello, Aircraft Owners and Pilots Association, Corvallis, Oregon.....	D-32
O7—David M. Walker, Idaho Aviation Foundation, McCall, Idaho	D-35
O8—David M. Walker, Idaho Aviation Foundation, McCall, Idaho (second letter)	D-36
Individuals (I)	
<i>Boulder Creek Comments</i>	
I1—Don Lojek, Boise, Idaho	D-39
I2—Roark Nagler, Boise and Donnelly, Idaho	D-41
I3—Meg Lojek, Cedar City, Utah.....	D-42
I4—Charles M. Couper, Boise, Idaho.....	D-43
<i>Access to Shoreline</i>	
I5—Anthony F. Schinner, Koosika, Idaho.....	D-44
I6—Matt F. and Rosalie Rice, Cascade, Idaho	D-45

Crown Point Road

I7—Roy Doan, Star, Idaho..... D-46
I8—Josh Davis, Cascade, Idaho D-47
I9—Krista Waldron, Cascade Idaho D-48

Proposed Marina

I10—Stan James, Boise, Idaho D-49

Trail Access

I11—Sarah Hasbrouck, Cascade, Idaho..... D-50

Boat Camping

I12—Don Moore, Boise, Idaho..... D-51

Float Planes

I13—Kurt Becker, New Meadows, Idaho..... D-52

Grazing

I14—Kimberly Engelbreit, Donnelly, Idaho..... D-55

Boat Dock Near Christian Church Camp

I15—Ray W. Squires, Boise, Idaho D-57

Classification of Old Gibbens Property/Camarie Cove Subdivision

I16—M. Carmen Lete, Nampa, Idaho..... D-59
I17—Glenn Loomis, Cascade, Idaho D-60
I18—Dorothy Gestrin Rising, Cascade, Idaho..... D-61
I19—Bradford L. Huebner, Toledo, Ohio..... D-62

Various Comments and Multi-Issue Letters

I20—Rob Cimbalik, Cascade, Idaho..... D-64
I21—Matt Hewlett, Cascade, Idaho D-65
I22—Mark Brilz, Boise and Cascade, Idaho..... D-66
I23—Ken McPhail, Hollister, California D-68
I24—Cynda Herrick, Cascade, Idaho D-84
I25—Charles D. Clarke, Donnelly, Idaho..... D-86
I26—Odos Lowery, Boise, Idaho D-89
I27—Steve Herrick, Boise, Idaho D-90
I28—JoAnn J. and Charles O. Hower, Cascade, Idaho D-91
I29—Jared Scott, Cascade, Idaho D-92
I30—Ben Wellington, Cascade, Idaho..... D-93
I31—Jonne Hower Lowery, Boise, Idaho..... D-94
I32—David Barton, Donnelly, Idaho..... D-96
I33—Jerry Robinson, McCall, Idaho D-97

Oppose Re-Opening Airstrip

I34—Kathleen Terry, Boise, Idaho D-98
 I35—Kirk C. Odencrantz, Eagle, Idaho D-99
 I36—Name and Address Withheld D-100
 I37—Beverly Pressman, Address Withheld..... D-103
 I38—Ronn Julian, Cascade, Idaho D-104
 I39—William Miller, Cascade, Idaho D-105

Endorse Re-Opening Airstrip

I40—Michael Anderson, McCall, Idaho D-107
 I41—Richard Thompson, Council, Idaho D-109
 I42—Bart Welsh, Boise, Idaho D-111
 I43—Olivia W. Welsh, Boise, Idaho D-116

Comments that Did Not Require a Response

Organizations

Endorse Re-Opening Airstrip: Please see responses to comment letters O5 to O8 and I40 to I44.

- Mark Pilkington, Stancil Aviation Enterprises, Placerville, California
- Gail West, Ponderosa Aero Club, Boise, Idaho
- Daniel Lilja, Montana Pilot’s Association, Plains, Montana
- Beverly Anderson, Idaho Aviation Association, McCall, Idaho
- Tom Jensen, Washington Pilots Association, Auburn, Washington
- Richard T. Taylor, Ramshorn Aviation, Ketchum, Idaho

Individuals

Boulder Creek Comments: The following commentors support creating a no-wake zone at Boulder Creek Arm. Please refer to letters I1 through I4 for responses to these comments.

- Mandy Ary, Boise, Idaho
- Amanda Askey (Address Withheld)
- Jennifer Cafferty, Boise, Idaho
- Richard Johnson, Kuna, Idaho
- Peter Lavin, Lincoln, Nebraska
- Jeremy Lavin, Lincoln, Nebraska
- Stephen Lavin, Lincoln, Nebraska
- Ruth Schmidle Lavin, Lincoln, Nebraska
- Ted McManus, Cedar City, Utah
- Chris J. Schmidle, Sacramento, California
- Name and Address Withheld

Access to Shoreline: The following commentor supports motorized access to the shoreline. Please refer to response to comment letters I5 through I6 for a response to this comment.

- Mrs. Ray Wholsein, Kooskia, Idaho

Crown Point Road: The following individuals provided comment on this issue. Please refer to response to comment letters I7 through I9 for responses to these comments.

- Roy Doan, Star, Idaho
- Sarah Keller, Cascade, Idaho
- Tony J. Hartshorn, Cascade, Idaho
- Clinton A. Kennedy, Cascade, Idaho

Boat Dock Near Christian Church Camp: Please see response to comment letter I15.

- Bill Squires, Boise, Idaho

Classification of Old Gibbens Property/Camarie Cove Subdivision: Please see the response to these issues in comment letters I16 through I19.

- Lot #2, Camarie Cove Subdivision (signed name illegible)
- Lot #3, Camarie Cove Subdivision (signed name illegible)
- Lot #4, Camarie Cove Subdivision, Jerry L. and Cindy Robinson
- Lot #5, Camarie Cove Subdivision, Raymond E. Barkley, Kaysville, Utah
- Lot #7, Camarie Cove Subdivision, Ray Roark

Various Comments and Multi-Issue Letters: Issues raised in these letters were addressed by other commentors. Please refer to your area of interest, listed in the responses to individual comments, to see responses to your comments.

- Gregory (Last Name Withheld; Address Withheld)
- Jake Sartori, Cascade, Idaho
- Luke Marben, Cascade, Idaho
- Matt Barron, Cascade, Idaho
- Robby Davison, Cascade, Idaho
- Sapphire Hibbard, Cascade, Idaho
- Susan and Gary Bennett, Emmett, Idaho

Oppose Re-Opening Airstrip: Please see responses to comment letters I34 to I39.

- Anna Rogers, Cascade, Idaho
- Aubri White, Donnelly, Idaho
- Bud Fosburg, Donnelly, Idaho
- Dean Hungerford, Boise, Idaho
- Dee Gibbens, Address Withheld
- Ed White, Donnelly, Idaho
- Elaine White, Yuma, Arizona and Donnelly, Idaho
- Gilbert White, Nampa and Donnelly, Idaho
- Joyce Calkins, Boise, Idaho
- Krista Waldron, Cascade, Idaho
- Michael and Linda Sedbrook, Castle Rock, Colorado and Donnelly, Idaho
- Roger and Vicki Cantlon, Boise, Idaho
- Rudi and Sya Rynders, Donnelly, Idaho
- Tom and Ada Wilson, Cascade, Idaho

- Virginia Hungerford, Address Withheld

Endorse Re-Opening Airstrip: Please see responses to comment letters O5 to O8 and I40 to I44.

- Al Hilde, Jr., Jackson, Wyoming
- Amos Gar (Address Withheld)
- Annette Magee, McCall, Idaho
- Bill Duncan, Joseph, Oregon
- Bill Keating, McCall, Idaho
- Bill L. Ables, Enterprise, Oregon
- Bob and Norma Petersen, Cameron Park, California
- Bonnie Jo Simpson (Address Withheld)
- Brian Jones, Parker, Colorado
- Bruce Bridgford, Anaheim, California
- Bruce Parker, Boise, Idaho
- Bryan Rose, Portland, Oregon
- Carlyle W. Briggs, Boise, Idaho
- Celestine Lacey Duncan, Helena, Montana
- Charles J. Manning, Kalispell, Montana
- Christopher Black, Sun Valley, Idaho
- Chuck Jarecki, Polson, Montana
- Curtis Pearson, Sagle, Idaho
- Dale L. Bright, Spokane, Washington
- Dan Rothenbuhler, Meridian, Idaho
- Darrell von Bargen, Lewiston, Idaho
- Dave Hedditch, Hamilton, Montana
- Dave Logan, North Plains, Oregon
- David Bennett, Richland, Washington
- David Bettis, Boise, Idaho
- David L. Rigby, Boise, Idaho
- David M. Horstkotte, Portland, Oregon
- David Rountree, Boise, Idaho
- David T. Chuljian, Port Townsend, Washington
- David Wells, Twin Falls, Idaho
- Dawn M. Decker, Spokane, Washington
- Dennis C. Averill, Boise, Idaho
- Dennis L. Colson, Boise, Idaho
- Dennis V. Holbrook, New Plymouth, Idaho
- Diane Miller, Santa Rosa, California
- Don L. Kinney, Red Lodge, Montana
- Don Pape, Boise, Idaho
- Don Waterhouse, Carnation, Washington
- Doug Worth, Lapwai, Idaho
- Douglas Jjoyo, Eagle, Idaho
- Duane B. Smith, McCall, Idaho

- Ed and Sonya Spencer, Calistoga, California
- Edward L. Miller, Santa Rosa, California
- Eldon J. Howard, Sisters, Oregon
- Eugene Soper, Athol, Idaho
- Gary Confer, Washougal, Washington
- Gary Regnani, Redding, California
- Gene Nora Jessen, Boise, Idaho
- George Barnhart, Coeur d'Alene, Idaho
- George Derrick, Big Pine, California
- Gerald L Eberhard, Ft. Collins, Colorado
- Gregory Langley, Cascade, Idaho
- H. William Bruce, Sebastopol, California
- Harold E. Thomas, Boise, Idaho
- Heidi Becker, New Meadows, Idaho
- Herb Ballou, Helena, Montana
- Holbrook Maslen, Carson City, Nevada
- Hugh and Cynthia McNair, McCall, Idaho
- J. R. Mann, Ontario, Oregon
- Jack Magee, McCall, Idaho
- Jade Harnis, Mulino, Oregon
- Jake Sartori, Cascade, Idaho
- James F. Stutzman, Lewiston, Idaho
- James L. Graham, Vancouver, Washington
- James P. Moulton, Albuquerque, New Mexico
- James R. Dahlgran, Idaho Falls, Idaho
- James T. Cameron, Bishop, California
- James W. Tucker, Cascade, Idaho
- Jan M. Peterson, Boise, Idaho
- Janet L. Liberty, Chelan, Washington
- Jeffery A. Magee, McCall, Idaho
- Jeffrey C. Pitts, Ontario, Oregon
- Jerome McCauley, McCall, Idaho
- Jerry Bisom, McCall, Idaho
- Jerry Terlisner, Boise, Idaho
- Jim Hudson, Boise, Idaho
- Jim Petersen, Paineville, Oregon
- Jim Steffert, Helena, Montana
- Joe Stancil, Jr., Placerville, California
- John B. Smith, Idaho Falls, Idaho
- John E. Richardson, Bellville, Texas
- John F. Rotter, Thompson Falls, Montana
- John J. Gallian, Twin Falls, Idaho
- John L. Reeder, Emmett, Idaho
- John McKenna, Jr., Belgrade, Montana
- John Sackett, Idaho Falls, Idaho

- Johnny G. Stewart, Lenore, Idaho
- Joseph Mulhern, Havre, Montana
- Josh Davis, Cascade, Idaho
- Katie Olson, Boise, Idaho
- Ken L. Morrow, Nampa, Idaho
- Kenneth L. Rosdahl, Yelm, Washington
- Kirt Miller, Middleton, Idaho
- Kurt Becker, New Meadows, Idaho
- Larry Wade, Condon, Oregon
- Liz Graham, Bishop, California
- Loren Smith, Great Falls, Montana
- Lori K. MacNichol, McCall, Idaho
- Lynda Carpenter, Deer Park, Washington
- Margarite Hargrove, Seattle, Washington
- Mark Britz (Address Withheld)
- Mark Hawkins, Mesa, Arizona
- Mark J. McCormack, Boise, Idaho
- Mark S. Denny, Portland, Oregon
- Mark W. Peterson, Lewiston, Idaho
- Mel Rozema, Centerville, Utah
- Michael S. Pape, Boise, Idaho
- Michel W. Creek, Spring Creek, Nevada
- Mike Weiss, Boise, Idaho
- Mimi More, McCall, Idaho
- Myrna Schram, Weiser, Idaho
- Nigel L. Davis (Address Withheld)
- Norm and Barbara Coffelt, Moreno Valley, California
- Patrick E. Simpson, Hailey, Idaho
- Paul A. Pitkin, Payson, Arizona
- Paul C. Collins, Boise, Idaho
- Paul Miller, Saint Helena, California
- Pete Kuckenber, St. Maries, Idaho
- Pete White (Address Withheld)
- R. K. Williams, Kuna, Idaho
- R. W. (Rex) Maurer, Issaquah, Washington
- Randall Rudeen, Meridian, Idaho
- Ray Fry, St. Maries, Idaho
- Reed White, Corvallis, Oregon
- Rex N. LaBrie, Emmett, Idaho
- Richard A. Petty, San Jose, California
- Richard Duricka, Troy, Idaho
- Richard E. Dennis, Lapwai, Idaho
- Richard Friend, Meridian, Idaho
- Rob Strand, Santa Cruz, California
- Robert “Kelly” Taylor, Emmett, Idaho

- Robert A. Hoff, Idaho Falls, Idaho
- Robert and Robin Richardson, Denver, Colorado
- Robert C. Strand, Santa Cruz, California
- Robert D. Patrick, McCall, Idaho
- Robert Halverson, Eugene, Oregon
- Robert J. Norris, Mountain Home, Idaho
- Robert L. Hagenbaugh, Athol, Idaho
- Robert McCormick, Meridian, Idaho
- Robert Stevens, Ketchum, Idaho
- Roger Harker, Minden, Nevada
- Ronald Vaughn, Emmett, Idaho
- Ross Capawana, Sandpoint, Idaho
- Scott Jared, Cascade, Idaho
- Scott Newman, Lafayette, California
- Shawn Bickford, Auburn, California
- Sherry Rossiter, Boise, Idaho
- Steve and Tawni Swann, Meridian, Idaho
- Steve Johnson, Eagle, Idaho
- Steven Blomquist, Richfield, Utah
- Steven J. Rossiter, Missoula, Montana
- T. S. Remsen, McCall, Idaho
- Thomas A. Tucker, McCall, Idaho
- Thomas H. Irlbeck, Address Withheld
- Thoville G. Smith, Boise, Idaho
- Tim B. Whitney, Sausalito, California
- Tim C. Peterson, Boise, Idaho
- Tom Boyer, Boise, Idaho
- Tom Irlbeck, Somerset, Wisconsin
- Tom Thomas, Santa Fe, New Mexico
- Tony Guardalabene, Elmira, Oregon
- Vaughn B. Olson, Boise, Idaho
- Vaughn Jasper, Lewiston, Idaho
- Vern Adams, Lewiston, Idaho
- Warren Barry, Twin Falls, Idaho
- Wayne D. Thiel, Eagle, Idaho
- William C. Miller, Boise, Idaho
- William R. Parish, Moscow, Idaho
- William Strmiska, Tracy, California
- William T. Sell, Palmdale, California
- Yvonne and Bill Fate, Lewiston, Idaho

Habitat, Parks, Fish & Game

Shoshone-Paiute Tribes P.O. Box 219 Owyhee, Nevada
 (208)759-3246 phone (208)759-3248 fax
 e-mail DW19798@AOL.COM

1-11-83

17684

February 21, 2001

U.S. Bureau of Reclamation
 PN Regional Office PN-3902
 Attn: Carolyn Burpee Stone
 1150 North Curtis Road, Suite 100
 Boise, ID 83704-1234

Dear Carolyn:

I am writing on behalf of the Shoshone-Paiute Tribes of the Duck Valley Reservation. This correspondence is to follow-up on our February 7th government-to-government meeting between the Bureau of Reclamation and the Tribes regarding the Lake Cascade Resource Management Plan (RMP) Environmental Assessment (EA).

The Department of Wildlife and Parks has reviewed the EA and we have outlined our concerns/questions in the attached document.

Please don't hesitate to contact me at (208) 759-3246 should you require clarification on the comments or any further information.

Sincerely,



Carol C. Perugini
 Fisheries Biologist

Attachment

cc: Guy Dodson Sr. - Director, Department of Wildlife and Parks
 Marvin Cota - Tribal Council Chairman

LNL-800 --
 801
 (Lake RMP)

BUREAU OF RECLAMATION OFFICIAL FILE COPY			ACTION MADE BY
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3902	DBS	2/21/01	
FILE			

T1—Carol C. Perugini, Shoshone-Paiute Tribes, Owyhee, Nevada

**Lake Cascade Resource Management Plan:
Draft Environmental Assessment
December 2000**

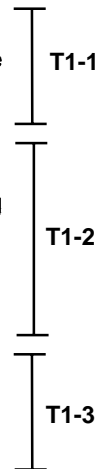
Page #	Area	Topic	Proposed Action	Concerns
2-17	West Side	Mallard Bay Area	Designate area as C/OS, allow: * formalized parking and vehicular access to shoreline * restroom facilities to accommodate shoreline fishing activities * trails with seasonal closure, specifically at southern end * monitor shoreline access; close if detrimental effects	We support the proposed action of designating this area as C/OS. These wetlands support a colony of western grebes and is an important area for numerous bird species (3-32). Trail building, construction of parking areas, etc. will increase access to shoreline and will likely have negative impacts on avians. Trail closures may be difficult to enforce. Also, monitoring shoreline access and closing if detrimentally impacted is reactive management approach which may not be appropriate.
2-20	Boulder Creek Arm	Water Surface Mgmt.	* Establish and clearly demarcate a no-wake zone of 100 feet from shoreline structures adjacent to	What agency is responsible for enforcement of no-wake zones? How will future enforcement differ from current enforcement?

T1—Carol C. Perugini, Shoshone-Paiute Tribes, Owyhee, Nevada

T1-1: Trail construction will be undertaken to focus and consolidate use. This should help minimize avian disturbance as compared to ad hoc trail creation.

T1-2: Reclamation does not have the authority to enforce seasonal trail closures; however, use will be discouraged.

T1-3: No-wake zones are enforced by the Valley County Sheriff. Future enforcement will increase if necessary because of increased funding for Valley County from Reclamation.



Lake Cascade Resource Management Plan - Page 2

Page #	Area	Topic	Proposed Action	Concerns
2-26	Cascade	Van Wyck Park and Extension	<p>applicable areas of the Boulder Creek Arm through the use of buoys</p> <ul style="list-style-type: none"> * Establish a no-wake zone in both reaches of the upper end of the Boulder Creek Arm * Increase enforcement of all no wake boating zones 	<p>According to this document (2-6) "The water surface adjacent to WMAs is limited to voluntary no-wake zones in the main body of the reservoir and to non-motorized boating in the arms to minimize wildlife disturbance. However, adherence to no-wake zones within areas open to motorized boating has not met with much success."</p>
			<p>Same as Alternative A, plus:</p> <ul style="list-style-type: none"> * Phased development up to 400 slips in the marina and larger associated parking area * Shower facilities etc. 	<p>If WestRock is developed, will a 400-slip marina be warranted? Other issues include increased boat traffic, inputs of unburned fuel into water, etc. Combined with WestRock development, there may be significant negative affects to reservoir, especially if 300,000 acre-foot minimum pool is not maintained</p>

T1-4

T1-4: WestRock has not been approved yet, and the development of the Van Wyck park and extension marina is not tied to WestRock. Current and projected use indicates that this marina will be needed to accommodate visitors regardless of WestRock's future. The development would occur in phases to meet demand. Any action Reclamation takes in response to the effects of WestRock would be addressed in a separate NEPA process. Other effects of WestRock are being addressed through the Idaho State Land Board.

Lake Cascade Resource Management Plan - Page 3

Page #	Area	Topic	Proposed Action	Concerns		
2-26	Cascade	Golf Course	Monitor lease and consider renewal, in accordance with concession policy, when term expires. In addition, follow BMPs to address water quality	Lessee could be encouraged or required to follow Nature Conservancy or Cooperative Extension recommendations for golf course O&M that enhances wildlife habitat (Cooperative Extension Office - Gainesville, Florida)	T1-5	T1-5: The lease will be renewed in accordance with Reclamation BMPs that would address habitat and water quality concerns.
2-27	Big Sage & Cabarton	Big Sage	Same as Alternative A except: * Development of fish cleaning station and connection of restrooms to sewer contingent on City sewer development * No dump station	Based on number of RV sites (35) wouldn't a dump station be warranted?	T1-6	T1-6: A dump station would be provided at the Van Wyck Park Extension.
2-30	North Fork Payette Arm	Access and Trails	* Coordinate with agricultural easement owners to allow for development of non-motorized trails along north-west area. * Formalize existing and expand non-motorized trail system within arm. * Work with USFS to	According to this document, the upper arms of the reservoir "support the greatest abundance and diversity of wildlife because of the intermingled mosaic of habitat types. These areas provide the seclusion needed for especially sensitive species such as the common loon. Great		

Lake Cascade Resource Management Plan - Page 4

Page # Area

Topic

Proposed Action

Concerns

- T1-7:** Trails in this area are not expected to disturb the heron rookery because it is located on private property, at least 1/2 mile upstream of Lake Cascade. Trails would not be developed close enough to disturb the rookery.
- T1-8:** As noted above, the rookery is located on private land upstream of Lake Cascade. Reclamation has no control over boating on the Payette River.
- T1-9:** The purchase of water rights is outside the scope of the RMP.
- T1-10** Removal of diversion structures would not be pursued by Reclamation because they are privately owned.

3-54 Tributary Fishery

designate specific non-motorized boat put-in/take out sites northwest of Tamarack Falls Bridge.

blue herons have established a large rookery...." (3-33). Trail building in this area may result in disturbance/abandonment of area by sensitive species, cause habitat fragmentation, etc.

T1-7

Non-motorized boating should be prohibited within an appropriate distance from the rookery to minimize disturbance to birds

T1-8

Primary ecological problems associated with reservoir tributaries are fish access to spawning and refuge habitat, water quality and quantity. Gold Fork River has greatest potential for wild fish production...however, fish access to most of the river is blocked by an irrigation diversion located 4 miles upstream of the reservoir. Habitat in small tributary streams is critical, especially

Is purchasing water rights upstream of the reservoir a viable avenue to explore? Water quality will continue to be a primary consideration when evaluating lake management options. Seasonal fluctuations in water quality necessitate that tributary habitat be in good condition for wild fish production. Removal of diversion structures upstream of the reservoir will enhance spawning/rearing habitat. For long-term manage-

T1-9

T1-10

Lake Cascade Resource Management Plan - Page 5

Page #	Area	Topic	Proposed Action	Concerns
			when the reservoir water quality conditions become poor in late summer	ment of the resource, it may be more feasible to resolve the water issues than to stock hatchery fish every year.
	Overall Plan Concerns	Trail Building	Several proposed actions include development of trails that dissect or occur within riparian areas	Riparian areas provide critical habitat for a variety of wildlife. Any type of trail development plan should consider the fragmentation affects on birds small mammals.
		Minimum Pool at Reservoir	Reclamation has authorization to lower water levels to 46,662 acre-foot minimum pool but, following a 1984 administrative decision, they maintain 300,000 acre minimum pool whenever possible	Water quality is and will continue to be a primary consideration in managing Lake Cascade. Maintaining/improving water quality will depend, in large part, on maintaining a minimum pool size of at least 300,000 acre-feet. If this minimum pool size is not maintained then negative impacts associated with the proposed actions will be compounded

T1-10
(cont.)

T1-11

T1-12

T1-11: Please see response to comment T1-1.

T1-12: At times, it may be necessary to go below the 300,000-foot minimum pool. However, based on our administrative decision in 1984, we will maintain the 300,000-foot level whenever possible.

Lake Cascade Resource Management Plan - Page 6

Page #	Area	Topic	Proposed Action	Concerns
		Road Building, Parking Lot Construction	Various areas are targeted for road building and parking lot development. The document (3-58) states that all appropriate BMPs for minimizing erosion during construction and use would be followed so "erosion" issues related to trails and roads is not considered to be a potential impact to fisheries."	The soils and landscape in the study area are diverse (3-11). While following BMPs will minimize impacts, stating that there should be no effects on fisheries may be unrealistic.

T1-13

T1-13: The BMPs will reduce impacts so that effects on fisheries will be minimized. Therefore, it is not considered to be a significant impact.



Our mission: to educate through the identification, preservation, and interpretation of Idaho's cultural heritage.

Dirk Kempthorne
Governor of Idaho

Steve Guerber
Executive Director

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State Archives/Manuscripts
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Fax: (208) 334-2626

RECEIVED
January 31, 2001
FEB -2 01

Mr. Jerrold D. Gregg
Bureau of Reclamation
Snake River Area Office
214 Broadway Ave.
Boise, Idaho 83702-7298

RE: Draft Environmental Assessment for the Lake Cascade Resource Management Plan

Dear Mr. Gregg:

Thank you for requesting our views on the draft environmental assessment for the Lake Cascade Resource Management Plan. We find that Section 3.13 accurately describes the history and types of historic properties identified within the project area.

With regard to alternatives, we generally support the Preferred Alternative or Alternative B. Either of these alternatives will provide better management of historic properties than is currently taking place. We also support the Best Management Practices and draft Goals and Objectives that relate to cultural resources. We strongly urge the Bureau of Reclamation to develop a cultural resource management plan and continue Section 110 efforts to identify and evaluate historic properties around the reservoir. We also advocate early integration of Section 106 Review during the planning stages for any proposed development. Finally, we recommend incorporating information on early EuroAmerican and Native American use of the area, as appropriate, in interpretive displays planned for several of the recreational sites.

We appreciate your cooperation. If you have any questions, feel free to contact me at 208-334-3847.

Sincerely,

Susan Pengilly Neitzel
Deputy SHPO and
Compliance Coordinator

cc: Ray Leicht, Bureau of Reclamation



The Idaho State Historical Society is an Equal Opportunity Employer.

A1—Susan Pengilly Neitzel, Idaho State Historical Society, Boise, Idaho

A1-1: The Cultural Resources Management Plan (CRMP) will be prepared by the U.S. Forest Service, Boise National Forest, under an interagency agreement with the Bureau of Reclamation. The CRMP will provide direction and a framework for Reclamation to begin managing Lake Cascade's cultural resources in a logical, proactive manner. A major focus of the plan will be identifying factors that are damaging cultural sites and recommending ways to avoid or reduce those factors. Actions will be identified that enhance, protect, stabilize, and manage cultural resources in the Lake Cascade area. The plan will also address curation of cultural materials, inadvertent discoveries, treatment of human skeletal remains, and intentional excavation, among other things.

A1-2: Such information will be included on interpretive displays and kiosks, as appropriate, when they are developed in conjunction with other improvements at facilities.

A1-1
A1-2

From: "Leland Heinrich" <lheinrich@co.valley.id.us>
To: <cstone@pn.usbr.gov>
Date: 2/15/01 10:30AM
Subject: February 22nd Meeting

Dear Carolyn:

We seem to have some conflicts for the February 22nd meeting, but are trying to realign schedules in order for some of us to attend.

Side Note: Our new mailing address is P.O. Box 1350; new phone # is 382-7100; fax # is 382-7107; my e-mail is lheinrich@co.valley.id.us

My Commissioners wanted me to address the following areas of concern, just in case they can't attend the meeting.

They still feel there is sufficient room for consideration of a County road, in addition to bike paths or walkways on the old railroad bed. The addition of a County road in this area would greatly increase winter-time access to the entire Crown Point area, plus improve response time of ambulance and/or fire equipment to improve public safety.

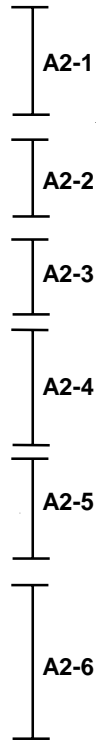
The County still believes there is sufficient quantities of material in the Crown Point Rock Quarry that it would be in the taxpayers' interest to develop some type of lease which would allow the County to use this material for the needs of our road maintenance and construction.

The County also would encourage you to listen to the public and take steps to enhance the existing airport so that it would be better utilized for recreational needs, rather than turn it into a wildlife management area.

We also feel that motorized recreational activities have not been given sufficient consideration. Many local people do indeed drive their vehicles or 4-wheelers upon the sandy beaches for access in order to enjoy their fishing experiences. Your proposed restrictions may well take away the ability of our senior citizens and the handicapped an opportunity to put a "line" in the water.

We further do not see a firm commitment to develop a funded Weed Control Program. Our local Land Use and Development Ordinance requires all new subdivisions to develop a Weed Control Management Program which is approved by our local Weed Superintendent and we feel you should do no less.

There is still some confusion over your dock permit process. We are losing our natural resources industry and are told recreation will have to replace it, but as this area grows and develops, how do you intend to provide for requests for dock permits? Understandably, community or group dock permits shall play a big part, but we certainly feel that individuals should have the right, as originally agreed to when this body of water was created, to apply for and receive an individual permit.



A2—Leland Heinrich, Valley County Commissioners, Valley County, Idaho

- A2-1:** The Crown Point extension would not become a county road in this RMP because the majority of comments received strongly supported maintenance of all existing Conservation/Open Space (C/OS) and keeping this area for non-motorized use.
- A2-2:** Materials from the Crown Point Quarry would continue to be available for Valley County use under this RMP, as discussed in Section 2.3.2 of the EA.
- A2-3:** The airport may be re-opened, if certain conditions are met. Please refer to response to comment letters O5— Kathleen Miller, Idaho Aviation Association, McCall, Idaho; O6—Ray Costello, Aircraft Owners and Pilots Association, Corvallis, Oregon; and O7—David M. Walker, Idaho Aviation Foundation, McCall, Idaho, for a more detailed response.
- A2-4:** Vehicular access can no longer be allowed to the shoreline for a variety of reasons, including erosion and water quality. Docks and fishing areas provide access for elderly and physically challenged users. Specific fishing access points including parking and paths will be developed at Big Sage, and Van Wyck north and south.
- A2-5:** Reclamation has funded and would continue to fund Valley County Weed Control for noxious weed control on Reclamation lands and aquatic weeds within the reservoir if the need arises. We are also an active participant in planning for the Upper Payette River Cooperative Weed Management Area.
- A2-6:** Existing private boat docks are permitted as a privilege

In conclusion, we would ask you not to include regulations that will fall upon the County's law enforcement to uphold, unless you are willing to provide the funding which is necessary for the full enforcement.

Thank you for this opportunity to comment, and we do remain a committed partner with you to improve the opportunities and experiences of those who utilize our resources.

Sincerely,

Leland G. Heinrich
Valley County Clerk
Valley County, Idaho

A2-7

A2-6:

(cont.) and are not a right. Reclamation national policy is to not allow private boat docks and Lake Cascade is the only exception to this policy within Reclamation, except where the dock is in conjunction with a lease of property for a cabin site. No new private docks will be permitted, according to this policy. However, community docks will continue to be allowed to accommodate growth in recreation.

A2-7: Reclamation funding for fiscal year 2001 is \$13,000 (up from \$5,000 in fiscal year 2000). Future budget requests will be increased, if possible, to assist Valley County for law enforcement at Lake Cascade.

From: "Brenda Heinrich" <breele@micron.net>
To: "Budolfson BOR Jim" <jbudolfson@pn.usbr.gov>
Date: 2/9/01 9:07AM
Subject: Dear Jim.....

Dear Jim.....

I just had a few questions to ask about the Lake Cascade Draft Environmental Assessment at Boulder Creek page 2-19 when the toilets are changed are you going to use vault instead of the standard flush that caused so much grief originally?

A3-1

Next on the water Surface Management you have Increase enforcement of all no wake boating zones.....Our budget is maximized on our patrol men and time. With added enforcement are you going to help with added moneys to increase our marine program Budget? For now we are patrolling (approximately)155 miles of shore line on Lake Cascade alone. We cannot possibly sit at Boulder Creek all day lone just for that no wake watch.

A3-2

After reading this document, over all I am pleased with the Preferred Alternatives. The remainder of the Waterways Committee will be sending in their opinions also. At this time this is just my opinion and questions. We will be sending more input as time sneaks by on this subject.

Thank you so very much for joining us last Tuesday. It is always a pleasure to have you here with us. And your input if vital to our decisions and knowledge.

Thanks

Brenda Heinrich (Chairman --- Valley County Waterways

A3—Brenda Heinrich, Valley County Waterways, Cascade, Idaho

A3-1: The plan is not this specific at this stage.

A3-2: Please see response to comment A2-7.



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City of Donnelly

P O BOX 725
DONNELLY, IDAHO 83615

CITY OF HELPING HANDS

February 21, 2001

1-1381

17684

U.S. Bureau of Reclamation
PN Regional Office PN-3902
Attn: Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise, Idaho 83707-1234

OFFICIAL FILE COPY

BUREAU OF RECLAMATION OFFICIAL FILE COPY	ACTION DATE BY
FEB 23 '01	
3902 CBS 2/23/01	

Dear Ms. Stone:

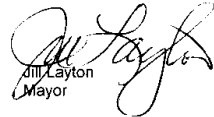
The Donnelly City Council would like to endorse the 2.3.2 Preferred Alternative Plan A, of the Boulder Creek Arm, under the topic: Conservation and open space.

This administration believes that the preferred alternative plan A will enhance the economics, and provide a more desirable residential / recreational environment for the present and future citizens of Donnelly.

The City of Donnelly is a strong advocate of developing a hiking, biking trail, cross-country ski trail and snowmobile trail. We wish to provide winter access from the Wagon Wheel subdivision to the City of Donnelly.

A4-1

Sincerely,


Jill Layton
Mayor

mlh

A4—Jill Layton, City of Donnelly, Donnelly, Idaho

A4-1: A non-motorized trail including snowmobile use is proposed in the Boulder Creek C/OS area to provide access.

NOTES ON
LAKE CASCADE
RESOURCE MANAGEMENT PLAN:
DRAFT ENVIRONMENTAL ASSESSMENT
Tom Kerr, January 2001

pg. 2-3: 2.2.2 Land Management Categories Talks about "four" and lists "five".

Pg. 2-12: Table 2.3-1. Talks about Noxious and Invasive Weeds relative to terrestrial. Need to address Aquatic weeds such as Eurasian Milfoil and others.

Pg. 2-47: Second paragraph again talks about "control of terrestrial noxious and invasive weed problems". Need to add Aquatic Noxious and Invasive weeds.

Pg. 3-6: The first paragraph mentions "nuisance aquatic vegetation".

Pg. 3-122: The Payette River Scenic By-Way Committee is working on signs, turn lanes, kiosks and other informational items for the by-way. Christine Jarski of Ida-Ore is the main contact for this Committee. Hugh Somerton of Donnelly is the chairman.

Pg. 4 - Draft Goals and Objectives: Objective 1.1.9: "address aquatic weed problems, particularly eurasian milfoil".

pg. 2-76 "BALD Eagles have increased in the face of more human activity"

A5-1

A5-2

A5-3

A5-4

A5-5

A5-6

A5-7

A5—Tom Kerr, Valley County Commissioner, Cascade, Idaho

A5-1: The text has been revised according to your comment.

A5-2: The text has been revised according to your comment.

A5-3: The text has been revised according to your comment.

A5-4: The no-wake zones in this text will help limit the spread of nuisance aquatic vegetation.

A5-5: Thank you for providing this information about future plans. We will use this information to add to the RMP for coordinating activities.

A5-6: Aquatic weeds have been added to the objective.

A5-7: The table to which you refer describes impacts of the RMP that have been determined through the EA analysis and in consultation with FWS. The remainder of the text reads, "RMP actions may affect, but are not likely to adversely affect, bald eagles."

March 13, 2001

US Bureau of Reclamation
PN Regional Office
Attn: Carolyn Burpee Stone
1150 North Curtis, Suite 100
Boise, ID 83706-1234

RE: Resource Management Plan - Lake Cascade RMP 1-1924

Dear Ms. Burpee:

I do not agree with the preferred plan as far as prohibiting motorized vehicles below the high water line. I have commented at public hearings and written comments. Some of my remaining thoughts are:

- Why can't there be designated areas on both sides of the reservoir? Big Sage and the VanWyck extension area are both very popular areas for fishermen, especially compared to Mallard Bay. Isn't Mallard Bay inaccessible until after the nesting season sometime in July? I have enclosed a "Petition to Fish" that I put in public areas for seven days. In seven days I was able to get 311 signatures.
- With the possibility of the closure of the Cascade Sawmill we need to increase tourism as one avenue of diversification. How can we increase tourism if we are decreasing those recreation activities that bring them to the Cascade area?
- The people who are going to be affected have not commented...why? They don't read RMPs and Draft Environmental Assessments - they barely read the newspaper - the tourists do not receive our local paper, especially if they only come in the summer. The last time I read anything in the local paper (after the January meeting) it gave me the impression that there would be designated areas for vehicular access - I once again visited the Draft EA and there were no areas except Mallard Bay - I spoke with some of the seniors at the high school and it was their impression that there would be access to Big Sage.
- There has been historical usage at this lake for all to use motor vehicles to access the beach.
- In the fall it is too cold to sit out of your pickup to fish. Old people and handicap people will not be able to access the water.
- Aren't boats more erosive to the shore - half in water half out, sloshing back and forth?
- Why not designate certain times of the year for fishermen to drive their pickups on the beach (August through December) when the water is really low and it may be cold enough to harden the beaches.

On March 12, 2001, the Cascade City Council endorsed my petition as long as I changed it to read: "We want to see vehicular access to the beach below the high water line at Big Sage and VanWyck Park extension area."

Let's compromise: We'll trade you...we'll keep Big Sage and VanWyck extension...you keep the entire Crown Point area (where we use to always drive our vehicles). **I hope with the number of signatures you will consider changing the Preferred Alternative to address the wishes of the residents of Valley County.** Thank you for the opportunity to comment.

Cynda Herrick
Cascade City Council President

607 Dam Road, PO Box 1104, Cascade, ID 83611
Day Phone: 382-7114 Night Phone: 382-6622

110-8-00 -
BD/

OFFICIAL FILE COPY

APR 26 2001

3902

A7-1

A7— Cynda Herrick, Cascade City Council, Cascade, Idaho

A7-1: Reclamation has decided to phase out vehicle access to the shoreline to reduce shoreline erosion and protect water quality. Reclamation does not have the staff available to police access restricted to only a few locations. Additionally, during reservoir drawdown periods, vehicles could drive for great distances along the "beach" once they get into the drawdown zone. Again, Reclamation does not have the resources to control such movement.

LND-800-
BOT

DONNELLY AREA CHAMBER OF COMMERCE
P.O. BOX 83
DONNELLY, IDAHO 83615

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3902 CBS 1/24/01

January 23, 2001

U.S. Bureau of Reclamation
PN Regional Office PN-3902
Attn.: Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise, ID 83706-1234

Re: Lake Cascade RMP - Draft Environmental Assessment

Dear Ms. Stone:

This is to advise you that the Donnelly Area Chamber of Commerce at it's January meeting approved the motion to support the 2.3.2. Preferred Alternative - Northeast Area - Boulder Creek Arm specific to the Conservation/Open Space. The Chamber supports the development of a hiking and biking trail (no ORV/ATV), and a cross-county skiing trail.

O1-1

This trail system will be of great benefit to the Donnelly area and compliment to the Donnelly City Park.

Sincerely,

Sheri J. Gestrin
Sheri Gestrin
President

O1—Sheri Gestrin, Donnelly Area Chamber of Commerce, Donnelly, Idaho

O1-1: Thank you for your comment. A non-motorized trail is planned for this area.

Chas ✓

O3—Sandra F. Mitchell, Hells Canyon Alliance, Boise, Idaho

O3-1: Please see response to comment O2-1, letter from Don Moore of the Western Whitewater Association.

February 21, 2001

U.S. Bureau of Reclamation
PN Regional Office
1150 North Curtis Road
Suite 100
Boise, ID 83706-1234

Attention: Carolyn Burpee Stone

Dear Carolyn:

While the primary focus of the Hells Canyon Alliance is on issues concerning the Hells Canyon National Recreation Area, we are interested in management of all northwestern rivers and lakes used by the public for boating. We provide a common voice for those who support responsible shared use of the waters and our membership includes a wide variety of citizens, businesses and organizations. Our founders and those on our current roster, it should be noted, include both motorized and non-motorized users, many of whom recreate on Lake Cascade.

In order for us to support your preferred alternative, there would need to be changes made in the way boat camping is handled. We would propose that the following changes be made:

- ◆ The area between Crown and Vista Points should be managed to allow for overnight boat camping;
- ◆ The Pelican Bay Recreation Site on Sugarloaf Peninsula should be developed for an overnight boat camping area with no road access except for administrative purposes; and
- ◆ The area west and adjacent to the airstrip should be managed for recreational use and be developed as an overnight camping area.

O3-1

We fully understand there are problems with use. However, the answer to the problem is not to eliminate the use but rather to manage it. By adding restroom/pit toilets at the Old Airstrip, Pelican Point and Sugarloaf Island many of the problems would be eliminated. An additional management tool would be to require porta potties and firepans whenever boat camping occurs or where restroom facilities are not available.

We truly appreciate the opportunity to use Lake Cascade and we urge you to try some management alternatives before you eliminate boat camping in the areas described above. Our organization is more than willing to work with you and we are confident that the Lake and its shorelines can be protected without prohibiting boat camping.

Regards,

Sandra F. Mitchell
Executive Director
Hells Canyon Alliance
PO Box 70001
Boise ID 83707-0101

files



Idaho Aviation Association

P.O. Box 1558, McCall ID 83363
208-634-8728 or 8-634-5066 email: 41.8@idtc.com

Board Directors: Kathleen Miller, resident John Stewart, Glynis Sayre, Fran
Lan Gelsin, Roger Sorenson, Jerry H. [unclear], [unclear] [unclear]

February 20, 2001

US Bureau of Reclamation
PN Regional Office PN-3902
Attn: Ms. Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise, ID 83706-1234

Dear Ms. Stone;

I am writing on behalf of the Idaho Aviation Association. We have over 750 members both in and out of the state of Idaho. The Idaho Aviation Association's mission is to support the interests of General Aviation in the State of Idaho. We are involved in educational programs, legislative and political campaigns and we have social gatherings. But first and foremost it is our goal to preserve all the airports in the state of Idaho including remote recreational strips.

The aviators I represent were very disappointed to learn that we were not asked to participate in writing the 2001 Cascade Reservoir Management Plan. It was hard to believe because there is an airstrip sitting on the very land your plan will manage. The '91 Management plan, that we had a representative on, specifically supported re-opening of the strip and found the strip compatible with other users as well as the environment so we were surprised to find a complete reversal of attitude 10 years later.

It could have been an oversight, that the IAA or the Division of Aeronautics was not asked to participate, but this has led to a lack of trust between this agency and aviators. You see, our strips are continually being threatened and they are worth fighting for. But it is my hope that we may move on and do what we can to see that we rectify the situation and include the airstrip in the new plan.

To comment on the "lack of interest" on the part of aviation, I think that over the course of the short time period we had to make comments, you can see our interest. The flying community is extremely interested and we have never lost interest in reopening this strip.

O5-1

O5—Kathleen Miller, Idaho Aviation Association, McCall, Idaho

O5-1: The Division of Aeronautics would be the agency involved in managing the airstrip along with Reclamation if it opens.

The 1991 RMP proposed re-opening the airstrip for recreational fly-in use, and efforts were made to accomplish it. Before the airstrip can be re-opened, however, a land transaction is required between Reclamation and the private agricultural easement holder of this parcel. This transaction has not been successful to date; therefore, the airstrip never re-opened. Reclamation was unaware of the interest in the airstrip from the aviation community earlier in the RMP update process and due to the seemingly difficult effort regarding the land transaction, as well as the re-occupation of a nearby nest by a pair of bald eagles, it was decided not to include re-opening the airstrip as part of the Preferred Alternative in the Draft EA. Instead, the Preferred Alternative at that time called for the airstrip and adjoining area to be reclassified as a Wildlife Management Area (WMA) land use designation and be added to the Duck Creek WMA.

In October the Idaho Aviation Foundation took over this cause and began, once again, to work on ways to achieve this goal.

The IAA was a strong promoter of the HR 4578, the Backcountry Landing Strip Access Act. Senators Craig and Crapo were the writers of this act. This act states that strips can't close without contacting aviation agencies and users first.

There is also language in the Frank Church River of No Return Wilderness Act that states that "no airport or landing strip can be permanently closed without specific approval of State Division of Aeronautics". It is serious business closing airstrips. There is strong interest congressionally for not allowing closure of airstrips.

Here are a few other reasons why this strip should remain.

Idaho is Unique: Idaho has over 120 airports and airstrips in the state. Twenty four are public use airstrips in the wilderness and dozens more are classified as back country. We have some of the very best recreational airstrips in the west and it is important to keep it this way for they have become "tourism attractions". People come from as far as back east and Canada to recreate on these airstrips. The economic value to Cascade and the state is tremendous. Airstrips are irreplaceable and cost prohibitive to create, therefore we must protect each and everyone that we have.

CR Strip is Safe and Easy: This strip is remote yet very accessible. It is ideal for those with less skill or less powered airplanes. For years families would fly up from Boise to picnic on the shores. It was well used in its days.

CR as an Emergency Strip: Cascade Lake airstrip happens to be under a well used flying corridor between Boise and McCall and the northern sections of our state. Airstrips can save lives. And they allow a safe alternative for many more difficult backcountry airstrips in the area taking pressure off the wilderness strips.

Recreation: This is the only airstrip in Central Idaho that is on a lake and only one of five in the entire state on lakes. It would make the perfect recreational stop for anglers, campers, and picnicking families.

Float planes are users too and although only a limited number of planes land and take off on the lake we need to account for them as well.

Environmental Concerns: Aviators are conscientious and respect their environment. It is my understanding that the Environmental Impact Statement made a few years ago found the airstrip to be completely compatible with long-term usage of the area.

What the IAA and IAF Can Offer: The Idaho Aviation Association can provide volunteers to do yearly upkeep on the strip through our yearly work party program. The IAA, along with the IAF, can contribute financially to a partnership with the BOR by providing grants for improvements such as picnic tables, fire rings, sanitary facilities, etc.

The aviation community's interest and support of this strip has not changed and perhaps after this round it is stronger than ever. We would like you to include this strip in the 2001 management plan and continue to work on negotiations to open this airstrip that is tremendously missed in the aviation community.

In summary,

1. Closing the airstrip will exclude aviators from the other recreational groups that are allowed to access the Cascade Lake. The only fair alternative would be to continue
2. the existing management practices, continue negotiations to re-open the strip and allow day use as well as over night use.
3. Allow the Division of Aeronautics to manage the airstrip. Allow the IAA to help maintain it.

| O5-2

Questions the pilots of the Idaho Aviation Association would like to have answered are:

1. For what reason did you leave the airstrip out of the new management plan? (I saw no evidence of conflict between the strip and other user groups.)
2. Why did you eliminate this airstrip in the RMP without any input from the aviation community or the Division of Aeronautics?
3. Was there documentation in any form that stated that we were not interested re-opening the strip? To assume something of this magnitude in the planning process is hard to believe.

| O5-3

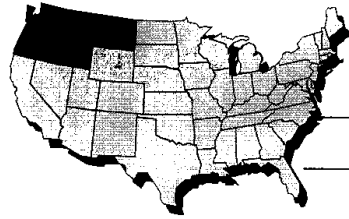
Sincerely,

Kathleen Miller, President
Idaho Aviation Association
PO Box 1558
McCall, ID 83638

208-634-8798
c185bm@ctcweb.net

O5-2: Re-opening the airstrip through a permit to the Idaho Division of Aeronautics, subject to meeting certain conditions, is now included in the Preferred Alternative. See Section 2.3.2 of the Final EA.

O5-3: See response O5-1.



Ray Costello
Northwest Regional Representative

MONTHLY REPORT



O6—Ray Costello, Aircraft Owners and Pilots Association,
Corvallis, Oregon

February 21, 2001

U.S Bureau of Reclamation
PN Regional Office PN-3902
Attn: MS. Carolyn Burp Stone
1150 North Curtis Road, Suite 100
Boise, ID 83706-1234

Dear Ms. Stone,

The Aircraft Owners and Pilots Association (AOPA) is a not-for-profit membership Association consisting of over 365,000 pilots and aircraft owners nationwide, 2,500 of whom are residents of the State of Idaho and over 20,000 in the four Northernwestern States. AOPA is committed to ensuring the continued viability, growth and development of aviation and airports in Idaho and in the United States.

The U.S. Bureau of Reclamation issued a Draft Environmental Assessment on the Lake Cascade Resource Management Plan in December, 2000. In the Plan, the Environmental Assessment Preferred Alternative is to NOT RE-OPEN THE (Cascade Reservoir) AIRSTRIP FOR FLY-IN USES. Further, the recommendation is to "CHANGE RMP LAND USE DESIGNATION TO WILDLIFE MANAGEMENT AREA."

AOPA takes strong exception to the stated intent of the Bureau of Reclamation's (BOR) to close the Cascade Reservoir Airstrip to aviation users. This is contrary to the alternative recommendations in the 1991 Plan and to the many manifestations of aviation's wish and need to re-open it expressed over time to your agency.

Northwest Report

1

Airports today are virtually irreplaceable with the Nation losing an average of fifty-two airports per year. Back-country airstrips are particularly unique to Idaho and extremely important to our members and the general aviation community.

Some of AOPA's strenuous objections to this alternative follows:

1. It is blatantly discriminatory. Aviation appears to be the only mode of transportation excluded from the use of this area and is contrary to the BOR's charge to manage lands in a fair and equitable manner. Closing this airstrip would be abdicating ones' duty to preserve irreplaceable assets.
2. No environmental rationale is given for the change from the 1991 Plan. That environmental impact study found the airstrip compatible with the reservoir's areas' long term usage.
 - Denying access without a commensurate conservation benefit violates the States' goals of the staff's E.I.S.
3. The BOR's stated perception on page 3-71, 4th paragraph of your draft assessment that "There continues to be a limited amount of public support for the re-opening of the airstrip" is patently false. At your public hearings recently held in Boise there was unanimous support from the aviation users testifying. The long involvement and discussions, over time, by the Idaho Aviation Association and the Idaho Aeronautics Divisions leadership with the Bureau testifies to aviation's support for the re-opening of the Cascade Reservoir Airstrip. These agencies organizations, and members are prepared to help restore, operate and maintain this facility if it is re-opened.

AOPA respectfully submits a request that the Bureau re-consider its alternatives to keep the Cascade Reservoir Closed and to select the unanimous choice of the aviation community to re-open this facility for use again.

Please include AOPA in any future notifications concerning Cascade Reservoir Airstrip. I can be reached at (541) 745-7358 and my E-mail address is ray.costello@aopa.org.

O6-1

O6-2

O6-1: The potential impacts to bald eagles from re-opening the airstrip was disclosed in the Final EA/FONSI and the FWS Fish and Wildlife Coordination Act Report (included with the Final EA) for the 1991 RMP. The proposed opening of the airstrip at that time was provisional and would only occur if monitoring did not indicate fly-in use would adversely affect bald eagles. Since publication of the 1991 RMP, bald eagles have occupied a nearby nest and bald eagles are nesting at several locations around the reservoir. Bald eagles are protected by the Endangered Species Act (ESA). Consequently, before the airstrip could be re-opened, Reclamation would be required to conduct monitoring of the nearby bald eagle nest and its occupants, as well as other potentially affected bald eagles in the Lake Cascade area according to a future monitoring plan agreed to by Reclamation, the U.S. Fish and Wildlife Service, and the Idaho Department of Fish and Game. Monitoring would need to clearly demonstrate that reinstating this use would not have a negative impact on the area's bald eagle population. If the airstrip is re-opened, it is anticipated it would be a provisional opening based on continued monitoring of eagle reaction to increased small airplane activity.

O6-2: The public comment received for re-opening the airstrip has not been unanimous and potential re-opening must be considered in relation to area residents and resource values. However, an option for re-opening the airstrip has been added to the Preferred Alternative, providing certain conditions are met. This is described in Section 2.3.2 of the Final EA.

Sincerely,

Ray Costello
Pacific Northwest Regional Representative
490 N.W. Rivendell Ln.
Corvallis, OR 97330
Phone: (541) 745-7358
Fax: (541) 745-7358
E mail ray.costello@aopa.org

cc: Kathy Miller, President of the Idaho Aviation Association, C185BM@ctcweb.net,
Phone: (208) 634-8798
Dave Walker, Idaho Aviation Foundation, President, P.O. Box 369, McCall, ID 83638,
Phone: (208) 634-3090, Fax: (916) 314-9036, redflash@mail.org
Keith Bumsted, Interim Director, Idaho Division of Aeronautics, kbumsted@itd.state.ID.us

OFFICE FILE COPY

1-930

David M. Walker
P.O. Box 369
McCall, ID 83638
February 5, 2001

US Bureau of Reclamation
PN Regional Office PN-3902
Attn: Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise ID 83706-1234

18451

3902-088 2/08/01

Subject: Comment on December 2000 Draft EA; support for reopening Cascade Reservoir Airstrip

Dear Carolyn :

Thanks to you, Jim Budolfson, and Patti Llewellyn for your advice and assistance in our efforts to facilitate the reopening of the Cascade Reservoir Airstrip. I thought the public meetings were well-managed, and I appreciate the opportunity to be heard on this issue.

I would very much appreciate being kept on appropriate notification lists for subsequent meetings and working groups relative to this airstrip and to any airstrip in Idaho in which BOR has interest. As you observed in the two public meetings, in which almost all the testimony was in favor of reopening the airstrip, with no expressed opposition at all, the pilots of Idaho are very much involved and want to participate.

In the interest of brevity, I will not repeat here all the reasons why I request that the new Resource Management Plan for Cascade Reservoir include provisions for reopening the Cascade Reservoir Airport, but a few of the most important ones are re-stated below:

- The current (1991) RMP contains the appropriate provisions, and nothing in the Draft EA offers rationale for changing those provisions. The current RMP considered all the potential impacts and found that reopening the airstrip was both practical and environmentally sound.
- Support for access by airplane to Cascade Reservoir is strong among the Idaho aviation community, including the Idaho Department of Transportation Division of Aeronautics, the Idaho Aviation Association, the Idaho Aviation Foundation, the Idaho 99's and numerous other operators of general aviation aircraft throughout the Northwest.
- Reopening the airstrip would provide increased access to Cascade Reservoir recreational facilities for many people, including elderly and handicapped individuals and people coming from other states to Idaho, who would otherwise not be able to enjoy the Reservoir. Moreover, it would do so with less environmental impact than other motorized means of access.
- There would be no additional cost to BOR or local governmental agencies to reopen the airstrip, as the Division of Aeronautics and the Idaho Aviation Association have committed to bear all necessary costs.

Thank you for your attention,

David M. Walker

Cc: Idaho Aviation Foundation
Idaho Transportation Department, Division of Aeronautics
Idaho Aviation Foundation
Aircraft Owners and Pilots Association

O7—David M. Walker, Idaho Aviation Foundation, McCall, Idaho

O7-1: Representatives of the Division of Aeronautics and Idaho Aviation Association will be informed of all pertinent meetings.

O7-2: The Draft EA did not consider re-opening the airstrip in its evaluation of the action alternatives. Please see Section 2.3.2. See response to comment O6-1.

O7-3: The strong support for re-opening the airstrip has been noted in this document.

O7-4: Comment noted.

O7-1

O7-2

O7-3

O7-4

Page 1 of 3

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 MAR 21 '01
 3902 CBS 3/23
 FILE

LANI - 8.00 -
B01
Cascade RMP

David M. Walker
P.O. Box 369
McCall, ID 83638
March 17, 2001

US Bureau of Reclamation
PN Regional Office PN-3902
Attn: Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise ID 83706-1234

1-1998

17684

Subject: Comment on December 2000 Draft EA as modified in BOR Newsbrief of March 2001

Dear Carolyn:

When you first informed me that, in response to inputs from the aviation community, the Bureau of Reclamation (BOR) was considering support for reopening the Cascade Reservoir Airstrip in the modified Draft EA, I was heartened and appreciative.

However, now that I have seen the specifics of the BOR position I must register strong protest against the conditions that were placed on that support. Taken together, these conditions amount to de facto opposition by BOR to the reopening of the airstrip.

Before expressing my opinion on the BOR's latest position, I must first ask that you increase the time allowed for comment by the public on the new position. In fact, the elapsed time from when I received the Newsbrief in the mail on Monday, March 13, until the final due date for comments, March 28, is only 15 calendar days. This is insufficient to notify all the other interested parties, gather information and expertise, and respond effectively. I request that a comment period of at least 90 days from March 13, 2001, be allowed for public response.

O8-1

Specifically addressing the issues in the March 2001 Newsbrief:

- The Newsbrief gives three reasons why the Draft EA did not continue the current Resource Management Plan (RMP) policy of support for reopening of the airstrip:
 - "because proponents of the airstrip had not expressed their views earlier in the RMP update process"
 - "due to the seemingly difficult effort regarding the land transaction"
 - "re-occupation of a nearby nest by pair of bald eagles"

With respect to #1: In marked contrast to the process used in drafting the current (1991-2001) RMP, in which both the Idaho Aviation Association (largest private aviation group in Idaho) and the Idaho Department of Transportation, Division of Aeronautics (state authority for airports) were invited participants, this time neither organization was informed of the draft, let alone invited. In fact, BOR systematically excluded the aviation proponents who were the most vocal public participants in the 1991 process from the 2001 process. As soon as we found out, the proponents expressed their views enthusiastically, resulting, once again, in the reopening of the airstrip being the most popular issue discussed at the public hearings and the subject of the great preponderance of correspondence. Most expressed opinion was decidedly favorable. In fact, despite allusions by BOR personnel to the contrary, I have not heard or seen any opposition to the reopening of the airstrip other than one person who wondered "Where were these people when the draft was done?" and another who expressed surprise that there WERE any aviation interests. Both these people were anxious to get the RMP approved for their own reasons (respectively, agricultural use and residential development) so they did not want new requirements introduced late in the process. Clearly if BOR had included aviators in the process from the beginning we would not have surprised them. Moreover, *logical* objections from any source could have been addressed deliberately instead emotionally in public meetings.

O8—David M. Walker, Idaho Aviation Foundation, McCall, Idaho (second letter)

O8-1: Reclamation believes the comment period is adequate, based upon the number of comments received regarding the airstrip.

With respect to #2: it is worth noting that the BOR is being sued by the landowner in question because of perceived bad faith in the land transaction, while the IAA and the IAF are attempting to facilitate the necessary land transaction. If BOR wants the transaction to go through and the lawsuit to disappear, then it should support the airstrip reopening. One wonders if personal grudges built up over the years of negotiation had something to do with both the BOR position in the draft EA and the failure to seek input from the aviation community.

With respect to #3: The bald eagles in question appear to have taken up residence approximately 1.5 miles from the airstrip, which is not particularly close. Boats, hikers, etc., will be closer to the nest, but their access is not restricted. Moreover, bald eagles are proposed for delisting from the endangered species list because their numbers are increasing significantly. The main reason for their decline in the first place was deemed to be use of pesticides. With the banning of DDT, they have steadily increased. I have found no documentation that blames eagle decline on airplanes, with the exception of some references to scheduled jet airline activity in Colorado in 1997 (asserted, not proven). To the contrary, I interviewed Mr. Burt Summerfield, environmental officer for the Kennedy Space Center spaceport, on the subject: Burt told me that airplanes and eagles did not conflict, but that habitat disturbance by ground vehicles, boats, and people was a concern. (This makes sense – eagles have no airborne natural enemies, but can be vulnerable to predation of their eggs and nesting young from the ground.) Eagles are on the increase in the Kennedy Space Center wildlife refuge and bird sanctuary, despite airplanes, space shuttles, expendable rocket launches and ever-increasing tourism (the biggest disturbance).

- The March Newsbrief states that "Reclamation is considering modifying the Preferred Alternative to potentially allow the State airstrip to be re-opened for recreational fly-in use as well as boat and hike-in use." It then states several conditions to be satisfied allowing the strip to be reopened.
 1. "Conduct monitoring of the nearby bald eagle nest and its occupants, as well as other potentially affected bald eagles in the Hot Springs WMA and Lake Cascade area according to a future monitoring plan agreed to by Reclamation, the U.S. Fish and Wildlife Service, and the Idaho Department of Fish and Game. Monitoring would need to clearly demonstrate that reinstating this use would not have a negative impact on the area's bald eagle population. If the airstrip is reopened, it is anticipated it would be a provisional opening based on monitoring of eagle interactions."

This amounts to effectively blocking the airstrip reopening, because it places the burden of proof on the airplanes and the airstrip to show that eagles are not affected BEFORE the airstrip can be reopened – a logical impossibility. It extends the monitoring effort well beyond the immediate area of the airstrip, thus complicating an already impractical effort. Finally, it requires three bureaucracies to agree on the monitoring plan before even starting to implement it, which would even further delay any progress. If this requirement were placed on ANY proposed airport site the effect would be to postpone the airport indefinitely. I believe that to be the intent of this requirement, not any concern for the welfare of the eagles. Where are the studies showing that boating or other motorized vehicle uses do not adversely affect the eagles, if BOR is so concerned? Why is aviation singled out for discriminatory treatment on this issue?

2. "The land transaction would need to be consummated enabling Reclamation free and clear title without any restrictions over this parcel of land."

The land transaction will likely NOT be completed as stated if BOR has effectively proscribed the reopening of the airstrip, since the people who are trying to facilitate it have no incentive to do so except to reopen the airstrip. The landowner will proceed with his lawsuit.

3. "The Idaho Aviation Association would need to comply with all requirements set forth in a permit issued to them by Reclamation....." (There follows a list of five particulars, only one of which – concerning sewers - needs addressing. The others are irrelevant.)

O8-2

O8-3

O8-2: Reclamation’s primary responsibility concerning bald eagles is to avoid impacting this species, which is protected by several federal laws. We agree that there is some level of disturbance to nests from other uses on the lake and we have considered these and other potential disturbances when proposing management actions. The opening of the airport presents one more activity with potential for bald eagle disturbance and that is why Reclamation is monitoring bald eagle use near the airstrip.

O8-3: The prediction of impacts prior to an action occurring is standard practice in impact assessment under NEPA and ESA. Proposed monitoring of bald eagles before and after a provisional re-opening of the airstrip would be designed to answer questions regarding possible impacts to bald eagles from increased airplane traffic. Reclamation would use the best scientific information available in assessing the potential effects to bald eagles.

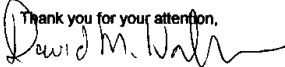
3.

The Idaho Aviation Association does not intend to operate the Cascade Reservoir Airstrip, so none of the requirements mentioned applies to them. The Idaho Division of Aeronautics would operate the airstrip under the same procedures it uses in operating the other 31 State airstrips. The role of the Idaho Aviation Association would be to provide volunteer labor and to promote the safe, efficient use of the airstrip by its members and other pilots. This has always been the plan, and it has been communicated repeatedly to BOR personnel in writing and in public testimony. Until this Newsbrief, there was no indication that BOR disagreed or did not understand. That the BOR has failed to acknowledge the difference in the appropriate roles of the Division of Aeronautics and the Idaho Aviation Association is, unfortunately, indicative of a general disregard of aviation issues despite all attempts to inform them. The process envisioned would involve a permit or lease from BOR to the Division of Aeronautics. In fact, paperwork for this was drafted several years ago when reopening the airstrip seemed more imminent. It does not have to be unduly complicated if the BOR does not strive to make it so.

Concerning the reference to a requirement to hook up to the Donnelly sewer system: Regardless of who is responsible for effective waste disposal, it is inappropriate for BOR to demand a particular solution, especially when the solution specified is likely to be the most expensive for Idaho taxpayers. EPA approved vault toilets are in widespread use and can easily accommodate the waste requirements of airstrip users. If the boaters and hikers that BOR wants to allow into the area add enough demand that the sewer hookup is necessary, then that solution can be pursued as required, but it should not be imposed as a condition to reopening the airstrip.

- The current (1991) RMP expresses BOR support for reopening the airstrip, dependent only on the completion of the necessary land transaction and an appropriate agreement with the Idaho Division of Aeronautics. This IS the current policy. Idaho aviators and potential users of the Cascade Reservoir Airstrip from other states want the new (2001) RMP to contain the same provisions.
- BOR has offered no logic for its obstruction, in which it persists even while acknowledging strong support for the reopening of the airstrip.
- If further justification were needed for reopening the airstrip, I remind you that the Long Valley has taken an economic hit of substantial proportions due to mill closings in addition to the general slowing of the US economy. Recreation is a clean way to increase spending in the local area., perhaps partially making up for losses of other types of business. Moreover, affordable access to recreational facilities is most important to local citizens when economic stresses are severe. It is bad business and bad government to ignore these factors. BOR should be enabling, not obstructing, responsible use of the Cascade Reservoir recreational area for both economic and social reasons

O8-4

Thank you for your attention.


David M. Walker
President, Idaho Aviation Foundation
Member Idaho Aviation Association, Aircraft Owners and Pilots Association

Cc: Idaho Aviation Foundation
Idaho Transportation Department, Division of Aeronautics
Idaho Aviation Foundation
Aircraft Owners and Pilots Association
Office of US Senator Mike Crapo
Office of US Senator Larry Craig
Office of US Representative "Butch" Otter
Office of US Representative Mike Simpson
Office of Governor Dirk Kempthorne

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Lake Cascade Resource Management Plan
Draft Environmental Assessment

FORM NO. 1-1421

Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade

FEB 26 '01

Name (required) DON LOJEK
Address (required) 1344 Rimrock Ct Boise ID 83712 ✓
(Also Loughora Rd Donnelly, Idaho)

Please write your comments below:

3402 CBS 2/26/01

Thank you for participating in the review process of the RMP and the Draft Environmental Assessment for the Lake Cascade Resource Management Plan.

Reclamation will use the information you provide to help us develop the final RMP. Comments from the public are an important part of the process. We will consider all comments received in our decision-making process. We will also consider the various alternative management actions for the future management of Lake Cascade.

When providing your comments, please be as specific as possible and please write clearly so we can understand your concerns.

Comments submitted at tonight's hearing will become part of the official hearing record.

You may also provide comments to be included in the final RMP within the 60-day review period which ends on 2/28/01. This form is designed as a self-mailer if you wish to use it to submit comments via mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.



Visit Reclamation and the Lake Cascade RMP on the World Wide Web

www.pn.usbr.gov

We support the Preferred alternative with a couple of exceptions: First, there is a huge changed condition in Boulder Creek, that is the Boulder Creek boat ramp which sends dozens of large boats into B.C. each day from 7:00 A.M. to well after 10:00 P.M. The wakes are constant and erode the shoreline quickly. We have lost nine feet in front of our cabin in the last four years. That is not good for the reservoir. The boats go there out of habit because they believe the water will be smooth. Often the main reservoir is smooth and we have 25 boats in B.C. dodging each other, towing their skiers

in the rough water wash rough by their wakes. Please impose a no-wake zone at least (over)

I1—Don Lojek, Boise, Idaho

I1-1: Erosion will be addressed by establishing and enforcing a 100-foot-wide no-wake zone from the shorelines and structures in the Boulder Creek Arm and by placing marker buoys noting this zone.

I1-1

Additional Comments:

when the reservoir is full or 2 feet short of being full.
Second, B.C. really ought to be a wildlife management area instead of C/Os. Please make arrangements to visit us in Ponderay and we'll take you on a tour & show you all of the faces falling in the water because of the erosion. Thanks, Dan Lejek

I1-2

I1-2: The Boulder Creek Arm will be managed as C/OS to maintain a balance between human use and preservation of natural areas, and to buffer the high-use recreation area of the reservoir.



U.S. Bureau of Reclamation
PN Regional Office PN-3902
Attn: Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise, ID 83706-1234

Carolyn Burpee Stone - RE: U. S. BUREAU OF RECLAMATION COMMENT ON DRAFT EAS FOR LAKE CASCADE RMP Page 1

cfw 2/08/01

From: "Nagler, Roark K, BMSLS" <nagler@att.com>
To: <CSTONE@pn.usbr.gov>
Date: 2/5/01 8:05PM
Subject: RE: U. S. BUREAU OF RECLAMATION COMMENT ON DRAFT EAS FOR LAKE CASCADE RMP

> Roark Nagler
> Data Network Applications Engineer
> AT&T National Remotes Organization
> 208-342-6072
> 800-331-8464

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

From: Nagler, Roark K, BMSLS
Sent: Monday, February 05, 2001 8:02 PM
To: 'CSTONE@pn.usrb.gov'
Subject: U. S. BUREAU OF RECLAMATION COMMENT ON DRAFT EAS FOR LAKE CASCADE RMP
Importance: High

Dear Bureau Folks,

The preferred alternative includes renovating the Boulder Creek Recreation Site. This contemplates providing additional parking at the site. Our property sits at the corner of Wildwood and Hereford immediately across Hereford to the East of the Site. We feel the parking lot extension should be to the North of the present parking lot. In the event that the parking area is expanded, it is important that a buffer area be built between the parking lot and any surrounding cabins. A berm, hedge, vegetation, trees, etc. would be most appreciated to limit the noise and visual impact of the new parking area.

If possible, redesign of the water front area North of the boat ramp to include more beach area at high water would be a good thing.

The area north of the ramp could also support picnic tables/areas.

I2-1

Roark and Patricia Nagler

1002 N. 18th Street
Boise, ID 83702
208 384 1881

12746 Hereford Lane
Donnelly, ID 83815
208 325 8286

I2—Roark Nagler, Boise and Donnelly, Idaho

I2-1: The specific details of the Boulder Creek Recreation site will be determined during RMP development. Your comment will be considered at that time.

**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

BUREAU OF RECLAMATION
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FEB 20 '01

NAME MADE BY

TO INIT DATE

3902 OKS 2/20/01

1-12-46
17684

Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade

Name (required) Meg Lojek
Address (required) 526 S. 780 W. Cedar City, UT 84720

Please write your comments below:

Thank you for participating in the review process for the Lake Cascade Draft Environmental Assessment (EA) and Resource Management Plan (RMP).

Reclamation invites you to use this form to provide review comments on the recently released Draft EA for the Lake Cascade RMP. Specifically, Reclamation is very interested in your thoughts and impressions of the various alternatives presented for the future management of Lake Cascade.

When providing your comments, please be as specific as possible, and please write clearly so we can understand your concerns.

Comments submitted at tonight's meeting will become part of the official hearing record.

You may also provide comments to be included in the final EA within the 60 day review period which ends February 22, 2001. This form is designed as a self-mailer if you wish to use it to submit comments via mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.



I am writing to encourage a no-wake zone in Boulder Creek.

As a long time recreator to Cascade Reservoir, I have witnessed an incredible increase in large watercraft since the Boulder Creek launch ramp construction. These power boats zoom the short length of Boulder Creek not only every day, but all day long.

The main negative effect of these boats is, of course, not the boats themselves but the wake that trails them. The waves crash into the shoreline, continuously eroding the Reservoir's banks. The destruction is clearly visible and will only get worse each summer. Boulder Creek is simply too narrow to support the amount of wake-creating traffic the new boat ramp generates.

Since we can't change the constitution of the banks or the erosive power of water itself, the only logical solution is to create a no-wake zone to eliminate unnecessary damage to the shoreline. At the least, no wakes should be permitted when the reservoir is full or within two feet of being full.

This simple change to the RMP will not inhibit the enjoyment of boat usage overall. I can get in our power boat at our family's cabin in Boulder Creek and arrive in the main part of the lake within minutes. In the main part, I feel comfortable causing wakes since they don't damage the distant shores.

The RMP is acceptable other than this Boulder Creek no-wake issue. Thank you for your work to make Cascade Reservoir a wonderful place that continues to serve people's desires and ensure future use.

Visit Reclamation and the Lake Cascade RMP on the World Wide Web

www.pn.usbr.gov

I3—Meg Lojek, Cedar City, Utah

I3-1: A no-wake zone will be enforced by the Valley County Sheriff's Department, according to State law, i.e. 100 feet from structures throughout the arm and in the upper reaches of the arm. Buoys will be placed at the entrance to the arm to remind boaters of the regulations.

I3-1

**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

**Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade**

Name (required) CHARLES M. COUPER
Address (required) 6015 LUBKIN, BOISE, IDA 83704 ✓

Please write your comments below:

Being unable to participate at the public meeting due to conflict, I have read through the overview of Draft EA with particular attention to the Navigation Area where our property is located. Namely on the east side of the Boulder Creek arm, approximately halfway between the lower Lewis Crossing and the main lake opening. The two main problems in this area is shoreline erosion (especially on the east side) and heavy boat & jet ski traffic during the summer months. Nature does create at times a cyclic water action resulting in erosion. Add to this the added water action caused by motor boats (not all) and erosion is a real concern. Attempts to stabilize shoreline especially on the east side due to vegetation over the years has been difficult with least. It would seem, however, is not the B.L. that redevelops the shoreline as they will continue to smooth high water line island reducing the decked land, that any regulation of erosion control will be flexible. Water surface management ~~is~~ as proposed seems to be the best which exists currently. The buoys have been put in the area and the County Sheriff's office seems to be appearing more frequently. Enforcement needs to be maintained if ~~the~~ increased as the presence of the buoys definitely will have a positive influence on decreasing speed and engine activity. The proposal to increase parking and widening the ramp at the Boulder Creek fork may increase boating activity (especially jet skis) on the Boulder Creek arm. This should be careful for more enforcement for safety reasons as well as the growing problem. Overall the proposed alternative seem to be proper as described. Would hope there are no negative factors in the climate.

I4-1
I4-2

Charles Couper
Mr. Charles M. Couper
6015 Lubkin St.
Boise, ID 83704 7561

Visit Reclamation and the Lake Cascade RMP on the World Wide Web

www.pn.usbr.gov

I4—Charles M. Couper, Boise, Idaho

- I4-1:** Reclamation does not have enforcement authority at the reservoir; this is under the jurisdiction of the Valley County Sheriff's Department. Nevertheless, Reclamation will continue to work with Valley County to increase law enforcement at Lake Cascade.
- I4-2:** Buoys will be placed at the entrance to the Boulder Creek Arm to remind boaters of the regulations. Reclamation will also add signage and provide brochures on boater safety.

Thank you for participating in the review process for the Lake Cascade Draft Environmental Assessment (EA) and Resource Management Plan (RMP) Update. Reclamation invites you to use this form to provide review comments on the recently released Draft EA for the Lake Cascade RMP. Specifically, Reclamation is very interested in your thoughts and impressions of the various alternatives presented for the future management of Lake Cascade. When providing your comments, please be as specific as possible, and please write clearly so we can understand your concerns. Comments submitted at tonight's meeting will become part of the official hearing record. You may also provide comments to be included in the final EA within the 60 day review period which ends February 22, 2001. This form is designed as a self-mailer if you wish to use it to submit comments via mail. You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety. Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.



Jan 31/01

To
Carolyn Burpee Store

I recieved the McCall Star News
yesterday & saw the article on
Lake Cascade

We spend the summer & fall
at New Meadows & fish Lake
Cascade fairly often. In the fall
we fish on the beach South of
the Cascade golf course. most
everyone sits in thier cars out
of the weather.

Nearly everyone is 60 to 80 plus
years old. for myself I am a 100%
disabled ex prisoner of war.

In the part of the beach I am
referring to thier is very little if
any erosion. If it would become
necessary to close the beachs I
think the disastled pepole should
be considered. Thank you
Tony Schinner

I5—Anthony F. Schinner, Kooskia, Idaho

I5-1: Vehicular access to the shoreline will be phased out for a variety of reasons, including erosion and especially water quality. Water quality was the overwhelming concern raised by the public during the RMP process. Reclamation does not have the resources to enforce limited access along the shoreline because, once in the drawdown zone, vehicles can be driven for many miles up and down the reservoir.

15-1



Anthony F. Schinner
P.O. Box 43
Kooskia, ID 83539-0043

LND 8.00 -
Boi
Cascade FEB 2001

1/29/01

1-752

To: Caroline Burpee Stone

3902 Obs 2/05/01

From: Matt & Rosalie Rice

18451

This year we are 83 and 80 years old and no longer able to spend the winters at our home on West Mountain at Cascade Idaho.

However we spend the summers there and love to fish Cascade lake.

With the new proposal ban on driving on the sand to fish near the water will make it impossible for us when the water is very low ,like last fall. Not only us, but many elderly and handicapped people will be in the same kettle of fish.

It is apparent from the many years that we have fished at Cascade that the only damage and erosion cause from driving on the beach is done by off road vehicles and some cars driving and playing on the beach and in soil area's near the water.

May I suggest some alternatives:

Please give some consideration to the elderly and handicapped. Designate area's like south of the golf course, where the beach is all sand, and allow people to drive and park to fish within 15 or 20 feet of the water.

I6-1

Do not allow people to fish with two poles as this takes up too much beach.

P.S. Also this is very unsportman like and creates game hogs and not sportmans. (my Opinion)

I6-2

Please cut a little slack for the elderly and handicapped, if possible.

Sincerely:

Matt F. Rice and Rosalie Rice
PO Box 710
Cascade, ID 83611

I6—Matt F. and Rosalie Rice, Cascade, Idaho

I6-1: Please see response to comment I5-1, letter from Anthony F. Schinner of Kooskia, Idaho.

I6-2: Reclamation does not have the authority to mandate fishing practices. Fishing regulations are set by the Idaho Department of Fish and Game.

**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

**Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade**

Name (required) Roy Doan
Address (required) 10607 W Stonecrop Star ID

Please write your comments below:

Thank you for participating in the review process for the Lake Cascade Draft Environmental Assessment (EA) and Resource Management Plan (RMP) Update.

Reclamation invites you to use this form to provide review comments on the recently released Draft EA for the Lake Cascade RMP. Specifically, Reclamation invites you to share your thoughts and impressions of the various alternatives presented for the future management of Lake Cascade.

When providing your comments, please be as specific as possible, and please write clearly so we can understand your concerns.

Comments submitted at tonight's meeting will become part of the official hearing record.

You may also provide comments to be included in the final EA within the 60 day review period which ends February 22, 2001. This form is designed as a self-mailer if you wish to use it to submit comments via mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.



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I7—Roy Doan, Star, Idaho

I7-1: The Crown Point Road will be open for non-motorized use to access the beaches in that area. The trail will be designed to Uniform Federal Accessibility standards to accommodate use by a wide range of individuals. Snowmobiles are not restricted from using this route. Please see response I5-1 regarding the reasons for restricting vehicle access to the shoreline.

I7-1

I own property in Crown Point. I would like to see ORV/ATV access provided to the beautiful sandy beaches in the Crown Point area. This could be done very easily by providing access to the old railroad right of way. Two of the areas I would suggest are south of the Crown Point Cemetery and another off of Sterling Drive. I think by having this area opened up it would give more people the opportunity to use this area. I have elderly parents who can not walk to the lake. I strongly support Alternative C or at least Alternative A. I believe Cascade Lake should be for recreation! Provide more access. Even if access were provided to the railroad right of way with parking areas close to the lake it would be a big help.



Lake Cascade Resource Management Plan Draft Environmental Assessment

7 01	1-901	Lake Cascade RMP Public Hearing
3902	18451	January 31, 2001 - Boise February 1, 2001 - Cascade
INFT	DATE	EVIDENCE ID
CMB	2/2/01	(18451)

Name (required) Josh Davis
 Address (required) 14 Union Lake Hwy

OFFICIAL FILE COPY

Please write your comments below:

Thank you for participating in the review process for the Lake Cascade Draft Environmental Assessment for the Lake Cascade Resource Management Plan Update.

Reclamation invites you to provide your comments on the recently released draft Environmental Assessment for the Lake Cascade RMP. Specifically, Reclamation is very interested in your thoughts and impressions of the various alternatives presented for the future management of Lake Cascade.

When providing your comments, please be as specific as possible and clearly write clearly so that we can address your concerns.

Comments submitted at a public hearing will become part of the hearing record.

You may also provide comments included in the final plan within the 60 day review period which ends on 2/22/2001. This form is designed as a self-mailer if you wish to submit comments via mail.

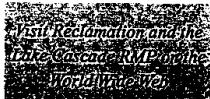
You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.

In response to the February 1, Lake Cascade Resource Management plan meeting, I feel as if I need to write on the Crown Point Extension issue. I totally believe that the existing rail road bed should be developed into a public landscaped trail. I think it should be open to hikers, bicyclists, snowshoers, and chess and it should allow access to the back side of Crown Point where there is very good bass fishing. I believe that the trail should be landscaped with flowers and rocks etc. I think that the Bureau is going to run into serious problems if they try to leave the trail go that snowshoers and chess share the trail. It always ends up in a fight, so they will have to pick one or the other. So from my point of view I would greatly encourage you to leave the crown point rail road bed as a public trail.

18-1

18-2



www.pn.usbr.gov

18—Josh Davis, Cascade, Idaho

- 18-1:** The trail will be open to non-motorized uses that will provide the access you describe. There are no plans for landscaping along the trail.
- 18-2:** The railroad grade will continue to be used as a public trail as you request. Reclamation recognizes the potential for conflicts between snowmobiles and other winter users and will address this issue if it becomes a serious problem.



**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

CONTROL NO. 15912
 NUMBER 18451

OFFICIAL FILE COPY
Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 7, 2001 - Cascade

Name (required) Krista Waldron
 Address (required) PO Box 831 Cascade, ID 83611

Please write your comments below:

Thank you for participating in the public hearing process for the Lake Cascade Resource Management Plan Environmental Assessment. Reclamation invites you to provide your comments on the recently released Draft Lake Cascade RMP. Reclamation is very interested in your thoughts and impressions of the various alternatives presented for the future management of Lake Cascade.

When providing your comments, please be as specific as possible and write clearly so we can understand your concerns.

Comments submitted at our public hearing will become part of the official hearing record.

You may also provide comments included in the final EA within the 60-day review period which ends on February 22, 2001. This form is designed for self-mailer if you wish to submit comments via mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

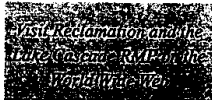
Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.

I think that the Preferred Alternative is a perfect plan. For my Advanced Biology class, a couple of other kids and I took up the project with the trail. In the plan, for the Crown Point extension, I agree with what is written for the Preferred Alternative. I think that the trail should stay a trail and it shouldn't be turned into a road. I agree with the "not for ORV/ATV use." People visit Cascade and look for a genuine wilderness experience. The trail provides this for them. It provides them and gives them the opportunity to take a nice walk down a developed non-motorized trail with a view of nature. They aren't looking for another country road. For my class, our project is to keep this trail a trail and when we did a survey, more than 80% of the people wanted to keep the trail a trail. Another road isn't needed.

19-1

I9—Krista Waldron, Cascade, Idaho

I9-1: The trail will remain open for non-motorized use only. Please see response to comment I8-1, letter from Josh Davis of Cascade, Idaho.



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**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

*your preferred ALTERNATIVE
is very good AND MUST user friendly*

**Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade**

Name (required) STAN JAMES
Address (required) 506 Lake Shore CASCADE
MAILING ADDRESS 10524 WILDROSE CT Boise - 83704
Please write your comments below:

Thank you for participating in the review process for the Lake Cascade Draft Environmental Assessment (EA) and Resource Management Plan (RMP) Update.

Reclamation invites you to use this form to provide review comments on the recently released Draft EA for the Lake Cascade RMP. Specifically, Reclamation is very interested in your thoughts and impressions of the various alternatives presented for the future management of Lake Cascade.

When providing your comments, please be as specific as possible, and please write clearly so we can understand your concerns.

Comments submitted at tonight's meeting will be a part of the official hearing record.

You may also provide comments to be included in the final EA within the 60 day review period which ends February 22, 2001. This form is designed as a self-mailer if you wish to use it to submit comments via mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.



*My MAIN concern is The New MARINA
I like your preferred location -
I worry THAT THE CONSTRUCTION OF
FACILITIES MAY DETOUR FROM OUR USE OF
THE MARINA. THERE IS ONLY THREE
RESIDENTS THAT BORDER THE PARK
THE EXISTING REST ROOM IS NOW IN A SPOT
THAT HURTS THE VIEW AND VALUE OF
OUR PROPERTIES
I would hope THAT IF THE MARINA
IS BUILT THAT IN THE DESIGN NO
STRUCTURES OR SIGNS ARE PUT IN FRONT
OF THESE EXISTING HOMES.
I realize THAT IN THE CONDITIONAL
USE PROCESS THAT US WITH BOARDING
PROPERTIES WILL HAVE INPUT ON DESIGN -
IF THE DESIGN INTENT IS PROACTIVE
AND DOES NOT BLOCK ANY OF OUR USES
IT WOULD MAKE THE OTHER PERMIT PROCESS
MUCH EASIER
THE LOCATION OF SEWER LINES MAY
DETERMINE THAT THE RESTROOMS / SHOWERS
BE BUILT ADJACENT TO LAKE SHORE DRIVE
IF THEY ARE NOT ANY HIGHER IN ELEVATION
THAN THE CURRENT REST ROOMS
AND MOVED SO THEY ARE NOT IN FRONT
OF THESE EXISTING HOMES I believe ALL
OF US BOARDING RESIDENTS WILL
SUPPORT THIS PROJECT.*

I10-1

I10-2

*Thank you For This
Opportunity To voice my
CONCERNS*

Stan James


1-31-01

Visit Reclamation and the
Lake Cascade RMP on the
World Wide Web

www.pn.usbr.gov

I10—Stan James, Boise, Idaho

- I10-1:** The facilities will be designed to best accommodate recreation use and your concerns will be considered.
- I10-2:** Thank you for your suggestion on placement of the facilities.



Lake Cascade Resource Management Plan Draft Environmental Assessment

BUREAU OF RECLAMATION
 OFFICIAL FILE COPY
 CONTROL NO. 1-913
 Lake Cascade RMP Public Hearing
 January 31, 2001 - Boise
 February 1, 2001 - Cascade

FEB 7 '01
 18451 OFFICIAL FILE COPY

Name (required) Sarah Hasbrouck
 Address (required) 50 Hasbrouck Lane
Cascade, ID 83611

Please write your comments below:

INIT	DATE	COMMENTS
3902	2/8/01	<p> As a citizen of Cascade, I feel anywhere a trail is implemented in this plan, should be put into action. Trails along Lake Cascade would be an invaluable asset to the area. It would be wonderful to have trails along our lake where educational signs were available to learn about the wildlife, history of the area, and the landmarks seen from points in the trail. I believe if there were places for people to hike in and camp in tents, it would bring more business to not only the Blmt State Parks, but to the businesses in Cascade & Donnelly. If sometime within the next 10 years the population of our area increases, places like trails would be nice to have as an escape from the motorized world. </p>

Thank you for participating in the review process for the Lake Cascade Draft Environmental Assessment. The Reclamation appreciates your comments and input on the recently released Draft Environmental Assessment for the Lake Cascade Resource Management Plan Update.

Reclamation invites you to provide review comments on the recently released Draft Environmental Assessment for the Lake Cascade RMP. Specifically, your input is very important to us. Your comments and impressions of the alternatives presented for the management of Lake Cascade.

When providing your comments, please be as specific as possible and clearly write clearly so we can address your concerns.

Comments submitted at this public hearing will become part of the public hearing record.

You may also provide comments included in the final report during the 30-day review period which ends on March 22, 2001. This form is designed to be a self-mailer if you wish to submit your comments via mail.


You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.

I11-1

I11-2

I11-3



www.pn.usbr.gov

I11—Sarah Hasbrouck, Cascade, Idaho

- I11-1: The RMP, including several trails, will be implemented as described and as funding is available.
- I11-2: Most trails proposed in the RMP will be accompanied by interpretive signage and kiosks.
- I11-3: Hike-in camping is included for the Crown Point extension area.

CONTROL NO. 1-1373

February 22, 2001

FOLDER NO. 17684

US Bureau of Reclamation
 PN Regional Office PN-3902
 1150 N. Curtis Rd., Suite 100
 Boise, Idaho 83706-1234
 Attn: Carolyn Burpee Stone

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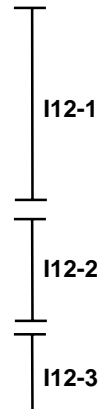
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FEB 22 '01			
TO	INIT	DATE	
3902	CBS	2/22/01	
FILE			

Re: Lake Cascade Resource Management Plan: DEA – December 2000

As a private power boater, my family and friends have enjoyed "Boat Camping" at Cascade and Owyhee Reservoir for over 15 years. We have always practiced proper camping etiquette and have always left our campsites cleaner than they were when we got there. This recreational activity has no negative impact on the resource if managed properly.

After reading the Lake Cascade Resource Management Plan: Draft Environmental Assessment, December 2000 - I have several issues the Bureau needs to take into consideration.

- Alternative C is the closest alternative that would be acceptable.
- More areas need to be identified for Boat Camping. (accessed only by boat or on foot)
 - The Pelican Bay Recreation Site on Sugarloaf Peninsula should be developed for overnight boat camping area with no road access (other than maintenance).
 - The area west and adjacent the airstrip should be managed for recreational use and be managed to allow overnight boat camping.
 - The area between Crown and Vista Points should be managed to allow overnight boat camping.
- Restrooms/Pit Toilets should be installed at the Old Airstrip, Pelican Point and Sugarloaf Island. All these areas are currently used by day-use fishermen as toilets and critically need restroom facilities. Access for maintenance is available for Pelican Point and the Old Airstrip and a boat mounted pump system could easily maintain the Sugarloaf Island site.
- There needs to be a Pack in/Pack out policy set for all camping in undeveloped sites. Porte potties and firepans should be required whenever boat camping or where restroom facilities are not available.

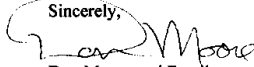


I12—Don Moore, Boise, Idaho

I12-1: Please see response to comment O2-1, letter from Don Moore, Western Whitewater Association.

I12-2: Please see response to comment O2-2, letter from Don Moore, Western Whitewater Association.

I12-3: Please see response to comment O2-3, letter from Don Moore, Western Whitewater Association.

Sincerely,

 Don Moore and Family
 5688 Kercliffe Ct
 Boise, Idaho 83704

I13-2: If glassy conditions exist on the main body of the reservoir they would likely also exist on the reservoir arms at that time. See response I13-3.

Both of these maneuvers are potentially very dangerous. I instruct students to not land or takeoff in glassy water unless absolutely necessary and then to land close to shore or other floating objects if at all possible in order to maintain a visual reference with the surface of the water.

Making float planes land and takeoff only in the main body of water in glassy water conditions would in effect be creating a safety hazard that goes against all of the seaplane training curriculums and even common sense. The same goes for windy and accompanied rough water conditions.

I13-2

During windy conditions, the restriction of landing only in the main body of water would also pose a safety hazard. When the water is rough (anything over 1 foot wave height for a float plane is considered rough water), you must fly low and slow over the water looking for the smoothest stretch of water to alight on and when you do land, you must use extreme measures (chopping the throttle, abruptly retracting the flaps and briskly pulling completely on the yoke) to keep the plane from capsizing and from damaging the airframe or floats.

Taking off from rough water is also very dangerous and can damage the plane, even when waves are not white-capping. You must get the plane into the air at minimum controllable airspeed to reduce the pounding on the floats. There is a high risk of stalling and flipping over during this maneuver if not done exactly right or during gusting winds. I instruct students in simulated rough water conditions but never in actual rough water as the maneuver is too dangerous. They are instructed to use these maneuvers only in emergencies.

Cascade Reservoir is a shallow body of water and thus the wave crests tend to be larger and the seas rougher during windy conditions. This only exacerbates an already dangerous situation and if your agency requires seaplanes to land only in the main body of water, you are simply putting these people at greater risk. In addition, if a plane flipped during a landing or takeoff from the main body of water, there would be a much lower chance of being rescued due to the distances from shore, the odds of the accident being observed and the dangerous water conditions for rescue craft.

I might also add that in my 22 years of flying float planes and over 12,000 hours of flight time, I have never had any people on a body of water or on shore complain about my flying. In fact, just the opposite occurs. Invariably people come up to us when we are beached and ask to look at the plane and want to know more about this kind of flying. They are impressed with the beauty of the plane and the unique blend of flying and boating. I have even given free

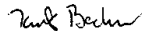
rides to interested people.

I should remind you that seaplanes are very safe. There has been only one seaplane/boat collision in the United States in the last 20 years and pilots are required to undergo indepth dual instruction, pass a flight test and have a valid flight physical before operating float plane. The same thing can't be said for boaters. In addition, I have never seen a drunk pilot but I have seen many drunk boaters and anglers.

Please see that your Final EA corrects these glaring errors and that the selected alternative provides for continued unrestricted float plane access to Cascade Reservoir. There is only light float plane traffic on the reservoir at the present time and there is no reason to believe it will increase in the future. There is absolutely no need to restrict an activity that is of low occurrence, self-limiting, extremely safe and provides enjoyment for pilots and spectators alike. Your preferred alternative would, contrary to your statements, reduce access to float planes by making this form of transportation and recreation less safe. Taxiing long distances is more than a minor inconvenience. During warm weather, the engine can overheat and during windy conditions, the spray on the propellor can be very damaging. In addition, such a restriction would add unnecessary costs to an already expensive activity.

I also challenge your legal right to restrict this form of activity on Cascade Reservoir. The State of Idaho owns the water and the FAA has jurisdiction over aircraft safety. Why then, are you trying to impose restrictions on something you have no authority over?

Sincerely,



Kurt Becker
Certified Flight Instructor

cc: IAA
SPA
D.Kempthorne

I13-3: Float plane take-off and landings were deemed incompatible in the narrow reservoir arms because of conflicts with other recreationists.

I13-4: Restricting float plane take-off and landing in the narrow arms of the lake promotes safety for all lake users. Landing a float plane at the mouth of Lake Fork or Boulder Creek Arm and taxiing may be a minor inconvenience, but Reclamation believes it would promote general public safety on the lake.

I13-5: Reclamation has a duty to inform Valley County, FAA, and the public of the potential safety hazards associated with potential conflicts between airplanes and water craft.

I13-3

I13-4

I13-5

I14—Kimberly Engelbreit, Donnelly, Idaho

February 17, 2001

To Whom It May Concern:

I am writing to you today to express concern over some land use issues I have been following over the past few years. Recently I attended the two public meetings concerning the Draft Management Plan for the Lake Cascade area, and would like to comment on one aspect of it. Currently I own a two and a half acre parcel of land in Coho Estates in Donnelly immediately adjacent to a wildlife management area specifically set aside in the Lake Fork Creek drainage. This wildlife management area has been designated such for a number of reasons. Because it is a wetlands, the area attracts a wide variety of nesting migratory and local bird species as well as providing prime habitat for numerous other animals and wildlife. It is also a primary tributary flowing into Lake Cascade, and contributes to the overall health of the bio-community of the lake in addition to its water quality. As a wildlife management area, there are no motorized boats or vehicles allowed, as well as mountain bikes or other use that would potentially damage this unique and fragile area.

As is true with a number of these protected areas, this land is also part of an agricultural easement, allowing totally unrestricted livestock grazing rights. When I first acquired the land, this quickly became a concern to me as I witnessed the obvious degradation of this beautiful, supposedly "protected" area resulting from the livestock use. This past season, however, I witnessed an alarming increase to the destruction inflicted on the area. The number of cattle allowed to roam unrestricted increased dramatically and they truly decimated the habitat and broke down the streambed, trampling and devouring the existing grasses and low trees throughout the entire area. From the fence bordering our land, which they repeatedly broke through in search of food as the season progressed and they had effectively stripped the wildlife area of forage, to the banks of Lake Fork Creek (approximately 1/4 mile), by seasons end you literally could not walk three feet in a straight line without having to divert around cow piles. Some still remain from a build up from years past, hundreds upon hundreds are new ones. As in seasons past, in the spring when the melt occurs, these piles of manure will be clearly evident beneath the flooded area of the wetlands as it drains directly into Lake Cascade from April to mid- July.

As I have witnessed this process and the absolute reckless use of this area, I have been attempting to educate myself on the history of these easements and their place in current land management programs. I have acquired and studied the Draft Environmental Assessment that you will soon complete for the management of the Lake Cascade area for the next ten year period and spoken at length to others interested in and affected by this practice. Having been born and raised in South Dakota, I fully appreciate the complexity of private property issues. At the same time, I believe strongly as the dynamics of land use and the demands placed on our remaining natural areas change, we must all be willing to see a picture and envision a future greater than our own immediate interests might dictate. The Lake Fork Creek drainage is a very small example of a very large issue that is growing in importance in our state. Noteworthy as a very small but irreplaceable

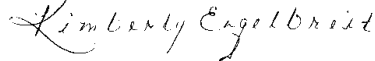
example, after this past season I am convinced, the Lake Fork Creek drainage cannot long absorb the abuse of the current system and hope to recover.

I am writing to encourage you to make it a strong priority to support efforts to address this problem. Primarily, please continue to work to purchase the agricultural easements that remain in these fragile and irreplaceable wildlife areas. Please support efforts to educate those who currently hold these easements in management practices that would protect and can revitalize these sensitive areas. Please encourage and reward those ranchers who truly have taken positive and responsible steps to change practices that historically depleted and compromised the integrity of the land they used. Finally, is it possible to better enforce the boundaries of the actual easements? I was surprised to find that the extensive damage I have witnessed is not even contained in the actual agricultural easement itself, but to acres upon acres of land outside of the easement boundaries.

The future implications of how this issue is handled in the present reach far beyond the emotional issue of private property rights. As is evident in the Draft Environmental Assessment, successful and continued use for the future will depend upon our ability to responsibly integrate multiple demands upon an increasingly fragile and often diminishing natural landscape. We are the caretakers of so much worth and beauty here in Idaho... we have got to do a better job.

Thank you very much for your time and attention. If public involvement in this process could ever be helpful, please contact me. I feel very strongly about this and would like to continue to work toward a balanced and positive solution. Again, I do so appreciate your time.

Sincerely,



Kimberly Engelbreit

434 Old Saybrook Ln.
Boise, Id. 83706
208.336.5085

I14-1
I14-2

I14-1: The RMP includes a provision stating that Reclamation will increase its efforts to acquire agricultural easements.

I14-2: Regulation of grazing practices is not under Reclamation's control either within or outside of the agricultural easements.

**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

BUREAU OF RECLAMATION
PROJECT FILE COPY
FEB 23 '01
3902 CBS 2/23/01

1-1378

Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade

Name (required) Ray W. Squires
Address (required) 10508 Riley Ct.

Boise, ID. 83709

Please write your comments below: Feb. 21, 2001

Thank you for participating in the review process for the Lake Cascade Draft Environmental Assessment and Resource Management Plan (RMP) Outline. Reclamation invites you to comment on the proposed Lake Cascade RMP. Specifically, Reclamation is very interested in your opinions and impressions of the various alternatives presented for the future management of Lake Cascade.

When providing your comments, please be as specific as possible, and please write clearly so we can understand your concerns.

Comments submitted at this public hearing will become part of the official hearing record.

You may also provide comments to be included in the final EIS within the 60-day review period which ends February 22, 2001. This form is designed as a self-mailer if you wish to use it to submit comments via mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.



Visit Reclamation and the Lake Cascade RMP on the World Wide Web

www.pn.usbr.gov

My name is Ray Squires. I am a native of Idaho, Born in Boise and grew up in the Nampa-Boise area.

I have lived in this area all my life, except for the time I spent in the US Marine Corps during World War 2, in the Islands of the South Pacific, defending my Country.

The Cascade-McCall area was my family's favorite week end and vacation spots.

In 1971 I purchased some lots between Gods Acres and the Christian Church Camp on the west side of the lake.

At that time there was a good boat dock and ramp that had been there for some time. This was, and is, across the road from the entrance to Evans trail, which is south of the Church Camp and north of Gods Acres.

The dock had been there some time before I built my summer home, on Black Bear Dr, which is just north of Gods Acres.

The Dock has been damaged and repaired a few times and we are trying to get it repaired or replaced.

We, in this area, would like to maintain Grandfather

rights to the Dock area for loading and

(over)

I15—Ray W. Squires, Boise, Idaho

I15-1: Existing docks are permitted by a grandfather clause under the Preferred Alternative. There are no rights to boat docks.

I15-1

Additional Comments:

Unloading people and fishing supplies etc. from boats, as it is several miles either way to other dock-loading-launching areas.

I15-1 (cont)

There is a subdivision and several cabin sites in this area that would support the use of this dock.

We would like consideration given to the boat launch, across from the entrance road from the Christian Church camp. This has been there forever.

I15-2

Ray Higgins

Place stamp here

U.S. Bureau of Reclamation
PN Regional Office PN-3902
Attn: Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise, ID 83706-1234

OFFICIAL FILE COPY

**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

FORM NO. 1-1420 Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade

FEB 2 2001
Name (required) M. Carmen Lete
Address (required) 2409 E. Colorado Ave.
Nampa, ID 83686 ✓
3902 CBS 2/2/01
Please write your comments below:

Thank you for attending the review process for the Lake Cascade Draft Reclamation Plan. The purpose of this meeting is to provide you an opportunity to comment on the Lake Cascade RMP. Comments received during this meeting will be used to help guide the development of the final RMP. You may also provide comments to the Reclamation project manager, Mr. [Name], at the address listed above. Comments received during this meeting will be used to help guide the development of the final RMP. You may also provide comments to the Reclamation project manager, Mr. [Name], at the address listed above.

When providing your comment, please be as specific as possible and please write clearly. We can understand your concerns.

Comments submitted at this meeting will be displayed in the official hearing record.

You may also provide comments to be included in the RMP by the 60 day review period, ending February 22, 2001. This form is designed to help you provide your comments. You may submit comments via mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.



Visit Reclamation and the Lake Cascade RMP on the World Wide Web

www.pn.usbr.gov

I16—M. Carmen Lete, Nampa, Idaho

I16-1: Reclamation land adjacent to the Gibbens property will be converted from C/OS to RR because it now meets these criteria (i.e., it is less than 100 feet wide and adjacent to other RR designated lands).

I16-2: Refer to response to comment I16-1.

I want to comment on the conversion of the Gibbens property to Rural Residential. I do NOT think the property should be Rural Residential. These properties have eroding banks that will be eroded further with shoreline development. The purpose and goal of converting to Rural Residential is entirely to enrich the owners of the Gibbens property. It will NOT help the lake, it will only help develop their properties.

I16-1

The small development that lies between Loomis and Gibbens does appear to have a case and should receive special consideration. These properties are part of an existing subdivision and the owners may have purchased the land with an understanding that boat docks would be allowed.

I16-2

Please don't bow to developers. Keep the Gibbens property. Conversation Open Space.

Thank You.

M. Carmen Lete

Received by SRAD
Feb 2001

I17—Glenn Loomis, Cascade, Idaho

I17-1: Refer to response to comment I16-1.

To Whom It May Concern:

1. I am the owner of certain real property located on the shore of Lake Cascade in Valley County, Idaho. The location of my property is depicted in Exhibit A hereto. I have owned this property since 1971.

2. In 1981 I acquired property from the Gibbons brothers which I subsequently subdivided into seven lots known as Camarie Cove Subdivision as shown in Exhibit "A" hereto. As of 1991 I had sold 5 (five) of those lots, two of same have homes and two have boat dock permits, "Grandfathered" by the Bureau of Reclamation.

3. I am a member of the ad hoc committee of property owners around Lake Cascade, as it pertains to the 2001 Resource Management Plan sponsored by the Bureau of Reclamation.

4. I also served on this committee under the 1991 R.M.P. was being prepared. I do not recall any discussion as to where the lines were drawn between Conservation/Open Space and Rural/Residential. It is apparent that the southern boundry of Rural/Residential in Sections 4, TWP 15 R 3 E B.M. was placed on the section line for "convenience" not realizing it dissected Lot 1 of Camarie Cove and other lands that comply with Rural/Residential classification. I believe it is reasonable to ask the B of R to move that line south to include the lands that coincide with the classification of Rural/Residential.

I17-1

Dated this 19 day of Sept., 2000.

Glenn Loomis
Glenn Loomis

Subscribed and sworn to before me this 19 day of Sept., 2000

Notary Public for Idaho
Residing at *Cascade*
My Commission Expires *6/10/2005*
NOTARY PUBLIC
STATE OF IDAHO

I18—Dorothy Gestrin Rising, Cascade, Idaho

I18-1: Refer to response to comment I16-1.

Bureau of Reclamation - Snake River Area
Resource Management Plan
Attn: Jim Budolfson

1. I am a member of the ad hoc committee of property owners around Lake Cascade working on the 2001 Resource Management plan. I was also on the committee for the 1991 plan.
2. It has come to my attention that a boundry line for Rural Residential Classification was placed on the south line of Sec. 4 TWP 15 R 3 E which excludes most of Camarie Cove Subdivision and other land qualifying as Rural Residential.
3. I am sure this was an arbitrary decision and the committee would have extended it had it been their choice. I request the Bureau to include the land in NE $\frac{1}{4}$ NE $\frac{1}{4}$ Sec. 9 TWP 15 N R 3 E B.M., Valley County Idaho that meets the Rural Residential qualifications.

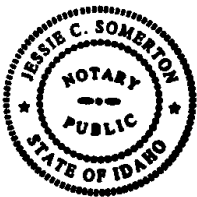
I18-1

Dated this 29th day of September, 2000.

Dorothy Gestrin Rising

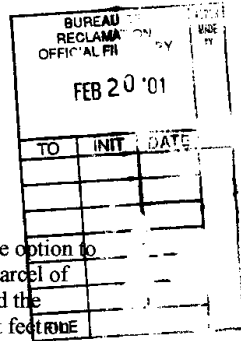
Subscribed and sworn to before me this 27th day of September 2000.

Jessie C. Somerton
Notary Public For Idaho
Residing at Connelly
My Commission Expires 11-18-2006



February 15, 2001

TO: United States Bureau of Reclamation
 FROM: Brad Huebner
 REFERENCE: Lake Cascade Resource Management Plan



To Whom It May Concern:

Please be advised that I have recently purchased or have the option to purchase the properties formerly know as the Gibbens Ranch, a parcel of approximately 100 acres and 1600 front feet on Lake Cascade and the adjacent Loomis property, approximately 500 acres and 900 front feet on Lake Cascade. These properties are located off of Kantola Road, which is a few miles South of Donnelly, Idaho directly off of Highway 55.

I attended the February 1st, 2001 meeting in Cascade, Idaho regarding the presentation of the USBR RMP for Lake Cascade. I would like to commend the USBR for putting together a very thorough and professional Update. This was my first experience relating to this process but I am taking it very serious as I have made a sizeable investment in the area and want to make sure that the right steps are taken to preserve the wonderful resource that Lake Cascade represents.

I am in full support of your overall Preferred Alternative that focuses on a “balanced recreation development and natural resource emphases” with a few exceptions based on my “understandings” of past policy and the new changes.

1) In regards to the Gibbens Ranch that I have purchased under Cape Kantola LLC, I strongly disagree with the fact that the Gibbens, who had been long time residents, were not given dock permits. I will not go into all of the details but I am sending a copy of the letter sent by Alfred Gibbens to BOR’s Jim Budolfson regarding this subject that outlines all of the major salient points on why we should be able to have docks at that property.

I have personally expressed my feelings about this topic to Jim and have informed him that I am planning to put a very upscale single family housing development on this property. I would like very much to be able to put a boat access ramp and dock in as well as a community dock as opposed to many smaller individual owner boat docks so that these people would be able to enjoy the aquatic amenities that Lake Cascade has to offer.

2) In regards to Erosion Control Measures I would like to know if I could be given any assistance regarding the significant amount of erosion that is happening on the South side of Cape Kantola, the land area that juts out into Lake Cascade off of the Gibbens Ranch. Also, just around the

I19—Bradford L. Huebner, Toledo, Ohio

I19-1: The Preferred Alternative would allow permits for community docks to replace individual private docks. No additional boat ramps, besides those included in the RMP, would be allowed.

I19-2: Under the Preferred Alternative, Reclamation would increase efforts to assist adjacent landowners in obtaining permits for construction shoreline erosion control measures and would provide some technical assistance in the form of design standards.

I19-1

I19-2

corner of the "Cape" proceeding for another 1000 feet or so all the way over to Camarie Cove subdivision, I would like to be able to pull the grade of the bank down to a more gentle slope and put a concrete retaining wall in and seed and maintain the area with grass to keep it looking nice for the people that will be owning the lakefront lots of my project.

I19-2
(cont)

3) I am purchasing approximately 900 front feet of property on Lake Cascade from Glen Loomis. When Glen went to apply for his boat doack permit, he was told that he could have one permit. At the Cascade meeting we mentioned this to Jim Budolfson and he said that Glen should be able to have about 10 permits as the lakefront lots would be about 90 feet wide. This property is zoned Conservation/Open Space and would qualify for the docks. Would you please see to it that Glen will be able to get that number of dock permits before the deadline expires.

I19-3

4) I was initially a bit overwhelmed at the Cascade meeting by the support the Idaho Pilot Association showed for the re-opening of the grass airstrip adjacent to the Gibbens Ranch. However, the more I thought about this issue the better I liked it. I would like to lend my support for the opening of the airstrip as I think it would be a positive for my project as that would open up a marketing group for pilots to be potential prospects for my lots.

I19-4

5) As you are aware, I am in the process with Ron Yanke to try and buy the Jasper property. We will do everything in our power to try and get this accomplished within the next six months so that you have much more "reasonable" landowners to deal with. I will keep you apprised of these developments.

I am looking forward to being a responsible landowner on Lake Cascade. I think that the future of the Lake is very bright especially under the guard of the Bureau of Reclamation and other responsible landowners.

Thank you for your consideration regarding the above points of concern that I have expressed.

Sincerely,



Bradford L. Huebner

PH: 419-536-1006

I19-3: Refer to response to comment I16-1. Only approved subdivided lots adjacent to Reclamation lands in this RR designation can apply for one boat dock permit per lot. This can occur until the RMP is completed. After the RMP is completed, no new dock permits will be allowed.

I19-4: An option for re-opening the airstrip has been added to the Preferred Alternative, providing certain conditions are met. This is described in Section 2.3.2 of the Final EA.



**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

1-916 Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade

18451

3102 CBS Name (required) Rob Cimbalik
Address (required) 1921 Gold Dust Ad. **OFFICIAL FILE COPY**

INIT DATE 2/09/01

Please write your comments below:

Thank you for participating in the review process for the Lake Cascade Resource Management Plan Environmental Assessment (RMP). Your comments are important to the future management of Lake Cascade.

Reclamation invites you to provide review comments on the recently released Draft Lake Cascade RMP. Specifically, Reclamation is very interested in your thoughts and impressions of the various alternatives presented for the future management of Lake Cascade.

When providing your comments, please be as specific as possible and clearly write clearly so we can understand your concerns.

Comments submitted at this public hearing will become part of the official hearing record.

You may also provide comments included in the final public hearing 60 day review period which ends on March 22, 2001. This form is designed as a self-mailer if you wish to use it to submit comments via mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.



My main concerns for Lake Cascade for the following 10 years has to deal with the railroad grade and the WMA's. As an outdoor enthusiast, I would like to see the railroad grade left as C/O's so that it can be developed into a trail for hikers, bikers, snowshoers, and crosscountry skiers. I would love to have a trail that will run around Crown Point so I have easier access for fishing. I also like the idea for increased WMA's in Alternative B. I like the Preferred Alternative except I would like to see more areas be WMA's like in Alternative B.


I20-1

I20-2

I20—Rob Cimbalik, Cascade, Idaho

- I20-1:** The Crown Point extension is planned as a non-motorized trail.
- I20-2:** Additional WMAs beyond those included in the Preferred Alternative are not planned for this RMP.

www.pn.usbr.gov



Lake Cascade Resource Management Plan Draft Environmental Assessment

UNIT	DATE
3902-065	2/01/01

1-900
Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade

18451
Name (required) Matt Hewlett
Address (required) P.O. Box 543

OFFICIAL FILE COPY

Please write your comments below:

I agree with the preferred alternative that the Crown Point extension should stay a nature trail. I believe the the airstrip should be reopened. I also believe that the ~~the~~ Marina is a great idea. If nature trail is to be passed I believe there should be a designated snowmobile area away from the crosscountry area.

Thank you for participating in the process for the Lake Cascade Draft Environmental Assessment (Draft Resource Management Plan) Update. Reclamation invites you to use this form to provide your comments on the recently released Draft Lake Cascade RMP. Specifically, Reclamation is very interested in your comments and impressions of the various alternatives presented for the management of Lake Cascade.

When providing your comments, be as specific as possible and write clearly so we can understand your concerns.

Comments submitted at this meeting will become part of the public hearing record.

You may also provide comments included in the final EA within the 60 day review period which ends February 22, 2001. This form is designed as a self-mailer if you wish to mail your comments via mail.


You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.

I21-1

I21-2

I21-3



Visit Reclamation and the Lake Cascade RMP on the World Wide Web

www.pn.usbr.gov

I21—Matt Hewlett, Cascade, Idaho

I21-1: The Crown Point extension is planned as a non-motorized trail.

I21-2: An option for re-opening the airstrip has been added to the Preferred Alternative, providing certain conditions are met. This is described in Section 2.3.2 of the Final EA.

I21-3: Reclamation policy does not restrict snowmobiles except in designated recreation areas. Please also see response I8-2.

File

Lake Cascade Resource Management Plan
Draft Environmental Assessment Testimony

Name:	Mark Brilz	Mark Brilz
Address:	1106 North 24th Street	69 Sunset Loop
	Boise, Idaho 83702	Cascade, Idaho
	208-384-0605	208-382-5705
	email: mjbrilz@micron.net	

To Whom It May Concern:

Below are listed my areas of concern or comment concerning the Lake Cascade RMP. All of these statements concern the Southeast section of the plan, in particular the Crown Point Area.

1. I am in full approval of the decision not to make the old railroad bed into a motorized trail. This trail needs to be maintained as a hike in and bike trail. I also agree that additional signage needs to be added to the alert users of this fact. More signage needs to be added along the length of the trail so that users entering the trail at points other than Crown Point Campground will understand the rules of the trail.

2. As a user of this trail, I think that it would be beneficial to have trails designated for beach access. There are too many small trails leading to the beaches that are causing erosion of the delicate soils of this area. Along with specific access sites, many of the small trails to the beach need to be marked closed.

3. The campgrounds for boat in or hike in use are a great idea. The need for vault toilets and garbage disposal areas can be seen at the end of each weekend during the summer. However, somewhere in the RMP there needs to be some thought given to how these campgrounds will affect the surrounding residential areas, in particular parking and noise. I have witnessed on several occasions, that large groups want to camp on the beaches. In my subdivision there have been up to ten cars parked along the road and blocking resident's access to their property in order for them to have easy access to the beaches for camping. Some of these camping parties have been extremely loud. Since there is no way to reach these areas other than by boat or hiking, a plan needs to be devised as to whom will patrol these areas and respond when there are problems. With the development of

I22-1

I22-2

I22-3

I22—Mark Brilz, Boise and Cascade, Idaho

I22-1: The railroad bed in the Crown Point extension area is planned as a non-motorized trail.

I22-2: Trail construction will be undertaken to focus and consolidate use. This will involve marking certain trails as closed to restore vegetation. Additional near-shoreline trails are planned for the west side near Mallard Bay and the recreation areas to the north, the Crown Point extension area, and in the southeast part of the reservoir.

I22-3: All existing developed campgrounds presently have administrative access for maintenance and all campgrounds developed under this RMP will have administrative access for maintenance. Dispersed camping will continue to be available and signing/education will be increased to encourage site clean-up and respect for adjacent neighbors. Valley County Sheriff's Department Marine Deputies patrol Lake Cascade from the water.

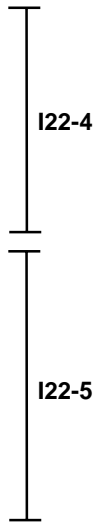
campgrounds that can only be reached by boat or hiking, I see these problems only getting worse.

4. The first two campgrounds purposed on the Crown Point Extension are placed in very logical places. I disagree with the placement of the third most northern campground. The third campground is placed around a small bay. On the map, this looks like a very nice place for a campground. As a person who lives in the vicinity and who has spent numerous hours both on the railroad bed trail and walking the beaches, this area is not a place for a campground. For much of the year, this area is a wetland swamp. The soil is so soft that walking on it leaves an indentation of three to four inches. The surrounding area is a flat area, but to get to the beach there is eight to ten foot bank of decomposing granite that will be decimated by people using the area. The shoreline is the sight of major erosion. Due to the fact of the sensitive soils in the area, and that the area is a wetlands for much of the year, I hope that the campground in this area is reconsidered.

5. The last area of concern that I do not seem to see addressed is noise pollution. Over the last six years, the noise level has grown greatly. There is noise from boats on the lake. There is extreme noise from personal watercraft (jet skis). In winter there is noise from snowmobiles both on the lake and on the railroad bed trail. Many of these noisy machines are still operating using two cycle engines. These engines not only make excessive noise, but also greatly pollute the water and the air. If the state airstrip is reopened, there will also be noise from increased air traffic over the area. Cascade was once a place of great quiet. There needs to be someplace in the Cascade Lake RMP where noise is addressed.

Thank you for the opportunity to give testimony,

Mark Brilz



I22-4: Reclamation would complete an access and site analysis prior to locating all sites proposed as a part of the Crown Point Extension. Existing regulations require protection of wetlands.

I22-5: Reclamation does not control the number of recreational users of motorized vehicles. Noise would be one of the considerations in a future environmental analysis of the potential re-opening of the airstrip.

US Bureau of Reclamation
 Pacific Northwest
 Snake River Area Office
 Attn: C. Stone
 Boise, Idaho

Feb. 12, 2001

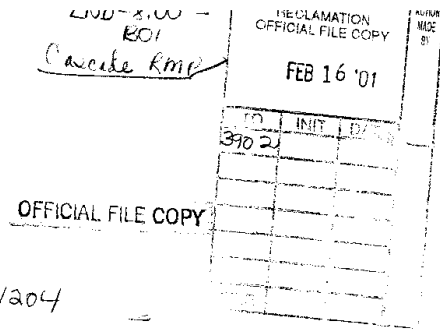
Sir,

After careful review of your draft EA I am providing the following general and specific comments for your consideration.

GENERAL: I find the preparation of the draft EA to have addressed most areas of my concern and was done in a manner that appears to objectively delineate the pro's and con's of most items in most cases. However, some of the items identified in the EA are not presented at a level of importance that would be expected given their mandatory nature or legally imposed mandates. For example, Cascade Lake has been declared a impaired waterbody and water quality improvement is mandated, yet attainment of this mandate is not even in the preferred alternative. Boulder Creek has been determined through both manual and GPS distance surveys performed by the B of R, to be to narrow under Idaho State Boating laws to allow high speed boating and water-skiing. Yet the correction for this current violation of State law is also not in the preferred alternative. Further, it appears the composition of the alternatives are such that the public is being forced to choose between actions that have the least desirable impact on the person(public) rather than what is most beneficial in achieving accomplishments on Cascade Lake, particularly those needs that are mandated by either law or legislative action, (ie: violation of boating laws and mandated water quality improvement, erosion control etc). Further, highly sensitive issues that are known to be objectionable to the majority of the populace, such as prohibiting all boat docks, are placed in alternatives that B of R managers are known thru past documentation to disfavor. Thus, by the composition of the elements of each alternative, the alternative most likely to be chosen will be the one that contains the elements favored by the B of R managers, which as already addressed above does not contain(in the preferred alternative). the mandated items required to be achieved.

Further, it has already been admitted throughout the EA that the 1991 Management Plan goals have not been met after ten years. To even consider this as a continuing alternative serves merely to dilute the value of a RMP concept as a useful management tool to attain future actions.

SPECIFIC COMMENTS KEYED TO PARAGRAPHS OR PAGES AS APPLICABLE:



123—Ken McPhail, Hollister, California

123-1: We agree that the Preferred Alternative contains elements that Reclamation desires, based on public comment, environmental protection, and what is practical to implement and enforce. We know of no action within this alternative that violates boating laws or other mandates. Reclamation and Valley County responded to the boat traffic and congestion within Boulder Creek by placing buoys in the channel in accordance with existing Idaho State Law. Valley County is actively enforcing the state boating law. Other no-wake zones are designated along the lake shore to protect adjacent land uses.

Lake Cascade’s water quality is the result of many activities in the watershed, most of which occur on lands not encompassed by this RMP or are internal to the nature of the physical and chemical characteristics of the lake itself. Accordingly, this RMP only addresses the issues to protect water quality associated with the Reclamation-administered federal land.

The elements of the alternatives considered are required to represent a reasonable range and, from our perspective, have a likelihood of being accomplished. Reclamation does not have ultimate or absolute authority related to the land and resources at Lake Cascade. Removal of all the private boat docks was seriously considered and evaluated. This action was not a part of the Preferred Alternative because the amount of federal land administered by Reclamation where the boat docks are located, i.e., Rural Residential, would be difficult and costly to develop for public purposes, such as a trail.

123-1

123-2

1. para 2-2.1- States that all alternatives adhere to "existing and future Federal, state, and county laws and regulations yet as pointed out above, high speed boating on Boulder Creek does not conform to Idaho Boating Laws that require minimum separation distances between boats, boat wake distances to docks, and separation between boats that are pulling skiers. Nor do all alternatives incorporate elements that will achieve mandated erosion control and water quality goals. There is a legal boating width of only approximately 79 feet at several places on Boulder Creek . Such a distance does not allow two water-skiing boats to be legally on Boulder Creek at the same time.

CORRECTIVE ACTION: Change each alternative to incorporate elements to meet all legal and mandated actions or change the paragraph to acknowledge not meeting legal and mandated requirements in formulating the various alternatives.

2. page 2-15 "Water Quality", states no additional action in all of the Alternatives. Yet the EA draft cites other area's such as reducing boat wake erosion which places sediment in suspension as a means of improvement. Also indicated was extension of the 100 foot no wake area to 200 feet and precluding high speed boating in small channels. No mention was made of efforts to monitor and ensure the purity of McCall's lake runoff as a means to enhance water quality.

CORRECTIVE ACTION: Incorporate those items listed above in actions for water quality improvement and explore other options prior to finalization since the failure to provide any new mechanisms is illustrative of this item not getting proper attention.

3. page 2-20 Water surface management- The preferred Alternative and Alternatives A and C. are not in compliance with Idaho Boating Laws that specifically cite legal distances that must be maintained between boats, water-skiers, wakes and structures. The channel measured by both GPS and manually is to narrow in several places to support more than one boat at a time and that boat must precisely stay exactly in the middle of the irregular shoreline to be legal. In addition, only Alternative B no wake on Boulder Creek implements the desires of the people as evidenced by the results of both Valley County survey and the B of R survey taken in Feb. 2000, whereby the people voted, in both surveys for a no wake zone the entire channel. It should also be noted in the draft that the Boulder Creek channel significantly narrows as the water is drawn down making Boulder Creek even narrower than the figures shown by the GPS survey and used in citing the violation of Idaho State Boating laws.

CORRECTIVE ACTION: See corrective action in para. 1 above or incorporate the same no wake boating contained in Alternative B to each other Alternative. In addition, if the results of surveys taken are not to be implemented then do not initiate them thereby saving both the government money and precluding the false hope in those governed that their position on issues can effect that issue's outcome.

4. para. 2-3.2- Conspicuously omits any reference to boating safety.

I23-3

I23-4

I23-5

I23-6

I23-2: All elements of the 1991 RMP were subject to implementation when funds were available. Many plan elements have been implemented, but some have not. By definition, continuation of current management under the provisions of the 1991 RMP constitutes the No Action Alternative.

I23-3: Reclamation knows of no mandatory erosion control goals for water quality. While bank erosion from waves during storms and boat wakes does occur, phosphorus loading from shoreline erosion is not a significant contributor to the Lake's overall annual phosphorus load (IDEQ 1998a). Erosion control has been incorporated into the RMP update in several areas. See also response to comment I23-1.

I23-4: Please see response to comment I23-1.

I23-5: Refer to responses to comments I23-1 and I23-3.

I23-6: Reclamation has undertaken measures to improve water quality through development of treatment wetlands on small tributaries and will provide technical assistance to land owners to reduce shoreline erosion. Reclamation will also increase its efforts to acquire agricultural easements and eliminate grazing on WMAs. Reclamation has no control over runoff from Payette Lake in McCall. Reclamation has, through an appropriation unrelated to the Cascade RMP update, provided cost-share funding to the City of McCall for construction of the City's wastewater facility.

CORRECTIVE ACTION: Address boating safety in this alternative

5. page 2-48- Enforcement action cannot increase because no violations will occur in the presence of patrol boats and the size of the lake and limited resources preclude realistic improvement through enforcement. Further, on page 6 of this EA it is already stated that adherence to current no wakes zones has not met with much success.

CORRECTIVE ACTION: Establish a mandatory 200 foot no wake zone around the shore of the lake. Such an action would have a better chance of positively impacting boating safety, water quality, erosion etc. In addition, it would make enforcement easier through more visible and definitive no wake areas, and the freeing of patrol boats for concentration on the areas most prevalent to violations. Further, a 200 foot no wake zone has a much greater chance of achieving an actual no wake zone within a 100 foot from shore area than the mere 100 foot zone does. Distances on water seem difficult for some people to judge and others always want to push the acceptable envelope. It is noted that 200 feet is the normal no wake distance in most states.

6. page 2-48 Voluntary adherence to 200 foot no wake zone- This comment is absurd given the known failure of achieving the mandated 100 foot no wake zone law. Expecting compliance on a voluntary basis of twice the distance when half that distance cannot be accomplished by law demonstrates either the significant lack of the actual situation on Cascade Lake or the desire to try and mitigate an issue with a proposal that to the uninformed purest may seem to have some merit but which has no potential for accomplishing anything in the real world and merely creates an illusion of a potential improvement to no wake violations and the associated minimizing of damaging impacts caused by wakes.

CORRECTIVE ACTION: Remove voluntary compliance considerations to a 200 foot no wake area from the EA. Either mandate the 200 foot no wake area or forget it. If no change is made on this issue recommend that any statement proposing voluntary compliance to a 200 ft no wake area be accompanied by the statement on p.6 of the EA, "that achievement of the mandated by law no wake area of 100 feet has not met with much success." Thus providing the reader with the capability to easily evaluate the potential for success of a voluntary 200 foot no wake zone.

7. page 2-48- Verbiage reference to Boulder Creek no wake proposals does not satisfy compliance with Idaho Boating laws regarding distances to downed skiers, other boats etc.

CORRECTIVE ACTION: Review Idaho Boating laws, GPS survey of Boulder Creek, and B of R and Valley County surveys taken in Feb. 2000. Adjust proposal to comply with the Idaho law and the desire of the people of Valley County.

8. page 2-51 Continue existing boat ramps. Its hard for me to reward people who have

I23-7

I23-8

I23-9

I23-10

I23-7: Boating safety is addressed for all action alternatives under water quality, surface water management, and erosion control through increased enforcement of the 100-foot no-wake zones and distribution of handouts, notices, and educational materials about navigational hazards and observance of the voluntary 200-foot no-wake zone.

I23-8: Refer to response to comment I23-1.

I23-9: Refer to response to comment I23-1.

I23-10: Refer to response to comment I23-1.

violated regulations and installed private ramps while at the same time preventing others from benefiting from actions of non-compliance.

CORRECTIVE ACTION: Require all private ramps in violation to be removed or establish an envelope of opportunity for others to install private ramps before implementation of any restrictions.

9. page 2-56 Incorporates removal of all docks. This proposal alone is enough to negate this alternative in its entirety if allowed to remain. This proposal should be in all alternatives or none. Neither the people who have docks nor those who fantasize about having one in the future will support an alternative containing this element. It is noted that there was no analysis of benefits expected to be derived from implementation of boat dock removal. It appears that it has been inserted merely as a means of dissuading the public from supporting a particular alternative.

CORRECTIVE ACTION: Either incorporate no docks in all alternatives or remove it from all alternatives. Further, if it is incorporated in any or all alternatives there should be a benefit analysis identified with the need to consider such a radical action. It is noted that the EA states that there is a benefit TO having docks as they provide additional favorable fish habitat.

10. page 3-4 refers to the major sources of non-point pollution as two items. One of which is internal recycling of nutrient within the reservoir. An action that incorporates results from boat wakes and wake generated erosion. This point is not mentioned anywhere else regarding the positive impacts of an extended mandated no wake distance nor as a major consideration of not allowing high speed boating in marginal or inadequate areas. Further, there has been no mention of the semi-v or full V hull designs that by their design displace more water creating better control and ride but a significantly higher wake and requiring more horsepower to drive them. The majority of boats now (99%) are full or semi V bottom. Consideration of boating technology which has and does shrink the value of a 100 foot no wake distance has not been incorporated in the EA. Such consideration would, if incorporated in the EA, provide a greater illustration of the need to restrict high speed boating to areas on the 25 mile long lake less susceptible to wake damage and associated environment consequences. Least I be considered unknowledgeble, I currently own 6 boats, one of which is a twin 1300hp 38' off shore Scarab raceboat and am in my 42 year of boat ownership, racing, and boat design and modification.

CORRECTIVE ACTION: Review the EA and specifically address the ramifications of boat wakes and wake erosion on the internal recycling of nutrients. Review the technology of current boat hull and propulsion design and its impact on wake generation and wake speed, size and travel distance and evaluate this review regarding the sufficiency of mere 100 ft no wake distance. Concentrate on boats design made in the last ten years.

I23-11

I23-12

I23-13

I23-11: The seven private boat ramps have been in place for many years. The ramps and the purposes they serve were evaluated. It was concluded that substantial damage could occur to the shoreline if they were removed, the ramps are used by more than an occasional boater, and the ramps could serve a public purpose. Accordingly, the Preferred Alternative includes issuing a permit to the adjoining property owner or a subdivision requiring that the ramp be maintained, be safe for use, be open for public boat launching, and that liability insurance be in place. If the adjoining landowner or subdivision refuses the terms of the permit, the ramp will be removed.

I23-12: Removal of all boat docks would be consistent with Reclamation's national policy. It is included here to provide a range of alternatives as required under NEPA.

I23-13: An analysis of boat hull and propulsion is beyond the scope of the RMP. See response to comment I23-1 regarding no-wake designation and enforcement.

11. page 3-5 addresses voluntary compliance to a 200 ft no wake area and the significant need to achieve water quality enhancement.

CORRECTIVE ACTION: Remove reference to voluntary compliance as it is a non achievement process from the start. If water quality is truly a issue that is desired to be attained, make attainment a MANDATORY element of applicable B of R job descriptions. I can assure you you will get attainment. Further, ALL actions that merit attainment should be incorporated in the preferred alternative. For example if removing all docks is truly a desired happening then it should be in the preferred alternative as well as all others. If water quality attainment is mandated then it should be in the preferred alternative and all actions that facilitate water quality enhancement should be part of the elements applying to that alternative. This same scenario applies to all other mandated actions, whether either mandated by law or regulation.

12. page 3-10 states that Alternative B would adversely impact water quality slightly less than the preferred alternative. Slightly is unquantified. Suggest a percentage be used ie: 10%, 30% etc. However, the use of the word slightly suggests relatively little if any improvement, whereby previous documentation in the EA suggests the potential for major improvements. p 3-6 and page 3-14. Page 3-14 states " Boat wake and storms are the two MAJOR actions initiating shoreline erosion." It further states that storms cannot be avoided but erosion due to boat wakes CAN. Erosion by definition results in water carried sediment and significantly reduced water quality. For the uninformed, watch the color of the water after a large wake hits the shoreline.

CORRECTIVE ACTION: Significantly reduce shoreline erosion and enhance water quality by mandating a 200 foot no wake area. Place attainment of water quality goals and the goal of minimizing shoreline erosion in the preferred alternative and support attainment of these items by identifying attainment of these items as a priority over all other actions. Further, do not allow any other item in the preferred alternative that would diminish attainment of these goals.

13. page 3-14- 3d para. refers to increasing the no wake zone to two hundred feet as contained in the preferred alternative and alternative C. However, as previously explained the 200 ft no wake zone is voluntary and since the mandated 100 ft. no wake area is not being honored, the expectation of people accepting a voluntary 200 ft no wake zone is virtually zero. Again, to expect voluntary compliance in a recreation area that is visited by numerous outsiders who do not have to live with the results of their actions, whose actions are often clouded by alcohol, and a minimal presence of law enforcement, seriously borders on fantasy.

CORRECTIVE ACTION: Make a 200 ft no wake area law and enforce mandatory compliance vigorously.

I
I23-14

I
I23-15

I
I23-16

I23-14: Refer to response to comment I23-1.

I23-15: Refer to response to comment I23-1.

I23-16: Refer to response to comment I23-1.

14. page 3-16- suggests that "existing no-wake zones would continue to protect certain shorelines from boat generated wave action but others in need of protection would continue to decline." Although redundant I submit that the 100 ft no wake distance is a relic of by gone days of flat bottomed boats and fishing scows capable of no more than 10-15 mph. In todays environment of deep v and semi v boats of 18-26 ft lengths and pumping 300-400 hp a 100 foot no wake zone is insufficient, (and so recognized in most other states. With the configuration of todays boats a 100 ft no wake zone protects nothing. I might add that I have hours of video tape taken on Cascade Lake that will support this. I offered this tape to personnel putting together the EA but heard nothing.

CORRECTIVE ACTION: Mandate by law a 200 ft no wake zone and vigorously enforce it. Further, it should be noted in the EA that the B of R relies on landowners to maintain the shoreline where applicable and of course this is done at no cost to the B of R. A factor in the B of R not vigorously supporting shoreline protection. Areas not maintained by private landowners are generally not subject to high boat traffic for obvious reasons. Refer to surveys taken by Valley County and B of R on Boulder Creek no wake desires, Feb. 2000

15. page 3-18- states vigorous enforcement action would be needed to enforce no-wake zones, and implies that nothing can be done to mitigate this. I have previously stated that establishing a 200 ft mandatory no wake area, prohibiting high speed boating in narrow channels such as Boulder Creek would make it much easier to identify violators and would provide a easier means for law abiding citizens to identify violators and assist in securing proper enforcement of flagrant violators.

CORRECTIVE ACTION: Mandate a 200 ft no wake zone and enforce it.

16. pages 3-25 and 3-26- again suggests a 200 ft no wake zone. However, the EA further states that the "degree to which a wider no-wake zone can be enforced or would be followed voluntarily is unknown. I submit that it is definitely known. Compliance would be zero on a voluntary basis since there is no compliance with the now required 100 ft no wake laws.

CORRECTIVE ACTION: Suggest changing the wording from unknown to ZERO.

17. page 3-29- " Expansion of no-wake zones, public awareness campaigns to promote no wake zones and enhanced enforcement would increase shoreline PLANT protection. I've identified this phrase because it is yet another quotation in the EA identifying boat wakes as a serious threat to erosion control, water quality and all other environmental considerations. I believe there is a pattern being formed here. Interestingly, no one has suggested mandating a 200 ft no wake zone in the EA. It is becoming more clear in this review of the EA that innumerable attainments would be achieved by a mandatory 200 ft no wake zone.

I23-17: Refer to response to comment I23-1 regarding no-wake zones. Under Federal law Reclamation must address erosion of private lands where it occurs through erosion protection, financial compensation, land acquisition, or condemnation. Refer to response to comment I23-1.

I23-18: Refer to response to comment I23-1.

I23-19: Refer to response to comment I23-1 regarding no-wake zones.

I23-17

I23-18

I23-19

CORRECTIVE ACTION: Review all instances of recommendations for voluntary compliance with a 200 ft no wake zone and change voluntary compliance to mandatory compliance. As a minimum readdress the benefits of voluntary verses mandatory compliance and adjust the EA accordingly. State in the EA the pro's verses Con's of voluntary verses mandatory compliance of the 200 ft no wake zone. Quantify this comparison where possible. Stress long and short range benefits and further address encompassing the fact that this is a ten year plan and acknowledge again that little if any achievement was made on the previous management plan goals.

18. page 3-30- Refers to an enhancement of the protection of vegetation by voluntary adherence to a 200 ft no wake zone.

CORRECTIVE ACTION Substitute mandatory for voluntary

19. page 3-40- Refers to voluntary compliance experience with keeping livestock away from reservoir shoreline to reduce erosion. States success has been mixed.

CORRECTIVE ACTION: Change voluntary to mandatory to assure success

20. page3-41 States water quality improvement and improved erosion control would benefit wildlife-eliminating boat generated waves reduces shoreline erosion and habitat loss and reduces the flooding of bird nests--. Further states, establishment of 200 ft wide no-wake zone would provide benefits for wildlife to the extent that public education/awareness is successful-

CORRECTIVE ACTION: Do not rely on voluntary compliance. Make 200 ft no-wake area mandatory.

21. page 3-42- States recreation use is expected to increase 20% in next 10 years. This seems exceptionally low given West Rock or some other major development in the county. This is 2% per year and I do not believe this tracks with the experience the county has documented in other publications, particularly within the last 3-4 years.

CORRECTIVE ACTION: Verify figures and correct as necessary

22. page 3-43- Identifies more erosion would be expected from boat wakes. Does not address the enhanced erosion from greater wakes do to current hull designs and boat powerplant combinations. This will be significant as older boats are replaced with new and new used boats that have greater capability to displace water.

CORRECTIVE ACTION: Address the size and velocity of wakes from newer style hull and powerplant combinations.

23. page 3-44- States that a voluntary 200 ft wide no-wake zone would actually provide more security for wildlife than they are currently afforded by a much WIDER no-

I23-20: Refer to response to comment I23-1.

I23-21: Reclamation will increase its efforts to acquire the agricultural easements in order to eliminate grazing and seek funding to fence those areas where grazing is determined to be interfering with the operation and maintenance of the reservoir.

I23-22: The projected 20 percent increase in visitation is based on Ada County's projection of a 20 percent increase in population expected to occur within Ada County by 2010 (Ada County Community Planning Association 2000). Since 86 percent of the visitation to Lake Cascade is from Ada County, the estimate seems reasonable.

I23-23: Any difference in erosion caused by modern boat designs versus old designs would be the same for all alternatives.

I23-20

I23-21

I23-22

I23-23

wake zone that is not adhered to by the public. Currently the law says 100 ft. Statements here refer to a wider zone that has not been addressed previously in the EA.

CORRECTIVE ACTION: Correct the phrasing or address what CURRENT wider zone is being referred to.

I23-24

24. page 3-54- Refers to water quality impacted by direct discharge from McCall. This appears to be the first and only time direct wastewater from McCall is referred to in the entire EA. How can this be?

CORRECTIVE ACTION: Address McCall wastewater run off through-out the EA, as appropriate.

I23-25

25. page 3-57- Again refers to a reduction in erosion and sediment resulting in improved water quality and cleaner spawning substrata. This is identified here only because erosion and sediment seem to be one of the single most consistent elements affecting almost all categories and seemingly may have the most positive impact on all the lakes concerns, if minimized.

CORRECTIVE ACTION: Consider changing the elements of the preferred alternative to key in on successful minimization of erosion, sediment, and the attainment of water quality standards.

I23-26

26. page 3-58 States that "erosion is the primary factor contributing to water quality problems of the reservoir." This seems in conflict with other statements throughout the text ie: page 3-54 where water quality is stated to be impacted mostly through agricultural diversions.

CORRECTIVE ACTION: Establish consistent statement on this issue and review and correct text.

I23-27

27. pages 3-59 and 3-60- states that all in-reservoir features (docks and piers) are well known to provide cover, shade and ambush sites for predatory gamefish. Removal of docks would impact this benefit. Removal of docks appears to be based merely on some persons esthetic viewpoint. There did not appear to be any pro and con discussion of dock removal in the EA yet this is a major condition of Altern. B.

CORRECTIVE ACTION: Specifically address the pro's and con's of boat dock removal and adjust Alternatives accordingly.

I23-28

28. page 3-61 Again addresses only the possibility of anything positive resulting from a voluntary compliance with no wake zones.

CORRECTIVE ACTION: Assure results by mandating increased no wake area. Correct text as appropriate.

I23-29

I23-24: Refer to response to comment I23-1.

I23-25: McCall's wastewater is outside the scope of this RMP update and is therefore not addressed. See response I23-6.

I23-26: No-wake zones designed to protect habitat and water quality have been retained from the 1991 RMP with additional measures proposed under the Preferred Alternative.

I23-27: The text has been clarified.

I23-28: Boat dock removal has been discussed to an extent consistent with the potential associated impacts of this action. The alternatives have not been changed.

I23-29: Refer to response to comment I23-1.

29. page 3-62- Address the "the small amount of surface area docks cover relative to the entire reservoir" appears in conflict with the recommendation to remove them.

I23-30

CORRECTIVE ACTION: Remove conflicting statements from EA

30. page 3-65 - States Boise is expected to experience a 20% growth in the next 10 years and that visitors to the lake would increase 20%. Because the base is different, ie: Boise's base is in the hundreds of thousands compared to Valley County's few thousand, a translation of 20% in Boise would not result in a mere 20% increase in Valley County. Nor, is there a mention of increases incorporated in Valley County due to development. Further, there are areas of the lake such as Boulder Creek that are experiencing significant crowding of boats, particularly on weekends.

I23-31

CORRECTIVE ACTION: Review data on projected increase of use of Cascade Lake for next ten years. Review videos provided B of R depicting boating use on Boulder Creek. Correct as appropriate.

31. pages 3-72 and 3-73- Reflects quite realistically the benefits derived from limiting high speed boating in narrow channels and areas susceptible to erosion. It further states No wake zones would affect a very small percentage of the reservoir surface area and that limiting high speed boating in questionable areas "would have a positive impact on the overall water-based recreation experience." This position on these pages is microscopic in the EA as a whole but appears to merit reiteration in most other elements of the EA concerned with damage from boat wakes.

I23-32

CORRECTIVE ACTION: Incorporate this consideration in all text areas that comment on the benefits derived from reducing damage from boat wakes.

32. page 3-77- Addresses issuing no new permits for private docks. I find this self-serving in that the only benefit of no new docks accrues to the B of R in that they foresee a reduced workload as a result and less conflict between the B of R and citizens. The problem with the B of R is that they do not have enough stakeholders in the lake which makes their job harder. Allowing docks and private bank protection as well as encouraging citizen participation in assuring rules and laws are upheld would actually reduce the B of R workload in these areas.

I23-33

CORRECTIVE ACTION: Solicit more user involvement in making Cascade Lake a success story by actually achieving goals and accomplishments. Support this citizen involvement with increased law enforcement and incorporation of achievement of RMP goals in B of R performance appraisals.

33. page 3-78- States that adherence to a 200 ft no wake zone would have minimal adverse impacts. This page also addresses a adverse impact of stricter enforcement of no-wake zones. This appears in conflict with all the previous statements of the benefits of a

I23-30: The statement regarding surface area of docks is in the context of fish habitat provided by the docks. See response I23-12.

I23-31: With 86 percent of visitors coming from Treasure Valley, it is reasonable to expect that a 20 percent population increase would mean a 20 percent increase in recreation use at Cascade.

I23-32: Sections discussing water quality, surface water management, and erosion control are included for all resource categories and the impacts of these activities, both beneficial and adverse, are discussed where effects occur.

I23-33: Accomplishments of elements in the RMP will be tracked and documented. Volunteers will assist with accomplishing many of the goals.

200 ft no wake zone but then appears to mitigate this by stating the affected areas are small compared to the reservoir area and not conducive to water-skiing and other boating uses. Therefore any adverse impacts would be minimal. The phrasing of the second paragraph needs to be reviewed for consistency since when reducing conflicts between user groups are factored in the adverse impact might be mitigated in total. However, this comment as well as the authors' in the EA are strictly subjective.

CORRECTIVE ACTION: Consider a rewrite of this paragraph.

34. page 3-80- Addresses ramifications of making the Boulder Creek arm no wake and states such an action may result in reduced conflicts between boaters and personnel watercraft users and shoreline residents and result in a more positive and safer recreation experience for some. "Some" is unquantifiable. However, it should be noted that both in the B of R survey of Feb. 2000 and the Valley County survey of 2000, the majority of people voted to make Boulder Creek a no wake area.

CORRECTIVE ACTION: Incorporate the survey results as described above in the EA. Quantify descriptions since words such as some could mean hardly any, a few, many etc.

35. page 3-81 - states that "overall these actions would still serve to improve the recreation opportunities available. These actions being making Boulder Creek a no wake zone the entire channel. This statement seems to negate the verbiage on the previous page minimizing the benefits of no wake areas.

CORRECTIVE ACTION: Review the phrasing of the previous page.

36. page 3-84- States protecting shorelines from erosion would improve the visual character of the area. Previous comments, require no wake areas to achieve this, but no wake areas are not brought out in this particular reference to protecting shorelines.

CORRECTIVE ACTION: Incorporate no wake as a mean of achieving reduced erosion.

37. page 3-85 - States actions related to the presence of private AND community docks on the reservoir would have similar impacts on visual resources. This comment appears to negate the removal of private docks based on visual enhancements. Visual enhancements seems to be the only benefit of removal of private docks.

CORRECTIVE ACTION: Specifically identify the benefits of private dock removal. Incorporate results throughout text if warranted.

38. page 3-86 and 3-87- address no new docks, and the visual benefits resulting from reducing the number of docks seen via community docks. Visual impacts are in the eyes of the beholder. People actually visit facilities to see boats. This has not been addressed. Consider comments in para. 37. above.

I23-34: A proposed action can be beneficial for some resources or users while at the same time have adverse effects on other resources or users.

I23-35: Refer to response to comment I23-31.

I23-36: Refer to response to comment I23-31.

I23-37: We have revised the Final EA to include no-wake zones in this discussion.

I23-38: The benefits and adverse effects from dock removal are included here and elsewhere in the document where effects would occur. See also response to comment I23-12.

I23-39: Visual impacts are described in the context of intrusions to natural surroundings. We do not believe docks would be considered visually appealing to most lake users.

I23-34

I23-35

I23-36

I23-37

I23-38

I23-39

CORRECTIVE ACTION: Address the benefits of docked boats for those who appreciate this type of visual beauty. I can assure you that docked boats are NOT a visual annoyance to everyone. Consider comments in para. 37.

39. page 3-92- Reclamation has ultimate authority and responsibility over management of all Reclamation lands. While this is certainly a true statement it has not always been accepted by B of R personnel as fact. This position needs to be reinforced elsewhere in the EA ,an opportunity presented, and an avenue established for those who do not see the B of R adequately performing in this capacity. There seems no mechanism for challenging performance except through the B of R who at the point of disagreement would in effect not be the best resource for adjudicating a disagreement they are a party to.

CORRECTIVE ACTION: Establish a clear contact point for dissatisfaction with B of R performance and identify this to the public. Clearly reiterate the B of R authority and responsibility elsewhere in the EA.

40. page 3-94- states that before the 1991 RMP there were no rules on retaining walls and thus seems to place the blame on the result of unregulated installations on the public. This lake was built in 1946 and any resulting failure of landowner construction failures are a direct result of non management by those in charge, ie: per previous statement the B of R and COE. This failure should be identified as such and the agencies should be tasked with assuring improvement.

CORRECTIVE ACTION: Accept the blame for past management failures in protecting the lake and assure through the new 2001 RMP that no such failures will result in the future. Identify and accept responsibility in the EA.

41. page 3-95- Identifies over "400" boat docks on Lake Cascade. At a \$ 213 -\$250 fee per dock, using the \$213 figure results in \$852,000 in income for the U.S. and should result in an equal amount put back in the Lake as improvements. Eliminating boat docks would eliminate this income. This was NOT addressed in the EA. Nor was the use of this money as a benefit to the Lake addressed. It is noted that fee's generally go into the treasury. However, this does not preclude them from being reissued for a specific purpose of improving Lake Cascades' usability.

CORRECTIVE ACTION: Incorporate the docks fees as a benefit in pro's and con's issues of docks and further state how much of this money is returned in the form of benefits to dock owners or lake users. If none is returned state proposed action to change this.

42. page 3-98- states that "a number of actions authorized in the 1991 RMP have yet to be implemented." In fact, almost none of the actions authorized have been implemented. The 1991 RMP has been a failure and this should be a major point of the 2001 RMP. DONT LET THIS HAPPEN AGAIN.

I23-40

I23-41

I23-42

I23-40: The Snake River Area Office is the responsible entity for management of the lands and resources at Lake Cascade. Authorities to manage resources at Lake Cascade came from a variety of laws and regulations. Most authorities are cooperative in nature regarding partners. Reclamation has no law enforcement authority.

I23-41: The lack of standards prior to the 1991 RMP is cited in the Draft EA. The assistance and monitoring of retaining wall permits under the Preferred Alternative would help assure these structures are constructed properly and maintained.

I23-42: Refer to response to comment I23-1. Under requirements of the existing law, Reclamation must transfer collected revenue to the U.S. Treasury. Annual funding (appropriations) from Congress far exceeds the revenue collected from dock permits. Dock permits are not mandatory, but a privilege to use federal land. Permit holders must believe docks are valued at the cost or they would not obtain a permit. Reclamation does not foresee a change in our existing legal requirement to return the collected revenue to the Treasury.

CORRECTIVE ACTION: Correct the statement to reflect almost none of the actions authorized have been implemented. Incorporated actions, reviews etc. that will preclude this from happening again.

43. page 3-99- States, and rightfully so, that removal of all private docks and the resulting resistance could actually increase the need for more intensive and time-consuming management. This reflects somewhat on my previous comments of the need to secure a "stake" in Lake Cascade by those who live on it and therefore by design are those who will, and want to, assure its enhancement.

CORRECTIVE ACTION: Develop a "ownership philosophy" of residents of the Lake since they will be your best ally in mitigating future concerns and problems.

44. page 3-105- Addresses the retention of 1991 RMP plans. This has already been identified as a failure. See above. Retention of the 1991 RMP is a non starter. Because of it's identified failure, any suggestion of retaining this as a alternative only serves to demean the value of having a RMP.

CORRECTIVE ACTION: Admit the total failure of the 1991 RMP and stress a new beginning with the 2001 RMP.

45. page 3-106- Addresses what is in the preferred alternative. How was this alternative constructed? It would seem more beneficial to evaluate all the recommendation that can be implemented with no adverse effects and assure that they are in the preferred alternative regardless of these items meeting the predetermined aspects of that alternative. Improvement should be the goal in the preferred alternative, not meeting some predetermined criteria.

CORRECTIVE ACTION: Review the EA and place all those items that would result in improvement to Lake Cascade with minimal or no adverse consequences and place them in the preferred alternative. Restructure the preferred alternative to achieve actual enhancement to the lake rather than a achievement of a predetermined parameter that by design of that parameter, excludes many areas of enhancement that otherwise would get incorporated.

46. page 3-107 Addresses the impact on property values if all private docks were eliminated. A economic analysis of this impact on Valley County should be included in the benefit analysis of removing all private docks. However, as note above, there has been no analysis of the benefits of removing all private docks. Just a proposal to do so.

CORRECTIVE ACTION: Provide a benefit analysis of removing private docks and adjust the EA according or lacking a benefit analysis remove this action from the EA.

I23-43

I23-44

I23-45

I23-43: Many of the actions noted in the 1991 RMP have in fact been implemented. Major actions that have not been undertaken include the airstrip re-opening and construction of the Van Wyck marina. These have not occurred because of easement holder reluctance or lack of funding and local cost-share partners. Future actions are also dependent on these same issues.

I23-44: See Section 2.2 of the EA for an explanation of alternative development. Elements in various alternatives that are perceived as beneficial to some users are not necessarily so to others. The Preferred Alternative was developed through a public involvement process. This process included input from Reclamation staff regarding the ability to accomplish recommendations including funding, authorities, and personnel limitations. Reclamation authority is limited to the federal land it administers.

I23-45: See response to comment I23-12.

47. page 3-113- Addresses the damage to archaeological deposits by boat wakes and suggests "establishment of no-wake zones would help to reduce shoreline erosion from boat generated waves."

CORRECTIVE ACTION: Insert mandatory no-wake zones.

48. page 3-125- Eliminates new docks. This will affect the value of new property owners however it is somewhat mitigated by the fact that current landowners could install docks before the change in policy. Such an action would place a immediate and significant workload on the B of R but would bring in additional money through fees. Recommend establishment of a window of opportunity for landowners to install docks prior to effective date of policy change. Further, there does not seem to be any benefit to limiting docks other than it does not conform to B of R policy. Consideration of changing that policy was not addressed.

CORRECTIVE ACTION: Establish window of opportunity for non-dock owners to install docks before implementation, or change the B of R policy

49. page 3-128 states that under the preferred alternative no new private dock permits will be issued. A previously stated, there appears no real justification for this proposal other than esthetics, which by definition is strictly in the eyes of the beholder. Having even one dock violates B of R policy so retaining some and prohibiting others doesn't really achieve policy compliance.

CORRECTIVE ACTION: Change B of R policy regarding no docks as it applies to Cascade Lake.

50. page 3-132 eliminates all private docks, thus this single elements eliminates support for Alternative B. As previously stated, if this is a good idea it should be in all the alternatives. If its not a good idea, it should be removed from all alternatives. As a minimum the pro's and con's should be addressed to include the loss of about one million dollars a year in fee's for the current stated 400 docks.

CORRECTIVE ACTION: Incorporate the pro's and con's of dock removal in the EA or remove this elements from alternative B.

FINAL COMMENTS

The following contains comments that result from the detailed review above:

1. This EA does a good job of addressing all applicable issues (except law enforcement). However, the packaging of the alternatives and in fact the theme of the alternatives leaves a lot to be desired. It would seem that one should go through the EA and incorporate in

I23-46

I23-47

I23-48

I23-46: Refer to response to comments I23-1.

I23-47: Reclamation has provided a widely publicized window for applications for new boat docks. This period will not be extended. Changing a Reclamation-wide policy that applies to all Reclamation projects is beyond the scope of this RMP.

I23-48: Refer to response to comment I23-12.

the preferred alternatives all those items having a positive benefit to the lake and no negative ramifications, regardless of whether that element directly supports the definition of the alternative. Further, correction of all violations of law (such as insufficient distance for high speed boating on Boulder Creek), and other mandates such as achieving water quality goals should be incorporated in all the alternatives regardless of the theme of that alternative. The sensing is that someone predetermined what they desired and then constructed the preferred alternative to meet that desire and the remaining alternatives were constructed in a manner that would assure their nonselection.

2. It is clear after the above detailed review that in every case (except the text on roads), there is glaring support throughout the EA for minimizing the detrimental impact of boat wakes and in most cases achieving this by increasing the no-wake zone distance to 200 ft. from shore or docks. See above review comments. Yet this is not even a proposal in any alternative.

3. There is either a naivness in the drafters of the EA or the lack of will to incorporate mandatory requirement considerations regarding a 200 ft no wake area around the lake. It has already been pointed out in the EA that the current 100 ft mandated by law, no wake zone is not effective yet the EA attempts to want to rely on voluntary compliance with a 200 ft no wake distance to effect improvements. If you mandate 200 ft you might get compliance of at least 100 ft. Of course vigorous enforcement would assist in attainment of compliance but patrol boats are by design highly visible therefore catching violators is difficult. However, a 200 ft no wake zone eliminates high speed boating in narrow areas most susceptible to damage from boat wakes and provides a more definitive area for enforcement. There are no lines drawn on the water to comply with but 200 ft is certainly more visual than 100 ft.

4. The EA was drafted by government personnel, will be configured in final form by government personnel, and inherently therefore contains the will of government personnel. This also applies to the final RMP. I suggest, therefore, that to achieve the contents of the RMP 2001 that all government personnel that impact the implementation of the RMP be required to have successful implementation of the RMP a factor in their performance appraisals. Failure to do so will result in the accomplishment level attained by the 1991 RMP, basically zero.

5. There is in my opinion, one glaring deficiency in this EA. There has been virtually no analysis of the performance, necessary funding levels, impact of recommendations on or any other matter that incorporates Valley County law enforcements participation on Cascade Lake. Nor has there been any position identified on their ability to assist in or enforce some of the proposed actions contained in the EA. Although law enforcement is contracted out they are in fact an agent of the B of R for all law enforcement on the lake. It is my understanding that the annual budget for the marine patrol is \$5,000. In the EA it is stated that annual visitor days equate to 330,000 persons. This statistic represents one and a half cents per visitor day for law enforcement on the lake. This figure alone suggests a significant need to incorporate law enforcement considerations in ALL aspects

I23-49

I23-50

I23-51

I23-49: The alternatives were developed based on input from the public and ad hoc work groups. The structure and components of the alternatives is intended to provide a range of alternatives for consideration, as required by NEPA.

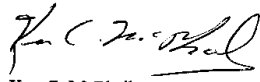
I23-50: Reclamation personnel are responsible for the RMP as written, and will complete the projects and activities outlined in the RMP that fall within Reclamation authorities and with funding provided by Congress.

I23-51: Reclamation and Valley County will work together to accomplish the necessary law enforcement needed to implement the RMP.

of the EA if in fact some positive results are expected to happen from their effort. More importantly is that law enforcement activities at one and a half cents per visitor day appears to result in significant underfunding of law enforcement that is essential to successful use of Cascade Lake. Attention to the law enforcement factor is even more critical if law enforcement is expected to assist in achieving RMP goals that result from the EA. HIGHLY RECOMMEND that the EA be redone to incorporate law enforcement impacts in all aspects of each EA proposal and/or EA consideration. Because law enforcement on Cascade Lake is by contract, adequate funding will be the key to successful accomplishment of current and proposed law enforcement activities.

I23-51
(cont)

Thank you for allowing me to provide my comments.



Ken C. McPhail
422 Powell St.
Hollister, Ca. 95023

or

Box 731
Donnelly, Idaho 83615

February 8, 2001

Ms. Carolyn Burpee Stone
 PN-3902
 Bureau of Reclamation
 1150 N. Curtis Road, Suite 100
 Boise, ID 83706-1234

Re: Draft EA for Lake Cascade RMP

Dear Ms. Burpee:

I attended the public hearing on February 1, 2001, in Cascade, Id. The only comment I made at that time was on my concern for handicap and elderly access to fishing. The following are my personal comments on the proposed RMP:

Fishing - I do not want access to fishing decreased by prohibiting vehicles below the high water line.

- Old people and handicapped people are unable to get to the water when the water is low if they cannot drive.
- I cannot imagine trying to push a wheelchair to the water's edge. Handicapped people should not be limited to fishing from a "handicap fishing dock".
- Many older fishermen fish in the fall when the water is low – they stay warm by sitting in their trucks with the heaters running. It is a tradition – many old men have dreamed about their retirement when they could fish all day long.
- I don't believe the "fishing bridge" at Tamarack is adequate for access of all.
- In the article published the week after the meeting it states there will be vehicles allowed below the high water line – where, I couldn't find it in the Draft Plan?

Dogs: I do not want dogs prohibited from swimming in the lake. I have a boy (currently 14) who has a labrador and they love to go swimming. We live about 100 yards from the lake and sometimes we are harassed about our dog frolicking with his boy. I must commend the people at Cascade, however, they have never harassed us.

Fire on the Beach: Will this be prohibited also? What about catfishing at night?

Crown Point: This area should be opened up by creating a county road on the old railroad grade. There is realistically one access to this entire area – it is a disaster waiting to happen. If this road was constructed it would also provide more access to fishing.

Marina: I am in favor of a marina. However, I don't believe the marina should be constructed in the VanWyck Park extension area since this is the best fishing in the area.

CONTINUED

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I24—Cynda Herrick, Cascade, Idaho

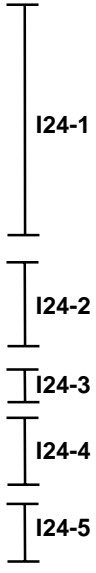
I24-1: Reclamation lands have been closed to ORV's including cars and pickups since 1974. The plan provides for facilities to be developed to accommodate elderly and physically challenged users.

I24-2: State park regulations govern pets in the recreation areas.

I24-3: Only vehicle access to the shoreline will be prohibited.

I24-4: The Crown Point Road will be open for non-motorized use to access the beaches in that area. The trail will be designed to Uniform Federal Accessibility standards to accommodate use by all individuals.

I24-5: Under a separate process prior to beginning the update to the RMP, Reclamation held public meetings to determine various locations for a marina near Cascade. These marina locations were further assessed during the RMP update process and the final site was selected. The site was selected because of the feasibility of construction and least amount of impacts at this location.



Page 2
Burpee
February 8, 2001

Bridge and Dam Road: I don't think either one of these accesses to the lake should be closed. In fact, I think the BOR should help with the cost of maintenance. They could oil and water both roads.

Lakeshore Drive: The BOR should help improve this road with grading, graveling, and oiling. This would help improve water quality too.

Boulder Creek Recreation Area: When Boulder Creek Recreation Area was going through the approval process statements were made that have not been kept (or so it appears). The attached letter dated March 17, 1992 to Ankenman stated there would not be a significant change in the traffic since it was intended for use by surrounding residents. Now, signs have been placed in various locations, including State Highway 55, directing traffic down Hereford – it has increased traffic tremendously. Signs were only supposed to be placed at the site. Were the neighbors asked or did anyone talk to the County about impacts to the roads?

People in Cascade were “blown away” when they had to start paying fees to fish at the lake that they'd always fished at -- to prevent them from fishing would be a double whammy. Thank you for hearing and considering my comments.

Respectfully,



Cynda Herrick

PO Box 1104
Cascade, Id 83611

382-7114 (Day)
6622 (Evening)

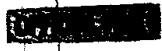
I24-6
I24-7
I24-8

I24-6: The road across the dam will not be closed. Reclamation assists Valley County with funding various projects and discussions could also include Lakeshore Drive.

I24-7: Please see response I24-6.

I24-8: In Reclamation's March 17, 1992, letter to Mr. Ankenman, the only reference to “signs” states, “signs indicating day use only will be posted at the site.” Recreation use has increased at all the recreation sites at Lake Cascade. Additionally, the number of residents or second homes has dramatically increased, particularly in the Boulder Creek area.

LND-600-
BOI JAN 30 '01



3902 CRB 2/05/01

1-673

17684

P.O. Box 823
Donnelly, ID, 83615
January 29, 2001

Carolyn Burpee Stone
PM 390, Bureau of Reclamation
1150 N. Curtis Rd., Suite 100
Boise, ID, 83706-1234

Dear Ms. Stone:

Thank you for the opportunity to review the Draft Environment Assessment for the Lake Cascade Resource Management Plan. The following comments are for your use in developing the final EA.

Comment 1: Section 1.6.2 River and Reservoir System, page 1-7, last paragraph

Can the difference between the Congressionally authorized minimum pool of 50,000 acre feet and the 46,662 acre feet based on the 1998 bathymetric survey be explained by sediment deposition? If so, this information should be stated. It would mean that this approach, if continued, would result in the ultimate elimination of the minimum pool. If this is not the case, the reason for the change should be given.

I25-1

Comment 2: Section 2.2.2 Land Management Categories, page 2-6, Rural Residential, last paragraph

No explanation is given for the decision that complete removal of all encroachment is not justified. Because these are public lands (owned by all the people), there should be no special privileges allowed for some of the people. This is especially true when the encroachments have nothing to do with the primary purposes of the reservoir.

I25-2

Comment 3: Table 2.3.1 Cascade Resource Management Plan: Draft EA Alternatives, page 2-15

The Preferred Alternative shows implementation of habitat improvement plans to improve water quality. Care should be taken to avoid a glaring mistake made at Mallard Bay. Apparently the wetland was developed without an adequate topographic survey. Spring runoff has been overflowing the wetland to the east and creating a gully which is contributing sediment (possibly with high phosphorous concentration) to Lake Cascade. Also, this situation will result in the eventual draining of the wetland. This problem, which could be causing more harm than good, could have been avoided by simply placing a low embankment on the east side of the wetland. Action to this effect should be shown in this table on page 2-17 under West Side, Mallard Bay.

I25-3

Another practice which should be avoided in the future is the building

I25—Charles D. Clarke, Donnelly, Idaho

- I25-1:** The decision to maintain the 300,000 acre feet conservation pool would not change based on future sedimentation.
- I25-2:** Under the Preferred Alternative encroachments that do not serve a public purpose will be removed from C/OS, WMA, RR, and recreation lands.
- I25-3:** Reclamation will look into this during maintenance inspection of the constructed wetlands.

of dams with frozen soils. This happened at Duck Creek North. As the USBR knows, adequate compaction cannot be attained in this manner. It presents a high risk of failure, reduced water quality and danger to anyone downstream from the dam.

Comment 4: Table 2.3.1 Cascade Resource Management Plan, Draft EA Alternatives, Water Quality, page 2-15

Another item is needed for all alternatives. Easements to eliminate grazing of Reclamation lands have very limited effectiveness as long as fence maintenance is as lax as it has been in the Poison Creek area. Cattle grazed Reclamation land in this area at least two months during 2000. This situation did not improve even after the Cascade office of the USBR was informed.

I25-4

Comment 5: Lake Cascade Resource Management Plan Maps, Legends

The colors for State Land and Rural Residential Area are very similar. A color change is needed to avoid confusion. The railroad cannot be found easily.

I25-5

Comment 6: Section 3.3.1 Affected Environment, Shoreline Erosion, page 3-11

While the most noticeable impact of shoreline erosion is where structures are threatened or lost, the most serious impact could be the degradation of water quality by phosphorous rich sediment yield to Lake Cascade. The soils where shoreline erosion is occurring or is predicted should be tested for phosphorous content so that the significance of shoreline erosion as a source of phosphorous loading can be addressed. Also, the west side has serious shoreline erosion other than at Huckleberry Park. Apparently a shoreline erosion survey is needed.

I25-6

Comment 7: Affected Environment, Recreation Facilities, page 3-71, paragraph 2

The paragraph seems to be indicating that group campsites need to be buffered from individual sites rather than vice versa. It should be pointed out that individual camp users are usually the ones negatively impacted by adjoining group camping. People in large groups tend to make more noise and show less respect for others than do individuals or small groups. True camping experiences are being lost as group campsites are developed in close proximity with individual campsites. The Federal Government should not be a part of this demise as long as there are still people who value true camping.

I25-7

Comment 8: Environmental Consequences, Alternative A, No Action, Cumulative Impacts

Reference is made to "Reclamation-owned land". The USBR does not own the land. It is publicly owned land, and the USBR is responsible for managing and protecting it.

I25-8

I25-4: Reclamation had substantial problems with the electric fence being grounded and cattle walking through it in the Poison Creek area in the fall of 2000. This is an ongoing problem (some years worse than others) that we continue to work on with the cattle ranchers and attempt to resolve.

I25-5: The maps will be changed to avoid confusion.

I25-6: Please see response to comment I23-3.

I25-7: The buffer is intended to separate individual and group camps and does not imply which group causes the need for a buffer.

I25-8: As a public agency, Reclamation refers to land as "Reclamation-owned" as a convenience to differentiate from many other types of public and private lands surrounding Lake Cascade. Reclamation lands are owned by the public, but are not considered public land as defined by the Bureau of Land Management. Other federal agencies manage "public lands" for public purposes and those lands are open to the public unless specifically closed. Reclamation manages federally-owned acquired or withdrawn public lands for specific Reclamation project purposes. Those lands are closed unless specifically opened for public use such as for ORV use.

Comment 9: Section 3.10.2 Environmental Consequences, Alternative A, No Action

The statement is made that proposed West Rock Resort would make camping and low intensity passive use impractical. The problem with that statement is that the use of that area is not low impact now. Consider the campgrounds jammed with RV's, heavy motorized traffic and the general circus-like atmosphere around Poison Creek on weekends and holidays without West Rock.

Comment 10: Glossary, Erosion, page 8-2

The definition of erosion should be modified to read as follows in order to include important processes occurring in the watershed of Lake Cascade: The wearing away of soil and rock from the land surface by water, wind, ice and/or gravity.

The inclusion of gravity would recognize the important processes of mass wasting (i.e. bank failure, slope failure, landslide and soil creep) which are highly significant on the reservoir shoreline, stream and mountain slopes.

Comment 11: Glossary, Sediment, page 8-4

The definition of sediment needs to be expanded for clarification: A product of erosion which is composed of unconsolidated mineral and/or organic material carried by, suspended in, or deposited by water, wind, or ice.

Weathering does not necessarily produce sediment. Detachment is an essential process to produce sediment. Erosion involves detachment and, therefore, should be included in the definition.

Comment 12: Glossary

The definition of ORV/ATV should be given. It is needed to clarify whether the references to non-ORV/ATV throughout the draft EA are intended to exclude snowmobiles. For example, if a trail is to be used by Nordic skiers, it would be incompatible to include snowmobiles on the same trail.

The above comments are intended to be entirely constructive. Please call 208-382-3059 if you wish to discuss them.

Sincerely,
Charles D. Clarke
Charles D. Clarke
National Sedimentation Geologist
Soil Conservation Service, Retired

- I25-9: The word “gravity” has been added to the definition.
- I25-10: The definition has been revised according to your comment.
- I25-11: A definition has been added and it does not include snowmobiles.

I25-9

I25-10

I25-11

Ms. Carolyn Burpee-Stone
 Bureau of Reclamation
 PN-3902
 1150 N. Curtis Rd., Suite 100
 Boise ID 83706

1-1109
 17624

LND 802
 Bdl

BUREAU OF RECLAMATION OFFICIAL FILE COPY			ACTION MADE BY
FEB 1 1991 OFFICIAL FILE COPY			
TO	INIT	DATE	
3902	CBS	2/20/91	

RE: Lake Cascade RMP/Draft EA

In general, I support the preferred alternative for the Lake Cascade Resource Management Plan. However, I have a few additional comments.

At the Van Wyck Park extension, I support elimination of the development of the marina in favor of improving the existing marina facilities located near the Golf Course. I believe there is no need for major storage of boats at slips due to limited boating season of May through September. With the proposed marina development, I am concerned about possible contamination of fuel at the marina, therefore I support no fueling facilities on Lake Cascade.

I26-1

I am also concerned about maintaining water quality standards with the additional 250 boats on the Lake. Water quality is important for all the other users of the lake. I also am concerned about road access to the marina, road width, and erosion from the road right-of-way and runoff from the parking lot. The wetlands ecosystem will be disturbed by marina development at Van Wyck Park.

I26-2

I support development of 50 slips at existing marina, with two state-of-the-art put-ins and toilet facilities hooked to sewer system. Add a fish cleaning station hooked to sewer system. Double the existing parking. Install storm drains for parking lot runoff.

I support retaining all conservation open space designations and continued closure to motorized vehicles.

I support closure of Reclamation lands within city limits to snowmobile use, especially conservation open space.

I support bike and foot traffic only across the top of Cascade Dam.

I support development of a trail system from south end of Lake Cascade to Crown Point.

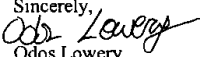
I support keeping the bike path closed to motorized vehicles. Experiences this winter have demonstrated a clear need for management decisions to protect the safety of skiers, snowshoers, and other non-motorized winter recreation users. KEEP SNOWMOBILES OFF THE BIKE PATH

I26-3

I support not reopening of the air strip at the edge of Lake Cascade due to noise considerations. This airport, unlike many other in Idaho's back country is not a primary access point for visitors. Pilots can already fly into 2 well-developed airports in that part of Valley County.

I26-4

Thank you for your consideration of my comments.

Sincerely,

 Odos Lowery
 1616 Sunrise Rim Rd.
 Boise, ID 83705

I26—Odos Lowery, Boise, Idaho

I26-1: Please see response to comment I24-5. Water pollution has been identified as an impact associated with marinas.

I26-2: Development of the marina would occur in phases to meet demand. The phasing of marina development would also allow Reclamation and IDPR to monitor any potential impacts associated with this development.

I26-3: Please see response to comment I7-1 and I8-2.

I26-4: An option for re-opening the airstrip has been added to the Preferred Alternative, providing certain conditions are met. Part of these conditions include monitoring for noise disturbance to bald eagles. This is described in Section 2.3.2 of the Final EA. Noise will be evaluated in a separate NEPA document if the airstrip proposal moves forward.

From: <IUSR_IBR1PNRW@ibr1pnrw.pn.usbr.gov>
To: <Public_Comment@pn.usbr.gov>
Date: Tue, Feb 20, 2001 9:02 PM
Subject: Cascade Public Comment Form

T1: Herrick
T2: Steve
T3:
T4: 2304 N. 24th
T5: Boise
T6: ID
T7: 83702
T8:
B1: Mail Comments

S1:

Rmp Cascade

After attending the meetings in Boise and seeing the multitude of issues being voiced in protest, it appears that it may be time to voice a few concerns of my own.

The local pilots association that appeared en masse in Boise gave me cause for concern. We are continually assaulted with noise in our daily lives, and to reopen the airport at Arrowhead Point is another continuation of the same. There is an all-weather airport 7 miles south of Arrowhead and their claims of recreational access are less than credible. The opening of the airport would be only for the few moneyed individuals and the noise assault would be on the grounded many. Particularly when they like to fly in and out at the earliest part of the day.

The next complaint is both noise and pollution from snowmobiles and jet skis. The easiest part to control would be by requiring four stroke engines on both. The damage done by snowmobiles in low snow conditions to terrain and small trees and shrubs sometimes borders on the ludicrous. Unfortunately you can't do anything about the continual trespass across private property as snowmobilers try to access the parkway and lake. Cross country skiers have to put up with continual degradation of the track set on the old railroad bed, along with the trash of beer cans, cigarette butts and candy wrappers. Jet skis continually work on a small cove and their two stroke engines can be heard for miles. All three of the above problems are exacerbated by the stillness of the lake and the solitude we seek in our increasing stressful lives. Something must be done before the sound and air pollution stalemates the reason for coming to and living in Cascade. The Yellowstone Ban is proof! of the same reasons I bring forth. It's true we must try and stimulate the economic opportunities in and around the reservoir, but not to the detriment of our health and sanity.

In an overview of the hike in, boat in camping areas, the northern most campsite is a swampy, bulrush filled, mosquito haven. There may be more suitable terrain elsewhere around the lake to locate vault toilets and spend money than in an area that does not provide for a pleasant camping experience.

Steve Herrick

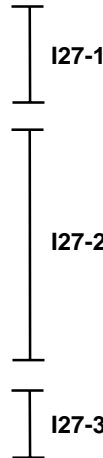
2304 N. 24th
Boise 83702
345-0343

I27—Steve Herrick, Boise, Idaho

I27-1: Issues such as noise would be addressed, along with other environmental concerns, in a separate EA that would be conducted to evaluate re-opening the airstrip.

I27-2: Noise issues from existing, ongoing activities that are not under Reclamation control (boats, jet-skis, snowmobiles) are outside of the scope of this RMP and EA. Noise associated with potentially re-opening the airstrip would be addressed under a separate NEPA analysis.

I27-3: Specific camping sites will be determined through further study when the RMP is implemented.



Charles Hower
PO Box 664
Cascade, Idaho 83611

LND - 8.00 -
801
Cascade RMP

BUREAU OF RECLAMATION OFFICIAL FILE COPY		
FEB 15 '01		
TO	INIT	DATE
3902	CBS	2/20/01

February 9, 2001

1-11 & 0

17684

Dear Carolyn Burpee Stone:

This letter is in regard to the RMP Update for Cascade Reservoir. We are long-time residents of Cascade and property owners within Cascade and at PLR. We simply want to register our strong support for the Preferred Alternative as described in the Draft RMP.

It is clearly evident that detailed and careful consideration has been given to the many issues involved in managing Lake Cascade. The plan update is a complex process and we are indebted to the many people who have contributed to it. In our judgment the Preferred Alternative is a good balance between development and preservation of open space and wildlife management areas.

We wish to affirm our strongly held conviction that the Rail Road grade north of Crown Point be preserved in its entirety for low impact uses and NOT converted to a county road. The Preferred Alternative seems to accomplish this.

I28-1

Our one criticism of the proposal is the size of the marina at Van Wyck Park. We do not question the need for a marina here, but the size of the development allowed by the plan (400 slips) is not compatible with the available space for parking and the many other ancillary facilities that will be needed. It is also not compatible with the long-time use of this area for swimming and fishing.

I28-2

Thanks for this opportunity to comment.

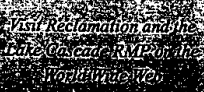
Sincerely,

JoAnn J. Hower

Charles O. Hower

I28—JoAnn J. and Charles O. Hower, Cascade, Idaho

- I28-1:** The Crown Point extension will be confined to non-motorized uses.
- I28-2:** Current and projected use indicates that this marina will be needed to accommodate visitors. The development would occur in phases to meet demand, and could be adjusted as needed.

BUREAU OF RECLAMATION		ACTION	
Lake Cascade Resource Management Plan Draft Environmental Assessment			
INIT	DATE	CONTROL NO. 1-911	
3902-0625	2/09/01	18451	
Name (required) <u>Jared Scott</u>		Lake Cascade RMP Public Hearing January 31, 2001 - Boise February 1, 2001 - Cascade	
Address (required) <u>P.O. Box 300</u>		OFFICIAL FILE COPY	
Please write your comments below:			
<p>Thank you for participating in the review process for the Lake Cascade Resource Management Plan Update. Reclamation invites you to provide review comments on the recently released Draft of the Lake Cascade RMP. Specially, Reclamation is very interested in your thoughts and impressions of the various alternatives presented for the future management of Lake Cascade.</p> <p>When providing your comments, be as specific as possible and write clearly so we can understand your concerns.</p> <p>Comments submitted at our public meeting will become part of the official hearing record.</p> <p>You may also provide comments included in the final written 30-day review period which ends on March 22, 2001. This form is designed to self-mail if you wish. You can submit comments via mail.</p> <p>You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.</p> <p>Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.</p>			
<p>As I reviewed the plans, I noticed that there was some that were a lot alike and others that were really different. The plans that I liked are Preferred Alternative, Plan B, and Alternative A is okay, but I feel that there should be some improvements. The perspective I'm looking at is from an outdoorsman point of view. The Preferred Alternative has a lot of good ideas. I feel that there should be some trail accesses and some improvements of a little expansion which is shown in the Preferred Alternative Plan B. I liked a little bit better because it seems to have more WMA. I feel that if it's possible to have more WMA, then we should especially during the nesting seasons. Preferred Alternative I really like. Maybe you can consider expanding the WMA like in Plan B. Plan C I feel is good if West Rock was to go in. If it doesn't I think it's impossible to keep all of the Marinas in Business. I would like to see the Marina go in by Lake views. It would also be nice to have another Marina go in up north and on the West Side I think it's going to be hard to fund the Marinas. Maybe we could down size them a little. Really I like to see Preferred Alternative with more WMA and a Marina or two.</p>			
			
www.pn.usbr.gov			

I29—Jared Scott, Cascade, Idaho

- I29-1: Additional WMAs beyond those included in the Preferred Alternative are not planned for this RMP.
- I29-2: Another marina is not planned beyond those listed in the Preferred Alternative.

I29-1

I29-2

Lake Cascade Resource Management Plan Draft Environmental Assessment

Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade

Name (required) Ben Wellington
Address (required) P.O. Box 713 Cascade, Idaho 83611

Please write your comments below: To Whom It May Concern:

Regarding a Marina at the south end of Lake Cascade. It is my opinion that the BEST location for a Marina is at the Van Wyck Extension.
1). Close to HiWay 55 2). Power, City of Cascade water, sewer, police, hospital, easy in and out with 2 roads, Old State Hiway and Dam Road. 3). Economic benefit to the City of Cascade.

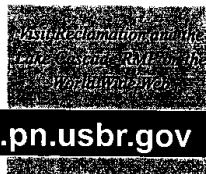
I30-1

Regarding the breakwater: I have lived in Cascade for 21+ years and have witnessed the fury of a storm from the West. Therefore the breakwater needs to be built out of rock, from the Crown Point Quarry. At high water mark, the rock is loaded onto a belly-dump barge via a conveyor system at Crown Point and then delivered and dumped in a line with the proposed breakwater. This method would be inexpensive, permanent and feasible. When the water is low in the fall, the cap of the breakwater (top) could be hauled in dumptrucks and placed on top of what was dumped via the barge in the spring. This rock breakwater will serve as ideal fish habitat, Marina protection and a place to fish from.

I30-2

Please consider these ideas in your future plans.

Sincerely,



www.pn.usbr.gov

I30—Ben Wellington, Cascade, Idaho

I30-1: Thank you for your comment.

I30-2: A breakwater would be constructed along with the marina when Reclamation funds are available, when a managing partner is identified, and when cost-share conditions are met.

**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade

Name (required) Jonne Hower Lowery
Address (required) 1616 Sunrise Blvd
Boise ID 83706
Please write your comments below:

Thank you for participating in the review process for the Lake Cascade Draft Environmental Assessment (EA) and Resource Management Plan (RMP) Update.

Reclamation invites you to use this form to provide review comments on the recently released Draft EA for the Lake Cascade RMP. Specifically, Reclamation is very interested in your thoughts and recommendations on the various alternatives presented for the future management of Lake Cascade.

When providing your comments, please be as specific as possible, and please write clearly so we can understand your concerns.

Comments submitted at tonight's meeting will become part of the official hearing record.

You may also provide comments to be included in the final EA during the 60-day review period which ends February 22, 2001. This form is designed as a self-mailer if you wish to use it to submit comments by mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.



Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.

Visit Reclamation and the Lake Cascade RMP on the World Wide Web.

www.pn.usbr.gov

over

In general I support the Preferred Alternative.

However, I do not support development of such a large marina. I am concerned about infrastructure (road access and water quality). I would support a smaller marina - 100 slips - w/ an opportunity for expansion if demand warranted.

I31-1

I support rehabilitation of day use areas on the east side of the lake.

I am quite concerned about snowmobile use in C/OS - Can C/OS within city limits be closed to snowmobiles?

I31-2

I am concerned about reckless snowmobile driving on frozen Lake Cascade. Who determines what are the regulations? My understanding is that most snowmobiles are not "street-worthy" under Idaho state law.

I31-3

I support all C/OS designation to be continued

I support development of non-motorized trail development on the east side

I31—Jonne Hower Lowery, Boise, Idaho

I31-1: Please see response to comment I29-2.

I31-2: It was determined that closure of C/OS lands to snowmobiles was not necessary as a management action in the RMP.

I31-3: Snowmobiles are allowed on the reservoir. Enforcement is done by the Valley County Sheriff's Department. However, there are no speed limits for snowmobiles.

Additional Comments:

I believe that much of the "informal camping" along the eastside - should ~~be~~ not be allowed - these sites need to be rehabilitated

I31-4

I support keeping the road across the dam open at least to foot & bicycle traffic - otherwise access is severely restricted from the south to Crown Point (C&N RR bike path)

I31-5

~~Can be removed~~

I do not support opening Cascade airstrip.

I31-6

Some management ~~need~~ of snowmobiles & non-motorized rec (skiers & snow-troopers) is needed on railroad grade. Can there be a speed limit?

I31-7

I support railroad bike path remaining closed to motorized vehicles

Place stamp here

- I31-4:** Boat-in camping occurs at this site and would be formalized by completing the Crown Point Extension.
- I31-5:** The Crown Point extension will be confined to non-motorized uses.
- I31-6:** An option for re-opening the airstrip has been added to the Preferred Alternative, providing certain conditions are met. Part of these conditions include monitoring for noise disturbance to bald eagles. This is described in Section 2.3.2 of the Final EA.
- I31-7:** Snowmobiles will be allowed on the non-motorized trail for the Crown Point extension. Please see response I7-1 and I8-2.

U.S. Bureau of Reclamation
PN Regional Office PN-3902
Attn: Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise, ID 83706-1234

**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

**Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade**

Name (required) David Barton
Address (required) Box 186 Donnelly, Id.

Please write your comments below: In general favor preferred alternative

Thank you for participating in the review process for the Lake Cascade Resource Management Plan. Your comments are very important and will be used to help us make the best possible decisions for the future management of Lake Cascade.

Reclamation invites you to use this form to provide written comments on the recently released Draft Environmental Assessment for the Lake Cascade Resource Management Plan (RMP) Update. Your comments are very important and will be used to help us make the best possible decisions for the future management of Lake Cascade.

When providing your comments, please be as specific as possible, and please write clearly so we can understand your concerns.

Comments submitted at tonight's meeting will become part of the official hearing record.

You may also provide comments to be included in the final RMP within the 60-day review period which ends February 22, 2001. This form is designed as a self-mailer if you wish to mail in and not comments via mail.

You can request that we withhold your name and/or address by stating this prominently at the beginning of your written comments. However, we will make all submissions from organizations or businesses, and from representatives or officials of organizations or businesses, available for public disclosure in their entirety.

Reclamation appreciates your interest and participation in the future management and use of Lake Cascade.



Visit Reclamation and the Lake Cascade RMP on the World Wide Web

www.pn.usbr.gov

I32—David Barton, Donnelly, Idaho

I32-1: Private ramps are those constructed for use by a subdivision or group of people and not located at, within, or adjacent to a public recreation site or public facility. The RMP proposes a permit for these ramps to continue to be used. Refer to response to comment I23-11.

I32-2: Encroachments are any and all structures and improvements, including landscaping, that encroach onto federal lands. All encroachments that do not serve a public purpose will be removed. Properly constructed and functioning retaining walls that prevent erosion as well as deep-rooted vegetation that prevent erosion would be deemed in the public interest and would not be removed.

Ref: P 2-14 re: existing private boat ramps
Please define private access vs public access. Please define permit process + physical construction requirements.

I32-1

Ref: P 3-96 Please define encroachments + limitations + treatment of such if existed before 1985. Can there be a definition of no closer than 100 ft from High water line + permitted beyond that. Especially pertinent if property owners have gone to the expense of installation of retaining walls etc to protect from erosion + assist in H₂O quality.

I32-2

✓ LND-800-
Bar

**Lake Cascade Resource Management Plan
Draft Environmental Assessment**

1-98

17684

**Lake Cascade RMP Public Hearing
January 31, 2001 - Boise
February 1, 2001 - Cascade**

Name (required) JERRY Robinson
Address (required) 321 Finn Church Lane
McCall Idaho 83638

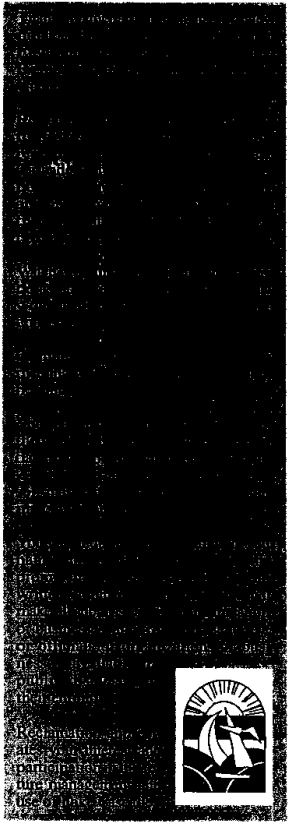
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CBS 2/14/01

Please write your comments below:

- 1) The preferred alternative should be modified to allow private docks on lots adjoining Reclamation ground within 200 ft of the lake.
- 2) Easier access should be available to everyone to the lake.
- 3) The old State Airport (Greens Airport) should be reestablished.

I33-1
I33-2
I33-3

Thank you



www.pn.usbr.gov

I33—Jerry Robinson, McCall, Idaho

- I33-1:** No new private docks will be permitted, according to national Reclamation policy. However, community docks will continue to be allowed where they replace individual docks.
- I33-2:** Access to the lake is provided in many forms and will be increased for different recreational experiences.
- I33-3:** An option for re-opening the airstrip has been added to the Preferred Alternative, providing certain conditions are met. Part of these conditions include monitoring for noise disturbance to bald eagles. This is described in Section 2.3.2 of the Final EA.

From: <IUSR_IBR1PNRW@ibr1pnrw.pn.usbr.gov>
To: <Public_Comment@pn.usbr.gov>
Date: Mon, Feb 19, 2001 4:36 PM
Subject: Cascade Public Comment Form

T1: TERRY
T2: KATHLEEN
T3:
T4: PO BOX 44450
T5: BOISE
T6: ID
T7: 83711
T8: 208-939-2148
B1: Mail Comments

S1:

As a homeowner in Arrowhead Point Subdivision, I would like to express my opposition to the opening of the airstrip down the road from us for the following reasons:

1. I believe it is too close to a residential area.
2. It will disturb the habitat for the wildlife in the area. Ospreys, Eagles, and Pelicans all nest here.
3. Noise pollution will diminish the enjoyment of the recreation area.
4. Our community well water is at risk of contamination as well as the quality of the lake water. Fuel storage would jeopardize ground water.
5. There are other options for locating an airstrip east of Highway 55.

Thanks for this opportunity to respond,
Kathleen Terry

I34-1

I34—Kathleen Terry, Boise, Idaho

I34-1: An option for re-opening the airstrip has been added to the Preferred Alternative, providing certain conditions are met. Part of these conditions include monitoring for noise disturbance to bald eagles. This is described in Section 2.3.2 of the Final EA. Fuel would not be available at the airstrip if it is opened.

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BUREAU OF RECLAMATION OFFICIAL FILE COPY Kirk C. Odencrantz 1104 W. Stafford Dr. Eagle, ID 83614 FEB 21 '01			ACTOR MUSE
TO	INIT	DATE	
BY	CBS	2/21/01	
FILE			

16 February 2001

U.S. Bureau of Reclamation
PN Regional Office PN-3902
Attn: Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise, ID 83706-1234

Dear Ms. Stone,

Please include my comments regarding the Lake Cascade Resource Management Plan Draft Environmental Assessment.

When I attended the meeting for the Lake Cascade RMP in Boise, I did not feel the other side of the airport issue was presented. I would like to indicate that I am a licensed pilot, to add background to my comments.

An airport with a landing pattern over the lake is disruptive to animals and humans. The area is already served by two very nice airports. The lake currently has wonderful access for everyone. Opening the airport will not improve access. This airport would be for a few pilots who will then have a "private" campsite. The cost will be placed on the balance of the users of the lake (and to wildlife) with increased noise levels within the valley and especially over the lake.

I35-1

When a plane flies in the valley the sound is heard for miles, unlike for cars where the sound is quickly muffled by vegetation. Take-offs are very noisy, as the planes use full power to become airborne and to climb.

I35-2

I do fully agree with most of the speakers at the Boise meeting that backcountry airports are an important asset to provide access. And I do agree that emergency airports are also valuable. But, I disagree that opening the airport will be beneficial by improving access. Lake Cascade is very well served with better and quieter forms of access.

I urge you to approve the Lake Cascade RMP without adding support to open the airstrip.

Sincerely,


Kirk C. Odencrantz

I35—Kirk C. Odencrantz, Eagle, Idaho

I35-1: Please see response to comment I34-1. The impacts will be monitored as part of the conditions for re-opening the airstrip.

I35-2: Please see response I27-2.

*From:

To: Carolyn Burpee Stone

Date: 3/16/01 Time: 1:08:40 PM

Page 2 of 4

March 16, 2001

PLEASE WITHHOLD MY NAME AND ADDRESS (SO STATED PER REQUEST FOR COMMENTS)

U.S. Bureau of Reclamation

PN Regional Office

Attn: Carolyn Burpee Stone

1150 North Curtis, Suite 100

Boise, ID 83706-1234

VIA FAX: 208-378-5305

RE: DRAFT EA of CASCADE LAKE, ID

Preferred Alternative Modification Allowing Re-opening of State Airstrip

The Bureau:

As a property holder located approximately 1.5-2 miles from the above reference airport Property. Further, my property is in an approximate direct alignment with the axis of the runway alignment.

I oppose the re-opening of the airstrip for the following reasons which I do not believe has been addressed in the Draft EA and therefore, available for public comment and consideration.

1. NOISE.

Aircraft noise requirements are established based on buffer zones from their operation. No such buffer zone has been established around this airstrip and I do not believe the BOR has that authority. If established it would be a "take" of personal property rights subject to compensation as would a decision not to establish such a zone to maintain the current level of impact.

Further, those noise levels do not conform to the established standards of the Valley County Planning and Zoning Ordinance, which has established requirements for such impacts to adjacent properties.

The airstrip is also within 1 mile of the established City of Donnelly Impact Area and should also be considered.

2. FLIGHT PATH

I do not believe that there is proposed any restriction on the direction of take-off and landings. Considering the location of my property I am concerned about the noise impacts as well as risk of an over flight accident. on approach and take-off from the north.

I36—Name and Address Withheld

I36-1: See Response I27-2. Details concerning impacts and operating conditions would be addressed under a future NEPA analysis if initial monitoring shows no potential for impacts on bald eagles. Issues such as noise would be addressed at that time.

I36-1

I36-2

* From:

To: Carolyn Burpee Stone

Date: 3/16/01 Time: 1:08:40 PM

Page 3 of 4

U.S. Bureau of Reclamation
March 16, 2001
Page 2

Even upon approach from the south, over flights due to inability to land or errors places residences in such proximity at risk.

Again, buffer zones, which normally accompany such an airport development, do not exist and I do not believe the BOR has that authority. If established it would be a "take" of personal property rights subject to compensation as would a decision not to establish such a zone to maintain the current level of impact.

Even in the event of takeoff to the south, the noise from airplane engines are directed to the north exasperating the intrusion, as would the low level over flights as discussed above.

3. Sewer

While the requirement to "hook-up" to the Donnelly city sewer system is admirable as addressing the reservoir water quality issues the system that they would be connecting to is not the Donnelly city collection system. It is in place through the Northlake Recreational Sewer and Water District, and LID that was established and paid for by those within the district.

Connection to the system would have to be accomplished within the regulations of the district with an appropriate reduction in the burden to each original member of the district, assuming there is available capacity. Without such approval and adjustment such an inclusion would not be fair and equitable subject to appropriate action by any original member. No discussion as to these issues has been presented.

Similarly, there is approval for a central water system LID to be installed this summer. Any connection to that system will be subject to similar issues as discussed for the sewer.

Connection to these systems, assuming the above can be satisfactory addressed, will require approximately 1-1.5 miles to the north and cross private land. No indication has been presented as to the willingness of such landowners to allow such a right-of-way easement and for what compensation.

4. ACCESS and EMERGENCY SERVICES

Beyond access to the site by airplane, it is unclear what access to the site from land-based vehicles is to be provided. Specific information as to what right-of-way will be utilized, what level of improvements will be provided and by whom, the impact to the connected roads and maintenance should be presented. Access for emergency vehicles and services would depend on these roads.

I36-2: Refer to response I36-1.

I36-3: These issues would be addressed at the time a permit is proposed and during the separate NEPA compliance process.

I36-2
(cont.)

I36-3

From:

To: Carolyn Burpee Stone

Date: 3/16/01 Time: 1:08:40 PM

Page 4 of 4

U.S. Bureau of Reclamation
March 16, 2001
Page 3

I36-4: Please see response I36-3.

Either Valley County, based in Cascade or the Donnelly Rural Fire Protection Association, will provide emergency access for EMT and fire protection. The boundary for these jurisdictions is approximately at this location but not determined in the proposal. Their capability and response times should be discussed particularly as it impacts adjacent landowners.

5. NEED

Although I appreciate the desire of motivated persons of the special interest group, which desire to utilize this old airstrip as an extension of their recreation of flying, to allow them that right would impact others established in the area. The need has not been demonstrated beyond a desire for an additional recreational opportunity.

Previous use, as a potential argument, occurred at a time when there were few uses beyond ranching in the area. Times have changed during the period the airstrip use was not allowed. Single-family development and airstrips are conflicting uses.

There are existing alternative opportunities to access the recreational activities of the area. Airports are located at McCall and Cascade as well as an airstrip at the City of Donnelly, which similarly provides direct access to the reservoir and established facilities at the City of Donnelly boat ramp and recreation area located directly across the road are already provided.

The road is paved, sewer and water issues are addressed and the end of the airstrip is less than one half mile from the Donnelly Rural Fire Protection Association EMT and fire facilities.

The need to reopen this proposed old airstrip has not been established and no aircraft alternatives presented for public opinion.

In conclusion, it is my position and comment that inasmuch as the above issues have not been adequately addressed or presented for public comment, and; the need has not been adequately demonstrated and the impacts and alternatives discussed; nor has a mitigation plan been developed to a level to address the issues; there is not sufficient basis to revise the Preferred Alternative as proposed.

Please keep me advised, directly, as to your decision.

Very truly yours,

I36-4

From: "bev pressman" <pressman@rmci.net>
To: <pninfo@pn.usbr.gov>
Date: 3/15/01 7:34AM
Subject: Attn: Carolyn Burpee Stone; Draft Environmental Assessment-Lake Cascade

March 15,2001

U. S. Bureau of Reclamation
PN Regional Office
Attn: Carolyn Burpee Stone
1150 North Curtis, Suite 100
Boise, ID 83706-1234

Dear Bureau of Reclamation:

I am opposed to allowing the airstrip to be re-opened and developed at Lake Cascade in the Day Star area. My reasons are as follows:

1. In addition to the bald eagles, the airstrip in question is adjacent to an area at the end of the old state highway that has been a nesting ground for a variety of birds in our area. This area has been designated a protected area and closed to disruptive motor traffic for years. Those of us living in this area pride ourselves in the number of birds we have been able to preserve as a result of these efforts. The proposed air traffic activity would be in direct conflict with these preservation efforts.
2. There are already two well established airstrips within 12-15 miles at Cascade and McCall. There is also an airstrip currently at Donnelly, approximately 8 miles from the additional proposed site. This is unnecessary duplication.
3. When I participate in "fly-in" opportunities, it means you fly directly to the destination. All of the current airstrips provide much better access to public camping, boating, and picnicking. The proposed airstrip, however, is surrounded by private lands and homes, with the nearest public camping 8-12 miles away.
4. This is being proposed at a time when we are attempting to preserve our environmental quality. At a time when the number of docks and boat ramps are being limited, we are considering duplicating and expanding unnecessarily? It does not make sense.

Sincerely,

Beverly Pressman

I37—Beverly Pressman, Address Withheld

I37-1: Your letter refers to the proposed airstrip in the Day Star area. While some of the comments might still apply, this is an airstrip proposed on private property and not the same airstrip referred to in the RMP.

I37-1

From: <IUSR_IBR1PNRW@ibr1pnrw.pn.usbr.gov>
To: <Public_Comment@pn.usbr.gov>
Date: Fri, Mar 16, 2001 11:09 AM
Subject: Cascade Public Comment Form

.....
T1: Julian
T2: Ronn
T3: n/a
T4: Box 851
T5: Cascade
T6: Id.
T7: 83611
T8: (208) 382-4379
B1: Mail Comments

S1:

The proposal to open the State airstrip on the west side of Lake Cascade should give serious consideration to the safety of all aircraft concerned. There is a definite flight pattern of north/south bound aircraft to make low elevation paths in the vicinity of the strip. In addition, Life Flight often uses this same route when conducting missions to the north from Boise. Landings and take-offs could increase the possibility of a mid-air collisions. In addition, it would seem the airstrip would offer some utility to a very few individuals. Compromising safety for other air travelers should not be a concession if it is a factor.

I
138-1
I

I38— Ronn Julian, Cascade, Idaho

I38-1: Safety, along with other issues, would be addressed under a separate future NEPA analysis.

U. S BUREAU OF RECLAMATION
1150 N CURTIS RD, SUITE 100
BOISE ID 83706-1234
ATTN: CAROLYN BURPEE STONE

LND-8.00 -
Boj
Cascade RMP

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07 FEBRUARY 2001

1-1070

17684

3902 CBS 2/12/01

SUBJECT: Draft EIS, Lake Cascade Resource Management Plan (December 2000)

The USBOR draft plan preferred alternative did not include a recreational airport that is in the 1991 Cascade Reservoir RMP, but USBOR eliminated the airport without any aviation input. This procedural violation must be corrected, and the draft plan final decision must be delayed until such corrective action is complete.

Supporting this statement are facts relating to the state airfield issue:

- Airfield reactivation was initiated by the Idaho aeronautics agency;
- Airfield reactivation was supported by the Idaho aeronautics agency and USBOR;
- There was and still exists strong aviation support for airfield reactivation;
- The aviation public and aeronautics agency weren't adequately advised of the proposed actions; and
- More time is needed for input from the aviation public on the airfield issue.

I39-1

BACKGROUND--I was directly involved with the actions which got the old state airfield in the current management plan. As director of the Idaho Bureau of Aeronautics from 1988 to 1992, I initiated action in April 1988 to get the airport reopened, consulting with U. S. Bureau of Reclamation's (USBOR) regional office staff and later on with the consultant contracted to conduct the public process for the management plan revision. I worked extensively with Jim Brooks, now retired, of the Boise office. The late Boyd Miller of McCall served on one of several citizens' committees that identified issues and formulated alternatives. During that process, there was overwhelming aviation response to the recreational airfield reactivation option. This resulted in the airfield project being included among other recreational projects as part of the preferred alternative, which was adopted in the USBOR record of decision for the 1991 RMP.

AGENCIES SUPPORTED AIRFIELD—Both the USBOR and Bureau of Aeronautics became active in trying to get the airfield project completed. Despite the agencies' inability to consummate an agreement with Vaughn Jasper, the airfield site easement holder, the popularity of the project has not waned. Although I left the Bureau of Aeronautics in June, 1992, I continued my personal involvement in the issue as an officer and member in the Idaho Aviation Association (IAA), as member and president of the Idaho Aviation Hall of Fame, as a member of Ada County Aerial Sheriff Reserve, and as part owner of Big Creek Lodge, a backcountry lodge catering to fly-in guests. In these organizations, I have stayed in touch with aviators and know the issues. Recently I served on a task force of the IAA assigned to work with the easement owner Vaughn

I39—William Miller, Cascade, Idaho

I39-1: Re-opening the airstrip will be addressed in the future following bald eagle monitoring and through a separate NEPA process.

Jasper, USBOR Regional Director John Keyes (now retired), Jim Budolfson of USBOR staff, and the Idaho Division of Aeronautics in an effort to reach agreement on site-related issues, and get the airfield reactivation project completed. From my continuing involvement in the issue, I know the aviation community's interest and support for the Cascade Reservoir airfield has not waned, and today remains as strong as ever.

In October 1993, the Idaho Division of Aeronautics, anticipating successful negotiations with Mr. Jasper, conducted a preliminary work session on the airfield site using their own airport maintenance staff and volunteers from aviation groups.

SUPPORT BY AVIATION PUBLIC—The Cascade Reservoir airfield has remained a high priority project with the Idaho Division of Aeronautics, aviators, and leaders of aviation organizations. Some very graphic evidence of the strong support for recreational-access airport issues is the IAA-promoted act passed by Congress in October 2000, HR 4578 The Backcountry Landing Strip Access Act. Also, the IAA and other aviation supporters in 1999 helped establish an endowment program—the Idaho Aviation Foundation—to provide grants to improve safety and operations at backcountry and recreational airports. Although these two actions do not deal directly with the Cascade Reservoir issue, their existence illustrates the current level of aviation community support for preserving and enhancing recreational and backcountry airfields in Idaho.

AERONAUTICS AGENCY NOT CONSULTED AND AVIATION PUBLIC NOT PROPERLY ADVISED-- The Idaho Division of Aeronautics was not advised, and hence was not involved in the recent management plan actions. Aeronautics has a direct stake in the alternatives and outcomes of the plan. Aeronautics has been directly involved in the issue since early 1988. The USBOR should not have abandoned the airfield reactivation without consultation with or involvement by the state agency for aeronautics. Further, the aviation public was not advised that the airfield project might be abandoned. I received notice of USBOR's proposed action indirectly from an emergency mailing sent by the IAA on January 24. For whatever reasons, the aviation community was not sufficiently notified in time to participate in the discussion and selection of proposed alternatives. No representative of aviation was made aware the airfield option could be abandoned under a revised management plan.

MORE TIME IS NEEDED FOR AVIATION INPUT--The USBOR's procedural deficiency must be addressed. The Administrative Procedures Act requires that public decisions must involve those being affected by the decisions.



WILLIAM C. MILLER
5625 W. Beachfront Lane
Boise, Idaho 83703
(208) 853-8585 email "wildbil@micron.net"

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Michael Anderson
 P.O. Box 2550
 McCall, ID 83638
 208 634 8459
 anderson@ctcweb.net

1-12-03
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		February 15, 2001	
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LNO 82
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I40—Michael Anderson, McCall, Idaho

I40-1: Please see response to comment O5-1, letter from Kathleen Miller, Idaho Aviation Association.

U.S. Bureau of Reclamation
 PN Regional Office PN-3902
 1150 North Curtis Road, Suite 100
 Boise, ID 83706-1234
 Attention: Ms. Carolyn Burpee Stone

Reference: Cascade Reservoir Airstrip, Lake Cascade Resource Management Plan

Dear Ms. Stone

This letter is in support of recreational aviation use of the Cascade Reservoir Airstrip.

Previous Activities

John Keys, formerly of the Bureau of Reclamation, spent considerable time negotiating with the present holder of the Agricultural Easement on the airstrip and surrounding property in hopes of trading some B.O.R. land for abandonment of the easement so that the airstrip could be reopened. Bart Welsh and Bill Miller, both former Division of Aeronautics Administrators, have been active participants in this process. The three of us (Welsh, Miller, and myself) have met with Vaughn Jasper, the holder of the easement, and with John Keys on several occasions in efforts to facilitate the resolution of this trade. Don Miller, a Director of the Idaho Aviation Foundation is currently negotiating with Vaughn Jasper for a sale of his property and easement to a third party who will participate with the B.O.R. in enabling the reopening of the airstrip. There have been numerous other people involved in this process over the last ten years from the Idaho Aviation Association, the Idaho Aviation Foundation, and the B.O.R. It is inappropriate to assume that there is no current interest in this issue.

I40-1

Current Need

Boyd Miller, former president of both the Idaho Aviation Association and the Idaho Aviation Foundation, had a vision to develop recreational airstrips outside of the Wilderness areas to relieve heavy recreational use of the Idaho Backcountry. With growing awareness of the benefits of recreational flying in Central Idaho, pilots from virtually every state and many foreign countries visit numerous times each year. The attractions are convenient camping, fishing, and hiking, along with ready access by air. The State of Idaho already operates a number of airstrips for recreational use through the Division of Aeronautics, as does the U.S. Forest Service. Unfortunately, some of the destinations suffer heavy use making it necessary to offer safe and attractive alternatives.

I40-2: Please see response to comment O5-1, letter from Kathleen Miller, Idaho Aviation Association.

Johnson Creek Airstrip about 40 miles east of Lake Cascade offers camping, hiking, and fishing, and is one of the most popular destinations in the region. The Cascade Reservoir Airstrip offers similar amenities in that it has clear approach and departure paths, is relatively isolated, has camping potential, and proximity to a sandy beach on the lake. Utilizing this existing asset is more cost effective than developing an alternate site.

Management Responsibility

Cascade Reservoir was created to enhance agricultural activities downstream by providing a regulated source of irrigation water. In the ensuing years, recreational use of the reservoir has gained importance as evidenced by, the number of recreational residences on the lakeshore, the change in name to Lake Cascade, and proposed resort development nearby. There have been significant efforts by the Division of Environmental Quality to reduce phosphor loading in Lake Cascade to enhance its recreational and aesthetic qualities. Virtual collapse of the timber and extractive industries has left Valley County with little other than recreation as a basis for the local economy. This leads to a responsibility by the B.O.R. to give serious consideration to recreation in planning its management strategy.

Stewardship and Care

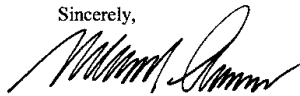
It is proposed that the Division of Aeronautics assume overall responsibility for the maintenance of this airstrip, either as ultimate owners of the property or through a long-term lease agreement with the B.O.R. The Idaho Aviation Association has offered to participate in maintenance by providing volunteer labor, contributions, and periodic inspections by its members. The Idaho Aviation Foundation has resources available to contribute to capital improvements, and is committed to the future of this facility.

I40-2

Summary

I urge you to include recreational aviation use in the Lake Cascade Resource Management Plan. Existing recreational airstrips are a scarce and precious commodity and the aviation community cannot afford to lose this one. There is a desperate need for additional landing areas to relieve the existing backcountry airstrips that are heavily used. Volunteers and the Division of Aeronautics stand ready to assume responsibility for making this valuable facility available once again for public use.

Sincerely,



Michael Anderson

1-1205
17684
Richard Thompson P.O. Box 821 Council, ID 83612-0821
208 - 253 - 4299 eMail: ahahorse@ctcweb.net

AND-8.00 - 601
Cascade RMP

BUREAU OF RECLAMATION OFFICIAL FILE COPY		ACTION DATE BY
FEB 16 '01		
TO	LINE	DATE
	3902	

February 15, 2001

OFFICIAL FILE COPY

U.S. Bureau of Reclamation
PN Regional Office PN 3902
ATTN: Carolyn Burpee Stone
1150 North Curtis Road, Suite 100
Boise, Idaho 83706 - 1234

Dear Ms. Burpee Stone:

Subject: Draft Environmental Assessment, Lake Cascade Resource Management Plan

I have just finished an on-line review of the subject draft EA. Thank you for making it available in that form. I have some comments and suggestions that I would like you and the team to consider. I am a private pilot based in Council.

In the Purpose and Need section, I understand that the current Resource Management Plan is effective through 2001 and this analysis is needed to continue planned management. However, what existing or potential resource conditions were to be addressed with this analysis? This, I think, would help define some of the issues.

I 141-1

In terms of issue development, I believe that the former State airstrip near Arrowhead Point should have been included because of the substantial input you received from the State and interested aviators. I notice that State Aeronautics or a representative was not included in the Ad Hoc Working Group (AHWG) but had been included in previous planning activities. From the State's testimony at the hearing on January 31, I would have thought that you would at least include them in the process and summarize those comments. The AHWG meeting summaries contain little discussion about the strip except that the Preferred Alternative was selected to address this.

For alternative development, there should be clear linkages between issues and opportunities and alternatives developed to address those issues and alternatives. I have a hard time seeing those linkages in the document. In terms of an issue, was there a reason identified to not reopen the airstrip? From testimony during scoping, there was a reason to reopen it. I understand that difficult negotiations are involved, that those negotiations have been ongoing for some time, and that the State, Idaho Aviation Association, and the Leaseholder are committed to concluding those negotiations to reopen the strip.

I 141-2

I41—Richard Thompson, Council, Idaho

- I41-1:** The resources within the scope of the RMP update are listed and explained in Section 1.8, *Summary of Issues*.
- I41-2:** Please see response to comment O6-1, letter from Ray Costello, Aircraft Owners and Pilots Association. Re-opening of the airstrip is now part of the Preferred Alternative.

Page 2
February 15, 2001
Carolyn Burpee Stone
Draft EA, Lake Cascade RMP

In table 2.3.1 and on page 2-53, the document states that the State Airstrip would not reopen. Yet, I can find no documented rationale or resource conflict evaluation presented for that decision. It would be difficult to support such a decision without a clear evaluation especially with State interests involved.

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I41-3
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I understand that Reclamation feels there is little interest in reopening the State strip. I assure you that is not the case. This should have been evident from input received during scoping.

I request that you and the team consider modifying the Preferred Alternative, taking the best of the resource enhancement features from the present Preferred Alternative and including the State airstrip reopening feature from the No Action Alternative to formulate a Modified Preferred Alternative.

I commend your inclusion of float plane use on the reservoir and its limitation to the open water areas. I also like the non-motorized designation for the upper end of the lake. A friend of mine and I paddled a canoe from the "Governor's Bridge" to Rainbow Point some years ago. Not having to cope with high speed boats and large wakes in those confined areas will enhance the experience.

Please contact me if I can provide more information or answer questions.

Thank you for your consideration.

Sincerely,



Dick Thompson

I41-3: Please see response to comment O6-1, letter from Ray Costello, Aircraft Owners and Pilots Association; and response to comment O5-1, letter from Kathleen Miller, Idaho Aviation Association.

ADDRESS TO BUREAU OF RECLAMATION

Re: DRAFT EA, CASCADE RESERVOIR AIRSTRIP, JAN. 31, 2001

I42—Bart Welsh, Boise, Idaho

Ladies & Gentlemen:

Thank you for this opportunity to provide input on a most critical subject, the Cascade Reservoir Airstrip. It is only through this type of planning, with input from all the various publics, that a truly workable plan can be developed.

My name is Bart Welsh and I have been flying and teaching flying in Idaho for the past 20 years. Our State is unique among other states in the number of aircraft pilots and airstrips. We also have a history of protecting the airports of Idaho. As the former Administrator of Aeronautics for the State of Idaho, much of my time was spent preserving and protecting the State's airports and pilots' ability to use them.

For all practical purposes, airports today are irreplaceable. Because of the costs involved, the environmental considerations, the local permit requirements, and the pressure from developers, there are no new airports being built. In fact, nationally, airports are being closed at the rate of about one per week. All airports are therefore "irreplaceable State and National treasures".

Today, Idaho has some 50 backcountry airstrips. These are used not only for recreational purposes, but are the only realistic way to get food, supplies, mail and all other materials into backcountry ranches, mines and homesites. In fact, there are some 50 air taxi operators

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supplying materials and transporting people to areas where air is the only practical way to travel. The importance of maintaining these airstrips was recognized years ago when the “Frank Church River of No Return Wilderness” was designated as a wilderness area. The Act carries specific language stating that “no airport or landing strip can be permanently closed without the specific approval of the State Division of Aeronautics”. There has also been recent legislation passed carrying this same provision applicable to all Federal and State agencies.

Our neighboring State of Montana, some 20 years ago, also had a highly developed network of backcountry airstrips available to the public. Over the years, primarily through the efforts of Federal Governmental agencies and lack of local pilots’ ability to fight the U.S. Government, Montana now has only four airstrips open. Each of these is highly limited as to the amount of access the public can have of their own airstrips. We in Idaho must be vigilant in our protection of every single airstrip.

Now, you are in the process of developing a revised Master Plan for the Cascade Reservoir area. In the existing Master Plan, the Cascade Reservoir Airstrip is not only included but is an integral part of the entire reservoir recreational opportunity. We in the aviation community are most concerned over the deletion of this valuable airstrip in the preliminary planning for the new Master Plan. In addition, not only was this airstrip included in the former Master Plan, but was also the subject of an extensive environmental impact study a few years ago and found to be completely compatible with the long term usage of the area.

I42-1

I42-1: Please see response to comment O6-1, letter from Ray Costello, Aircraft Owners and Pilots Association; and response to comment O5-1, letter from Kathleen Miller, Idaho Aviation Association. We know of no extensive environmental impact studies pertaining to the State Airstrip showing it to be compatible. The 1991 RMP identified the need for further study prior to re-opening the airstrip.

The Cascade Reservoir airstrip was open for many years through a cooperative effort between the leaseholder, the Idaho Aeronautics Dept. (then called the Aeronautics Bureau), and local pilots. Some time ago, the leaseholder decided to limit the usage of the airstrip to specifically approved pilots. Since that time, there has been a high degree of interest in reopening the airstrip to the public.

Four years ago, in my role as Administrator of Aeronautics for the State of Idaho, negotiations with the leaseholder were reinitiated to reopen the airstrip. Meetings were held with Mr. Vaughn Jasper, representatives of the Bureau of Reclamation, and members of the Idaho Aviation Association. Although negotiations were difficult, there was never any question that all parties were working toward the same end. That is, to preserve this valuable and important airstrip as part of the available airports in Idaho. There have even been two occasions when there were signed contracts and we all felt we had a deal.

At the present time, agreements are in place with the Idaho Transportation Department, the Idaho Aeronautics Advisory Board and the Idaho Aviation Association. These agreements include a plan to create camping sites, a plan for the operation of the airstrip, including all maintenance and sanitary facilities, and a budget for the airstrip. There is also an agreement in place with the Idaho Aviation Association for the ongoing maintenance, including mowing, fence repairs, and other necessary maintenance. In short, both the Idaho State Government and the local flying community are standing by and working to put this airstrip back into the State's network of airports.

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The question then comes up, with so many people involved in getting this airstrip reopened, including the Bureau of Reclamation, why was it not included in the proposed New Master Plan? There are several possible answers to that question.

One possibility is that it was simply an oversight. Although hard to believe, given the number of people involved over the years, these things do happen. If this is the case, it will simply be a matter of including it now and work can continue toward reopening Cascade Reservoir airstrip to the public.

A second possibility is that there are individuals or agencies that in fact, do not want it to reopen. These may or may not be the same people or agencies that are working to close or discourage all backcountry airstrips in Idaho. There have been obvious unsuccessful attempts in just the last few years, to close or render useless, such strips as Wilson Bar, Cabin Creek, Simons, Dewey Moore, Mile High and Vines.

The third possibility is that negotiations with the leaseholder have been long running and at times difficult. However, there does continue to be a desire on behalf of all parties involved to make a final agreement satisfactory to all sides.

All truly great things take time to come to fulfillment. Here is rarely a prize for speed, only a lasting reward of a job well done for today and for future generations. Let us not be the ones that simply gave up because it seemed that there was no quick solution.

What is critical at this point is that this valuable airstrip continue to be included in the Master Plan as it always has been and to allow the parties involved to continue to work without timeline pressures. By doing this, an “irreplaceable treasure” will not be lost forever.

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I42-2

I42-2: An option for re-opening the airstrip has been added to the Preferred Alternative, providing certain conditions are met. This is described in Section 2.3.2 of the Final EA.

I, the officers and members of the Idaho Aviation Association, and the entire Idaho aviation community, stand by to assist wherever needed. In the past, I have served as a negotiator in this project and stand ready again to serve in that capacity, if needed.

It is crucial that we not shrink from our responsibility. The Cascade Reservoir airstrip must be included in the revised Master Plan as it always has been. When included, we will be able to continue our work to reopen this airstrip. If not included, we are saying to all future generations that we simply were not willing to do what was necessary and right to preserve one of Idaho's “irreplaceable State and National treasures”.

Thank you for your time and consideration and I will be happy to respond to any questions.

Bart Welsh (retired)
Administrator of Aeronautics
State of Idaho

208/367-9328
157 Mores Creek Rim Rd.
Boise, ID 83716

March 20, 2001

U.S. Bureau of Reclamation
PN Regional Office
Attn: Ms. Carolyn Burpee Stone
1150 North Curtis, Suite 100
Boise, Idaho 83706-1234

RE: COMMENT: Cascade Draft RMP EA, December 2000 as
Modified by CASCADE NEWSBRIEF, March 2001

I respectfully submit the following comments for your consideration. While the BOR has agreed to modify the draft RMP "preferred alternatives", much has been lost in the process. Instead of restoring the language in the current RMP to the new "preferred alternatives", only a "consideration" is to be included. The re-opening of the airstrip with prior conditions would suffice and was strongly recommended by proponents during the recent public hearings. Now, new and substantially different conditions have been imposed, not heretofore mentioned. These new conditions are not only onerous and illogical, they seem to be arbitrary and capricious.

It is my strong recommendation that the Comment Period be extended past the current deadline of March 28th (which is a time period of approximately 2 ½ weeks). The comment period should be extended at least 60 days, if not the usual 90 days. No one, especially BOR, can benefit from this short comment period. After all, aren't we all looking for the best solution to managing this beautiful resource?

My reasons for the PROTEST and REQUEST FOR EXTENSION are numerous and substantial, as you will see in the following. In addition, I have attached "notes" from meetings held 3/5/01 and 3/12/01 with Mr. Budolfson and other BOR representatives, for your convenience. (Ms. Kennett, Field Representative for U.S. Congressman Otter, related to me, her conversation with you on 3/19/01. The conversation indicated to me that you are not thoroughly informed. Since you are responsible for gathering input concerning the RMP, I thought you would appreciate some background.)

The CASCADE NEWSBRIEF contains many new and substantially different conditions proposed for the revised RMP from the existing RMP. These new conditions are without precedent and are illogical based on prior experience with backcountry airstrips and existing agreements with other Federal and State agencies. I will address these later in this letter.

The process appears to be flawed. Please consider:

- Notification of affected and/or interested parties did not take place from the beginning of the revised RMP project. This included the State of Idaho, Division of Aeronautics; the Idaho Aviation Association, and individual aviators.
- The aviation community became aware only accidentally, during the last few weeks of the public hearing period, and not because BOR and their consultant informed them.
- Those parties who attended the hearings were promised notification of further changes. This has NOT OCCURRED. The most recent CASCADE NEWSBRIEF containing proposed changes, was sent to only select individuals.
- There has been no provision made for public response to the revised RMP as promised. Instead, the NEWSBRIEF is apparently serving as the vehicle announcing how the revised RMP will be corrected to address the airstrip issue.
- The time period for any response to this NEWSBRIEF is approximately 2 ½ weeks, much too little.

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I43—Olivia Welch, Boise, Idaho

I43-1: The comment period was not extended. Reclamation received numerous comments both for and against re-opening the airstrip covering a wide range of issues. Furthermore, potential opening of the airstrip would be fully addressed under a separate future NEPA analysis. This will provide adequate opportunities to provide input to and comment on the pros and cons of re-opening the airstrip.

I43-1

USBOR, Ms. Stone

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March 20, 2001

- Interest in the airstrip has never diminished. The State of Idaho, Division of Aeronautics, has worked closely with BOR to facilitate with negotiations for more than ten years. There are agreements already on file that show the State of Idaho would accept responsibility for the operation and maintenance of this airstrip. (Note: The State of Idaho, Division of Aeronautics, is the State authority having jurisdiction over airports in the state.)
- Moreover, the Idaho Aviation Association (a volunteer organization) and the aviation community, have continued to support the re-opening of the airstrip. This interest has also never waned. In addition, IAA would "adopt" the airstrip to offer maintenance assistance to the State of Idaho.
- For any BOR representative to state that there was no interest in this airstrip, is simply untrue. Those very representatives have been intimately involved in discussions and negotiations over the years.
- In two recent meetings, Mr. Budolfson and BOR have been less than forthright in their depiction of how the revised RMP would be changed. We were told that the airstrip was going to be put into the "preferred alternatives", as we had requested. NOT SO!! The wording in the NEWSBRIEF states they are "considering modifying the preferred alternatives to potentially allow the airstrip to be re-opened for recreational fly-in uses". In addition, they are placing the airstrip into a Wildlife Management Area.

As appearing in the CASCADE NEWSBRIEF, many NEW and previously unmentioned conditions are being imposed. These new conditions are being made in an arbitrary manner, and serve only to BLOCK THE RE-OPENING under any circumstances.

The aviation community has extended every courtesy to Mr. Budolfson and others at BOR. We would like to continue a cooperative working relationship with the agency so that this issue can be resolved to the benefit of all parties. At this time, the imposition of the new conditions, as well as the unwillingness to consider other alternatives, appear to be nothing more than a deliberate attempt to block the re-opening of this airstrip.

During the public hearings held in Boise and in Cascade, discussion with Chuck Blair of Ch2mHill Consultants, Ms. Patti Llewellyn, and others, indicated the airstrip had been removed from the previous RMP because there had been no interest expressed from the aviation community. Another reason given was that the negotiations with the leaseholder had been "difficult" and there appeared no hope of culminating the negotiation. No mention of "Eagles" was made at that time.

Specifically, many of the NEW CONDITIONS are completely arbitrary and should be deleted.

- The airstrip should not be placed into a Wildlife Management Area without some basis for doing so. The airstrip was originally designated a recreational area and should remain recreational.
- The nearest eagle's nest is approximately 1 ½ miles away, across the Goldfork Arm of Cascade Lake.
- If a monitoring study of eagles is deemed necessary, it should be done with aircraft present. Boats and hikers are not being restricted and pose a higher threat to eagles than do aircraft. *(There is much data available to prove that eagles are in no way threatened by aircraft.)*
- The BOR management team should be better informed. It is the State of Idaho, Division of Aeronautics, who has jurisdiction over airports in the State of Idaho. (Not the Idaho Aviation Association, a volunteer organization)
- The Division of Aeronautics currently has lease/license agreements with the US Forest Service and Bureau of Land Management in other parts of the State.

I43-2: If the decision is made to issue a permit to re-open the airstrip, then the RMP would be revised to re-designate the area as a recreation area.

I43-3: Bald eagles were a concern in re-opening the airstrip in 1991 and continue to be so today. It is true that the nearest eagle nest is over 1-1/2 miles from the airstrip, however studies in the late 1980's showed bald eagles using the area near the airstrip for perching and foraging. Monitoring of bald eagles in 2001 will help to determine the extent of current use and if bald eagles would be adversely affected by activities at the airstrip. It is possible that a monitoring with the use of airplanes may be desirable after a provisional opening. All of these activities would involve consultation with FWS and IDFG.

I43-2

I43-3

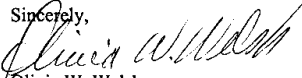
US BOR, Ms. Stone

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- The sub-conditions being imposed on the lease/licensee of the airstrip (State of Idaho, Division of Aeronautics) are also arbitrary. There already exist proven methods for operating airstrips safely and properly.
- The requirement to hook up to the Donnelly sewer system is without merit. The distance is too great, bringing the cost out-of-reach for any agency. The proposal to install vault toilet facilities is completely safe and more cost effective.
- The Idaho Aviation Foundation, a separate entity, is proposing a third party transaction that could solve the stalemate with BOR and the AG leaseholder. The reopening of the airstrip would not occur until the transaction is completed.
- Lines of flight and times for take-off and landing can be pre-set and published. This is a common occurrence where flight rules are imposed.

I reiterate my request that you reconsider the "new conditions" to the RMP as well as extend the comment period. Thank you for your consideration. The aviation community stands ready to assist you in developing appropriate guidelines for the management of this resource.

Sincerely,

Olivia W. Welsh
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Cc: Ms. Patti Llewellyn, USBOR
Mr. Jim Budolfson, USBOR
Honorable Butch Otter, U.S. Congressman
Honorable Mike Simpson, U.S. Congressman
Honorable Larry Craig, U.S. Senator
Honorable Mike Crapo, U.S. Senator
Honorable Dirk Kempthorne, Governor
State of Idaho, Division of Aeronautics
Idaho Aviation Association, Ms. Kathy Miller, President
Idaho Aviation Foundation, Mr. Dave Walker, President
Other interested parties

Attachments (2)