SECTION IV PROPOSED MANAGEMENT ACTIONS AND PROJECTED USE

A. Proposed Management Actions

See Figure 13, Master Plan, Figure 14, Master Plan Base Area Enlargement and Figure 15, Master Plan Upper Enlargement.

- 1. Actions Proposed on Town Lands
 - a. Construct New Alpine Coaster Including Lighting

A new alpine coaster will be constructed along a route that follows the path of the 1932/1980 bobsled track. The proposed alpine coaster will provide the visiting public with the opportunity to experience firsthand the route traveled by 1932 and 1980 Olympians. This experience will embrace the heritage of sliding sports associated with the Olympic Sports Complex.

This is a gravity-driven ride that gives the rider control over the car's speed with its ridercontrolled brake system. The alpine coaster behaves like a roller coaster in that bobsled-like sleds on wheels ride along rails on a raised track made of stainless steel tubing. The track is 26 inches wide and the height of the track varies depending on the terrain. Typical height is 3 feet to 6 feet off the ground.

See Figure 16 Alpine Coaster Typical Components.

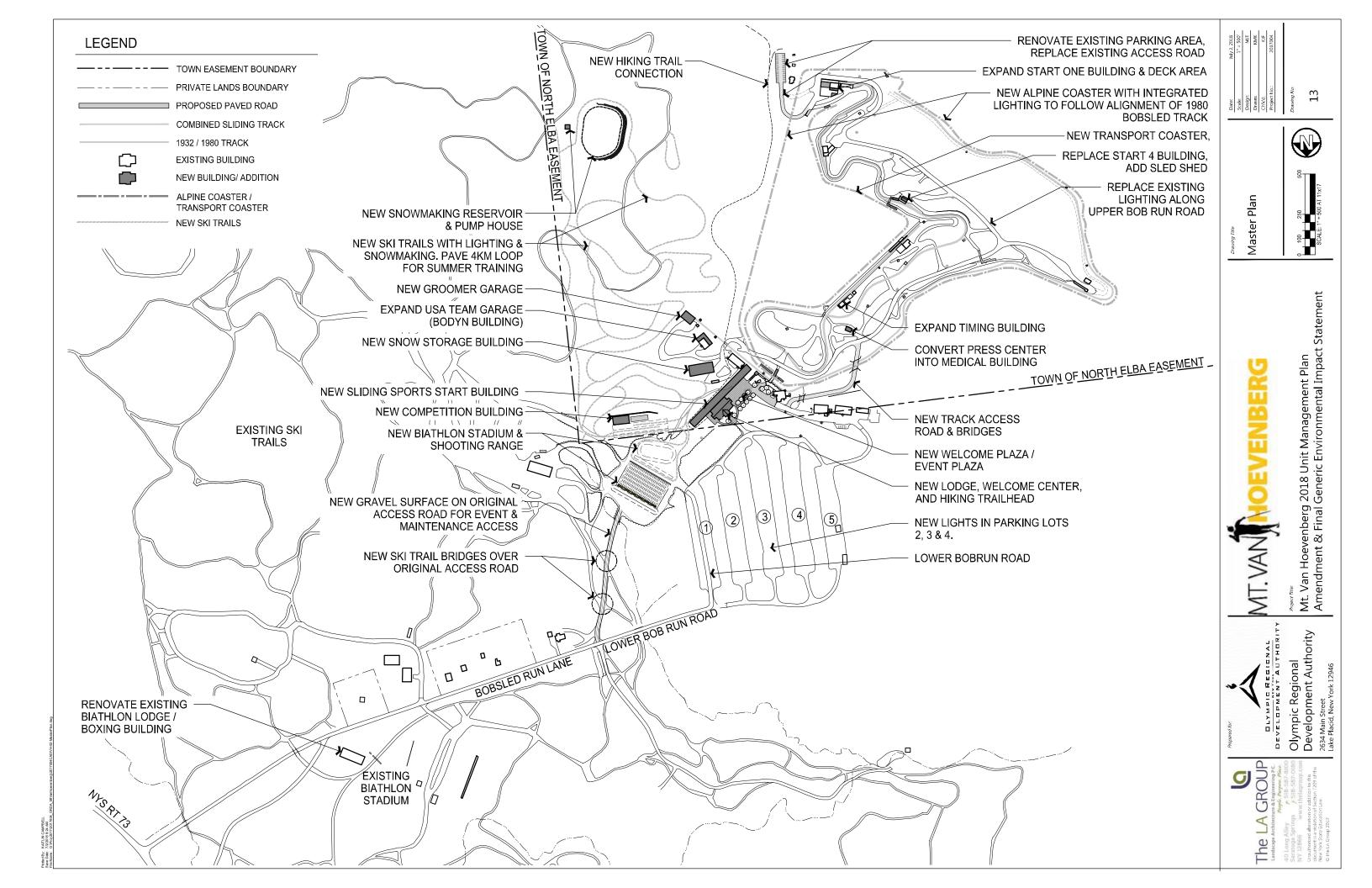
Installation of the track system has low environmental impact. The track only needs a 12 foot path through the woods and the path and stumpage and undergrowth can remain in most locations. The track is attached to the existing ground by two 1-foot square galvanized pads which are then pinned to the ground with ground spikes.

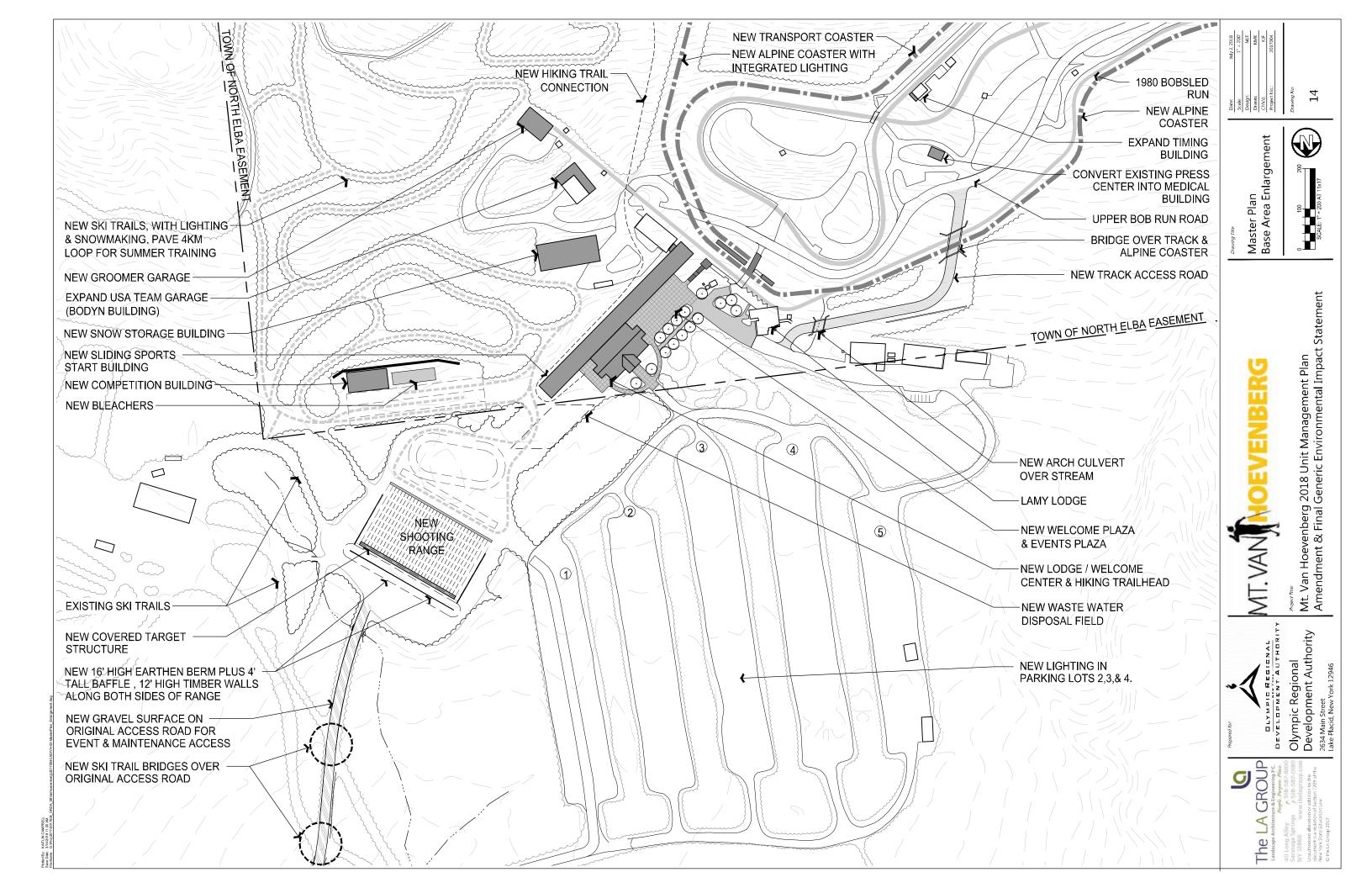
The route for the proposed alpine coaster is illustrated on Figure 13, Master Plan.

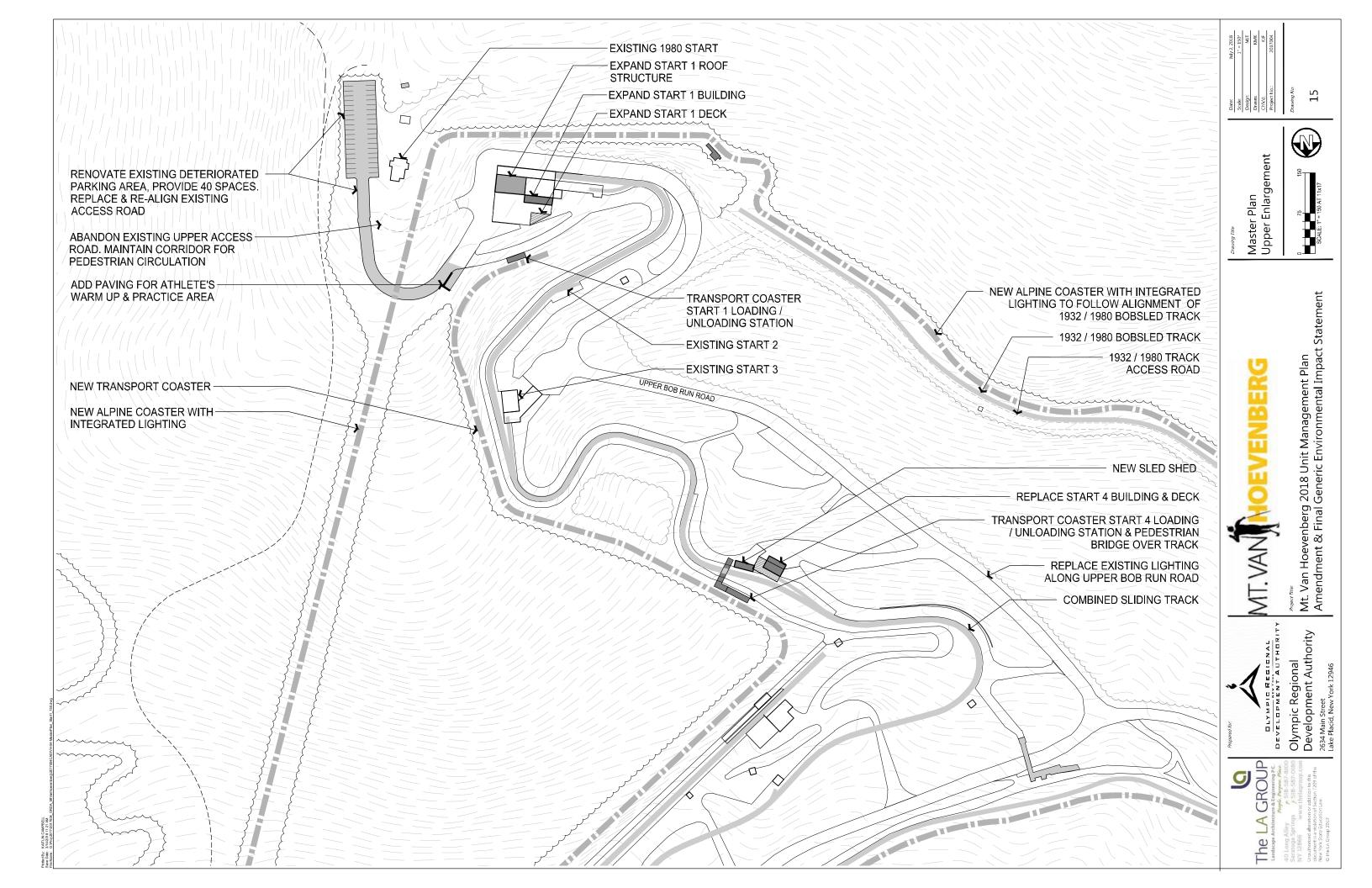
Riders will enter the coaster from a new loading/unloading deck that will be constructed between Lamy Lodge and the 1980 bobsled outrun. Riders will be transported uphill to the start of the ride that will be located between the 1980 Start Building and the current Combined Start 1 Building. The coaster will parallel the route of the 1932/1980 bobsled track until just above the Finish Curve where the coaster will cross over the 1932/1980 track before terminating at the loading/unloading deck.

The route of the alpine coaster will be lit by LED lighting either mounted to the track structure or on short posts located immediately adjacent to the track. Lights will be shielded to focus lighting on the track and its immediate surroundings.

Ancillary components of the alpine coaster include a drive terminal and a tension terminal, two

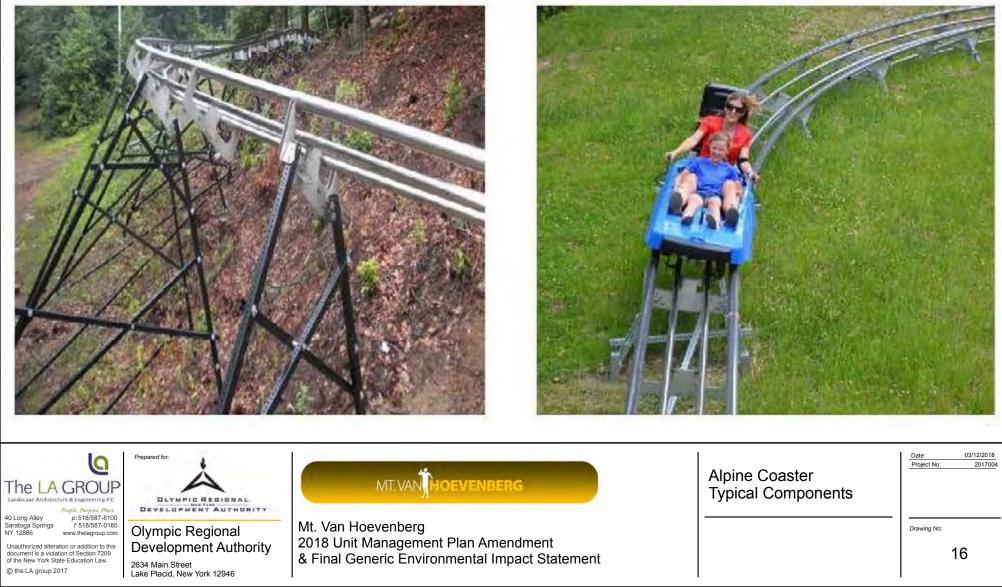






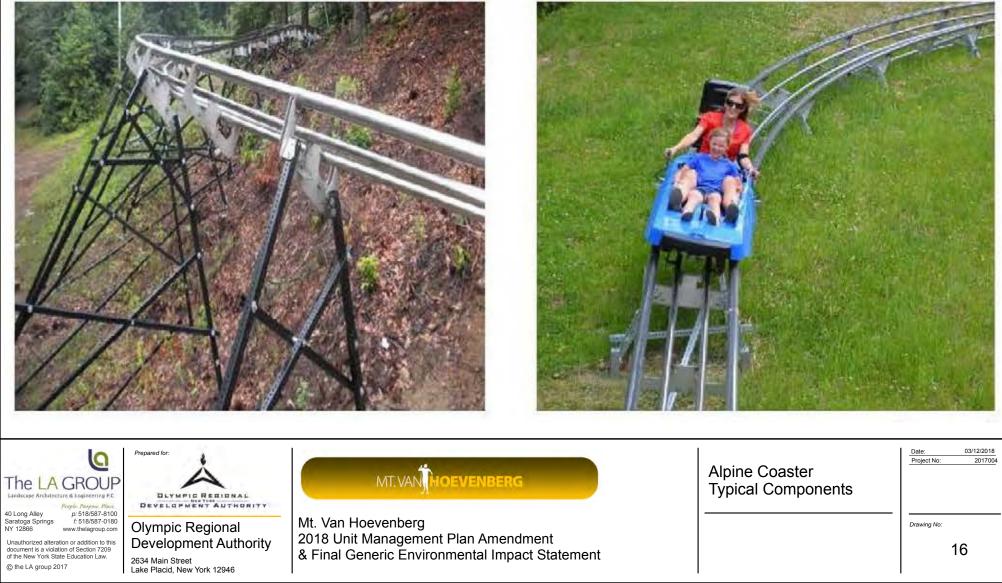












re-direct wheels, passenger decks and attendant buildings.

b. New Transport Coaster or Funicular

An additional coaster or a funicular will be constructed to provide visitors and spectators access to the upper portions of the existing combined track. Visitors currently access the upper portions of the track by a van shuttle system. Spectators currently access the upper portion of the track on foot.

The transport coaster of funicular will make use of the same loading/unloading deck as the alpine coaster. There will be a deck at the Start 4 Building for passengers to load and unload if they choose to. The upper end of the transport coaster will be located between the 1980 Start Building and the Start 1 Building. Two sets of tracks will be constructed to provide for uphill and downhill transport. There will no lighting associated with this transport. See **Figure 15**, **Master Plan Upper Enlargement.**

c. New Ski Trails with Lighting and Snowmaking

Approximately 4 km of new ski trails will be constructed. See **Figure 17, Ski Trails.** These 4 km of new trails will be in the vicinity of 1.3 km of existing trails and, together will provide a 5.3 km trail network.

The new trails are configured in a series of loops that will allow for the establishment of different course lengths.

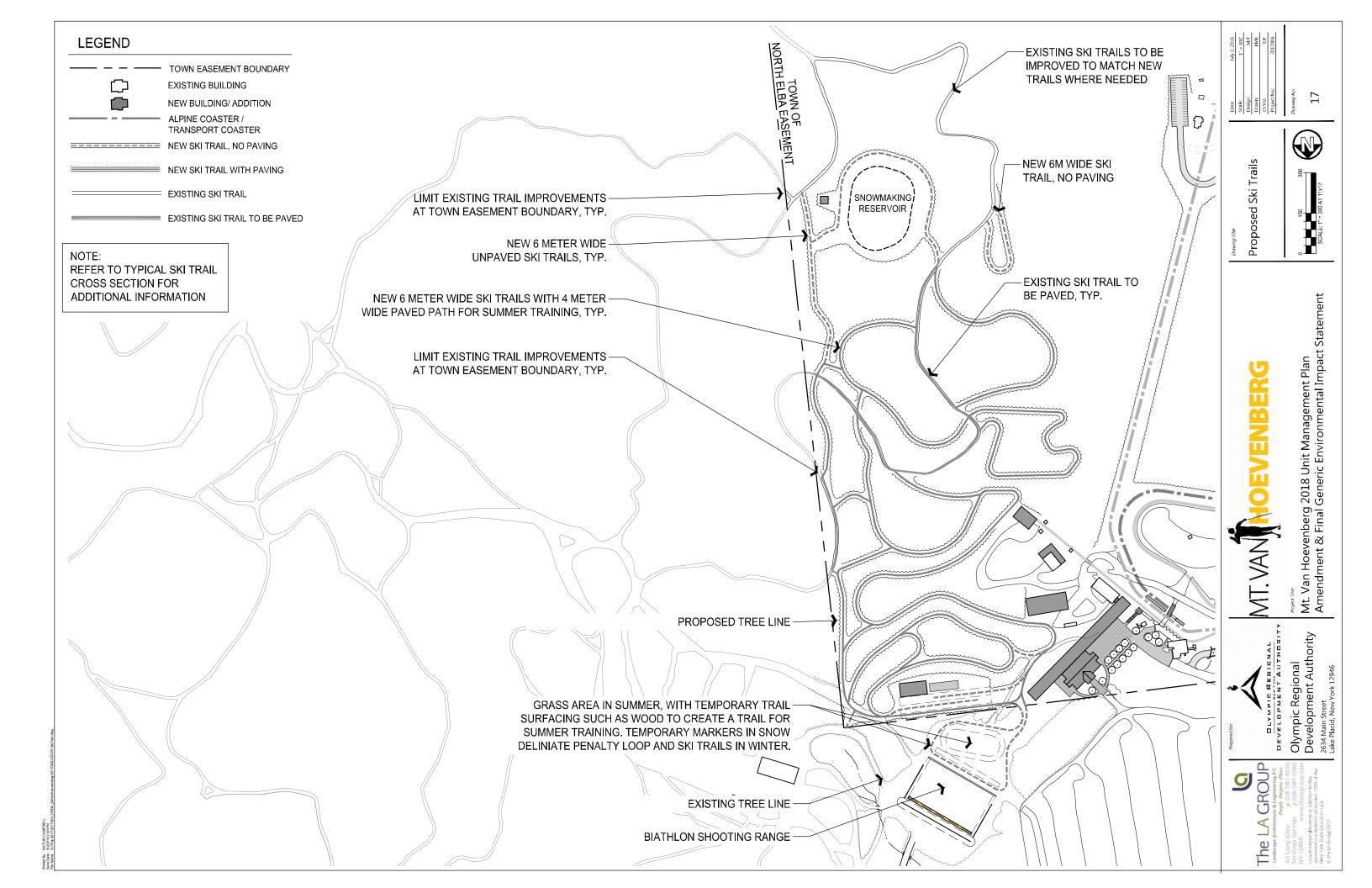
Four (4) km of the network will be paved to allow for year round use/training. Paved portions will be 10 to 12 feet wide. See **Figure 18, Ski Trail Typical Cross Section**.

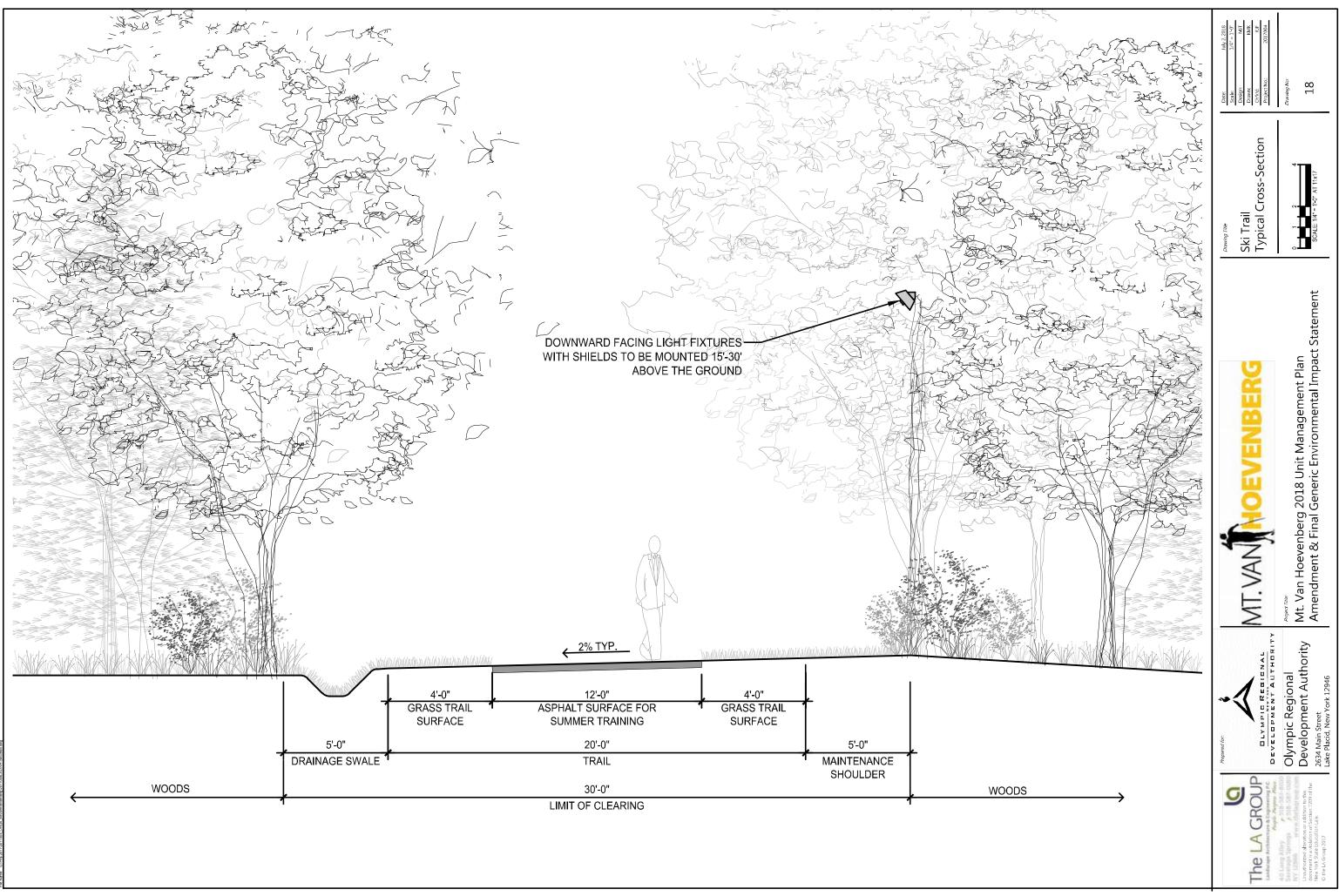
All 5.3 km of trails will have lights to allow for evening skiing. Ski Trails with lighting (and other proposed lighting for this UMP Amendment) are shown on **Figure 19, Lighting Diagram**. It is expected that evening skiing will be available from Tuesday through Saturday likely until 8:00 or 9:00 PM, possibly to 10:00 PM on some nights. Lighting will be mounted on existing trees to the extent possible, at a height ranging between 15 and 30 feet. Pole mounted lights at the same height will be an option. Fixtures will generally face downward and be fitted with shields.

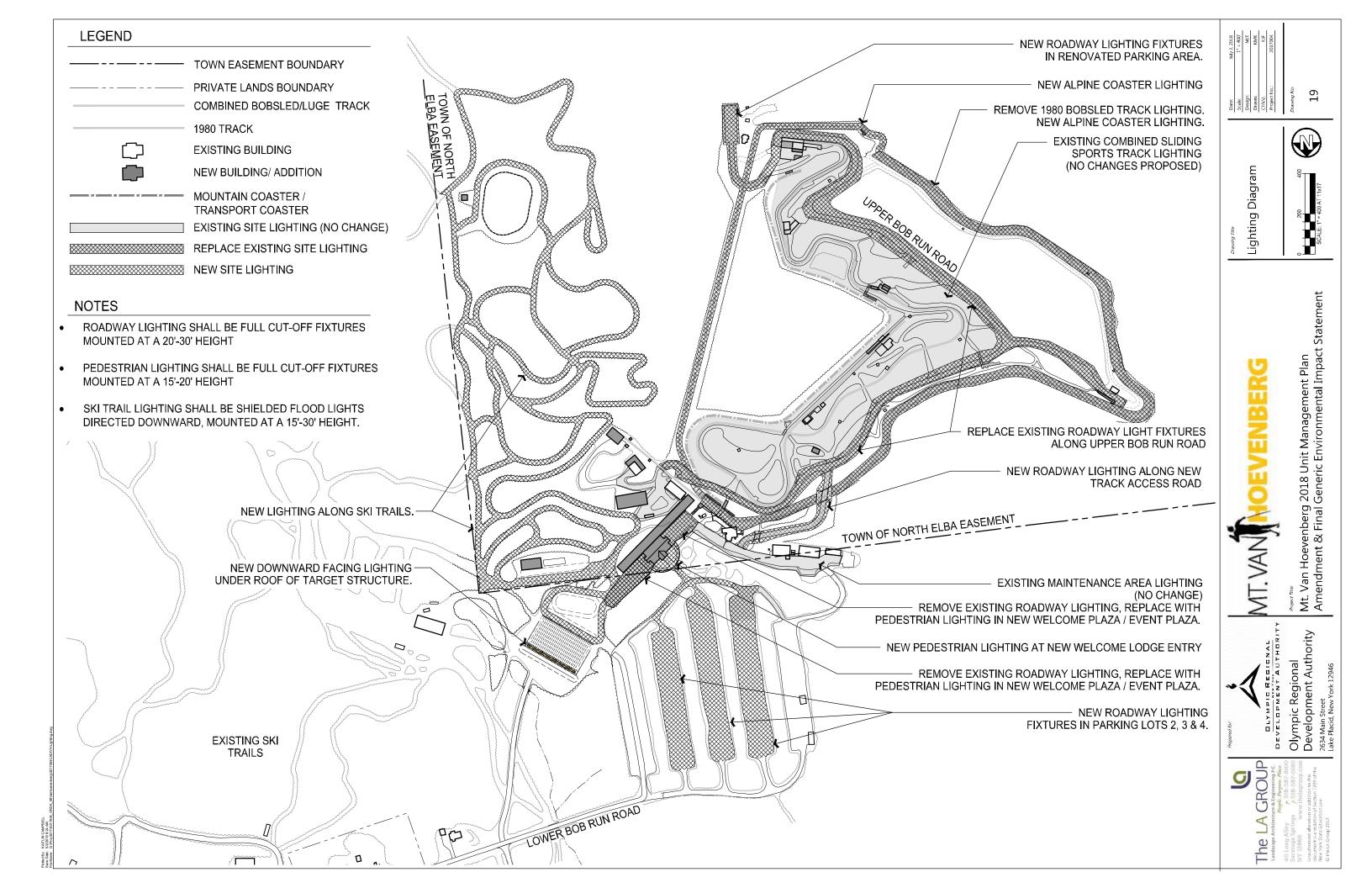
All 5.3 km of trails will have snowmaking with a combination of fixed 20 feet high tower guns and portable guns.

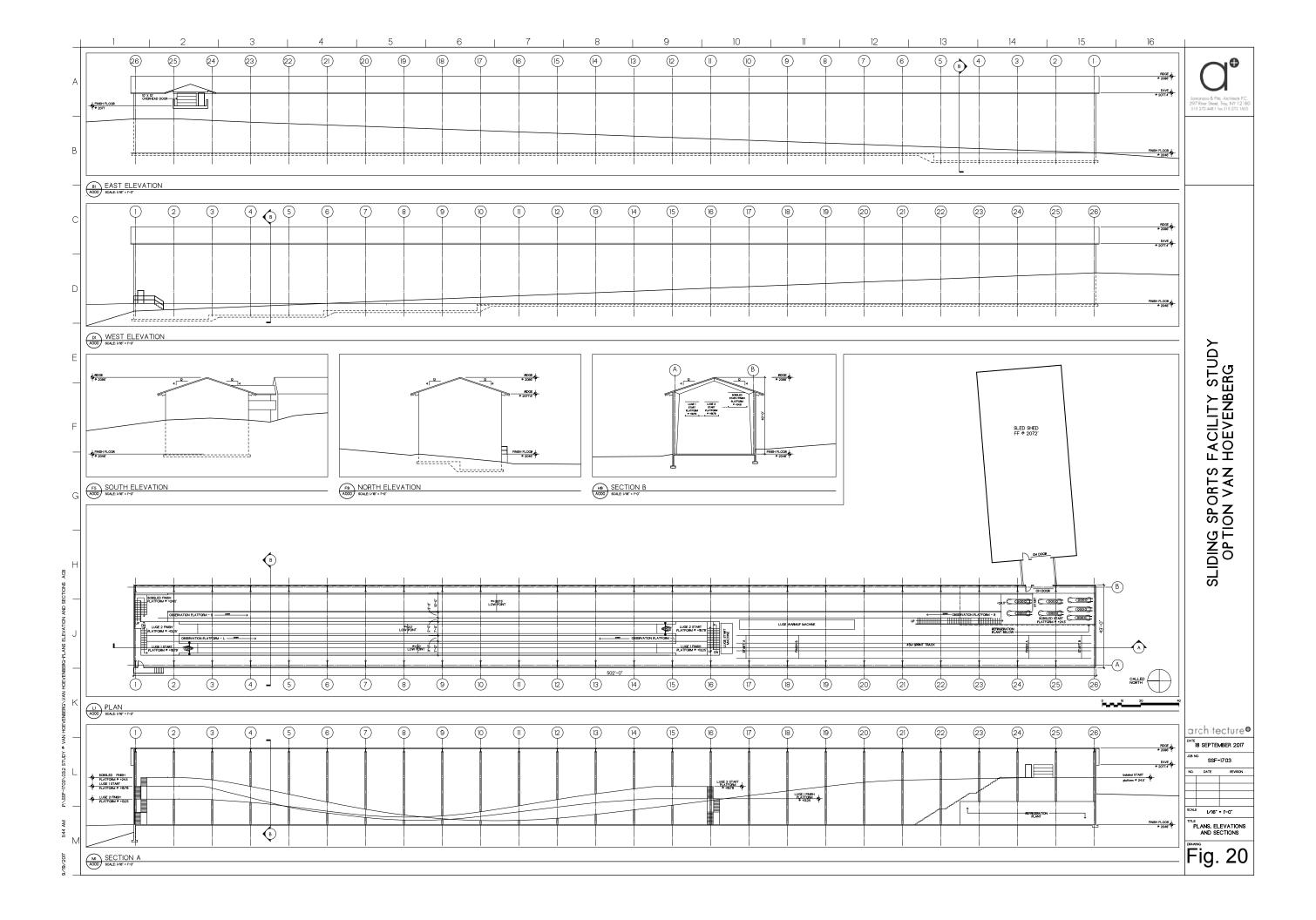
d. New Sliding Sports Start Facility

Figure 20, Sliding Sports Facility Study, illustrates plans, elevations and sections of the proposed Start Facility that will be constructed just to the north of former and current tracks. See **Figure 14, Master Plan Base Area Enlargement**. The building is 502 feet long and 43 feet









wide.

The facility will include refrigerated luge and bobsled start runs, a sprint track and observation platforms.

There will be a connection between this new building and the existing sled shed building to the east.

e. New Welcome Center/Base Lodge and Awards Plaza

A new, up to 40,000 sf, 2 story welcome center/base lodge is proposed to be constructed adjacent to the sliding sports start facility. It is envisioned that this building will contain a welcome center/information area, ticketing for existing venue attractions, retail, food service, restrooms, rental equipment, administrative and meeting room space and a hiking "trailhead". The new lodge was originally proposed as 15,000 sf, but ongoing building programming studies have resulted in development of alternatives that include housing other proposed uses within the new lodge building. For example, consideration is being given to including the competition building (see section 2.b below) within the lodge instead of being its own freestanding building at the proposed stadium. See **Figure 14, Master Plan Base Area Enlargement**.

A new on-site wastewater disposal system will be constructed to serve the Lodge. Lodge water supply needs can be accommodated by the existing supply sources. See the Engineering Report in **Appendix 3** for details.

An outdoor plaza will be constructed adjacent to the welcome center/base lodge and will be used for awards ceremonies and other outdoor functions.

f. New Road from Maintenance Area to Track Access Road, to Replace Existing Access Displaced by New Building

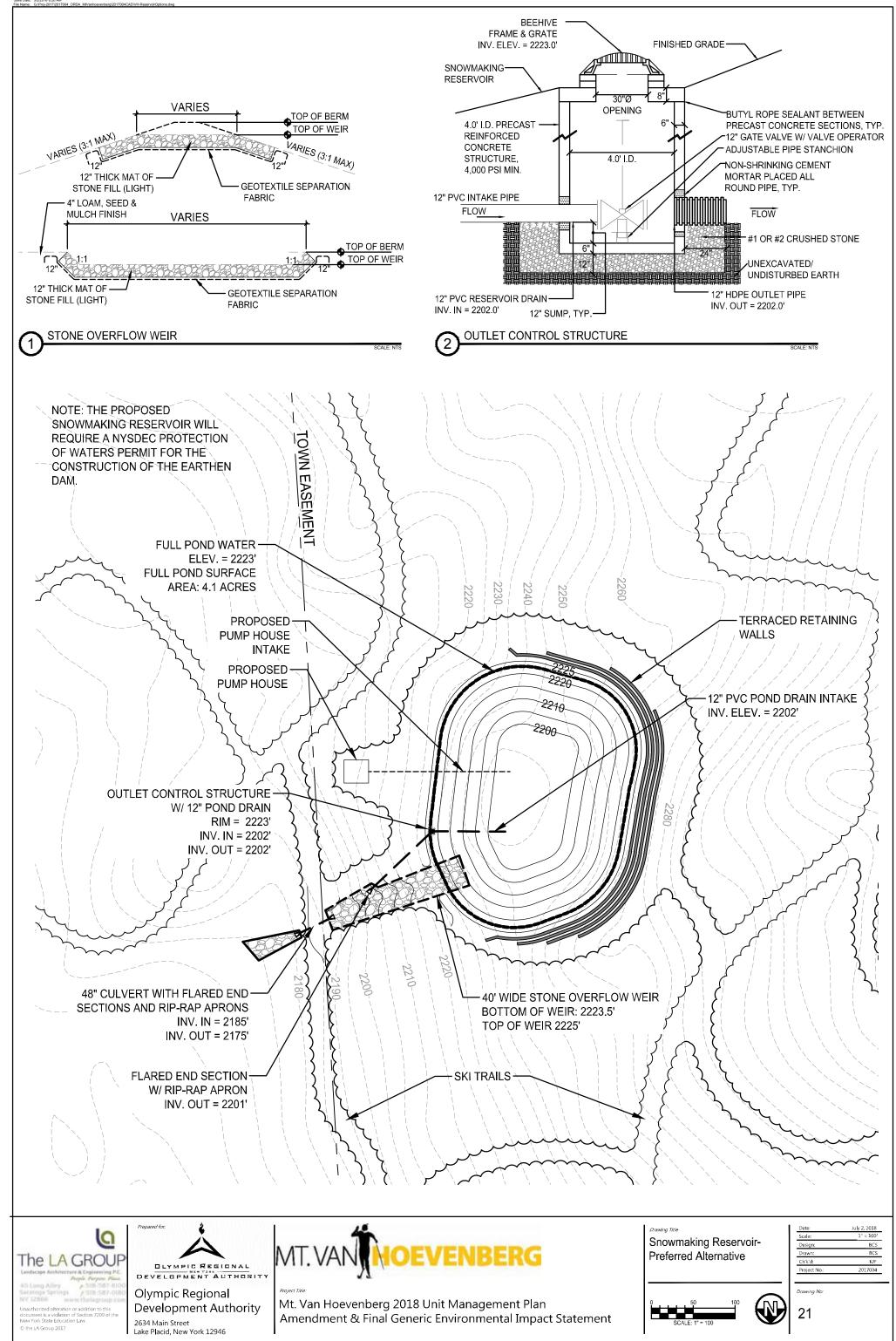
Vehicles currently gain access to the paved road that accesses the combined track via an entrance located near the existing ticket booth and the existing sled shed. This current access will be displaced by the construction of the start facility, lodge and plaza.

New access to the track access road will be constructed between Lamy Lodge and Maintenance and will include a bridge over a small stream and a bridge over the 1932/1980 track and the alpine coaster. See Figure 14, Master Plan Base Area Enlargement.

g. Snowmaking Reservoir

A snowmaking reservoir will be constructed near the upper portion of the new proposed ski trails. **Figure 13, Master Plan,** shows the location of the reservoir and **Figure 21, Snowmaking Reservoir**, provides additional detail.





The pond will be excavated into the hillside and will have a total storage capacity of +/-7.5 Mgal. Usable storage after surface ice cover and dead space below the pump intake are taken into consideration is estimated to be +/-6.2 Mgal.

Figure 21 shows the location of the proposed pump house that will house the pumps that supply water to the snow guns on the new ski trails. Electric service will be extended to the pump house.

Water supply to fill the reservoir will be from the intake on North Meadow Brook that is currently used to supply water for surfacing and repairing the combined track as well as for other non-potable uses throughout the year. The pumping rate from North Meadow Brook ranges from 80 to 90 gpm. In the 1986 UMP the withdrawal rate was established as 89 gpm.

In the 1986 UMP North Meadow Brook's estimated autumn stream flow was 4 cfs which was considered to be the minimum flow present in this stream 75% of the time (1986 UMP p. 19). Stream flow downstream of the pumping facility was to be maintained at a flow rate exceeding 3 cfs, the minimum flow rate designated by the Division of Fish and Wildlife to protect stream aquatic life (1986 UMP p. 49).

The 1999 UMP Amendment documented that snowmaking water was also taken from North Meadow Brook at a point located about 200 feet north of the access road. Snowmaking occurred in an open field near the biathlon stadium and 100 gpm was pumped for an average of 400 hours per season since the 1980 games (1999 UMP p.12). In the 1999 UMP Amendment a new snowmaking reservoir was contemplated in the field near the biathlon stadium. This action was categorized as needing Article XIV resolution and was not constructed. More detailed streamflow assessment occurred as part of the planning for this reservoir. The streamflow assessment resulted in a calculated MA7CD2⁵ for North Meadow Brook flow of 1.8 cfs (1999 UMP Amendment p. 31). It was determined that North Meadow Brook withdrawals could occur at a maximum rate of 500 gpm or 1.1 cfs. (1999 UMP Amendment p. 61). At that time, NYSDEC Region 5 Fisheries (Bill Schoch 7/24/96 letter in Appendix A of the 1999 UMP Amendment) reviewed the proposal to increase the rate of use of the flow in the brook for snowmaking and agreed with the MA7CD2 value and supported the reservoir. However, NYSDEC also recommended the construction of a new weir to maintain downstream flows.

At this time, ORDA is not proposing to increase the water withdrawal rate from North Meadow Brook above the current 80-90 gpm rate. ORDA will continue to use the existing pumps on North Meadow Brook as it has in the past, and will also use the existing pumps to gradually fill the snowmaking reservoir prior to the start of snowmaking. Future UMP documents may further explore the option of increasing the withdrawal rates from North Meadow Brook.

⁵ MA7CD2 is a low flow stream discharge statistic that represents the minimum average 7-consecutive-day flow at a recurrence interval of 2 years.

Repairs or upgrades to the pipe that delivers water from the pumphouse to the venue components will be considered routine maintenance and will require a DEC Work Authorization prior to performing any such work on State lands.

 h. Trailhead, Parking and Hiking Trail Connection for Cascade and Porter Mountains, Mount Marcy and Mt. Van Hoevenberg (part of this action to occur on State Land)

One weekend in the fall of 2017 DEC closed the trailhead parking on NYS Route 73 and directed hikers into the OSC. This trial action was viewed as a success by many, and current plans call for the establishment of parking, trailhead(s) and trail connection to the existing trail network that provides access to Cascade, Porter, Mt. Van Hoevenberg and Mount Marcy.

Ample parking is available at the existing parking lots.

The welcome center can be used as a starting off point where users can get various information on trail routes, equipment, safety, Forest Preserve rules and regulations, etc. The retail component will include things such as trail guides, food and drink, insect repellant, some limited hiking equipment, etc.

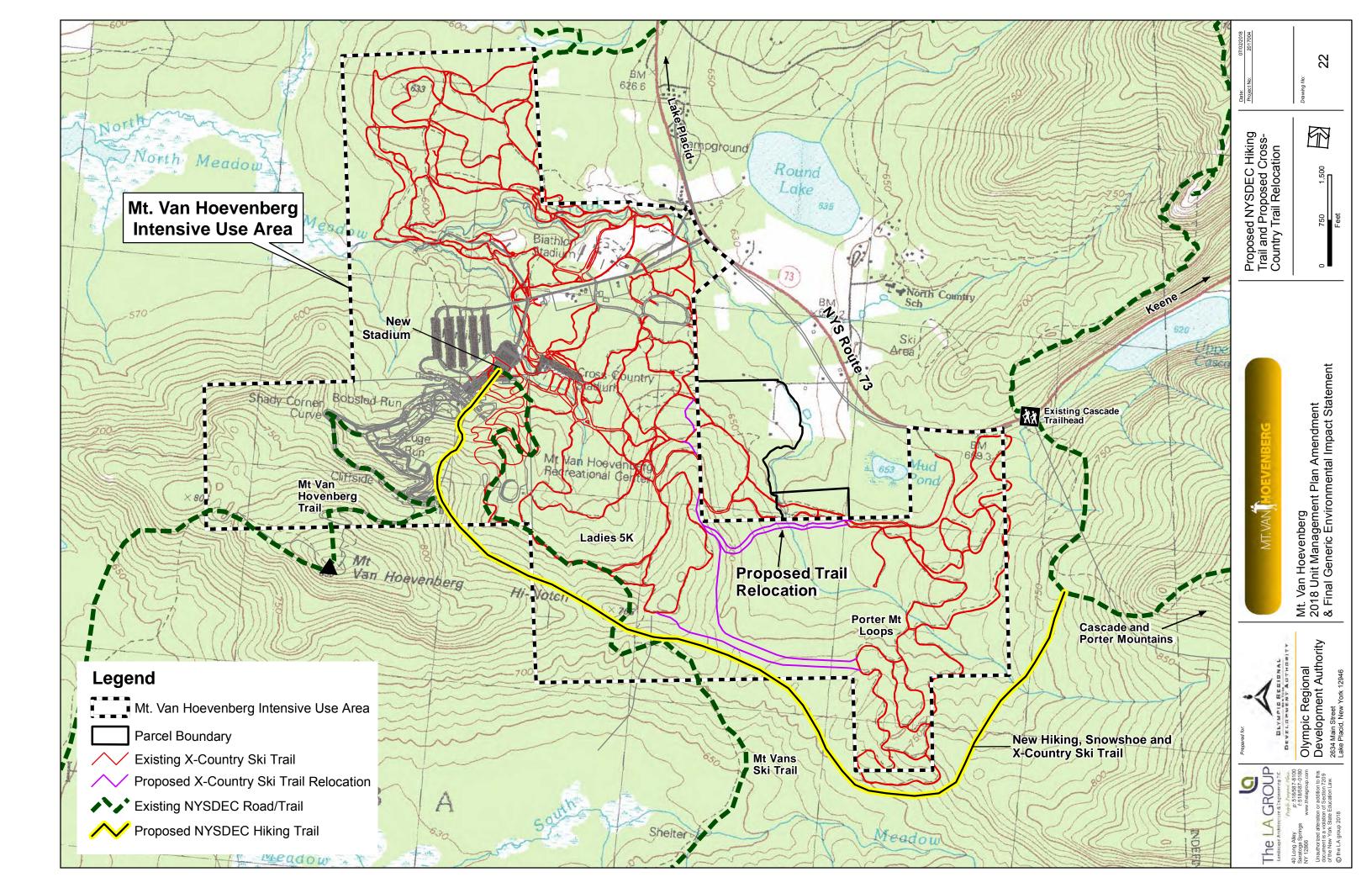
Connections to the existing trail network were developed by personnel from DEC Region 5 in Ray Brook and are illustrated on **Figure 22, Proposed NYSDEC Hiking Trail**.

The proposed hiking trail would originate at the proposed Base Lodge/Welcome Center. From there, the trail would proceed upslope through a wooded area for approximately 0.5 miles until it reaches the parking area near the 1980 Start Building. This section is on Town Easement property. Hikers could then proceed to the west on the existing Mt. Van Hoevenberg Trail to the summit of Mt. Van Hoevenberg and the High Peaks Wilderness beyond, including Mount Marcy.

Hikers which go to the left at the 1980's Start Building would proceed on the new trail for approximately 0.7 miles before coming to an intersection with the Mt. Vans Trail that continues to the south. Staying left on the new trail at the intersection with the Mt. Vans Trail, hikers would proceed another +/- 2 miles before coming to the existing trail that leads to Cascade and Porter Mountains. The section of trail after the 1980's Start Building is all on Forest Preserve Land, approximately half in Intensive Use Area and half in Wilderness.

i. Stormwater Management System

It was originally thought that additional stormwater management practices would need to be proposed as part of this UMP Amendment. However, during the development of the plans that are part of this UMP Amendment, it was determined that additional stormwater practices were not warranted. In accordance with Section 9.2.1 of the New York State Stormwater



Management Design Manual, the project site reduces greater than 25% of the total disturbed impervious area, and, therefore no post construction stormwater practices are required. The total disturbed impervious area is 5.2 acres and there is a reduction of total disturbed impervious of 2.13 acres or a 41% reduction.

j. Start 1 Building and Deck Expansion

The existing Start 1 Building is a 30 feet by 50 feet (1500 sq. ft.), 2-story building, with a 15 feet by 50 feet (750 sq. ft.) deck off the second story and two small, attached storage shed structures. The building is connected to a roof structure that is approximately 110 feet by 16 feet (1,760 sq. ft.) that covers the track start area. The Start 1 Building and roof structure are surrounded by a wood deck.

The proposed action is to build a 2 story building addition within the footprint of the 2nd story deck, (eliminating the deck), and expand the roof structure that covers the track by adding approximately 1,650 sq. ft. of roof area. The new portion of the roof structure would also connect to the Start 1 Building roof. Additionally, the existing deck surrounding the start building and roof structure would be expanded by approximately 500 sq. ft., to provide more track staging area.

k. Replace Start 4 Building

Replace the existing Start 4 Building with a new 24 feet by 36 feet building. Construct a nearby 12 feet by 36 feet sled storage building.

I. Expand Track Timing Building

The race office and track timing building is located at the finish line of the combined track. An eight feet long addition will be added to the end of this building.

m. Convert Existing Press Building into Medical Building

The existing press building located just to the south of the combined track heart will be repurposed for use as a medical building. Potable water service for sinks and bathroom fixtures will be brought to the building where service currently does not exist. Wastewater generated at this building can be accommodated by the system serving the Lamy Lodge.

n. Provide Structured Parking Adjacent to 1980 Start Building to Service Start 1 Building and Restructure Access Drive to Parking

The currently informal and deteriorated parking area will be paved and expanded slightly to provide 40 parking spaces. The existing access drive will be rerouted to the north to provide less steep access to the parking from near the Start 1 Building.

o. Expand USA Team Garage Building

Construct a 2,600 square feet addition to existing 40 feet by 55 feet USA Team Garage Building to achieve a 60 feet by 80 feet building. A bathroom will be added to this building and wastewater can be accommodated in the system serving the sled shed or the system serving Lamy Lodge.

p. New Snow Storage Structure

A 65 feet by 150 feet building will be constructed in proximity to the new ski trails. This building will be used to store snow produced at the SnowFactory. Having surplus snow in storage will allow for more rapid recovery of ski trail surfaces after melt events as well as for establishing a snow base early in the season before suitable prolonged snowmaking weather.

q. New Maintenance Building/Groomer Garage

A new building will be constructed to the east of the USA Team Garage Building along the existing access road. At 50 feet by 80 feet, this building will be used primarily for storage and maintenance of trail grooming equipment. The building will include a restroom. Water service will be extended to serve this new building and wastewater can be accommodated in the existing system serving the Lamy Lodge.

r. Upgrade and Improve Existing Road Lighting. Add New Fixtures Along Track Access Road from Lamy Lodge to Start 1 Building. Add New Lighting on New Road Connection Near Maintenance

The existing roadway lighting on Upper Bob Run Road from the Lamy Lodge up to the Start 1 building is proposed to be removed and replaced with new, full cutoff light fixtures. Additional fixtures would be placed in select areas where the existing lights do not provide adequate coverage. This includes the renovated parking area adjacent to the 1980 start building, which currently has no lighting. New roadway lighting would also be placed along the new track access road that is proposed behind the maintenance area. All new roadway lighting would be full cutoff fixtures mounted on 20-30' tall poles.

ORDA recognizes that lighting at the Olympic Sports Complex is a sensitive issue. Appendix 2A, Mt Van Hoevenberg Olympic Sports Complex: Efforts to Mitigate Light Pollution, provides details of past, present and future efforts undertaken to mitigate potential impacts caused by facility lighting. Efforts include removing outdated light fixtures; replacing non-cutoff, throw light fixtures with cutoff fixtures; progressively covering the combined track with opaque covering; and the use of photocells, timers and motion sensors to control lighting.

2. Actions Proposed on State Lands

a. New On-site Wastewater Disposal System for Welcome Lodge

See Appendix 3 for details. The location of the system is shown on Figure 14, Master Plan Base Area Enlargement.

The system will consist of 3,600 feet of conventional absorption trench system in a leach field that will be approximately 100 feet by 212 feet. No tree cutting will be required.

The system will also include a 1,000 gallon grease interceptor and a 12,000 gallon septic tank. These components will be located on Town Easement lands.

b. New Biathlon Stadium

A new biathlon stadium is proposed to be constructed that will allow the facility to attract and host world class biathlon and cross country events. Events of this caliber are typically sanctioned by the International Biathlon Union (IBU) and/or by the International Ski Federation (FIS), and venues striving to host these events must have a trail network and stadium that meet specific criteria.

The stadium is proposed to be located within and adjacent to the existing cross country parking lot. See **Figure 14, Master Plan Base Area Enlargement**. The proposed stadium includes a shooting range with target structure, a coaches' area, penalty loop, a start/finish area, spectator area, a competition building for technical and administrative operations, an electronic information board, a pedestrian bridge and ski trails in and out of the stadium area. These components must be located on generally flat ground and close together to maximize spectator viewing. See photos below for an example of biathlon stadiums.





Shooting range Correncon En Vercors, France



The shooting range is generally flat, roughly 60 meters by 90 meters in size, and oriented northeastward in accordance with IBU rules. It includes a 16' tall earthen safety berm with a 4' timber wall on top (20' total height) behind the targets, and 12' tall timber walls on each side of the range. The target structure is a pre-fabricated unit on the northern end of the range, roughly 8' tall and spanning the width of the range. It includes a metal roof, a timber wall behind the targets and the target units. **(See photo above)** The center of the range is a flat, grassed area. The area at the rear (south) of the range where competitors lie or stand to fire is called the shooting ramp. The shooting ramp includes a 2 meter wide paved strip with mats placed on it for the athletes to shoot from, a ski trail for access and a demarcated area for coaches, media and competition officials. The range must be wide enough to accommodate 30 shooting lanes.

Adjacent to the shooting range is the penalty loop. The penalty loop must be located immediately adjacent to the range and is required to be a specific length. It is generally just an open flat area. Adjacent to the penalty loop is the start/finish area. The start/finish area includes the competition trails, timing equipment, a competition building and bleachers for spectators. This area is also generally flat, and must be close enough to the range to provide good visibility for spectators. The start/finish area must also meet specific size requirements, and generally must be large enough to accommodate several competitors and different starting configurations for different types of cross country and biathlon events. During competitions, a pedestrian bridge over the competition trails will provide access to the start/finish area for spectators and officials as necessary. Temporary fencing will be used throughout the stadium during competitions to control access and define specific areas.

There are other ancillary competition requirements such as a warm up course, a wax testing area, team waxing cabins and team parking areas. It is envisioned that the existing cross country trail network and existing stadium area will be used for the warm up course, wax testing area, and general staging. The existing parking lots would be used for the temporary

waxing cabins and team parking areas.

The stadium is designed to make use of the existing cleared area that is currently the cross country parking lot. It is envisioned that the stadium will be mostly a grassed area, replacing large areas of compacted gravel. Some of the trails outside of the stadium on Town easement lands that enter and exit the stadium area are proposed to be paved so they may be used for training in the off season. (See Figure 17, Ski Trails). However, the portions of these trails that are on State land will not be paved. ORDA plans on installing a temporary wood surface on these sections of trails on State land so that they can be used for off-season training. The stadium components are arranged so they meet competition requirements and will not require the clearing of trees on Forest Preserve lands. Earthwork that will be required to ensure the area is 'generally' flat and to construct the safety berm can be performed without impacting the existing tree canopy. Portions of the stadium that will require clearing (start/finish area) are located on Town Easement lands.

c. Stormwater Management Improvements

It was originally thought that additional stormwater management practices would need to be proposed as part of this UMP Amendment. However, during the development of the plans that are part of this UMP Amendment, it was determined that additional stormwater practices were not warranted. In accordance with Section 9.2.1 of the New York State Stormwater Management Design Manual, the project site reduces greater than 25% of the total disturbed impervious area, and, therefore no post construction stormwater practices are required. The total disturbed impervious area is 5.2 acres and there is a reduction of total disturbed impervious of 2.13 acres or a 41% reduction.

d. Renovate Boxing Building at Existing Biathlon Stadium

Interior renovations will be made to this building. Exterior renovations will also be made including the addition of exterior doors for loading and unloading. The building footprint will remain the same. No tree cutting will be required.

e. Lighting for Parking Lots 2, 3, and 4

Currently there is no lighting in these parking lots. Lighting will be installed for all 3 lots. Full cutoff fixtures will be mounted on 20 to 30 feet tall poles. The parking lights will be on Tuesday through Saturday likely until 8:00 or 9:00 PM, possibly to 10:00 PM on some nights, which is the same time that the new ski trails will have lighting on them. No tree cutting will be required.

f. Redevelop Former Access Road Corridor from Bobsled Lane to Cross-country Parking Lot to Replace Current Access to Cross-country Parking and Lodge. Prior to the 1980 Olympics, the main access road into the facility was off of Bobsled Run Lane and connected to the gravel parking lot nearest the current cross-country stadium (parking lot 6). After the current road access was constructed, the former access road was used as a ski trail. This road will be reestablished in its original (and current) location and will provide direct vehicular access to the cross-country stadium as a gravel driveway. See **Figure 13**, **Master Plan**. No tree cutting will be required.

g. Construction Two Ski Trail Bridges Over New Gravel Access Road to Crosscountry Lot

Two ski trail bridges will be constructed over the driveway where ski trails currently cross. See **Figure 13, Master Plan** and Figure **23, Bridge Detail**. No tree cutting will be required.

h. Develop Maintenance/Dredging Plan at North Meadow Brook Intake

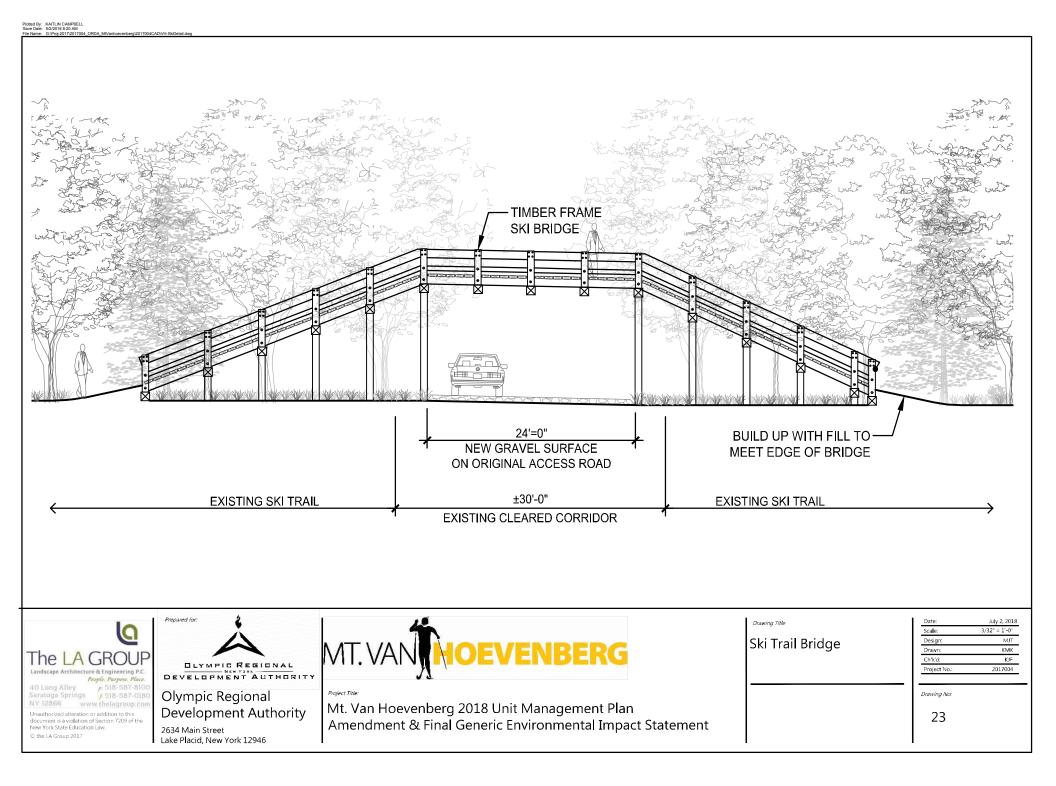
The North Meadow Brook intake structure is used to fill the existing underground cisterns to meet the facility's combined track maintenance demands. Due to sedimentation from the brook, the area upstream of the intake structure (intake pool) must be dredged on an annual basis to maintain storage capacity within the pool without disrupting the downstream flow of the brook. The preferred method for dreading the intake area is hydraulic dredging and dewatering using geo-fabric tubes. Hydraulic dredging allows for the removal of both deposited and suspended sediment within the pool via the suction hose. Hydraulic dredging shall be completed during periods of low flow within North Meadow Brook to prevent the release of turbid water downstream. See **Figure 24, North Meadow Brook Intake Dredging**. Dredging of the intake pond shall be completed in accordance with the following:

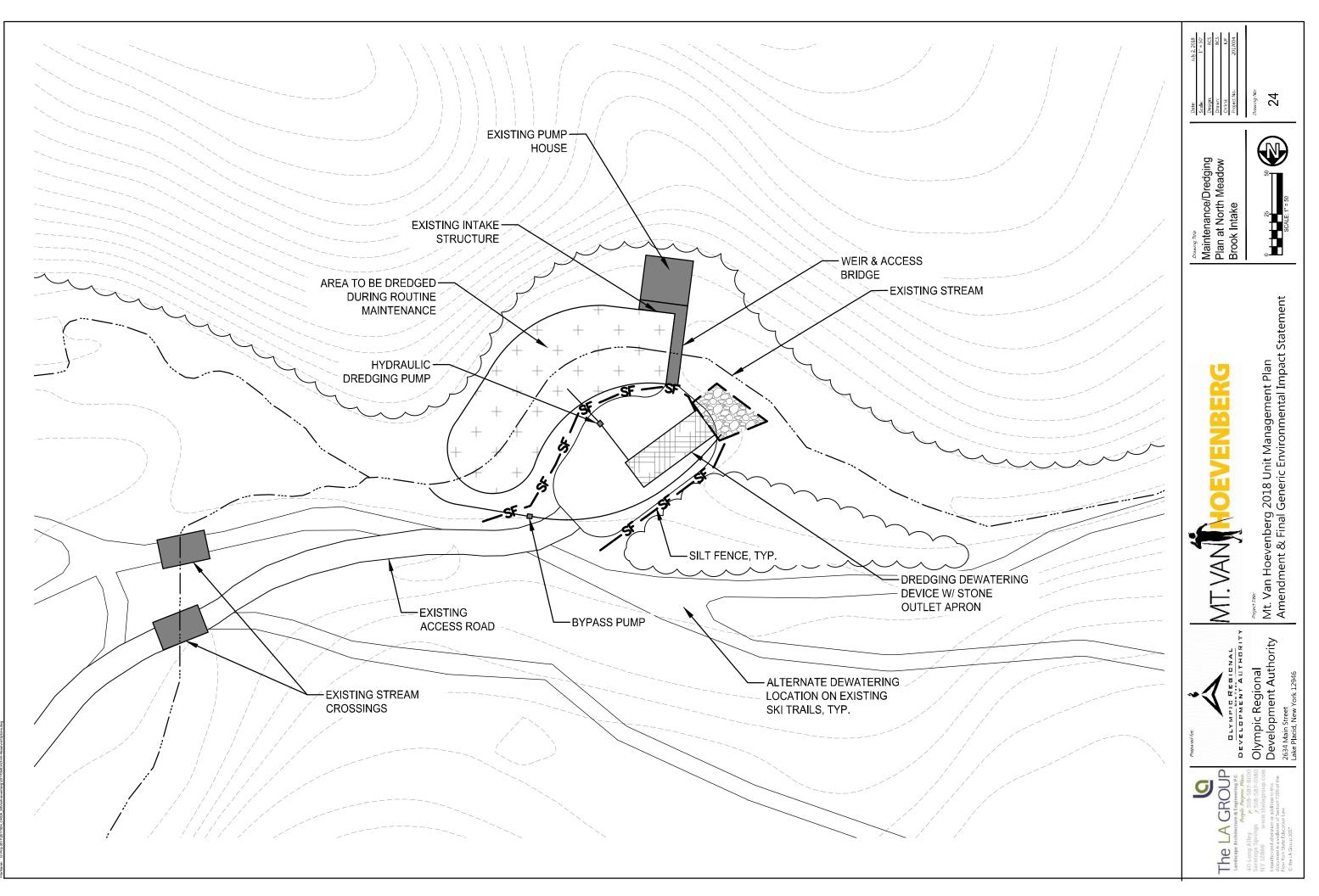
- Install erosion and sediment control devices on the downhill side of any land areas that are to be disturbed during the dredging process;
- Mobilize hydraulic dredging, geo-fabric dewatering equipment and bypass pump adjacent to the intake pool;
- A dewatering outlet apron on the downstream side of the intake structure must be constructed to prevent erosion of nearby soil;
- Install bypass pump upstream of the dredging area to reduce flow to intake pond. The pond level must be at least 6" below the weir at all times during dredging to prevent the release of turbid water downstream;
- Once dredging is completed, allow geo-fabric tubes to completely dewater then cut open the tubes and remove sediment. If sediment is to be kept on site, the sediment should be leveled and seeded to reestablish vegetation.

See section 5 for additional measures that will be implemented during dredging.

i. Hiking Trail Connections

The proposed hiking trail would originate at the proposed Base Lodge/Welcome Center. From





there the trail would proceed upslope through a wooded area for approximately 0.5 miles until it reaches the parking area near the 1980 Start Building. This section is on Town Easement property. Hikers could then proceed to the west on the existing Mt. Van Hoevenberg Trail to the summit of Mt. Van Hoevenberg and the High Peaks Wilderness beyond, including Mount Marcy. See **Figure 22, Proposed NYSDEC Hiking Trail**.

Hikers which go to the left at the 1980's Start Building would proceed on the new trail for approximately 0.7 miles before coming to an intersection with the Mt. Vans Trail that continues to the south. Staying left on the new trail at the intersection with the Mt. Vans Trail, hikers would proceed another +/- 2 miles before coming to the existing trail that leads to Cascade and Porter Mountains. The section of trail after the 1980's Start Building is all on Forest Preserve Land, approximately half in Intensive Use Area and half in Wilderness.

j. Construct two 8-feet wide ski trails around the private Steckler and Corwin Properties that are within the intensive use area

In the past, ORDA held easements that allowed for two ski trails to cross the private Steckler and Corwin properties that are located within the intensive use area. The easements expired and have not been renewed. ORDA will construct two trails, each 8 feet wide, that will pass by the Steckler property just to its south and pass the Corwin property to the west. A total of 7,075 feet of trail is proposed. In addition, an 8-feet wide trail approximately 3,815 feet long is proposed to connect the relocated trails with the Porter Mountain Loops. Another 8-feet wide trail, approximately 3,580 feet long, is proposed to connect the Porter Mountain Loops with the Hi Notch trail. **Figure 22** shows this action.

B. Projected Use

Future Major Events

Lake Placid has been chosen to host the 2019 International Children's Winter Olympic Games, the 2021 Bobsled and Skeleton World Championships, and the 2023 Winter World University Games. Lake Placid officials are also actively working on bids to host the 2021 Special Olympics World Winter Games.

Future Visitor Use

It is expected that both spectator and participant use will increase. The expected increase will be associated with use of the expanded amount of ski trails and the expanded hours of operations for those trails. It also expected that there may be an increase in the number of biathlon events held at the OSC due to the availability of the new biathlon stadium. Adding the alpine coaster to the facility is also expected to increase visitation at this ORDA venue. See the following sections for additional detail.

Future Sliding Center Use

Numbers of bobsled participants and touring guests are expected to remain near their current levels which have consistently been in the 33,000 range in the past two seasons. Other factors, including the addition of the alpine coaster, favorable weather, etc., could result in total attendance at or above the recent high of 40,000+ in 2013-2014.

Future Nordic Center Use

Public use of the nordic center is expected to increase due to the availability of additional trails, extended hours of operation, including evening hours and use of the trails with lighting, the availability of snowmaking and the availability of a year-round surface for skiers. Despite variations in attendance that can be attributed to weather, the data in Table 7 show a general increase in sales and attendance between 2005-2006 and 2016-2017. Discounting the low-snow winter of 2015-2016, recent attendance has been around 35,000 per season. It is not unrealistic to expect that attendance numbers could increase to somewhere in the range of 40,000 per season.

It is expected that the amount of training and program use will also increase in response to the availability of new facilities at the OSC. The amount of increase is somewhat difficult to predict since it will be up to user groups and not controlled by ORDA. Training and program use is expected to increase for all seasons, with the greatest increase expected in the winter months.

Having a new biathlon stadium available is also likely to increase use of the OSC facility. Typically ORDA may host 4 biathlon competitions in a season. With the availability of a new facility that meets current IBU standards, it is foreseeable that there could be an increase in the number of competitions upwards of 3 per year.

Future Alpine Coaster Use

The following is the alpine coaster first year use projection that was provided by a company who has installed similar operations at other locations.

Month of Use	Projected Number of Riders		
January	2,250		
February	4,200		
March	2,550		
April	3,060		
May	3,420		
June	10,800		

Table 10 First-Year Alpine Coaster Ridership Projection

July	11,160				
August	13,020				
September	5,460				
October	6,120				
November	2,160				
December	2,400				
Totals	66,600				

It is not expected that all alpine coaster riders will be "new" visitors. Many are likely to be visitors who would have visited the venue otherwise, and who choose to participate in this additional opportunity. Conversely, there will some visitors who come to Mt. Van Hoevenberg because of the alpine coaster, and then also choose to participate in other opportunities available at the facility.

C. Actions Approved in the 1999 UMP Amendment/EIS which are Part of the Foregoing Five-Year Plan

Table 1 in Section 1 of this UMP Amendment includes management actions from the 1999 UMP Amendment which continue to be implemented at Mt. Van Hoevenberg. See Table 1.

SECTION V POTENTIAL IMPACTS AND MITIGATION MEASURES

A. Natural Resources

1. Vegetation

a. Impacts

The proposed management actions will result in the removal of trees from some wooded areas on Town Easement lands.

Construction of the biathlon stadium will result in the revegetation of the cross-country parking lot (Lot 6).

Tree removal will be required to create the 4km of new ski trail on Town easement land. At approximately 30 feet wide per **Figure 19, Ski Trail Typical Cross Section**, a total of 9.0 acres will be affected.

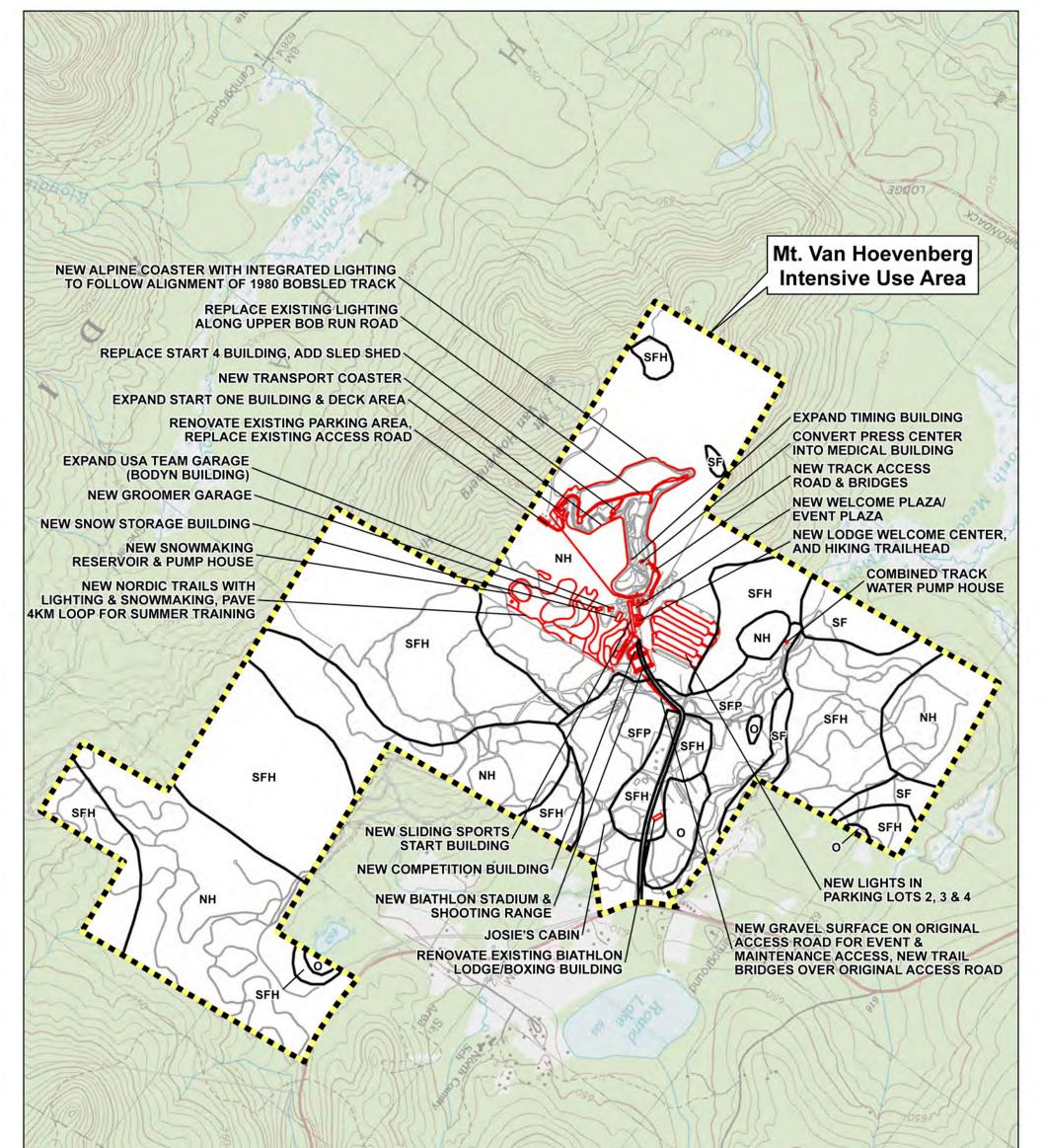
Clearing width for the alpine coaster will be narrower, typically +/- 12 feet. At +/- 7,400 long, up to 2.0 acres could be affected. Portions of the alpine coaster will be in areas nearby the 1932/1980 track that are already partially cleared or fully cleared, so the affected area will be less than 2.0 acres.

The new Sliding Sports Building is proposed along the edge of the current access road. Assuming that half of the building would require vegetative clearing, approximately ¼ acre would be affected. Construction of the snow storage shed in a currently wooded area would affect approximately another ¼ acre.

As shown on **Figure 25, Vegetation and Management Actions**, all of the activities described above will occur in the northern hardwood forest community.

The crosscountry parking lot is approximately 1/3 of an acre overall. The outer edges of the lot are a mix of vegetation and compacted dirt and gravel. The middle portion of the parking area is devoid of vegetation. Essentially all of this parking lot will be converted to herbaceous vegetation that would be maintained within the biathlon stadium.

None of the proposed management actions will require the cutting of any trees on Forest Preserve lands.



Legend

Mt. Van Hoevenberg Intensive Use Area

Proposed Action

Forest Cover Type Boundary

NH - Northern Hardwood

O - Open

SF - Spruce Fir

SFH - Spruce-Fir-Northern-Hardwood

SFP - Spruce-Fir-Pioneer-Hardwood



MT.VAN MOEVENBERG

Mt. Van Hoevenberg 2018 Unit Management Plan Amendment & Final Generic Environmental Impact Statement

Vegetation and Management Actions		Date: Project No:	03/12/2018		
1	inch = 1,500 f	eet	\wedge	Drawing No:	1
0	750	1,500		1	25
	Feet		¥		

b. Mitigation Measures

Only areas absolutely necessary for construction of management actions will be cleared of vegetation. All other areas will be maintained in a natural state.

Erosion control measures will be used on cleared areas with disturbed soils to avoid affecting adjacent vegetation by erosion or siltation. Erosion-control devices to be used will include filter fabric fences and staked straw bale filters.

Upon the completion of clearing of new ski trails, unpaved areas will be seeded with grass mixtures to promote rapid revegetation. Areas disturbed for any other improvements will also be landscaped and revegetated as soon as practicable.

Plants used to revegetate disturbed areas and planted as part of landscaping will be species indigenous to the region.

No clear-cutting of trees to develop panoramic views is proposed. Views will be framed or filtered by existing vegetation.

Continue to train staff to identify and document the location of key invasive plant species.

Work toward a complete comprehensive inventory of the presence and extent of invasive plants in the unit.

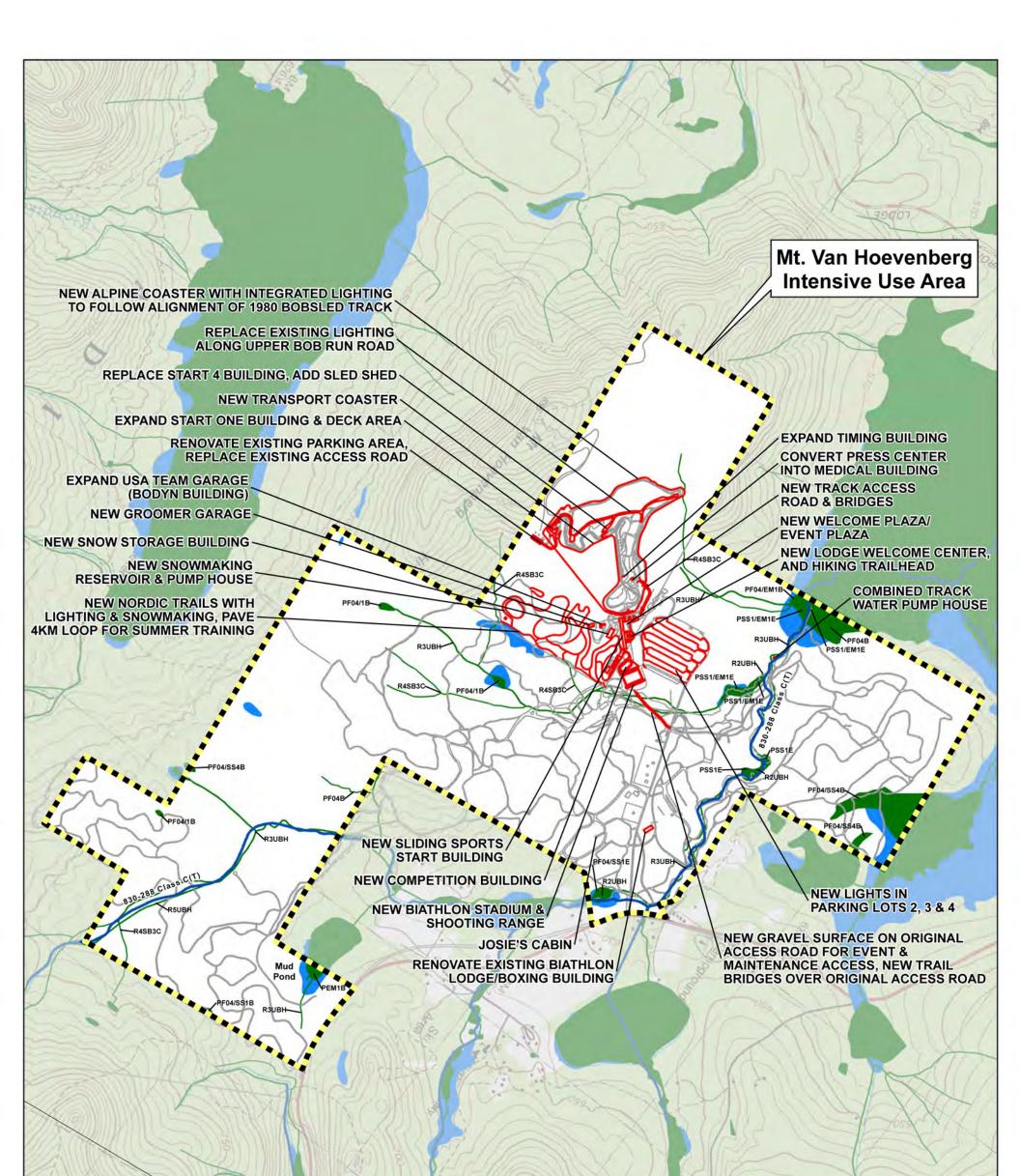
Eliminate any identified populations of invasive plant species that are discovered in the unit. These actions may be carried out by DEC personnel or by members of APIPP or other volunteers under supervision of DEC through an Adopt-a-Natural Resource Agreement, or by contract with ORDA.

- 2. Water and Wetland Resources
- a. Impacts

See Figure 26, Surface Water Resources and Wetlands and Management Actions.

Activities proposed around or in water resources include a foot bridge over the tributary to North Meadow Brook that will be constructed between the far end of the biathlon shooting range and the cross country stadium. A vehicular bridge over a different tributary will be constructed for the new section of access road between maintenance and the track access road. Bridges will be arch culverts or clear spans. Support elements for the bridges will be constructed outside of the bed and immediate banks of the streams.

Maintenance of the area around the water intake on North Meadow Brook will involve work in



Legend



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03/12/2018 Date: Surface Water and Project No. 2017004 Wetland Resources and Management Actions Drawing No. 1 inch = 1,500 feet 750 1,500 26 Feet

the brook. During the removal of accumulated sediment around the intake, there will be potential for causing increased stream turbidity within the brook and downstream of the brook. Measure that will be implemented to mitigate potential impacts associated with sedimentation in surface waters as a result of soil erosion during construction are discussed in the following section, Soils and Geology.

No activities are proposed in or around wetlands.

b. Mitigation Measures

The following measures shall be implemented during any maintenance dredging to remove sediment that has accumulated around the intake to the pump house on North Meadow Brook.

1. Dredging should take place during periods of low stream flow, typically in the fall.

2. A pump shall be used to reduce streamflow so that water does not flow over the weir during sediment removal. The pump intake shall be located far enough upstream of the sediment removal so as to not pump any turbid water.

3. Water shall be pumped to a point immediately downstream of the weir in order to maintain downstream flows.

4. The pump discharge shall be to an area of stable streambed not susceptible to scouring from the pump discharge.

5. Pumping shall continue after dredging is complete and shall be stopped only when there is no visible difference in turbidity in the dredge area and downstream of the weir.

6. For hydraulic dredging, materials shall be pumped to closed geotextile bags, tubes or other containers. Return flow to the brook shall only be allowed if the return flow does not result in a visible change in turbidity within the brook.

7. Full geotextile containers shall be removed from the vicinity of the brook before material is removed from the containers. Removed materials should be suitably stabilized by vegetative or other means.

8. Machinery should be regularly maintained and checked frequently for fluid leaks. Any machine found to have even a minor fluid leak shall be removed to a remote area for repairs.

9. Machinery operating in the vicinity of streams shall be equipped with spill control materials including absorbent pads.

10. Mobile equipment shall be refueled a minimum of 100 feet from the brook.

11. Stationary equipment, such as pumps, shall be place a minimum of 20 feet from the brook and shall be placed on fuel-resistant, impervious material (i.e. tarps).

12. Pump refueling shall make use of tight fuel containers and funnels.

13. Absorbent pads shall be available in immediate proximity of pumps and be used in the event of any spill, regardless of quantity.

3. Soils and Geology

a. Impacts

Proposed management actions that involve soil disturbance are proposed in areas with the following soils progressing from the lowest elevations to the highest elevations; Udorthents, Mundalite fine sandy loam, Mundalite-Rawsonville complex, and Rawsonville-Hogback complex. See **Figure 27, Soils Map and Management Actions**.

Soil erosion potential increases from slight at the lower elevation, to moderate at the middle elevations to severe at the highest elevations.

Depth to bedrock is greater than six feet at lower elevations. At the middle elevations depth to bedrock will vary depending on which component of the Mundalite-Rawsonville component is present where management actions are occurring, including the excavation of the snowmaking reservoir. For the uppermost portions of the proposed ski trails and the upper portion of the alpine coaster, construction will have to contend with bedrock that will be 14-25 inches below the ground surface.

There are potential impacts that could arise from soil erosion.

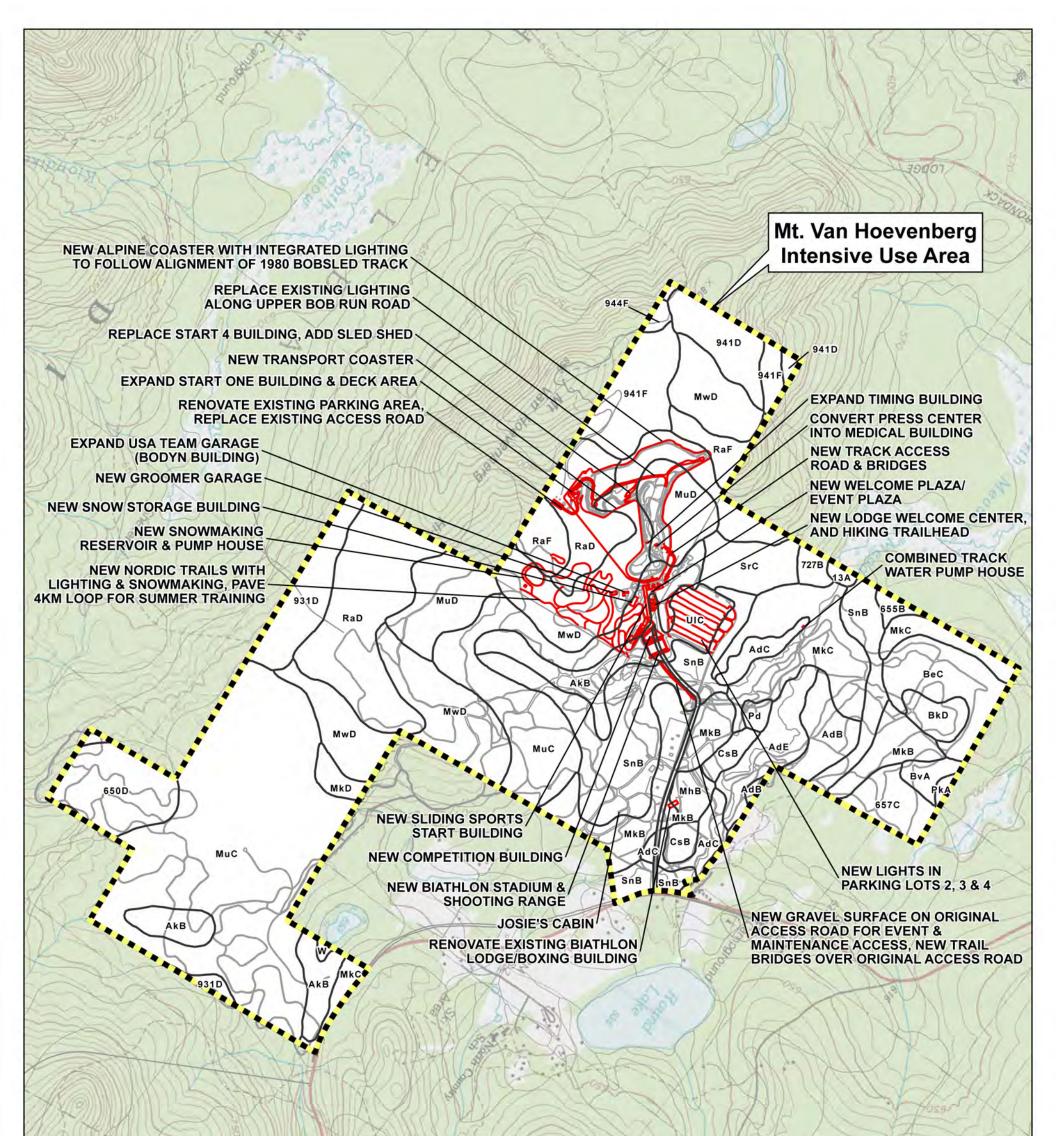
There are also potential impacts that could arise from blasting bedrock that may be necessary for construction of the snowmaking reservoir.

These potential impacts can be mitigated through the implementation of the following mitigation measures.

b. Mitigation Measures

1. Soil Erosion

Disturbance of areas of steep slopes during construction can lead to an increased vulnerability of the soils to erosion. Suitable measures must be implemented to first prevent soil erosion and then, second, to make sure that any soils that are eroded are contained and prevented



	LABEL	SOIL TYPE	LABEL	SOIL TYPE
	13A	Burnt Vly-Rumney-Pleasant Lake complex, 0 to 2 percent slopes	CsB	Colton very gravelly loamy sand, 3 to 8 percent slopes
I SAMA I AND I	650D	Monadnock-Adams-Colton complex, 15 to 35 percent slopes, bouldery	MhB	Monadnock fine sandy loam, 3 to 8 percent slopes
	655B	Sunapee-Monadnock complex, 3 to 15 percent slopes, very bouldery	MkB	Monadnock fine sandy loam, 3 to 8 percent slopes, very bouldery
	657C	Monadnock-Tahawus complex, 3 to 15 percent slopes, very bouldery	MkC	Monadnock fine sandy loam, 8 to 15 percent slopes, very bouldery
	727B	Skerry-Adirondack complex, 0 to 8 percent slopes, very bouldery	MkD	Monadnock fine sandy loam, 15 to 35 percent slopes, very bouldery
_egend	\931D	Mundalite-Rawsonville complex, 15 to 35 percent slopes, rocky, very bouldery	MuC	Mundalite fine sandy loam, 8 to 15 percent slopes, very bouldery
egenu	941D	Rawsonville-Hogback complex, 15 to 35 percent slopes, very rocky, very bouldery	MwD	Mundalite-Rawsonville complex, 15 to 35 percent slopes, rocky, very bouldery
	941F	Rawsonville-Hogback complex, 35 to 60 percent slopes, very rocky, very bouldery	Pd	Pits, sand and gravel
Mt. Van Hoevenberg Intensive Use Boundary	944F	Hogback-Knob Lock complex, 35 to 60 percent slopes, very rocky, very bouldery	PkA	Pleasant Lake peat, 0 to 2 percent slopes
	AdC	Adams loamy sand, 8 to 15 percent slopes	RaD	Rawsonville-Hogback complex, 15 to 35 percent slopes, very rocky, very bould
SSURGO Soil Type Boundary	AdE	Adams loamy sand, 25 to 45 percent slopes	RaF	Rawsonville-Hogback complex, 35 to 60 percent slopes, very rocky, very boul
Soortoo son type boundary	AkB	Adirondack fine sandy loam, 3 to 8 percent slopes, very bouldery	SnB	Sunapee fine sandy loam, 3 to 8 percent slopes, very bouldery
A /	BeC	Becket fine sandy loam, 8 to 15 percent slopes, very bouldery	SrC	Skerry loam, 8 to 15 percent slopes, very bouldery
Proposed Action	BkD	Becket-Tunbridge complex, 15 to 35 percent slopes, rocky, very bouldery	W	Water
	BvA	Burnt Vly peat, 0 to 1 percent slopes		
	ABUILDER		1703141	



Olympic Regional Development Authority 2634 Main Street Lake Placid, New York 12946



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Soils Map and Management Actions Drawing No. 1 inch = 1,500 feet 750 1,500 27 0 Feet

from causing sedimentation in receiving waters.

ORDA is familiar with implementing proper erosion and sediment control practices when undertaking construction practices at their venues that oftentimes involve construction on steep slopes. These proper practices are set forth in the *New York State Standards and Specifications for Erosion and Sediment Control* (last updated November 2016).

These standards and specifications will be used to develop Stormwater Pollution Prevention Plans (SWPPPs) for construction activities at Mt. Van Hoevenberg in accordance with NYSDEC's SPDES General Permit for Stormwater Discharge from Construction Activity, GP-0-15-002.

SWPPPS will detail those measures that will be implemented during construction to mitigate potential soil erosion and surface water sedimentation. SWPPP content will include such things as construction sequencing and phasing, temporary and permanent stabilization, structural erosion control practices and vegetative control practices. SWPPS will include provisions for monitoring, inspections, data collection, and compliance documentation.

Mitigation measures that ORDA commonly and successfully employs during venue construction activities include the following that will be incorporated into Mt. Van Hoevenberg pre-construction SWPPP plans and specifications.

Construction Road Stabilization – site access will be achieved using existing work roads, ski trails, driveways and parking areas. At this time, no new disturbance is anticipated for site access, material storage areas or other construction uses.

Concrete Washout – Concrete truck washouts will be provided in existing parking areas located in proximity to the base area.

Protecting Vegetation to Remain – clearing limits will be marked with flagging tape, paint or other suitable means prior to the felling of trees on Town easement lands.

Runoff Control

- **Construction Ditches** construction ditches shall be installed across ski trails at a slope of 2% or less where it is necessary to divert flow from the top of a slope or to interrupt flow running down a slope. Construction ditches shall be installed, maintained and stabilized after construction in accordance with pages 3.3-3.6 of New York State Standards and Specifications for Erosion and Sediment Control, 2016.
- **Trench Plugs** Sand bags or gravel bags will be employed in open utility trenches longer than 300 feet. Compost filter socks of suitable size are an acceptable alternative to sand bags or gravel bags.

Soil Stabilization

- **Temporary Seeding** Seed and mulch inactive areas with bare soil within 3 days of disturbance unless construction will resume in that area within 2 days. Seed with annual rye mixture at 30 pounds per acre. For late fall or early winter seeding seed with winter rye at a rate of 100 pounds per acre. Mulch areas with straw at a rate of 2 tons per acre.
- **Permanent Seeding and Mulching** Maintain existing vegetation outside of marked limits of disturbance. Disturbed soils shall be permanently stabilized by successfully establishing an herbaceous ground cover.

Seeding – A commercially available native seed mixture appropriate to the climate shall be used to stabilize disturbed areas to be re-vegetated. Seed may be applied by a number of suitable means including broadcasting, hydro-seeding, or incorporated as part of a geotextile (i.e. Green & Bio Tech SureTurf 1000 and 4000 Seeded Mat System [®], BIOMAT [®] seeded mats).

Mulching – Broadcast seeded areas shall also be mulched. Broadcast seeded areas shall be mulched with straw at a rate of 2 to 3 bales per thousand square feet (100-120 bales per acre). Mulch shall be secured in place by either driving over the mulched area with a tracked vehicle or by applying a non-asphaltic tackifier.

Hydro-seeded areas shall contain a mix of wood cellulose mulch applied during the hydro-seeding process. Wood cellulose mulch shall be applied at a rate of 35 pounds per thousand square feet (2,000 pounds per acre). A non-asphaltic tackifier will be included with the hydro-mulch application.

Soil Restoration

As directed by the Qualified Inspector, areas of compacted soils that are to be seeded should be restored to improve the quality of the seed bed. The top four (4) to six (6) inches of soil shall be loosened using hand or mechanical means prior to applying seed. Also, as directed by the Qualified Inspector, finished grades consisting of exposed subsoils may require soil amendment or topsoil in order to provide a suitable seed bed.

Sediment Control

 Silt Fence – Where appropriate, silt fence (standard or reinforced) shall be installed along topographic contours. Use of silt fence is appropriate where there is no concentration of water flowing to the barrier and where the drainage area for overland flow does not exceed ½ acre per 100 feet of fence. Additionally, maximum allowable slope lengths contributing runoff to a silt fence shall be as follows:

Slope Steepness	Standard Maximum Slope Length (ft.)	Reinforced Maximum Slope Length (ft.)
<50:1	300	N/A
50:1 to 10:1	125	250
10:1 to 5:1	100	150
5:1 to 3:1	60	80
3:1 to 2:1	40	70
>2:1	20	30

(Source: New York State Standards and Specifications for Erosion and Sediment Control, 2016)

- Silt fence structures should be installed anywhere sediment retention is needed in and around a construction site.
- Perpendicular to slopes or parallel to contour.
- At the toe of highly erodible slopes.
- Around culverts and storm water drainage systems.
- Adjacent to lakes, streams or creeks.

Maintenance – Silt fences should be inspected periodically for damages such as tearing by equipment, animals, or wind and for the amount of sediment which has accumulated. Removal of the sediment is generally necessary when it reaches 1/3 the height of the silt fence. In situations where access is available, machinery can be used; otherwise, it must be removed manually. The key elements to remember are:

- The sediment deposits should be removed when heavy rain or high water is anticipated.
- The sediment removed should be placed in an area where there is no danger of erosion.
- The silt fence should not be removed until adequate vegetation ensures no further erosion of the disturbed slopes. Generally, the fabric is cut at ground level, the wire and posts removed, the sediment spread, and seeding and mulch is applied immediately.

Reinforced silt fence should be installed at the base of temporary stockpiles. The reinforced silt fence is designed to hold heavier loads. Falling debris from stockpiles may be caught by the reinforced silt fence where standard silt fence could fail.

• Straw Bale Dikes – Straw bale dikes may be used as a substitute for silt fence ONLY where shallow depth to rock precludes the proper installation of silt fence. Straw bale dikes shall NOT be used where there is concentrated flow. Straw bale dikes shall NOT be used where more than 3 months of erosion and sediment control is required unless bales are replaced or an additional parallel row of bales is installed prior to the original

straw bales being in place for 3 months. Length of slope above the straw bale dike shall not exceed the following:

	Maximum
Slope	Slope
Steepness	Length (ft.)
2:1	25
3:1	50
4:1	75

(Source: New York State Standards and Specifications for Erosion and Sediment Control, 2016)

Straw bale dikes require more maintenance and degrade much more rapidly. Straw bale dikes offer a more standalone practice that may be less dependent on the required staking. Staking is required for both silt fence and straw bale dikes. Both practices are required to be buried in the ground, although silt fence is required a six inch burial as opposed to a four inch burial trench for straw bale dikes. If neither application is applicable, sediment may be captured by using aproned Triangular Silt Dikes.

Installation specifications:

- Each bale shall be embedded in the soil a minimum of 4 inches.
- Bales shall be placed in a row with ends tightly abutting the adjacent bales.
- Bales shall be securely anchored in place by stakes driven through the bales. The first stake in each bale shall be driven toward the previously laid bale to force bales together.
- Inspection shall be frequent and repair or replacement shall be made promptly as needed.

Ski Trail Construction

Use the following measures to mitigate the potential impacts of trail construction.

- Limit individual disturbance areas to less or equal to 1 acre at any time.
- Grubbed stumps will be removed or buried within the trail as part of trail construction (filling low spots, etc.)
- Branches and tops will be chipped with chips broadcast into adjoining wooded areas. Chip piles shall not be created in wooded areas.
- Install sediment and erosion control practices.
- On constructed trails, which involved cut/fill operations, exposed earth areas will be contained by diverting clean runoff from the uphill side with construction ditches as much as practicable.
- Silt fence and/or chip berms on the downhill side will be utilized to filter the runoff from the raw site.
- Areas where finish grade has been established will be seeded and mulched within 3 days. No areas shall be left with raw earth exposed for more than 7 days.

Alpine Coaster Construction

The scope of the alpine coaster construction operations is similar, but less intense, than most trail construction operations. Construction will involve:

- Cutting trees to provide a 12-15 feet wide area with sufficient clearance.
- Stumps are cut flush to the ground.
- Grading operations are limited to the areas immediately around tension and drive terminals, redirect wheels, passenger decks and attendant buildings. In these locations E&SC practices include silt fence, upgradient water bars, and vegetative stabilization.
- Ground cover vegetation will be undisturbed to the extent possible.
- Areas requiring site disturbance will be stabilized using practices described above.
- Wooded areas which are cut will be allowed to naturally fill in with herbaceous growth.

Linear Utilities

Linear utilities include underground water pipe, air lines, and electric lines. Erosion from pipeline construction will be minimized by limiting the length of the open trench to 1200' for a period not to exceed 10 days. Sand or gravel bags trench plugs will be placed in sloped trenches at a minimum of 300' intervals to slow the velocity of stormwater runoff that may enter the trench.

Areas where finish grade has been established will be seeded and mulched within 3 days. No areas shall be left with raw earth exposed for more than 7 days.

2. Blasting

ORDA will employ the services of a professional, licensed and insured blasting company to perform any needed blasting. Blasters in New York State are required to possess a valid NY State Department of Labor issued Explosive License and Blaster Certificate of Competence. The Explosives License permits the licensee to purchase, own, possess or transport explosives. The Blaster Certificate of Competence permits the use of explosives.

If it is determined that blasting will be required, a written blasting plan will be developed and approved prior to the commencement of blasting. In general, the blast plan will contain information about the blasting methods to be employed, measures to be taken to protect the safety of the public, and how the applicable rules and regulations will be complied with. If during the evolution of the project there are significant changes in the blast design, a new blast plan will be required.

While each blast plan is tailored to meet the specific needs of a particular project, they all

contain certain elements. Typically the general information provided will include the blasting contractor; the project blaster; locations of blasting; the duration of blasting operations; locations of offsite receptors; location of any nearby utilities; the drill hole pattern; the explosives and detonation systems to be employed; the proposed loading of the holes; the maximum weight of explosives to be detonated in any delay period; measures to be taken to minimize the offsite impacts of blasting; traffic control and warning signs; the sequence and type of blasting warning signals; location of seismographs to monitor blast induced vibrations; what, if any local permits are required; will pre-blast surveys be performed, and if so where; and other information as necessary.

In addition, prior to the commencement of blasting, a pre-blast meeting will be held with the blaster, project manager, and other interested parties.

A record of each blast will be made by the blaster, and a copy provided to and retained by the project, which contains at a minimum the following information:

- Name of the operator and/or contractor conducting the blast.
- The location, date and time of the blast.
- Name, signature and identification number of the blaster (certificate of competency number, as issued by the Department of Labor).
- Type of material blasted.
- Diagram of shot including number of holes, depth of holes, diameter of holes, burden, spacing, and face orientation.
- Location and distance of nearest non-company owned structure.
- A record of the shot including amount of subdrilling, decking, stemming height and type, quantity and type of explosive, quantity and type of detonator, weather conditions (including wind speed and direction), type of initiation system and all delay periods progressively, in milliseconds. A drill log reviewed and signed by the licensed blaster and company supervisor including date, time, location, shot number, number of holes, hole depth, average face height, burden, spacing, diameter and any potential problem areas such as seams, cracks, voids and water.

The following techniques and control measures will be considered in blast design to reduce ground vibration:

- Adjusting the blast hole pattern
- Reducing the pounds of explosive per delay:
 - o use of smaller diameter blast holes
 - o reduce bench height
 - o use of decking
- Avoiding overly confined charges (e.g. excessive burden).
- Avoiding excessive subdrilling.
- Strict control over spacing and orientation of blast holes.

- Borehole deviation monitoring.
- If possible, designing the blast sequence to direct vibration away from structures of concern.

A properly designed blast will give lower vibrations per pound of explosive. Close to the blast, the ground vibration character is affected by factors of blast design and geometry, particularly charge weight per delay, delay interval, and to some extent direction of initiation, burden, and spacing.

Additionally, to reduce the public's concern regarding ground vibrations:

- Blasts will be scheduled for the same time of day whenever possible.
- Blasts will be scheduled for periods of high local activity.
- Blasts will not be scheduled for quiet periods.
- Neighbors will be notified of the blast schedule in advance.
- 4. Visual Resources

a. Impacts

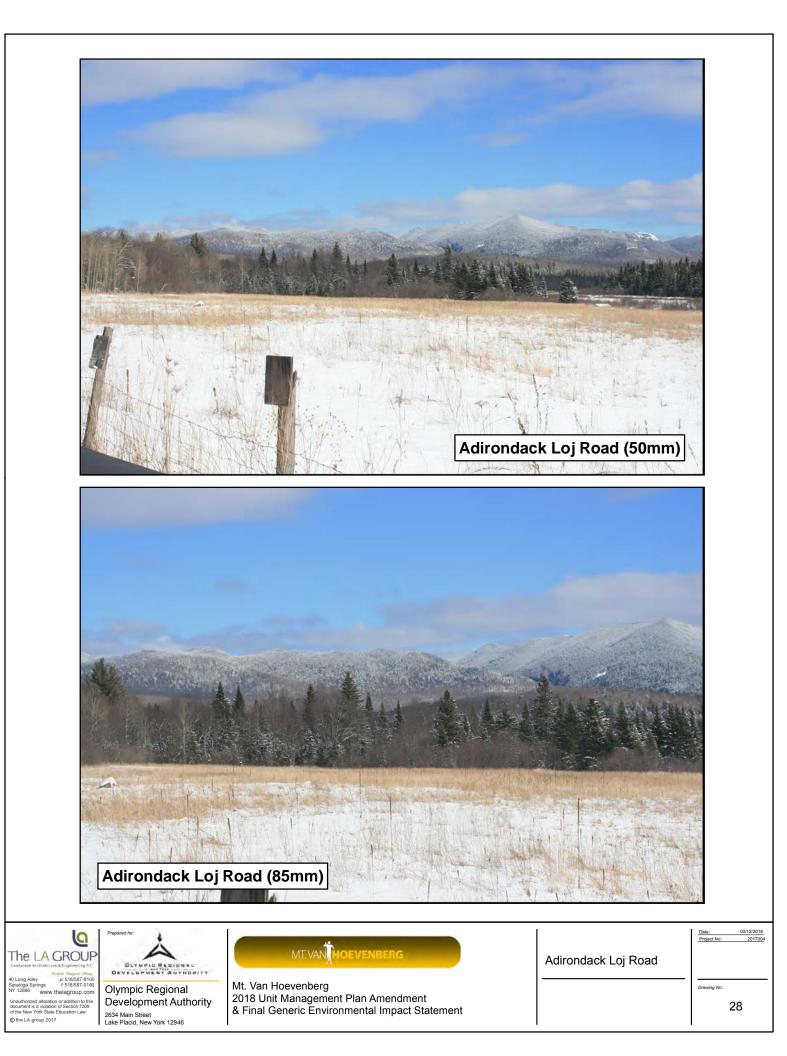
A Visual Resource Impact Analysis was included in the 1999 UMP Amendment (Appendix C). This analysis determined that views into the Olympic Sports Complex are available only from areas between 310 degrees northwest and 45 degrees east. Intervening terrain and vegetation blocks views from other directions.

The following vantage points were identified as having potential views in the 1999 Amendment.

- NYS Route 73 Entrance views were filtered by intervening vegetation.
- Adirondack Loj Road a portion of the 1932/1980 bobsled run was visible
- 90M Ski Jump Deck portions of the bob run, luge run and access road were visible
- John Browns Grave/Farm Site one of the maintenance garages at the base was visible, but the bob and luge runs were not visible
- Holiday Inn Parking Lot the clearing for the bob run and the luge run were visible
- Route 86 Overlooking the Lake Placid Golf Course the upper half of the clearing for the bob run was visible

These same vantage points were evaluated in March 2018 during snow cover conditions which enhances visibility from distant views.

- NYS Route 73 Entrance views were blocked by intervening vegetation
- Adirondack Loj Road See **Figure 28**, **Adirondack Loj Road**, showing photographs from this location. Breaks in the tree lines associated with the combined track are visible as white "traces" on the wooded hillside.



- 90M Ski Jump Deck views of the Olympic Sports Complex are now blocked by foreground vegetation.
- John Browns Grave/Farm Site there are no views into the Olympic Sports Complex
- Crowne Plaza (formerly Holiday Inn) Parking Lot See Figure 29, Crowne Plaza Parking showing photographs from this location. From this vantage point, nearly all of the combined track and the 1980 Start Building are within the view. The view is from a little over 5miles away and also includes a portion of the Village of Lake Placid and the ski jumps at the Olympic Jumping in the foreground of the view.
- Route 86 Overlooking Lake Placid Golf Course (designated scenic vista) See Figure 30, Route 86/Golf Course showing photographs from this location. The upper and middle portions of the combined track are visible. The view also includes the ski jumps.

It is not anticipated that the proposed management actions included in this UMP Amendment will result in significant changes in views from locations where the Olympic Sports Complex is currently visible. The sliding sports building, the welcome/base lodge, the snow storage building and the groomer garage are all proposed at low elevations that are not visible. The proposed ski trails and the alpine coaster are proposed at higher elevation and in proximity to the combined track. However, due to the limited extent of disturbance associated with these management actions – 30 feet wide for the ski trails, and 12-15 feet wide for the alpine coaster, development of these elements will cause very little to no changes in tree canopy cover that may be visible from the distant vantage points within the Village that are a little over 5 miles away.

Night-Lighting

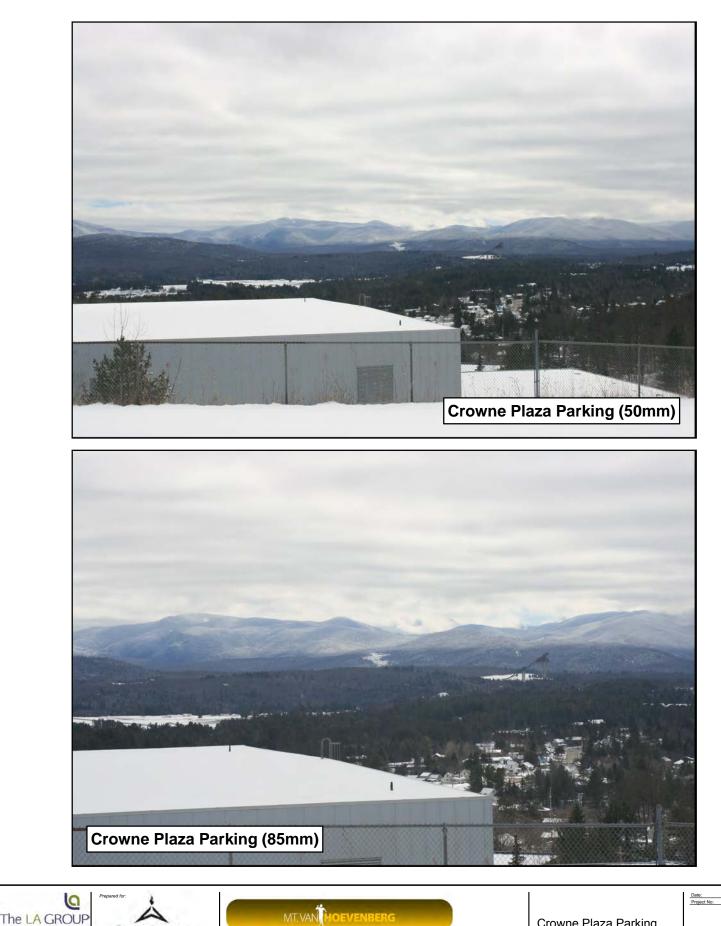
The visibility of the facility at night was also assessed. **Figures 31 and 32** contain photographs taken the night of March 11, 2018 from the Crowne Plaza Hotel Parking Lot, from the NYS Route 86 scenic vista at the golf course and from Adirondack Loj Road. The photographs were taken on a cloudy night with low cloud cover, with facility lit as it typically is for nighttime winter operation.

In the view from the Crowne Plaza parking lot, the upper portion of the track (lit with white LED and metal halide lights) above Start 5 is visible along with some portions of the access road lighting (lit with the more yellow high pressure sodium lights).

Not as much light is visible from the NYS Route 86/Golf Course location since it is almost 200 feet lower in elevation than the previous photo location.

In the night photo from Adirondack Loj Road, just the upper part of the track down to about Start 3 is visible. There is also some screened view of a short section of the lower track, possibly curve 17 entering the heart.

In additions to these locations, APA requested an evaluation of the night visibility of the facility



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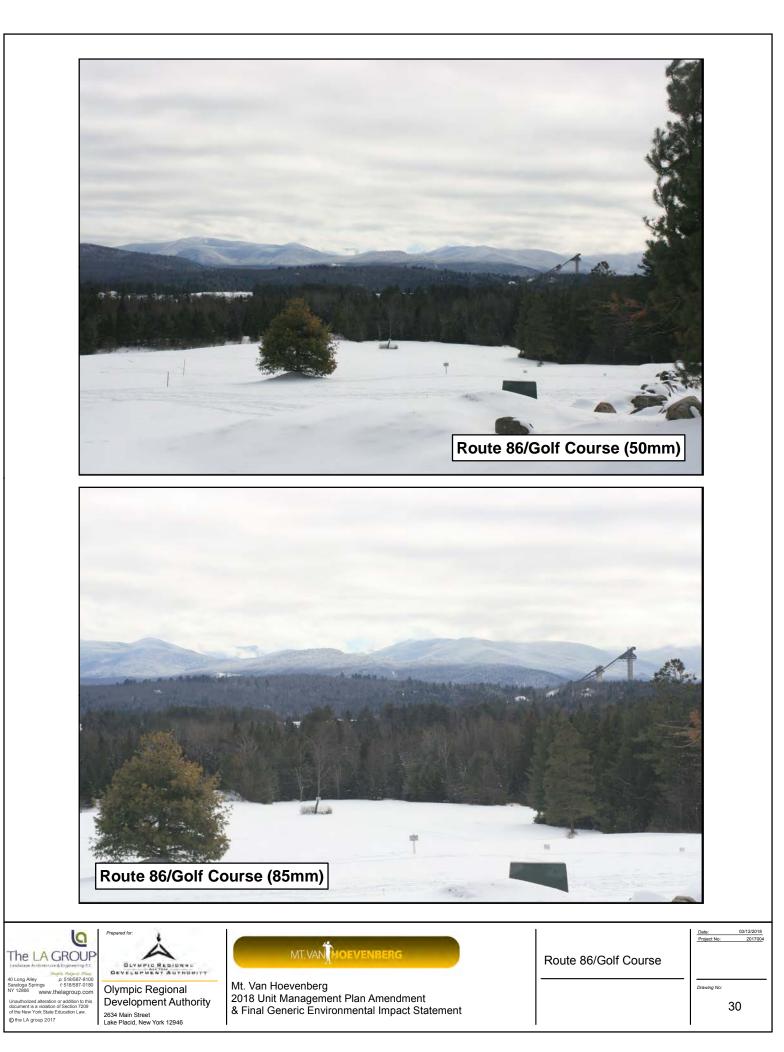
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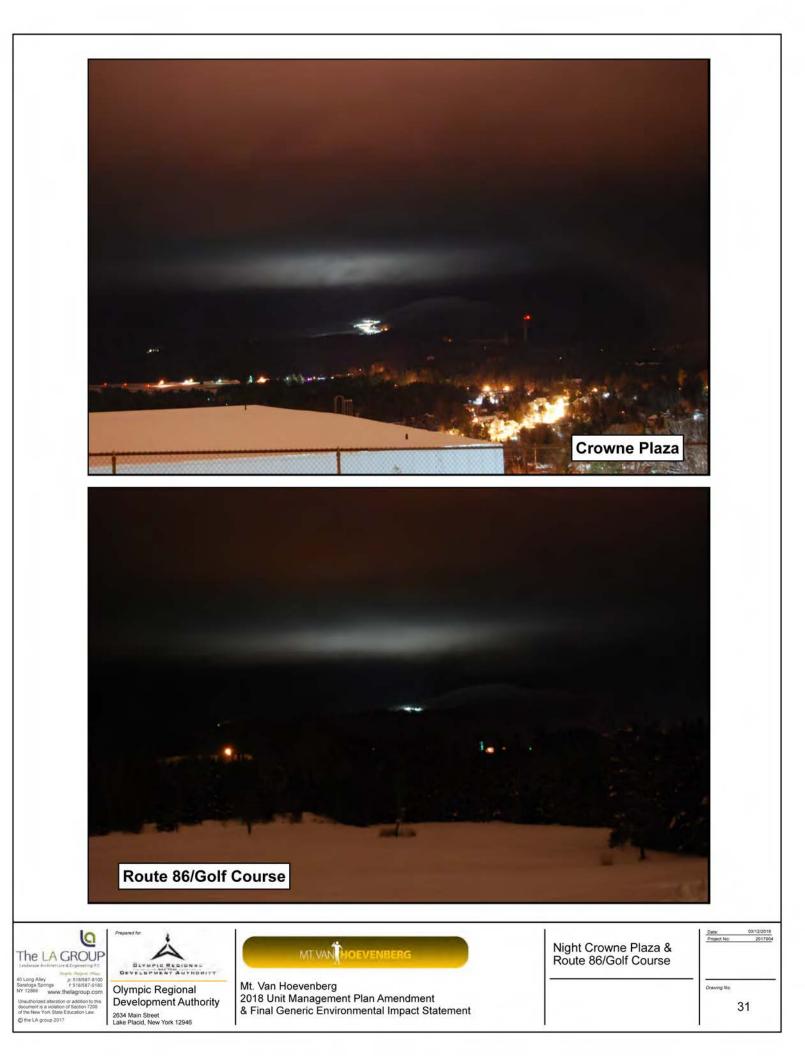
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Crowne Plaza Parking

Drawing No: 29

03/12/2018







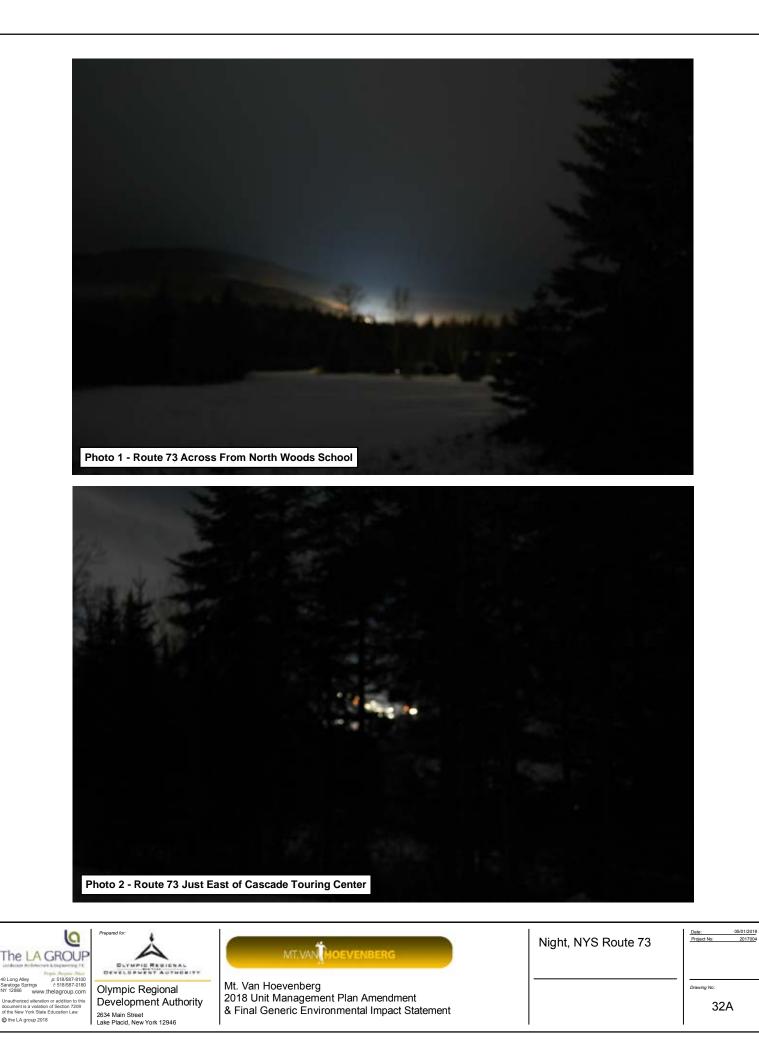
from NYS Route 73 between the Olympic Jumping Complex and Cascade Lake as part of this UMP Amendment. This evaluation occurred on April 30, 2018. During this evaluation, facility personnel described conditions as presenting a worst-case scenario with cloud cover enhancing sky glow. The combined track was closed for the season, and during the evaluation all of the curve shades were pulled open along with shades on many other track sections. This would be unusual during normal operations. The curve shades are thick, white and opaque and transmit a very small amount of light. The shade/roof system had also been removed in the straight away between curves 19 and 20 in preparation for a tin system, therefore lighting in that area was not contained.

See Photo 1 on Figure 32A. This photo was taken just east of the entrance to the Olympic Sports Complex across the road from road from North Country School. The area that is lit is screened by vegetation except one area of lighting at the top of the combined track. Obviously, the glow from the lit tack is what is most visible. It is very unlikely that lit Nordic trails in the trees at a lower elevation will be noticeable.

There was no view of the light sources from the area around the entrance to the facility on NYS Route 73, and there was only a short duration (+/- 200 yards) when glow is visible. Photo 2 on Figure 32A was taken just to the east of the Cascade Touring Center and is representative of the types of glimpses of the facility one gets through the trees as you drive along NYS Route 73. NYS Route 73 traverses along a hillside in this area allowing one to look down and across a low area at the facility. The road is heavily vegetated with a mature, mostly coniferous, forest which obscures the view of the facility but still allows glimpses of the lit facility through the trees. Again, the area most visible is the combined track on the hillside. It is very doubtful lighted nordic trails in the woods on the lower elevations would be visible, and most certainly would not be noticeable if the combined track is lit.

See **Figure 20, Lighting Diagram**. Changes in lighting proposed in this UMP Amendment are not expected to increase the visibility of the OSC at night.

- No changes are proposed to the current combined track lighting.
- Full cutoff roadway lighting is proposed in parking lots 2, 3 and 4 which are not visible in the photos due to their lower elevation. The fixtures would also be mounted at a height of 20-30', which is below the tree canopy height surrounding the parking lots.
- Proposed full cut off pedestrian lighting will replace existing road lighting in the area of the proposed plaza at the Welcome Lodge which is also low on the site and not visible in the photos. The existing road lighting is outdated and not dark sky friendly, and the proposed pedestrian lighting will be mounted at a lower height below the tree canopy height.
- The lower section of the ski trails and the alpine coaster are not visible in the photos due to their lower elevation, so the proposed lighting will not be visible.
- The alpine coaster will be lit with small full cutoff LED fixtures mounted to the track within the 12-15 wide track corridor at a height of approximately 10 feet. Low height,



small fixture size and a narrow track corridor within the existing tree canopy will likely prevent most, if not all, light from the upper portion of the alpine coaster from being visible. Additionally, all of the existing lighting along the 1980 track, adjacent to the proposed alpine coaster, will be removed.



Alpine Coaster Light Example



• New ski trail lighting on the upper trails will be shielded flood lights directed downward within the 30 feet wide trail corridor and will be mounted on trees or on poles at a height of 15 to 30 feet. It is possible that some of the higher elevation ski trail lights may be slightly visible from off-site when trail direction is directly in line with the view, however the low mounting height, narrow trail clearing and existing wooded vegetation will prevent most, if not all of the proposed ski trail light from being visible. Any light that may be visible would be minimal in the context of what is currently visible.



- The roadway lighting on Upper Bob Run Road will be replaced with full cutoff roadway light fixtures. The use of the full cutoff fixtures will eliminate some of the light currently visible, but the reduction would be relatively minimal in the context of the unchanged track lighting. Additional full cutoff roadway light fixtures may be added in select dark spots along Upper Bob Run Road near Start 4 and lower, and at the improved parking area near Start 1. Additional light from these fixtures would be very minimal, and will not alter the existing nighttime view.
- b. Mitigation Measures

No significant adverse impacts have been identified, so no mitigation measures are needed.

ORDA will continue to seek ways of decreasing the visibility of site lighting as described in Appendix 2A.

- 5. Fish and Wildlife
- a. Impacts

Potential impacts and mitigation measures for aquatic habitats are discussed in the Surface Water and Wetlands section above and the Soils and Geology section above.

Potential impacts and mitigation measures for terrestrial habitats are discussed in the Vegetation section above and in the wetlands portion of the Surface Water and Wetlands section above.

b. Mitigation Measures

No measures beyond those provided in the sections above entitled Surface Waters and Wetlands, Soils and Geology, and Vegetation are required.

6. Air Quality

a. Impacts

None of the new management actions contained in this UMP Amendment will be a source of significant air emissions. There will be some temporary construction related air quality affects related to dust and construction vehicle emissions. However, these will all occur within the interior of the intensive use area, removed from adjoining properties, and they will be short term and temporary in nature. During operations there will be some increase in vehicle emissions from visitors, but this is not anticipated to have any appreciable effects on local air quality.

b. Mitigation Measures

No significant adverse impacts have been identified, so no mitigation measures are needed.

7. Noise

a. Impacts

There will be noise associated with the biathlon shooting range when the range is in use during training and competition. However, biathlon shooting will be relocated to this area from the current biathlon range which is located more towards the exterior of the property and closer to adjoining properties and the NYS Route 73 corridor.

Noise from biathlon shooting was tested for a 2007 report prepared for the Olympic Jumping Complex. A single .22 caliber shot was found to have a sound level of 88.2 dBA at 30 feet away. This is equivalent to approximately 138 dBA at the source (0.1 foot away). Assuming 10 simultaneously fired .22 caliber shots (an unlikely scenario), the source noise level would be 148 dBA. When considering how this level of noise might affect adjacent Forest Preserve lands, the peak of Mt. Van Hoevenberg, 4,500 away from the biathlon range, was evaluated. At this distance, the 148 dBA would be +/- 55 dBA. Table E on page 19 of the DEC *Program Policy for Assessing and Mitigating Noise Impacts* (2001) describes a sound level of 55dBA to be in the "Quiet" range.

Snowmaking on the ski trails on the Town easement will be a source of noise, but it is not expected the noise from snowmaking will cause impacts. It is expected that the snow guns that

will be used will be low energy snow guns since they will be supplied with water from the nearby snowmaking reservoir that is higher in elevation than most of the trails. (High energy snow guns are more often used when water has to be pumped from greater distances.) A March 2011 noise study conducted for the most recent Belleayre Mountain Ski Center UMP documented a sound level (Leq) of 65.8 dBA for four simultaneously operating snow guns located 100 to 300 feet away.

Assuming a source noise of 65.8 dBA at a distance of 100 feet from the source, noise calculations can be made for expected sound levels at three nearby locations; the entrance on NYS Route 73 (+/- 4,230 feet away) the peak of Mt. Van Hoevenberg (+/- 3,000 feet away) and the private property to the east between the intensive use area and NYS Route 73 (+/- 4,230 feet away). At these distances the source level of 65.8 dBA would be 33.27, 36.26 and 33.27 dBA respectively. As a point of reference, Table E on page 19 of the DEC *Program Policy for Assessing and Mitigating Noise Impacts* (2001) lists the ambient sound level for a bedroom as 40 dBA.

b. Mitigation Measures

No significant adverse impacts have been identified, so no mitigation measures are needed.

B. Human Resources

1. Transportation

a. Impacts

The proposed improvements are intended to increase visitation to and use of the facilities at Mt. Van Hoevenberg. It is not expected that this increase in visitation will have significant impacts on transportation. Transportation impacts are associated with peak times of use and peak attendance. For Mt. Van Hoevenberg, these peaks are associated with competition events.

None of the proposed management actions are intended to increase the facility's capacities for competitions (parking, spectator space, etc.). Spectator attendance for events associated with the new biathlon stadium is not expected to exceed attendance for currently held events, including world class sliding events. It is possible that the frequency of competitions could conceivably increase, but the peak traffic generated from these events will not change.

The increase in use expected as a result of the proposed actions will be occurring throughout the day and during non-peak times.

Providing parking and trailhead facilities at Mt. Van Hoevenberg will improve transportation conditions on that section of NY Route 73 where trailhead parking often is overcrowded.

b. Mitigation Measures

No significant adverse impacts have been identified, so no mitigation measures are necessary.

- 2. Community Services and Utilities
- a. Impacts

There will be some increase in demand for community services such as fire, EMS, police, rescue, solid waste and health care. However, Mt. Van Hoevenberg presently makes little demand on such services and the increase in such demand is anticipated to be minimal.

There will be an increase in demand for electrical power associated with the proposed actions. Existing electrical infrastructure is adequate to meet the increased demand. Mt. Van Hoevenberg has its own water supply and wastewater disposal systems. There will be no increase in demand for municipal utilities.

b. Mitigation Measures

No significant adverse impacts have been identified, so no mitigation measures are necessary.

- 3. Local Land Use Plans
- a. Impacts

The actions in this UMP Amendment are consistent with local, regional and ORDA efforts to enhance an attractive year-round day use recreation area.

b. Mitigation Measures

No mitigation measures are needed since no potential impacts have been identified.

- 4. Economics
- a. Impacts

There are several economic impacts that are directly related to the UMP. These include preconstruction spending for professional services, construction spending related to labor and supplies for constructing the proposed actions, and operation spending by skiers for tickets, lodging, equipment rental and meal purchases on and off the site and payroll spending for new operations and vendor employees. A multiplier effect will occur for revenues that are produced on the site and later off the site. This traditionally includes short-term (5 years) construction spending and long-term operational spending as well. Multipliers have been developed for all industries by the US Department of Commerce. They are used to predict the direct and indirect economic impacts generated by each spending sector. Direct economic impacts refer to additional revenues received from the Complex from construction and from Sports Complex users themselves. Indirect impacts include the additional purchases made by the recreational facility from other businesses to satisfy the additional demand, and induced impacts are produced from new spending of persons employed in the ski and off-season recreational industry. Each new dollar that is spent actually "turns over" causing additional dollars to be spent to satisfy a new demand. Generally, every dollar spent in the construction and operational phase generates approximately an additional two dollars of spending, thereby tripling the total economic impact.

b. Mitigation Measures

No mitigation measures are required since the impacts on the economy are entirely positive.

- 5. Historical and Archaeological Resources
- a. Impacts

The potential for impacting the 1932/1980 bobsled track that is on the National Register of Historic Places was evaluated in conjunction with NYS Office of Parks Recreation and Historic Preservation (OPRHP). This evaluation is provided in **Appendix 4**.

b. Mitigation Measures

OPRHP determined that the proposed alpine coaster will have no adverse impact on the 1932/1980 bobsled track as long as the following measures are implemented.

1. The proposed interpretive signage program outlined in **Appendix 4** will be implemented within one year of the opening of the alpine coaster.

2. ORDA will establish a plan for ongoing routine maintenance and stabilization of the 1932/1980 track as needed as part of their overall maintenance at this facility. This plan will be developed in consultation with NYSDEC and NYSOPRHP.

ORDA is committed to implementing these measures.

SECTION VI ALTERNATIVES

A. Alternative Alpine Coaster Route

A number of circumstances contributed to the selection of the proposed alpine coaster location as the preferred location.

Lands at the OSC include lands owned by New York State that are considered Forest Preserve Lands. The alpine coaster cannot be built on these lands because it is not permissible. Article XIV of the NYS Constitution pertains to Forest Preserve lands and what can and cannot occur on these lands. Article XIV contains specific amendments that pertain to the alpine ski areas on Forest Preserve lands at Whiteface Mountain and Gore Mountain and the development that is allowed to occur at these locations (locations that are also operated by ORDA). There is no similar amendment to Article XIV pertaining to allowable development on Forest Preserve lands at the OSC.

There are other lands at the OSC that are not Forest Preserve lands. These other OSC lands are owned by the Town of North Elba which has granted the State of New York a permanent easement.

The original bobsled run was proposed on the west side of the Sentinel Range, in Wilmington Notch on State forest lands. Construction at this location was blocked by litigation from environmental organizations. This protest of a manmade structure in the Forest Preserve resulted in the construction of the 1932 bobsled track at Mt. Van Hoevenberg. The 1932 track, the 1980 track and the 1999 track were all constructed on Town of North Elba lands. Through a deed dated November 18, 1965, the State purchased from the Town of North Elba a permanent easement covering the 323.45 acres owned by the Town. This easement was acquired for the purpose of developing, operating and maintaining a recreational area and facilities thereon. Sliding sports (bobsled, luge, and skeleton) make use of tracks that have combinations of lengths, slopes and turn geometries that provide challenging, fast, and safe sliding conditions. The appropriate combination of factors that led up to the routing of the 1932 track (excluding the upper ½ mile in 1934) was reinforced by the 1980 track following the path of the 1932 track. The 1980 bobsled track has some higher bank turns than the 1932 track to accommodate the higher speed of the newer sleds, but it followed the same route down the mountain as the 1932 bobsled track. Alpine coasters also strive to provide the same challenging, fast and safe riding conditions.

The 1932/1980 bobsled track was constructed towards the east side of the Town lands. Physical and natural resources constraints to the west of the 1932/1980 bobsled track would make locating the alpine coaster in this area difficult. There is a topographic ridgeline that extends north on the mountain face just to the west of the western end of the 1932/1980 track just beyond zigzag curve. This presence of this topographic ridgeline obviously presented a challenge to the original design on the bobsled track and it was avoided by keeping the track to the east of the ridgeline. Beyond these ridgelines there are also some streams coming down the mountainside that discharge into a wetland complex where the topography starts to become less steep. This wetland area is at about the same elevation as the lowest point of the 1932/1980 track. Construction of the alpine coaster in this area would also involve forest clearing along the route in order to construct and operate the alpine coaster.

Construction of the alpine coaster further to the west would also require construction of additional support infrastructure that would require additional environmental impacts. As currently designed, alpine coaster riders can make use of the existing access roads and parking in this part of the OSC. Constructing the alpine coaster further to the west would require, extensions of existing access and parking infrastructure at minimum, and possible construction of new infrastructure. New support infrastructure, such as restrooms for alpine coaster customers, would be required at a more remote location on the Town property.

B. Alternative Biathlon Stadium Configuration

Alternatives explored for design and placement of the biathlon stadium included using the existing 1980 Olympic biathlon stadium, utilizing the existing cross country stadium, locating the biathlon stadium entirely on the Town of North Elba lands, and alternative configurations that utilize the existing cross country parking lot as is currently proposed.

While the existing biathlon stadium has an existing range in a generally flat, open area, it does not meet modern day International Biathlon Union (IBU) and International Ski Federation (FIS) standards, nor does the trail network it connects to. Modifications to the trail network in order to achieve compliance with the necessary standards, (loops coming back into and out of the stadium, required climbs of specific gradient within certain distances of the stadium, etc.), would require tree clearing on Forest Preserve Lands and are therefore not viable.

Additionally, the existing biathlon stadium would likely require new supporting infrastructure to be sufficient for IBU and FIS sanctioned events. The venue's goal is to instead consolidate operations near the existing core area, (near Lamy Lodge and the existing parking lots), as this is where the bulk of the existing infrastructure is located.

The existing Cross Country Stadium was considered as a preliminary possibility. However, construction of a new biathlon range in this location would require the clearing of trees on Forest Preserve lands and therefore is not viable. Using the existing stadium as a part of a new biathlon stadium, (such as the start/finish area only), was also considered, but not pursued as the biathlon range would've had to have been located too far away to provide a proper stadium layout with adequate viewing for spectators.

Locating the Biathlon Stadium entirely on Town Easement lands, in the northeast corner of the easement boundary was also explored, but not pursued. The topography in this location is sloping, and locating all of the necessary stadium components entirely within this area

would've resulted in significant and impractical amounts of earthwork to create a generally flat area that is required for the stadium.

Finally, alternate stadium configurations were explored within the existing cleared area that includes the cross country parking lot, access road and parking for visitors to the combined track. Including all of the stadium components within this area is not viable as it would require additional tree clearing on Forest Preserve lands to meet the necessary spatial and layout requirements. Topography and the required orientation of the shooting range were additional factors that were considered and contributed toward making alternative configurations not viable. See **Figure 33, Biathlon Stadium Alternate**.

C. Alternative Maintenance Dredging at North Meadow Brook Intake

Mechanical Dredging (Excavation) with Streamflow Bypass- Excavation of the intake pool was explored and ultimately not selected due to the space limitations around the intake pool and environmental risks associated with the excavation process. Excavation of the pool would require the construction of an in-stream coffer dam and either a pump or rock channel bypass system to divert flow from the excavation area. An addition to the bypass system, a settling pond would also be required to dewater the excavated material prior to discharge to the brook downstream of the intake structure.

ORDA is continuing to explore potential alternatives for the North Meadow Brook intake area that may reduce the need for in-stream work to maintain suitable conditions at the intake.

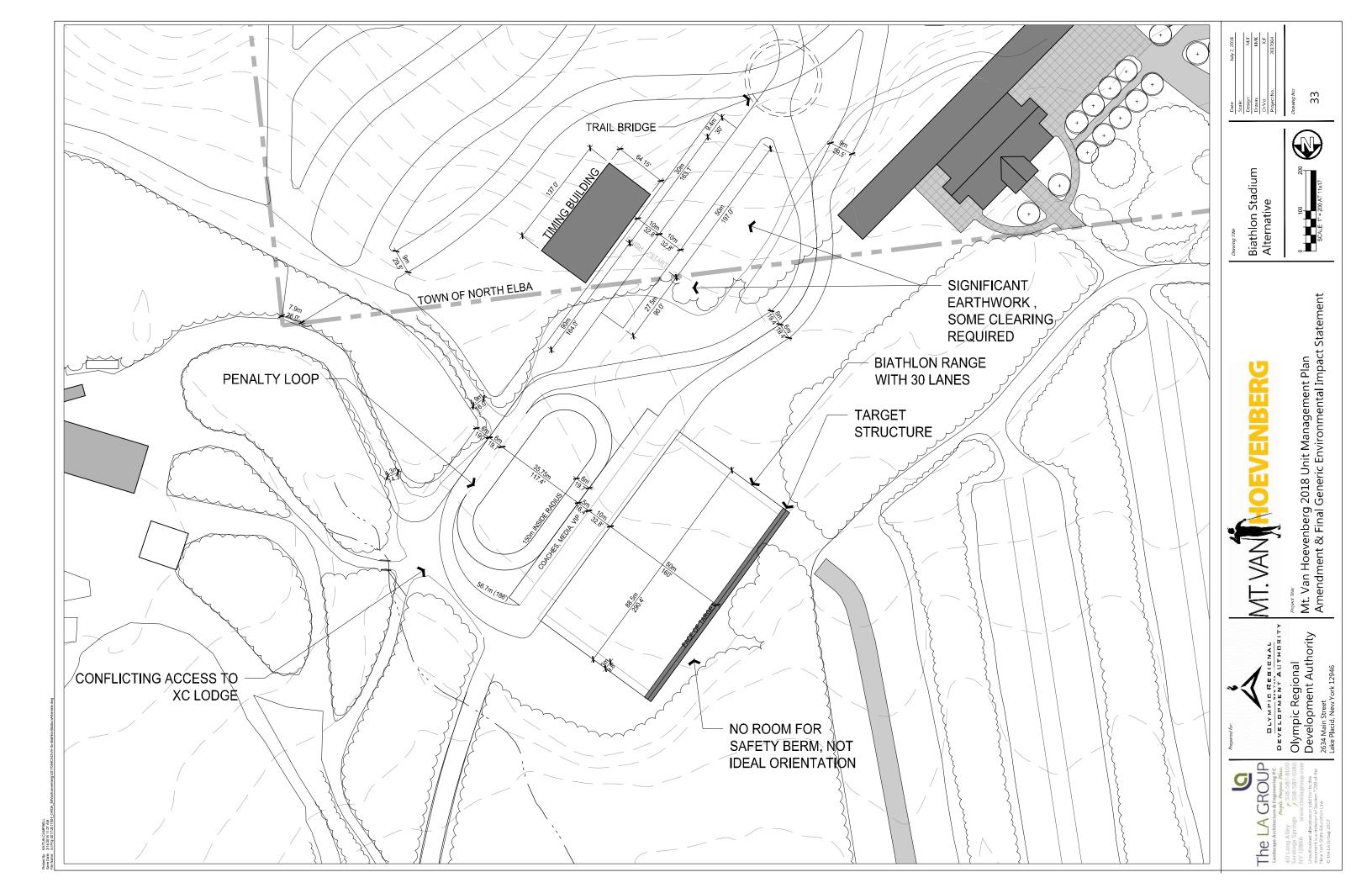
D. Alternative Snowmaking Reservoir

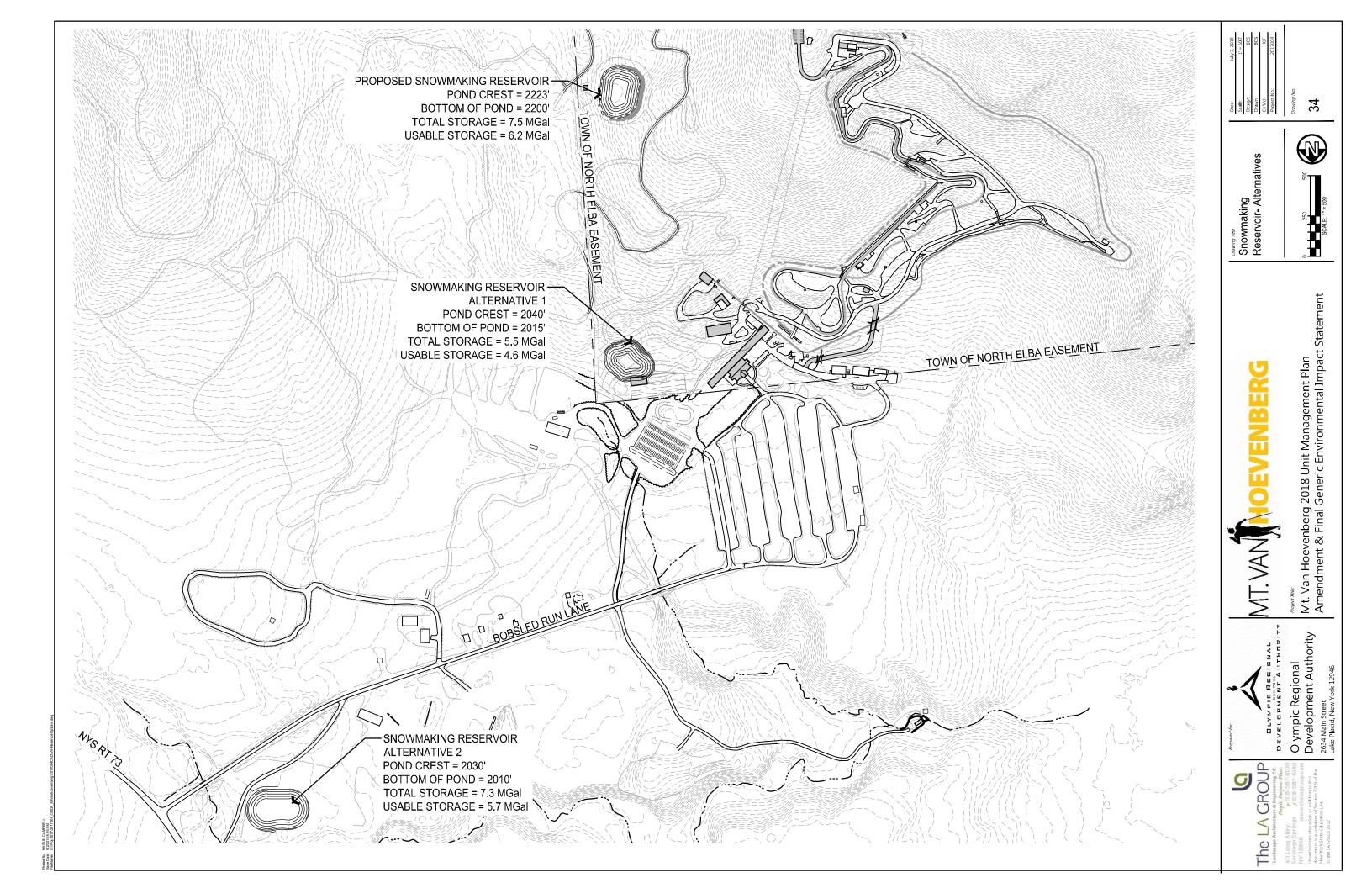
Two alternative snowmaking reservoir locations were considered for this UMP Amendment. See **Figure 34**, **Alternative Snowmaking Reservoirs**. The first alternative reservoir is a 5.5 million gallon reservoir that is located adjacent to the proposed biathlon stadium. This location was selected as it was on Town easement land which allows for the cutting of trees, and the topography in the area was favorable for a reservoir. However, this alternative would require the relocation of many biathlon trails in the area. The second alternative reservoir is a 7.3 million gallon reservoir that is located north of Bobsled Run Way near the facilities entrance off of NYS Route 73. This location was explored in the 1999 UMP Amendment and was deferred pending resolution of Article XIV issues.

E. Alternative Trailhead/Shuttle

The 1999 UMP Amendment included the management action: "Construct trailhead parking area in conjunction with DEC and DOT to serve those people accessing the trails to Pitchoff, Porter and Cascade Mountains".

This management action was contained in 1999 UMP Amendment Section IV.A.2 which





contained those management actions that could be carried out pending Article XIV resolution. Thus, the trailhead parking that was being given consideration in the 1999 UMP Amendment must have been envisioned as new development on Forest Preserve lands at Mt. Van Hoevenberg.

The currently proposed system of utilizing the existing parking lots at Mt. Van Hoevenberg and constructing a Welcome Center/Base Lodge to serve as a "trailhead" is a preferred alternative because it can be implemented once this UMP Amendment is adopted. There are no Article XIV issues to contend with the preferred alternative.

F. The No-Action Alternative

If the no-action alternative were pursued, none of the new management actions proposed in this UMP would be given consideration. Any management actions approved in earlier adopted UMPs, but not yet constructed/implemented, could remain in effect and can continue to be implemented.

The last UMP Amendment for Mt. Van Hoevenberg was in 1999, nearly 20 years ago. The noaction alternative would defer new planning for the facility, and could mean that the following goals set by ORDA for Mt. Van Hoevenberg may not be attainable:

- The Olympic Sports Complex will seek to improve the quality of facilities at the Complex in order to continue to attract competitive and recreational athletes from New York State, the United States and the international sports community, in order that public use may better help promote the economy of the area.
- The Olympic Sports Complex will seek to improve its economic return by making the mountain more attractive to professional athletes and recreators, and thus increasing ticket sales.
- The Olympic Sports Complex will seek to develop new summer and other off-season events to provide greater year-round use of the facility by the public, consistent with Article XIV and the APSLMP.
- The Olympic Sports Complex will seek to improve skier experience by providing snowmaking and night lighting on certain biathlon and cross-country ski trails.
- The Olympic Sports Complex will seek to establish the Olympic Sports Complex as an international caliber facility for competitive events in bobsled, luge, biathlon and cross-country skiing meeting international standards for competition.
- The Olympic Sports Complex will seek to improve equipment reliability in order to reduce the frequency of breakdown, associated staffing requirements and consequent

financial drain.

• The Olympic Sports Complex will seek to reduce its operations and maintenance costs by replacing outdated and aged equipment.

SECTION VII SUMMARY OF UNAVOIDABLE ADVERSE ENVIRONMENTAL IMPACTS

Some of the potential environmental impacts of the new management actions cannot be prevented or reasonably avoided. This section describes the unavoidable impacts that might occur as a result of the implementation of management actions set forth in this UMP which provide for further modernization, improvement and expansion of the Mt. Van Hoevenberg facility.

A. Construction Phase

Construction activities inevitably result in temporary impacts including: visual, noise, vibrations, dust, fumes and odors.

During construction, while vegetation is disturbed there is an increased risk of erosion during stormwater events and a resulting adverse impact in surface water quality. As a result, the water quality in nearby receiving waters may be impacted during the course of construction due to possible erosion of excavated areas. Preparation of project-specific Stormwater Pollution Prevention Plan (SWPPP) for construction activities using the mitigation measures described in Section V.A.2 will minimize these impacts.

Construction will involve clearing of vegetation on Town easement lands for the construction of trails, buildings, the alpine coaster and other proposed facilities. Clearing results in habitat loss that could increase runoff and adversely impact wildlife. (See Section 2 for an explanation of the Environmental Setting, and Section 5 for Potential Impacts and Mitigation Measures)

There may be a localized impact to air quality from dust during construction, however, this potential impact will be temporary and will not extend outside of the Intensive Use Area.

B. Operational Phase

There will be an incremental increased use of surface water resources for snowmaking water supply. ORDA will continue to withdraw water from North Meadow Brook in accordance parameters established in the 1986 UMP and the 1999 UMP Amendment.

Slightly increased attendance and operational activities as a result of the project will cause a corresponding slight increase in traffic levels, but peak hour traffic is not expected to significantly increase.

SECTION VIII IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The extent to which a proposed action may cause permanent loss of one or more environmental resources should be identified as specifically as possible based upon available information. Resources which should be considered include natural and man-made resources that would be consumed, converted or made unavailable for further uses due to construction, operation, or use of the proposed project, whether those losses would occur in the immediate future, or over the long term.

The management actions contained in this UMP Amendment do not involve any significant, irreversible or irretrievable commitment of natural resources under the footprint of the proposed ski trails, the proposed sliding sports building, the proposed welcome lodge, the proposed alpine coaster, the proposed snowmaking reservoir or other management actions. The footprint the proposed management actions represent a small commitment of these natural resources to built conditions.

Many of the management actions would involve the removal of existing vegetation and would disturb on- site soils. It is not believed that such impacts are significant. No rare, threatened or endangered species are known to inhabit the site.

There would be a commitment of raw materials for construction of the proposed buildings and the proposed alpine coaster, including concrete, steel, gravel, and wood. Energy resources would be required for the construction, operation and maintenance of the expanded facility.

SECTION IX GROWTH INDUCING, SECONDARY AND CUMULATIVE IMPACTS

This section identifies the potential off-site impacts that may occur following improvements to the Mt. Van Hoevenberg facility. Growth inducing and secondary impacts relate to changes in population, land use patterns, and the creation of new businesses. Cumulative impacts relate to changes from the project plus changes from other projects in the region.

A review of the period since the 1986 UMP gives an excellent idea of what kind of economic impacts have occurred in the local region as a result of the recent improvements at Mt. Van Hoevenberg. The total number of visitors per year has increased, as has the number of national and international competitions held at the facility. The increase has had an entirely positive impact on the local business community and outlying communities.

The additional business realized from more visitors and competitors translates into jobs for residents and compounds its value as it moves through the local economy. The salaries from this employment help stabilize the local economy by offsetting the summer seasonal employment then layoff syndrome that dominates the service industry in the North Country area.

Secondary impact results from the operation and spending of sports associations whose athletes utilize the Olympic venues. Due to ORDA's presence and active marketing of its facilities, the region is home to a number of these organizations, including the U.S. Luge Association, the U.S. Bobsled and Skeleton Federation and the National Sports Academy.

ORDA activities draw national television coverage as well as local and regional news coverage. Media exposure has a far reaching impact on drawing tourists to the Adirondack Region.

ORDA has recently completed a UMP Amendment for Whiteface Mountain that includes plans to upgrade the facilities at that venue. Cumulatively, improvements at Whiteface Mountain and at Mt. Van Hoevenberg will provide continued economic benefits for the Lake Placid Area and the Adirondack region of New York State.

SECTION X EFFECTS ON THE USE AND CONSERVATION OF ENERGY

Fuels will be used to power construction equipment and tools. Deliveries of construction materials will also require fuel. Outside contractors will use fuel for traveling to and from the job site at Mt. Van Hoevenberg.

Providing snowmaking on some ski trails will result in an increase in energy needed during operations. Similarly, energy demands will increase for the refrigeration needed for the Sliding Sports Facility and for heating for the Welcome Lodge building.

APPENDIX 1

ORDA-NYSDEC CONSOLIDATION AGREEMENT

AGREEMENT CONSOLIDATING THE MANAGEMENT AGREEMENTS FOR THE GORE MOUNTAIN SKI CENTER, THE WHITEFACE MOUNTAIN SKI CENTER AND MEMORIAL HIGHWAY, AND THE MOUNT VAN HOEVENBERG RECREATION AREA

THIS CONSOLIDATION AGREEMENT is made by and between the NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION ("DEPARTMENT") and the OLYMPIC REGIONAL DEVELOPMENT AUTHORITY ("ORDA").

RECITALS:

A. The DEPARTMENT and ORDA, pursuant to the provisions of Section 2614 of the Public Authorities Law, entered into an agreement dated April 1, 1984, authorizing ORDA to use, operate, maintain and manage the Gore Mountain Ski Center Area, and entered into an agreement dated October 4, 1982, authorizing ORDA to use, operate, maintain and manage the Whiteface Mountain Ski Center and Memorial Highway, and the Mount Van Hoevenberg Recreation Area (hereinafter referred to collectively as "the Agreements");

B. The parties previously amended the Agreements several times, with the last amendment occurring on June 12, 2013;

C. The parties also entered into a Memorandum of Understanding effective December 15, 1984, that established methods and procedures to implement the foregoing Agreements (hereinafter "MOU"), and amended the MOU on March 11, 1991; and

D. The parties find it in their mutual interests to consolidate the Agreements and make other amendments necessary for their implementation.

NOW, THEREFORE, the parties hereby agree as follows:

1. Except as otherwise specified in this Consolidation Agreement, all terms and conditions of the Agreements as amended are hereby ratified and affirmed, and shall remain in full force and effect. Copies of the Agreements are attached hereto as Attachment 1, and a copy of the MOU is attached hereto as Attachment 2. In the event of any conflict between the Agreements and this Consolidated Agreement, this Consolidated Agreement shall control.

2. Section 10 of the April 1, 1984 agreement relating to management of the Gore Mountain Ski Center Area, and Section 11 of the October 4, 1982 agreement relating to management of the Whiteface Mountain Ski Center and Memorial Highway, and the Mount Van Hoevenberg Recreation Area, which pertain to unit management planning are amended to read as follows:

"Unit Management Plans.

A. General Guidelines

(1) In consultation with the DEPARTMENT, ORDA shall prepare and periodically amend Unit Management Plans ("UMP") for the facilities at the Gore Mountain Ski Center Area, Whiteface Mountain Ski Center and Memorial Highway, and the Mount Van Hoevenberg Recreation Area ("Facilities"), which ORDA manages pursuant to this agreement, as outlined in Section I, Introduction, Unit Management Plan Development of the Adirondack Park State Land Master Plan ("APSLMP"). The UMPs will contain an inventory of the natural resources, Facilities and public use of the Facilities; establish goals and objectives for the future use and management of the Facilities; evaluate alternative plans for the provision

and management of public use of the Facilities and an assessment of the environmental impacts of each alternative; establish preferred management options for the Facilities in fulfillment with ORDA's legislative mandate through a procedure involving the participation of interested citizens, user groups and adjacent local governments; describe the specific management goals and policies which are incorporated in the preferred management plan; describe any specific physical development or improvement projects required by the UMP, including a priority schedule for the completion of each project and estimated costs thereof; provide a priority schedule for the removal and/or termination of any nonconforming uses; and describe procedures for the continued monitoring of the UMP's implementation. A UMP cannot amend the APSLMP and as finally adopted shall be in conformance with the general guidelines and criteria of the APSLMP. Any issues with respect to conformance of a proposed UMP with the APSLMP will be resolved and any necessary amendments to the APSLMP acted on prior to ORDA providing the DEPARTMENT with a proposed Final UMP to pass on to Adirondack Park Agency ("Agency") for final review.

(2) Annually, ORDA shall provide the DEPARTMENT with a schedule for the preparation and/or revision of any UMP or UMP amendment proposed to be undertaken by ORDA with respect to any of the Facilities and shall promptly advise the DEPARTMENT of any changes thereto.

- (3) To identify significant issues and constraints, scheduling, data needs, and public involvement, ORDA will consult with the DEPARTMENT prior to undertaking the preparation of a UMP or UMP amendment.
- B. Staff Consultation

ORDA will consult with the DEPARTMENT in the preparation and/or revision of a UMP as follows:

- (1) ORDA will provide written notification to the DEPARTMENT before the development of a written draft of a UMP update and/or amendment is prepared and will not undertake the preparation and/or revision of any UMP without written notice to the DEPARTMENT of the intent to do so.
- (2) The Regional Director of the DEPARTMENT's Region 5 office in Ray Brook or the Director's designee shall be the DEPARTMENT's contact for formal communications between ORDA and the DEPARTMENT.
- (3) ORDA's President/CEO or the President/CEO's designee will be the contact for formal communications between ORDA and the DEPARTMENT.
- (4) ORDA shall request the official designation of a representative of the DEPARTMENT to assist ORDA with preparation and/or revision of UMPs. The DEPARTMENT will ask the Agency to designate a representative to assist ORDA with preparation and/or revision of UMPs.
- (5) To assist the planning team in the development of individual UMPs, ORDA shall send drafts to the DEPARTMENT and consult with the DEPARTMENT on conformance issues.

- (6) The DEPARTMENT will participate in planning team discussions, review preliminary UMP drafts, and comment on UMP text and proposed management actions.
- (7) ORDA staff will consult with the DEPARTMENT during the drafting of UMPs and UMP Amendments. DEPARTMENT staff will review preliminary draft UMPs and provide comment on SLMP conformance issues. This internal, informal, deliberative process is ordinarily exempt from the Freedom of Information Law (FOIL).
- (8) DEPARTMENT staff will participate in public information sessions and conduct field inspections with the planning teams.
- (9) In the preparation of UMPs, ORDA will normally serve as lead agency for State Environmental Quality Review (SEQR), and the DEPARTMENT and the Agency will participate in the SEQR process as involved agencies.

C. <u>UMP Review</u>

INITIAL DRAFT UMP:

(1) ORDA will provide DEPARTMENT with fourteen review copies of an internal "Initial Draft" of the UMP or UMP amendment for the Facilities, including alternative management objectives, where appropriate, for review and comment, prior to the completion of a draft plan for public review (the "Public Draft"). The DEPARTMENT will provide seven of the drafts to the Agency for review. The DEPARTMENT will work with ORDA to best ensure that the fourteen review copies are distributed on a media such as CD's and Data Sticks, so that ORDA complies with the

intent and the spirit of Executive Order No. 4: Establishing a State Green Procurement and Agency Sustainability Program (2008).

- (2) The Initial Draft UMP will contain all the elements specified in the APSLMP, including all required inventories, statement of alternative management objectives, administrative actions, schedules for UMP implementation and all information, text, maps and appendices which are intended for inclusion in the Public Draft.
- (3) The DEPARTMENT shall be the primary contact with the Agency, with assistance from ORDA as requested by the DEPARTMENT, with respect to any UMPs for the Facilities, utilizing applicable provisions set forth in the UMP section of the March, 2010 Memorandum of Understanding between the Agency and the DEPARTMENT concerning implementation of the APSLMP or any such subsequent MOU.

PUBLIC DRAFT UMP:

- The Public Draft which ORDA provides to the DEPARTMENT for release by the DEPARTMENT for public review and comment will contain appropriate SEQRA documents.
- ORDA will provide copies of the Public Draft to the DEPARTMENT for release to Agency members, the Agency's Executive Director and the Agency's State Land staff. Upon release of the Public Draft,
 DEPARTMENT staff, with assistance from ORDA staff as requested, will

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provide a presentation to the Agency on the proposed management actions contained in the Public Draft and provide a written submission to the Agency discussing the DEPARTMENT's position on key APSLMP conformance issues.

(3) If the initially released Public Draft is revised, subsequent drafts will be entitled "Revised Public Draft" and dated appropriately.

FINAL UMP:

- After completion of public review and comment on a UMP, ORDA shall prepare a response to public comments, necessary SEQR documentation and a proposed Final UMP, and provide them to the DEPARTMENT. After the Commissioner of the DEPARTMENT ("Commissioner") approves the proposed Final UMP, the DEPARTMENT will transmit the proposed Final UMP to the Agency.
- (2) The proposed Final UMP will be in a form proposed for approval by the Commissioner.
- (3) DEPARTMENT staff, with such assistance from ORDA staff as may be requested, will make a presentation on the proposed Final UMP to the Agency as a "first reading" and prior to formal approval by the Agency for APSLMP conformance.
- (4) Following the conformance determination by the Agency and subsequent approval of a UMP by the Commissioner, the DEPARTMENT shall

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publish a notice of approval of the Final UMP in the Environmental Notice Bulletin.

(5) The approved UMP shall contain a copy of the Agency resolution on APSLMP conformance and the Commissioner's approval memorandum. A copy of the Final UMP as approved by the Commissioner will be provided by the DEPARTMENT to ORDA and the Agency for their respective files.

D. UMP Amendments

Any modification involving new or expanded improvements to an adopted UMP prior to the periodic five-year update must be processed as an Amendment to the UMP following the procedure for original UMP preparation set forth above."

3. This Consolidation Agreement shall commence on the date it is signed by both parties and shall remain in effect for a term of twenty years.

4. The MOU as amended on March 11, 1991, shall remain in full force and effect and shall not be affected by this Consolidation Agreement, except that in the case of any inconsistency between this Consolidation Agreement and the MOU concerning unit management planning this Consolidation Agreement shall control.

IN WITNESS WHEREOF, the parties hereto have caused these present to be signed.

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NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

BY: Joseph J. Martens Commissioner

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

BY: Cred Blazer

President and CEO

11-17-13 Date

EDMS #471942 v. 7

FIRST AMENDMENT TO CONSOLIDATION AGREEMENT (DEC No.CA00488)

THIS AGREEMENT is made by and between the NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION ("DEPARTMENT") and the OLYMPIC REGIONAL DEVELOPMENT AUTHORITY ("ORDA").

A. WHEREAS, the DEPARTMENT has administrative jurisdiction over the Gore Mountain Ski Center Area, the Whiteface Mountain Ski Center and Memorial Highway, and the Mount Van Hoevenberg Recreation Area;

B. WHEREAS, pursuant to the provisions of Public Authorities Law Section
2614, the DEPARTMENT entered into various cooperative agreements authorizing
ORDA to use, operate, maintain and manage these facilities;

C. WHEREAS, by instrument dated November 11, 2013, the parties consolidated their various agreements concerning ORDA's use, operation, maintenance, and management of Gore Mountain Ski Center Area, Whiteface Mountain Ski Center and Memorial Highway, and the Mount Van Hoevenberg Recreation Area (hereinafter referred to as "Consolidation Agreement");

D. WHEREAS, the Parties may by mutual agreement amend the Consolidation Agreement pursuant to the underlying agreements;

E. WHEREAS, the Consolidation Agreement has a term of 20 years, and will expire November 11, 2033; and

F. WHEREAS, the parties have determined it is in their interest to amend the Consolidation Agreement by extending its term to 25 years.

NOW, THEREFORE, the parties hereby agree as follows:

1. Section three of the Consolidation Agreement is amended to provide that it shall terminate on December 31, 2040, unless modified in writing by the parties.

2. All other terms all terms and conditions of the Consolidation Agreement shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have caused these present to be signed.

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

ΒY h J/Martens Commissioner

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

BY: T/ed Blazer President and CEO

Date

EDMS #534278

MEMORANDUM OF UNDERSTANDING

BETWEEN

THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

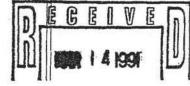
AND

THE OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

THE DEPARTMENT OF ENVIRONMENTAL CONSERVATION ("DEC") and THE OLYMPIC REGIONAL DEVELOPMENT AUTHORITY ("ORDA") entered into the following agreements in connection with the transfer of the management of certain winter recreational facilities under DEC's care and custody, to ORDA:

- Agreement dated October 4, 1982, amended November 10, 1982 and amended April 1, 1984, in relation to Whiteface Mountain Ski Center and Memorial Highway, and Mt. Van Hoevenberg Recreation Area, and
- Agreement dated April 1, 1984, in relation to Gore Mountain Ski Center.

There are a number of provisions in the aforesaid agreements requiring that certain specific actions be taken from time-to-time by the parties, including compliance by ORDA with all applicable laws and implementing regulations, whether federal, state or local, in all its activities relating to the facilities subject to the aforesaid agreements. The purpose of this memorandum is to establish mutually agreeable methods and procedures by which certain managerial requirements contained in the aforesaid agreements



can be fulfilled in an orderly and efficient manner. It is the further purpose of this memorandum to establish the means for the implementation of the Unit Management Plans described in Section VII. hereof.

It shall be the responsibility of the signatories or their designees to generally administer the provisions of this Memorandum of Understanding. This memorandum amends and supersedes that certain existing Memorandum of Understanding between DEC and ORDA effective December 15, 1984, which established mutually agreeable methods and procedures for implementation of the aforesaid agreements between DEC and ORDA relating to Whiteface Mountain Ski Center and Memorial Highway, Mt. Van Hoevenberg Recreation Area and Gore Mountain Ski Center.

The aforesaid requirements contained in the aforesaid agreements are set forth below, together with the methods and procedures to be followed for their implementation. Compliance with this memorandum and the individual Unit Management Plans for the above facilities shall occur immediately.

I. <u>Inspections:</u>

ORDA agrees to conduct a joint inspection of all facilities at least annually with the DEC. The ORDA also agrees that the DEC may conduct unannounced inspections of the facilities at any time in a reasonable manner.

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Implementation:

Annually, during the month of July, joint inspections will be held at each of the facilities covered by the aforesaid agreements. The purpose of inspections shall be to document, in writing, compliance with all aspects of the agreements and with the aforesaid unit management plans. While the agreements allow for unannounced inspections, the parties shall enter into this agreement in the spirit of cooperation. DEC shall contact the ORDA Environmental Monitor and the Facility Manager to accompany the DEC staff only in connection with any non-regulatory or non-enforcement inspections of the facilities other than the annual inspection. Such non-regulatory or non-enforcement inspections, however, shall not be delayed due to the unavailability of said ORDA individuals. In the event of an emergency, situation involving a non-regulatory or non-enforcement matter, said ORDA personnel shall also be contacted to the extent practicable. In ORDA's case, the annual inspection and non-regulatory or non-enforcement inspections will be conducted by the Facility Manager and ORDA's Environmental Monitor. In DEC's case, all annual joint inspections will be coordinated by the Region 5 Supervisor of Natural Resources; all non-regulatory or non-enforcement inspections shall

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be coordinated by the appropriate DEC program supervisor.

II. <u>Maintenance:</u>

ORDA agrees to maintain and keep the facilities, personal property and equipment in good repair. All mechanical equipment shall be maintained and operated in accordance with manufacturers' recommendations and applicable industrial code rules.

Implementation:

This will be discussed during the annual inspection trips. A paragraph in the inspection letter will reference compliance with this section. In the case of personal property and equipment, this provision means such personal property and equipment owned by DEC, and not such personal property and equipment independently acquired by ORDA.

III. <u>Repairs:</u>

ORDA also agrees to undertake any repairs or manner of repairs to the facilities, personal property and equipment which the DEC specifically requests, so long as the funds therefor are made available to ORDA.

Implementation:

Any requests from DEC to ORDA shall be in writing at the time of request. During the annual inspection trip, if there are projects that were requested during the previous year, their completion should be referenced in the inspection letter.

IV. Public Recreation:

ORDA agrees to continue providing the space, facilities and level of public recreation, including youth sports, training, promotion and programming, which were provided by DEC at each facility during calendar year 1981.

Implementation:

The Appendix/Exhibit listing the Recreation Program (See Appendix B of the aforesaid Whiteface Mountain Ski Center/Mt. Van Hoevenberg Recreation Area agreement, and Exhibit 3 of the aforesaid Gore Mountain Ski Center agreement.) will be reviewed during the annual inspection trip and a note of compliance will be placed in the inspection letter.

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V. Existing Agreements:

ORDA agrees to comply with all agreements to which DEC is a party concerning the facilities which were in existence on the date on which this Agreement was executed.

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Implementation:

Each agreement listed in the Appendix/Exhibit (See Appendix C of the aforesaid Whiteface Mountain Ski Center/Mt. Van Hoevenberg Recreation Area agreement, and Exhibit 4 of the aforesaid Gore Mountain Ski Center agreement.) will be reviewed during the annual inspection trip and will be referenced in the inspection letter.

VI. Capital Improvements:

The DEC agrees that ORDA may undertake capital improvements to the facilities. ORDA agrees to obtain the prior written approval of DEC before undertaking any such improvements, and further agrees, if federal funds are to be sought for such improvement, to obtain the prior written approval of DEC of any application for such funds.

Implementation:

The Commissioner or his designee shall give written approval to each year's capital projects affecting

DEC's facilities before Board approval is obtained. Such action constitutes approval, within budget, to commence the project development process, including planning and design, Unit Management Plan planning, State Environmental Quality Review Act (SEQR) review, obtaining applicable regulatory approvals, and public bidding, etc., as necessary. ORDA shall also request prior written approval from the Commissioner or his designee for any federal funds sought to undertake such capital improvements. During the annual inspection trip, each capital improvement completed shall be listed in the inspection letter.

VII. Unit Management Plans:

Unit Management Plans, together with Final Environmental Impact Statements, were prepared by ORDA and DEC, in consultation with the APA, and adopted by the Commissioner of Environmental Conservation for the Mount Van Hoevenberg Recreation Area on December 2, 1986; the Whiteface Mountain Ski Center on May 19, 1987; and the Gore Mountain Ski Center on November 18, 1987.

Implementation:

A. ORDA will provide DEC with specific notice prior to undertaking any management actions described in a

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Unit Management Plan or in an amendment thereto for determination of consistency with the applicable Unit Management Plan. (See Appendix I for Unit Management Plan amendment process). Such notice shall be given at least 30 days prior to the actual undertaking of construction of the management. action. Such notice will include a project plan, the appropriate environmental assessment as may be required under SEQR, an erosion control plan for any projects that may result in disturbance of soils, together with the declaration of significance. It is understood that DEC will be an "involved agency" concerning these actions throughout the SEQR process.

B. ORDA shall comply with all formal DEC policies or delegations affecting Unit Management Plan compliance by DEC.

C. The Unit Management Plans provide that the cutting of trees associated with the implementation of management actions will be in accordance with the established policies and procedures of the Commissioner of Environmental Conservation (See Appendix II - Organization and Delegation Memorandum #84-06, as amended). The DEC procedures will be initiated by the Regional Forestry Manager for DEC upon notice by the ORDA facility manager

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that tree cutting is contemplated in conjunction with a management action. The Regional Forestry Manager will inform the ORDA facility manager within five working days, in writing, as to whether the · cutting may proceed or that notice will be required in the Environmental Notice Bulletin ("ENB") and that the cutting will be reviewed pursuant to the DEC tree cutting policy. Should notice be required, ORDA will provide DEC with the appropriate ENB notice including the designated contact person. The DEC will then complete the notice requirements and inform ORDA as to the decision in writing upon completion of the review process. It is agreed that Environmental Notice Bulletin publication and DEC review will not be required in cases where the tree cutting was specifically described in the detail required by the DEC policy in the Unit Management Plan and noticed in the ENB in the process of adoption of the Unit Management Plan or an amendment thereto. Such notice must include a count of the number of trees to be removed which exceed three inches in diameter and the acreage of land involved. Nor will such notice and review be required where a tree cut could constitute a "Type II Action" under the DEC rules and regulations governing the

implementation of SEQR (6 NYCRR 618.2). Any trees cut in accordance with this section can be removed from the premises in any manner deemed feasible by ORDA so long as such method is consistent with the guidelines of the State Land Master Plan, the Unit Management Plan, Article 8 of the ECL, and Division Direction Memorandum LF-84-2 dated May 31, 1984 and LF-84-2 Supplement dated July 3, 1986. (See Appendix III).

D. A new structure or improvement not described in a Unit Management Plan, or in an amendment to a Unit Management Plan, cannot be undertaken or constructed. This provision, however, does not prevent ORDA from undertaking the construction of the following activities, provided that all conditions in Items A, B, and C above are fully complied with and implemented.

1. Ordinary maintenance, rehabilitation and minor relocation of conforming structures or improvements as defined and interpreted in the DEC-APA Memorandum of Understanding governing implementation of the State Land Master Plan (SLMP), as last amended on April 3, 1985.

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2. A change in the use of a structure or improvement as described in a Unit Management Plan that is not inconsistent with the guidelines and criteria of the SLMP for intensive use areas, 3. Any facility or structure that is listed as a Type II Action in the DEC rules and regulations governing the implementation of SEQR (6 NYCRR 618.2) and, in particular, the construction and location of single, small, new or existing facilities or structures where the total area of the structure or expansion does not exceed 400 square feet and the surroundings are returned to their original condition after the construction/installation of the structure or facility.

4. Any project consisting solely of the cutting of not more than ten (10) trees more than 3 inches in diameter at breast height.

5. Any action deemed immediately necessary to insure public health or safety. In such cases DEC will be immediately notified of the situation and what the proposed or ongoing action consists of. E. The <u>Unit Management Plans will be administered</u> on a day-to-day basis by the Environmental Monitor for ORDA and the Region 5 Supervisor of Natural Resources for DEC. Notification of project

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implementation, concerns dealing with potential environmental problems, requests for change in preapproved action plans, need for Unit Management Plan amendment and other similar communication will all take place between the Environmental Monitor for ORDA and the Region 5 Supervisor of Natural Resources for DEC. Agreements made by these individuals will be binding on both agencies. If agreement cannot be reached on a specific issue, the issue will be elevated in the respective agencies for resolution.

VIII. Removal of Property and Equipment:

No part of any facility, nor personal property or equipment of DEC used in connection therewith, shall be sold or removed from the facility without the prior written approval of DEC.

Implementation:

DEC currently maintains a computer program for the inventory of property. All DEC equipment transferred to ORDA is part of that inventory. DEC shall supply appropriate forms to ORDA and ORDA will advise DEC via the forms when equipment is surplused, destroyed or when new DEC equipment is acquired. DEC shall maintain the inventory and shall annually certify with ORDA that the list is