WHITEFACE

2021 UMP Amendment

Public Draft

NEW YORK STATE OF OPPORTUNITY.

Olympic Regional Development Authority

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Executive Summary

The NY Olympic Regional Development Authority (ORDA) proposes to amend the 2004 Unit Management Plan (UMP) for the Whiteface Mountain Ski Center Intensive Use Area (Whiteface) to include certain new connector trails between existing ski trails and to widen other existing ski trails. Also included in the new management actions for this 2021 UMP Amendment (UMPA) are the installation of a new lift between the Bear Den area and the area of the Legacy Lodge that was constructed near the former Midstation Lodge[1], and an expansion of the existing NYSEF Building near the Base Lodge. Development of hiking and mountain biking recreational trails to be independent and serviced by lifts is also proposed in this UMPA. See **Figure ES-1**, 2021 Master Plan, on the following page. More detailed descriptions of the 2021 proposed new management actions are in Section 2 of this UMPA.

The purpose and need for this UMPA, including the new management actions, is the on-going improvement and modernization of facilities at Whiteface that will add to public accessibility, increase user safety, and enhance recreational experiences while simultaneously complying with the Adirondack Park State Land Master Plan and Article XIV of the NYS Constitution.

[1] Legacy Lodge has replaced the former Midstation Lodge and the general area of the mountain around the current lodge and the former lodge is now referred to "Legacy".

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LEGEND

- EXISTING TRAILS
- APPROVED TRAILS
- PREVIOUSLY APPROVED; NO LONGER PROPOSED
- PREVIOUS CONCEPTUAL TRAILS
- APPROVED TRAIL WIDENING
- PROPOSED TRAILS
- PROPOSED TRAIL WIDENING
- PROPOSED TRAIL UNDER LIFT
- EXISTING GLADES
- EXISTING APPURTENANT CLEARING
- LIFT — EXISTING LIFTS
- LIFT — APPROVED LIFTS
- LIFT — PROPOSED LIFTS
- LIFT — PREVIOUSLY APPROVED NO LONGER PROPOSED LIFT
- LAND USE BOUNDARY
- EXISTING BUILDING
- PROPOSED BUILDING EXPANSION

WHITEFACE VETERANS MEMORIAL HIGHWAY INTENSIVE USE AREA

MCKENZIE MOUNTAIN WILDERNESS AREA
WHITEFACE MOUNTAIN INTENSIVE USE AREA

WHITEFACE MOUNTAIN INTENSIVE USE AREA
WILMINGTON WILD FOREST

APPROVED TRAILS

PROPOSED YELLOW DOT TRAIL

APPROVED TRAILS

APPROVED TRAIL, 12A

PREVIOUS CONCEPTUAL TRAILS

PROPOSED HIGH COUNTRY ROAD TRAIL

PROPOSED TRAIL WIDENING

APPROVED TRAIL

EXISTING (REPLACEMENT) MID-STATION LODGE

APPROVED TRAIL WIDENING

PROPOSED LIFT MID STATION

PROPOSED LIFT

APPROVED FREEWAY LIFT (LIFT I)

BEAR LIFT (LIFT B) PREVIOUSLY APPROVED EXTENSION, NO LONGER PROPOSED

PROPOSED TRAIL WIDENING

PREVIOUSLY APPROVED; NO LONGER PROPOSED

APPROVED TRAIL WIDENING

EXISTING BUNNY HUTCH LIFT (LIFT C)

PROPOSED TRAIL

APPROVED BEAR LIFT REPLACEMENT

CONCEPTUAL SNOW MAKING RESERVOIR (2018)

NYSEF BUILDING EXPANSION

CONCEPTUAL TRANSPORT LIFT FROM BEAR DEN LODGE TO BASE LODGE (2018)

CONCEPTUAL TRANSPORT LIFT FROM PARKING TO BASE LODGE (2018)

PROPOSED ACCESSIBLE HIKING TRAIL (ROUTE TBD)

APPROVED PARKING LOT EXPANSION (APPROX. 100 SPACES)

APPROVED PARKING LOT EXPANSION

WEST BRANCH AUSABLE RIVER

NYS ROUTE-86

WEST BRANCH AUSABLE RIVER

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WHITEFACE LAKE PLACID

Project Title:
Whiteface Mountain: 2021 Unit Management Plan Draft Amendment

Drawing Title
2021 Master Plan - Proposed & Previously Approved Actions

SCALE: 1" = 1000' AT 11x17

Date:	April 14, 2021
Scale:	As Noted
Design:	MJT
Drawn:	KAC
Ch'k'd:	KJF
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Figure ES-1

Proposed new downhill trails and proposed trail widening include the following:

Management Action	Trail/Lift ID	Name / Description	Trail Length (LF)	Average Width (LF)
New Downhill Trails				
	95	Yellow Dot	260	23
	94	High Country Road	560	99
	93	Trail Under Bear Den to Legacy Lift	500	115
	Total		**1,320**	
Widen Existing Trails				
	59A	Wildway	n/a	30
	61	2200 Road	n/a	60
	20	Upper Thruway	n/a	68
	18	Upper Parkway	n/a	66
	21	Lower Thruway	n/a	85
	24	Burton's	n/a	55
	28	Danny's Bridge	n/a	43
	68	Brookside	n/a	60

In addition to these new trails and new trail widening as 2021 management actions, the previously approved trails 88 and 89 to be located off of the recently constructed Bear Den Lift (C) are no longer proposed. The combined length of these trails is 1,700 feet (0.32 mile)

The addition of 1,320 feet (0.25 mile) of new trails and the abandonment of 1,700 feet (0.32miles) of previously approved trails will result in a total of 22.32 miles of downhill ski trails at Whiteface, which is 2.65 miles below the NYS Constitutional limit of 25 miles. Additionally, the amount of trails greater than 120 feet wide and less than 200 feet wide will now be 2.33 miles (was 1.75 miles) which is well below the 5 mile limit for such wider trails that was established in the 1987 amendment to Article XIV.

The new lift (Lift D) will be a detachable quad with a midstation terminal, approximately 4,300 feet long overall, between the Bear Den area and the Legacy Lodge area. Construction of the Legacy Lodge at a new location facilitated the proposal of this action that has been contemplated by ORDA for some time. Bear Den is now the location for beginner skier and snowboarder activities on the mountain. A lift connection from the beginner terrain in the Bear Den area to the intermediate trails out of the Legacy area provides a logical and safer learn to ski and snowboard progression by providing access to the proper terrain for lower level abilities. ORDA considered alternative configurations for this lift, including a straight lift without a midstation terminal at the turn. Such an alternative would not provide a lower elevation drop off point for learning skiers and snowboarders, and the straight line lift would have to pass up and over a 300 feet vertical ridge that exists between Bear Den and Legacy where lift riders would leave the protection of the tree line and be exposed to the elements of the barren rock ledge.

One other lift-related action for this UMPA is that the previously approved extension of the Bear Lift (B) to the area around Calamity Lane and Legacy Lodge, including a new lift midstation, is no longer proposed.

New 2021 Management Actions have been added to an updated Status of Management Actions master table that is in **Exhibit 1** of this UMPA. The following actions have occurred since the approval of the 2018 UMPA and the master table in **Exhibit 1** has been updated to include those changes in status for:

- Creation of Slide View Glade
- Widening of Easy Street Trail
- Widening of Broadway Trail
- Replacement of Midstation Lodge with Legacy Lodge
- Widening (installing snowmaking lines) of Danny's Bridge Trail
- Widening (installing snowmaking lines) of Brookside Trail
- Widening of Otter Trail
- Creation of Coyote Trail
- Installation of Coyote Cruiser and Cub Carpet Surface Lifts at Bear Den
- Installation of Bear Den Lift (Lift C)

As part of this UMPA, ORDA has performed an environmental assessment of the proposed new management actions. This assessment resulted in the identification of the following <u>potentially</u> significant impacts. See Section 3 and **Exhibit 9** of this UMPA for additional detail.

- Potential impacts to land from steep slope soil erosion during construction,
- Potential impacts to water from sedimentation of eroded soils,
- Potential impacts to land from construction in areas with shallow depth to bedrock, and
- Potential impacts to Bicknell's thrush and its habitat.

The same potential impacts were identified in the 2018 UMPA that contained extensive, detailed measures proposed to avoid or mitigate these potential impacts. These same avoidance/mitigation measures are proposed in this 2021 UMPA.

Because this UMPA was prepared less than 3 years since the approval of the 2018 UMPA, the Inventory of Existing Resources, Facilities, Systems and Use in Section II of the 2018 UMPA and the Management and Policy guiding the operation of Whiteface in Section III of the 2018 UMPA remain essentially the same and are not repeated in this 2021 UMPA.

Section 4 of this UMPA contains descriptions of additional permits or approvals that may be needed after the acceptance of the UMPA and prior to construction.

Twelve (12) Exhibits at the end of this UMPA provide additional supporting information for various topics including trail mileage, natural resources mapping, tree counts, hiking and mountain biking trails, stormwater management, visibility, and the NY State Environmental Quality Review Act (SEQRA) assessment of the 2021 new management actions.

Whiteface Mountain 2021 UMP Amendment

CONTENTS

List of Exhibits

Exhibit 1 2021 Updated Management Actions Status Master Table
Exhibit 2 2021 Updated Trail Mileage Calculations
Exhibit 3 Figures
1. Site Location Map
2. 2021 Master Plan
3. Whiteface Mountain Intensive Use Area Proposed Mountain Bike Trails
4. Whiteface Mountain Intensive Use Area Proposed Hiking Trails
5. Proposed and Alternative Lift D Layouts
5A. Proposed and Alternative Lift D Profiles
6. Soils Map and Proposed Actions
7. Topography and Proposed Actions
8. Surface Water, Wetland Resources and Proposed Actions
9. Vegetation and Proposed Actions
10. Potential Bicknell's Thrush Habitat and Proposed Actions
11. Potential Bicknell's Thrush Habitat and Proposed Hiking Trails

Exhibit 3A Side-by-Side Trails – Upper Thruway and Upper Parkway
Exhibit 4 Tree Counts
Exhibit 5 Whiteface Mountain Hiking and Mountain Biking Trail Masterplan
Exhibit 5A ORDA Hiking and Mountain Biking Trails Construction Best Practices and Typical Details
Exhibit 6 Initial Stormwater Assessment for Expanded NYSEF Building
Exhibit 7 Visibility Assessment of Proposed Bear Den to Mid Station Lift
Exhibit 8 Correspondence
Exhibit 9 SEQRA Documentation
Exhibit 10 Response to Public Comments (comments will be received on the Public Draft)

List of Abbreviations

ACOE	US Army Corps of Engineers
ADA	Americans with Disabilities Act
APA	NYS Adirondack Park Agency
APSLMP	Adirondack Park State Land Master Plan
CEA	Critical Environmental Area
DBH	Diameter at Breast Height
DEC	NYS Department of Environmental Conservation
FIS	Federation internationale de ski (International Ski Federation)
NYSEF	New York Ski Education Foundation
OPRHP	NYS Office of Parks Recreation and Historic Preservation
ORDA	NY Olympic Regional Development Authority
SEQRA	NY State Environmental Quality Review Act
SPDES	State Pollution Discharge Elimination System
SWPPP	Stormwater Pollution Prevention Plan
UMP	Unit Management Plan
UMPA	Unit Management Plan Amendment

Section 1 Introduction

The NY Olympic Regional Development Authority (ORDA) is amending the 2004 Unit Management Plan (UMP) for the Whiteface Mountain Intensive Use Area (Whiteface) located in the Town of Wilmington, Essex County, New York. See **Figure 1** in **Exhibit 3**, Site Location Map. Previous Whiteface Mountain UMP documents, including the 2018 Amendment, are incorporated by reference into this 2021 UMP Amendment (UMPA).

This 2021 UMPA for Whiteface has been prepared in accordance with the Adirondack Park State Land Master Plan (APSLMP) and adds several new management actions. Most of the new management actions are widening of existing downhill ski trails and construction of short new connector trails. A new ski lift is also proposed. Language in the APSLMP that pertains specifically to Whiteface Mountain states "Existing downhill ski centers at Gore and Whiteface should be modernized to the extent physical and biological resources allow. Cross-country skiing on improved cross-country ski trails may be developed at these downhill ski centers."

Section 816 of the Adirondack Park Agency Act directs the New York State Department of Environmental Conservation (DEC) to develop, in consultation with the New York State Adirondack Park Agency (APA), UMPs for each unit of land under its jurisdiction classified in the APSLMP. ORDA, pursuant to its enabling law and agreement with the NYSDEC for the management of Whiteface, has prepared this UMPA in cooperation with DEC and in consultation with APA.

The primary objective of this UMPA is to continue the maintenance and operation of Whiteface at a constant level over the ensuing five-year management period in such a way that will contribute to stabilizing Olympic Region employment, economics, public recreation, and governmental administration. Additional objectives include improving facilities that will add to intermediate and beginner terrain on the mountain, increasing user safety, and enhancing recreational experiences. Many of the improvements listed in this UMP Amendment are safety-related and pertain directly to present needs of the mountain in terms of customer expectations and the safety of all levels of skiers. Primarily, the proposed improvements are designed to facilitate access to appropriate terrain for beginner and intermediate skiers and snowboarders, which makes it safer and more enjoyable for all.

Because this UMPA was prepared less than 5 years since the approval of the 2018 UMPA, the Inventory of Existing Resources, Facilities, Systems and Use in Section II of the 2018 UMPA and the Management and Policy guiding the operation of Whiteface in Section III of the 2018 UMPA remain essentially the same. The following management actions have been implemented at Whiteface since the approval of the 2018 UMPA and their status has been updated in Management Actions Status Master Table in **Exhibit 1** of this UMPA:

- Creation of Slide View Glade
- Widening of Easy Street Trail
- Widening of Broadway Trail
- Replacement of Midstation Lodge with Legacy Lodge

- Widening (installing snowmaking lines) of Danny's Bridge Trail
- Widening (installing snowmaking lines) of Brookside Trail
- Widening of Otter Trail
- Creation of Coyote Trail
- Installation of Coyote Cruiser and Cub Carpet Surface Lifts at Bear Den
- Installation of Bear Den Lift (Lift C)

Section 2 Proposed Management Actions

A. List and Map of 2021 Management Actions

The following management actions, listed from highest to lowest priorities, are the subject of this 2021 UMPA:

- Widen Upper Thruway Trail
- Widen Upper Parkway Trail
- Widen Lower Thruway Trail
- Widen Burton's Trail
- Add New Lift Connecting Bear Den to Legacy including a new skiable trail beneath the lift
- New Yellow Dot Trail
- Widen Wildway Trail
- New High Country Road Trail
- Widen 2200 Road Trail
- Widen Danny's Bridge Trail
- Widen Brookside Trail
- Construct new lift-serviced hiking trails within the WFM intensive use area including a route to the summit of Whiteface Mountain from the summit of Little Whiteface Mountain.
- Construct new lift-serviced mountain biking trails (easy, harder, hardest) within the intensive use area as well as connecting to existing trails in the adjoining Wilmington Wild Forest.
- Construct NYSEF Building Expansion

See **Figures 2, 3 and 4 in Exhibit 3** that show the locations and extents of these actions.

Also, as part of this 2021 UMPA, the status of trails 88 and 89 are being changed from previously approved in 2018 to no longer proposed in 2021. Together, these two trails total 0.32 mile, and this amount is incorporated into the current ski trail mileage calculations in **Exhibit 2** and summarized in section 2.F below. There will be a slight net decrease in trail mileage at Whiteface as a result of the 2021 management actions. The extension of Bear (B) Lift to the area around Legacy Lodge approved in the 2017 UMPA is also no longer proposed.

B. Descriptions of Individual Management Actions

Items 1-4 below are part of a common plan to satisfy the ski racers' needs and allowing for separation of racing from recreational activities.

1. Widen Upper Thruway Trail (20) – Widening Upper Thruway supports the overall development of the venue for training and racing at an international level. This will include

the removal of a small tree island at the intersection of Upper Parkway as well as widening approximately 1,336 feet of trail an average widening width of 68 feet on the skiers left side throughout. It will create more width to install safety measures required to host large international events and improve the overall layout and safety for all athletes of all abilities.

2. Widen Upper Parkway Trail (18) – Widening of Upper Parkway is part of a plan that will allow Whiteface to have 2 FIS homologated race trails. This will support official training on a homologated trail while there is an event in progress on the other. The training on a homologated trail is now a requirement for some of the larger events in the ski racing world. Homologated trails also support additional safety precautions for the racers. The proposed widening will be on skiers left, approximately 761 feet long and with and average widening width of 66 feet and will result in Upper Parkway and upper Thruway becoming contiguous side-by-side trails. These side-by side trails are allowable as long as the two trails are counted individually when calculating miles of ski trails. See Exhibit 3A for details.

3. Widen Lower Thruway Trail (21) – Widening of Lower Thruway is also part of the plan that will allow Whiteface to have 2 FIS homologated race trails. The proposed additional clearing will be on skiers left between Calamity Lane and Burton's, and on skiers right below Burton's and in the area of the intersection with the Lower Valley Trail. The length of widening on Lower Thruway is 1,464 feet with an average widening width of 85 feet.

4. Widen Burton's Trail (24) – This is also a part of the process for homologating a downhill trail off the summit of Whiteface Mountain to the existing finish area for the general race trails on Drapers Drop. The current downhill is homologated to the Legacy area, and with the new Legacy Lodge being constructed in the finish, the trail will need to be rerouted. The proposed widening is on skiers right on the upper portion of the trail below Calamity Lane and on skiers left near the intersection with Lower Thruway. Length and average width of widening are 733 feet and 55 feet, respectively.

5. Add New Lift Connecting Bear Den to Legacy (including a new skiable trail 93 beneath the lower end of the lift) (Lift D) – a new detachable quad with a midstation terminal, approximately 4,300 feet long overall, is proposed between the Bear Den area and the Legacy Lodge area. Constructing of Legacy Lodge at its new location facilitated the proposal of this action that has been contemplated by ORDA for some time. Bear Den is now the location for beginner activities on the mountain. A lift connection from the beginner terrain in the Bear Den area to the intermediate trails out of the Legacy area provides a logical, safer learn to ski and snowboard progression by providing access to the proper terrain for lower level abilities. The lift line corridor clearing will be 50 feet wide where the lift passes through currently wooded areas. The total length of the lift is just over 4,300 feet, and the new tree clearing needed to construct the lift will be a total of 500 feet long in multiple locations, with an average additional clearing width of 50 feet.. ORDA considered alternative configurations for this lift, including a straight lift without a midstation terminal at the turn. See **Figure 5 in Exhibit 3** showing a plan view of the alternatives and **Figure 5A in Exhibit 3** showing elevation profiles of the proposed lift and the alternative considered.

Such an alternative would not provide a low elevation drop off point for learning skiers and snowboarders, and the straight line lift would have to pass up and over a 300 feet vertical ridge that exists between Bear Den and Legacy where lift riders would leave the protection of the tree line and be exposed to the elements of the barren rock ledge. There would also be significantly more tree clearing and soil disturbance with this alternative.

6. New Yellow Dot Trail (95) – construction of the new Yellow Dot Trail will allow easier access to Lower Skyward off the gondola. Currently, Lower Skyward is only accessible by skiing Upper Skyward. Lower Skyward is underutilized and is often an easier route for intermediate skiers as compared to the Victoria trail. The new Yellow Dot trail will be approximately 260 feet long with an average width of 23 feet wide on relatively flat ground.

7. Widen Wildway Trail (59A) – widening Wildway will allow for access to Mountain Run from Upper Wilderness. This will allow skiers to access Mountain Run without skiing around the midstation on the Little Whiteface lift or through the existing narrow area at the bottom of the approach. Widening will involve 145 feet of existing trail with an average widening width of 30 feet.

8. New High Country Road Trail (94) – this action involves recutting the old High Country Road Trail and extending it down to Lower Empire. Reestablishing this connection will allow access from the top of Freeway and the midstation area of the Little Whiteface Lift to the Summit lift. It will also provide a non-expert "escape" route from the top of Freeway. This new management action involves approximately 560 feet of trail and an average width of 99 feet.

9. Widen 2200 Road Trail (61) – portions of the 2200 Road Trail totaling approximately 390 feet in length (between 2 sections) will be widened an average of 60 feet. Like the High Country Road Trail, widening the 2200 Road will allow access from Freeway and the midstation area on the Little Whiteface lift to the Summit Lift and also provide for the better "escape route" that avoids expert terrain.

10. Widen Danny's Bridge/Brookside Trails (28 & 68) – This area is often used as a terrain park. The proposed widening will occur on skiers left with 500 feet of Danny's Bridge widened to by an average 43 feet to 120 feet, the upper 220 feet of Brookside widened to 160 feet and the lower 720 feet of Brookside widened to 120 feet. This will allow for more terrain park area and more options for terrain park users. The widening will also allow for safer passage around the jumps in the terrain park for non-users.

11. Construct new lift-serviced mountain biking trails connecting existing WFM facilities with a trail along the West Branch AuSable River and eventually connecting with the Flume Parking Lot off NYS Route 86 (in Wilmington Wild Forest). A total of 19.48 miles of singletrack mountain bike trails between 36 and 72 inches wide are proposed including 6.25 miles of easiest (green) trails, 10.53 miles of more difficult (blue) trails and 2.7 miles of most difficult (black) trails. Mountain biking activities will be based out of the Bear Den area. A

map of the proposed mountain biking trails is **Figure 3 in Exhibit 3**. **Exhibit 5** contains the Masterplan Report for the proposed hiking and mountain bike trails and **Exhibit 5A** contains the construction best management practices and details for the proposed trails. All proposed single track trails work will follow the 2018 NYS DEC Management Guidelines for Siting, Construction and Maintenance of Singletrack Bicycle Trails on Forest Preserve Lands in the Adirondack and Catskill Parks where applicable. (https://www.dec.ny.gov/docs/lands_forests_pdf/bikeguidance.pdf) All stream crossings will also follow DEC Best practices (https://www.dec.ny.gov/docs/permits_ej_operations_pdf/streamcrossbroch.pdf).

12. Construct hiking trails at WFM including a route to the summit of Whiteface Mountain from the summit of Little Whiteface Mountain and an extension to existing trail from the summit of Bear Den Mountain to create a trail loop. A total of 4.4 miles of hiking trails will be established within the intensive use area. A map of the proposed hiking trails is **Figure 4 in Exhibit 3**. **Exhibit 5** contains the Masterplan Report for the proposed hiking and mountain bike trails and **Exhibit 5A** contains the construction best management practices and details for the proposed trails.

13. Expand NYSEF Building – NYSEF is proposing to construct a 25-feet by 70-feet, two floor addition to the north side of their existing building in the base lodge area.

C. Projected Use

The actions proposed in this UMPA are intended to better distribute skiers on the mountain and not necessarily to significantly increase the levels of use at Whiteface.

See section IV.B of the 2018 UMPA for a discussion of attendance numbers and projected future use.

D. Actions Approved in Previous UMPs which are Part of the Foregoing 5-year Plan

The status of all pre-2018 UMPA management actions remain the same as they were in the 2018 UMPA. Per section 1 above, some of the new management actions in the 2018 UMPA have been completed and other actions approved in the 2018 UMPA are no longer proposed. **Table 1**, Status of Management Actions, **in Exhibit 1** has been updated to reflect changes in the status of previously approved actions and to include the new 2021 management actions.

E. Prioritization of Management Actions

The following is a listing of new 2021 management actions by priority.

Top Priority

- Widen Upper Thruway Trail
- Widen Upper Parkway Trail

- Widen Lower Thruway Trail
- Widen Burton's Trail
- New Lift Between Bear Den and Legacy Areas with Skiable Trail Underneath

Moderate Priority

- New Yellow Dot Trail
- Widen Wildway Trail
- New High Country Road Trail
- Widen 2200 Road

Lower Priority

- Widen Danny's Bridge and Brookside Trails
- New Mountain Biking Trails
- New Hiking Trails
- NYSEF Building Expansion

F. Trail Mileage With 2021 Management Actions

The following table summarizes trail mileage for Whiteface Mountain, including the 2021 new management actions and the abandonment of 2 trails approved in 2018. Whiteface will continue to have less than 25 miles of downhill ski trails. See **Exhibit 2**, Updated Trail Mileage Calculations, for details.

2021 Trail Mileage Summary

Summary of Totals	***(In Miles)***
Total Existing Trails	19.95
Total Approved/Not Constructed Trails	2.47
Total Existing and Approved Trails	***22.42***
Total Proposed Trails	0.25
Total Previously Approved, No Longer Proposed Trails	-0.32
Total Existing/Approved and Proposed Trails	***22.35***
Constitutional Trail Mileage Limit	25.00
Total Allowable Trail Mileage Remaining	***2.65***

Section 3 Analysis of Potentially Significant Environmental Impacts

ORDA, in conjunction with NYS DEC, and in cooperation with NYS APA, is closely examining, potential environmental impacts that could occur as a result proposed management actions in accordance with the requirements of SEQRA (6 NYCRR Part 617). **Exhibit 9** contains a completed Part 1 SEQRA full environmental assessment form (FEAF).

A. Impact on Land

Steep slope construction, shallow depth to bedrock, extended construction duration, and the erosion potential of the site's soils all contribute to the potential for erosion of soil that is exposed during construction. Shallow depth of bedrock may require blasting of rock in some areas.

Site soils and the 2021 proposed management actions are shown on **Figure 5 in Exhibit 3.**

The following table shows the management actions that are proposed in areas of 993F and RaF soils with bedrock at 20 to 40 inches below grade, and actions proposed in HrF soils where bedrock is 10 to 20 inches below grade. (See Figure 5 in Exhibit 3 for a legend of soil series names and symbols.)

Site Soils - Bedrock

MANAGMENT ACTION	**SOIL SERIES**						
	993F*	**HrF****	**RaF***	**MnD**	**MkD**	**MkC**	**FnD**
Widen Upper Thruway Trail			√				
Widen Upper Parkway Trail		√	√				
Widen Lower Thruway Trail			√				
Widen Burton's Trail			√				
New Bear Den to Arena Lift			√	√	√		
New Yellow Dot Trail	√						
Widen Wildway Trail		√					
New High Country Road Trail		√	√				
Widen 2200 Road Trail		√	√				
Widen Danny's Bridge Trail				√	√		
Widen Brookside Trail					√		
New ADA Hiking /Biking Trail							√
Expand NYSEF Building						√	
**bedrock @ 20-40"*							
*** bedrock @ 10-20"*							

Blasting – see pages V-1 through V-3 in the 2018 UMPA for a full discussion of measures to be implemented to avoid and minimize impacts associated with blasting, should blasting be required.

Site topography and the 2021 proposed management actions are shown on **Figure 6 in Exhibit 3**.

The following table shows the erosion potential of the soils in the areas of the proposed management actions. Steepest (F) slope soils have severe erosion potential. Erosion potential decreases to moderate in less steep D soils. Erosion potential in the MkC soils is slight. (See Figure 3 in Exhibit 3 for a legend of soil series names and symbols.)

Site Soils – Erosion Potential

MANAGMENT ACTION	**SOIL SERIES**						
	993F* **	**HrF*** **	**RaF*** **	**MnD** **	**MkD** **	**MkC***	**FnD** **
Widen Upper Thruway Trail			√				
Widen Upper Parkway Trail		√	√				
Widen Lower Thruway Trail			√				
Widen Burton's Trail			√				
New Bear Den to Legacy Lift			√	√	√		
New Yellow Dot Trail	√						
Widen Wildway Trail		√					
New High Country Road Trail		√	√				
Widen 2200 Road Trail		√	√				
Widen Danny's Bridge Trail				√	√		
Widen Brookside Trail					√		
New ADA Hiking /Biking Trail							√
Expand NYSEF Building						√	
****severe erosion potential*							
*** moderate erosion potential*							
** slight erosion potential*							

Erosion from Steep Slope Construction – see pages V-3 through V-9 of the of the 2018 UMPA for a thorough discussion of the measures to be undertaken to minimize soil erosion and prevent sedimentation in surface waters.

B. Impact on Geological Features

The cirques and aretes that are the unique geological features identified near summit of Whiteface Mountain will not be affected. The only management action proposed on or near the summit Is a hiking trail that will make use of an existing ski trail.

C. Impact on Surface Water

See **Figure 7 in Exhibit 3** that shows mapped NYSDEC streams, mapped APA wetlands, and mapped waters of the US.

The location of the blue line stream 830-269 on Figure 7 is incorrect. The stream does not pass through the area of proposed widening of Brookside trail. This stream is located north of the Boreen Trail which is removed from any proposed management actions. The green line stream NWI mapping on **Figure 7** is closer to the actual location of the stream than the blue line stream.

This same stream flows past the NYSEF building, approximately 60 feet away from the north side of the existing building. **Exhibit 6** contains an initial assessment of stormwater management associated with the proposed building expansion. Installing drip strips or bioretention is recommended to capture additional runoff generated by the building expansion prior to runoff reaching the nearby stream.

The proposed hiking trails and mountain bike trails involve 11 new bridged stream crossings. Wherever possible, trails were sited to cross streams using existing alpine ski trails crossings. The 11 proposed bridge crossings will be clear spans with the crossing openings at least 1.25 times the stream width as measured bank to bank at the ordinary high water level. See Exhibit 5 for a description and mapping of the stream crossings and Exhibit 5A for details of clear span bridge construction.

Hiking and mountain bike trail crossings of minor drainages and seasonal streams (unclassified and un-mapped) will be crossed either with stepping stones (for hiking trails), stone paved armor crossings or culverts. If culverts are to be used, they will be appropriately sized and placed so as to prevent scouring, erosion, clogging, and ponding, and shall be embedded so that the substrate and bedding is similar to the natural drainage.

Prior to construction, ORDA will have all work areas examined for unmapped waters and wetlands. If needed, permit applications will be filed with the proper regulatory agency(ies) for any unavoidable impacts to waters or wetlands (see Section 4 of this UMPA).

Measures to mitigate potential sedimentation impacts to surface waters from construction area soil erosion were discussed previously in section 3.A above.

There will be an incremental increase in snowmaking water withdrawal from the West Branch AuSable River to produce snow on the new trails and on the enlarged trails. ORDA will continue to abide by their current Cooperative Agreement with NYSDEC that controls snowmaking water withdrawal rates from the West Branch AuSable River.

D. Impact on Groundwater

No potential impacts associated with the proposed management actions were identified.

E. Impact on Flooding

No structures or any other type of fixed object are proposed to be placed in the floodplain of the West Branch AuSable River.

F. Impact on Air

No potential impacts associated with the new management actions were identified.

G. Impact on Plants and Animals

Other than some proposed short, new hiking trails, the 2021 new management actions will not occur in any of the significant communities identified for the area by NY Natural Heritage Program in 2017[2]: ice cave talus, open alpine, alpine krummholz, mountain spruce fir or mountain fir. Proposed 2021 actions are in the following communities as illustrated on **Figure 9 in Exhibit 3**.

- Pioneer Hardwood Spruce-Fir (I): New Yellow Dot Trail, widening Wildway Trail (partial)
- Northern Hardwood (N): widening Wildway (partial), New High Country Road Trail, widening 2200 Road Trail, widening Upper Thruway Trail, widening Upper Parkway Trail, widening Lower Thruway Trail, widening Burton's Trail, New Bear Den to Legacy Lift (partially within White-Red Pine (W)), widen Danny's Bridge Trail, widen Brookside Trail, Expand NYSEF Building, ADA Hiking/Biking Trail.

Four (4) proposed hiking trails, or sections of these trails, are located in areas of mountain spruce fir forest and potential Bicknell's thrush habitat (>2,800'' elevation, spruce-fir forest community).[3] See **Figure 10 in Exhibit 3**. See the full trail descriptions of trails in **Exhibit 5**.

Hiking Trail "I" (Top of Summit Quad Lift to the Summit) is a proposed 0.3 mile trail that would replace the existing steep, unsustainable alignment, which is essentially a straight line, steep, +/- 0.13 mile climb from the top of the Summit Lift to the summit of Whiteface Mountain. The proposed gradual Trail I would form a switch back to the summit after it connects with the existing Wilmington hiking trail. Trail I is proposed to have a clear width of 6 feet when constructed. For the existing straight uphill trail connecting the top of the Summit Lift to the summit of Whiteface Mountain, Tahawus Trails estimates that the time it could take for this trail to revert back to vegetation at levels comparable to the adjacent forest would vary depending on the closure approach. With complete abandonment and no reforestation efforts, Tahawus Trails estimates 15-30 years. That time would decrease with naturalization efforts such as moving brush from the forest into the trail corridor. This would help to reduce runoff,

[2] A 2021 response letter from Natural Heritage Program focused on only that part of the Intensive Use Area where new management actions (other than proposed hiking and mountain biking trails) and previously approved, but not yet constructed actions are located. This resulted in Natural Heritage Program identifying the Mountain Spruce-Fir community and the Mountain Fir Forest community in their June 4, 2021 letter, a copy of which is included in Exhibit 8.

[3] All proposed mountain biking trails are located below elevation 2800'.

block potential rogue trail users, and expedite the reintroduction of woody materials to the forest floor.

Trail "H" (Little Whiteface Mountain Ridge Trail) follows the northwest ridge of Little Whiteface to Parons Run ski trail which continues up to the top of the Summit Lift and the mountain summit is beyond. This is a 0.25 mile section of proposed trail that will have a clear width of six (6) feet.

Trail "C" (Little Whiteface Summit Path) is an existing 0.1 mile herd path that circumnavigates the summit of Little Whiteface. The herd path will be widened to 6 feet and stone cribbing, benching and 2-3 wooden ladders are proposed to be installed.

Trail "K" (Parons Run to the Bottom of the Slides is a 0.7 mile trail that will be a combination of new trail construction and existing ski trails. New construction will involve 0.2 miles of trail constructed between Parons Run to Niagara.

The following language regarding mitigating potential impacts to Bicknell's thrush is from the 2018 UMPAA which is incorporated into this 2021 UMPA by reference:

ORDA will continue to implement the comprehensive set of measures designed to mitigate impacts to Bicknell's thrush contained in section II.B of the 2006 UMP amendment.

These mitigation measures include, but are not limited to, prohibiting tree cutting above elevation 2,800 feet between May 15 and August 1, limiting the width of new trails above 2,800 feet to 115 to 131 feet (35-40m), and maintaining trails and lifts with feathered vegetation on wind exposed sides. Also, proposed tree cutting and construction that will take place above 2,800-foot elevation in areas of suitable Bicknell's thrush habitat should follow the Operations and Management Considerations established for the Adirondack Sub-Alpine Bird Conservation Area (See Copy in Appendix 7A [of the 2018 UMPA]*). This includes avoiding construction activities at Whiteface during the Bicknell's thrush nesting period (May 15 – August 1) whenever possible. Construction activities above 2,800 feet in terrain identified as suitable Bicknell's thrush habitat that do not involve tree cutting, and that are being considered for the period between the dates of 15 May and 01 August, shall be reviewed with the Department for potential impact. Activities that may cause negative impact to Bicknell's thrush will be scheduled for other times.*

The following table summarizes the tree cutting on Forest Preserve lands that will be needed to construct the proposed management actions. Detailed tree cutting data is in **Exhibit 4**. Total affected area is 12.5 acres of the 2,910-acre intensive use area and involves the cutting of approximately 20,495 3" DBH and larger. Abandonment of previously approved trails 89 and 90 results in cutting of 3,452 trees 3" DBH and larger no longer being proposed. No longer proposing the Bear Lift (B) extension results in not needing to cut 2,305 trees 3" DBH and larger. The net proposed tree cutting for actions in this 2021 UMPA is 14,738 trees 3" DBH and larger. All cutting will be performed in accordance with DEC tree cutting policy LF-91-2.

Management Action	Tree >3" DBH
Widen Upper Thruway Trail	1828
Widen Upper Parkway Trail	958
Widen Lower Thruway Trail	2524
Widen Burton's Trail	787
New Bear Den to Legacy Lift	1408
New Trail 93 Beneath New Lift	1789
New Yellow Dot Trail	73
Widen Wildway Trail	90
New High Country Road Trail	678
Widen 2200 Road Trail	451
Widen Danny's Bridge Trail	440
Widen Brookside Trail	1108
New Hiking & Mtn Biking Trails	8251
Expand NYSEF Building	110
TOTAL	20495

Additionally, a total of 13,091 trees 1-3" DBH are proposed to be cut. See Exhibits 4 and 5 for details.

H. Impact on Agricultural Resources

No impacts associated with the proposed management actions were identified.

I. Impact on Aesthetic Resources

Changes in views of Whiteface from/near Route 86 because of the new management actions were assessed from 3 locations: at the entrance to Whiteface, on Fox Farm Road approaching the Route 86 intersection, and on Route 86 between Jay and Wilmington where there is a view of the mountain and its surroundings across an open field. Existing conditions photographs from these three locations, along with graphics illustrating new management actions within the views from the three locations are in **Exhibit 7**. Portions of the new lift will be visible from all 3 locations and part of the new Yellow Dot Trail will be visible from near the entrance, but not the other 2 locations. This additional development will not cause any significant visual impacts because the new management actions will be visible within the context of the existing lifts and trails currently visible on Whiteface.

J. Impact on Historic and Archeological Resources

NYS Office of Park Recreation and Historic Preservation (OPRHP) has determined that the proposed management actions in the 2021 UMPA will not impact historic or archeological resources. A copy of OPRHP's April 20, 2021 determination letter is in **Exhibit 8**.

K. Impact on Open Space and Recreation

The proposed management actions in the UMPA will have positive impacts on Open Space and Recreation. Management actions aimed at improving skier satisfaction and skier safety are proposed within the context of the currently developed areas within the Whiteface Mountain Intensive Use Area. The proposed hiking trails and mountain biking trails will expand the range of recreational opportunities available at Whiteface.

L. Impact on Critical Environmental Areas

There are no designated CEAs in the area of the proposed management actions. No impacts were identified.

M. Impact on Transportation

No impacts associated with the proposed management actions were identified. The proposed management actions are not intended to significantly increase attendance which would result in greater traffic generation.

N. Impact on Energy

The new lift will require additional electric energy. The amount of additional energy required for the new lift can be supplied by the renewable energy source and the local grid that currently serve Whiteface.

O. Impact on Noise, Odor, Light

There will be noise generated by construction activities as the new management actions in this UMPA are undertaken. Trail construction and widening and lift installation will involve cutting trees and land grading with mechanical equipment that generates noise. Lift installation may also involve the use of helicopters to set the towers for the new lift. Noise-generating activities will be short term and temporary and will occur within the interior of the intensive use area removed from sensitive noise receptors. None of the 2021 proposed management actions will be a significant source of odor or light.

P. Impact on Human Health

No impacts associated with the proposed management actions were identified.

Q. Consistency with Community Plans

Whiteface is an integral component of the Wilmington community. No inconsistencies with local land use plans were identified.

R. Consistency with Community Character

Whiteface is an integral component of the character of the Wilmington community. No impacts to community character were identified.

Section 4 Additional Permits/Approvals Possibly Required for Implementation of Management Actions

Additional permits may be required for certain management actions after the approval of this UMPA and prior to construction.

A. Waters of the US, Section 404 Clean Water Act

Areas of proposed management actions will be field investigated for the presence/absence of Waters of the US, including wetlands. The limits of any such resources identified in the field will be delineated and mapped. Management actions will be adjusted, if feasible, to avoid delineated resources. Permit applications will be filed with the US Army Corps of Engineers for any unavoidable impacts to Waters of the US.

B. NYS Regulated Wetlands, NYS ECL Article 24

There are no NYS (Adirondack Park Agency) regulated wetlands mapped for the areas of the proposed 2021 management actions. Any wetlands identified during the field investigation under "A" above will be evaluated for potential APA jurisdiction. Should any such wetlands be identified, and it is determined that there will be unavoidable wetland impacts, a permit application will be filed with APA.

C. Wild Scenic and Recreational Rivers Act, NYS ECL Article 15

The West Branch AuSable River is a State-designated Recreational River under the Rivers Act. Any project requiring the construction of a new structure or the expansion of an existing structure within ½ mile of the River is jurisdictional and requires review and the potential application for permit to NYSDEC. Permit applications will be submitted to NYSDEC for the portion of the proposed Bear Den to Legacy Lift within ½ mile of the river and for the expansion of the NYSEF building prior to undertaking these actions.

D. SPDES Permit for Stormwater Discharges from Construction Activities, NYS ECL Article 17

Before commencing construction activity, the owner or operator of a construction project that will involve soil disturbance of one or more acres must obtain coverage under the State Pollutant Discharge Elimination System (SPDES) General Permit for Stormwater Discharges from Construction Activity (GP-0-20-001). ORDA will prepare a Stormwater Pollution Prevention Plan (SWPPP) that demonstrates the project complies with the General Permit and submit a Notice of Intent (NOI) to NYSDEC prior to construction.

Exhibit 1
2021 Updated Management Actions Table

Table 1 Status of Management Actions

Item #	Facility		Management Action / Improvements	Current Status
1	**Ski Trails**			
	Trail #	Trail Name		
	95	Yellow Dot	provide easier access to Lower Skyward off the gondola	New Action Item, 2021 UMP amendment
	94	High Country Road	recut and extend the old High Country Road Trail to Lower Empire to provide better acess to/from lifts and provide easier terrain from the top of Freeway	New Action Item, 2021 UMP amendment
	93	Lift D trail	provide additional beginner terrain in the Bear Den area	New Action Item, 2021 UMP amendment
	59a	Wildway	widen to allow better access to Mountain Run from Upper Wilderness	New Action Item, 2021 UMP amendment
	61	2200 Road	widen to provide better access to/from lifts and avoids expert terrain	New Action Item, 2021 UMP amendment
	20	Upper Thruway	widen to satisfy the ski racers' needs and allow for separation of racing from recreational activities	New Action Item, 2021 UMP amendment
	18	Upper Parkway	widen to satisfy the ski racers' needs and allow for separation of racing from recreational activities	New Action Item, 2021 UMP amendment
	21	Lower Thruway	widen to satisfy the ski racers' needs and allow for separation of racing from recreational activities	New Action Item, 2021 UMP amendment, Supercedes 1996 approval
	24	Burton's	widen to satisfy the ski racers' needs and allow for separation of racing from recreational activities	New Action Item, 2021 UMP amendment, Supercedes 1996 approval
	28	Danny's Bridge	widen to allow for more terrain park options and safer passage around terrain park jumps for other users	New Action Item, 2021 UMP amendment
	68	Brookside	widen to allow for more terrain park options and safer passage around terrain park jumps for other users	New Action Item, 2021 UMP amendment
	45	Easy Way	Widen to approximately 80' to improve beginner skiability.	Approved in 2018. Partially Complete.
	26	Easy Street	Widen to between 100-120' to improve beginner skiability.	Approved in 2018. Completed.
	46	Upper Boreen	Trail is currently very narrow, less than 30' wide. Widen to between 40'-100' where adjacent terrain allows	Approved in 2018. Partially Complete.
	82	Boreen loop	Widen up to 80' where terrain allows, to improve beginner skiability.	Approved in 2018. Not yet implemented.
	72	Parkway Exit	Widen up to 120' to improve congestion at the bottom of Draper's Drop during race training	Approved in 2018. Construction planned for 2021.
	71	Draper's Drop	Widen up to 135' (40m) to meet FIS homologation standards.	Approved in 2018. Construction planned for 2021.
	34	Bobcat	Widen to between 70-120' to improve connection from Boreen and beginner skiability.	Approved in 2018. Construction planned for 2021.
	36	Flying Squirrel	Widen up to approximately 100' to improve beginner skiability.	Approved in 2018. Construction planned for 2021.
	42	Runner Up	Widen narrow connector between Boreen and Moose to improve connection	Approved in 2018. Construction planned for 2021.
	43	Moose	Widen to between 100-120' to improve beginner skiability.	Approved in 2018. Construction planned for 2021.
	37	Porcupine Pass	Widen where possible to improve skiability and connection from learing area to Base area.	Approved in 2018. Construction planned for 2021.
	-	Learning Area	Widen learning area to accommodate new surface lift, improve fall line and expand learn to ski area and operations	Approved in 2018. Partially complete.
	88	New Trail	New beginner trail to service extended Lift C	Approved in 2018. No longer proposed in 2021.
	89	New Trail	New beginner to low-intermediate trail to increase learning area terrain	Approved in 2018. No longer proposed in 2021.
	90	Coyote Cut	New connection from bottom of Moose to Bobcat will avoid/eliminate existing flat portion of Moose, improve beginner skiability.	Approved in 2018. Construced in 2019.
	91	New Trail and Ski Bridge	Better beginner connection from Learning Area to Base Area, less steep than only existing connection. Includes Ski Bridge over stream.	Approved in 2018. Not yet implemented.
	92	New Trail	Connection from Bear Den Lodge to Base Lodge	Approved in 2018. Not yet implemented.
	12a	New Trail	New Intermediate trail from Approach near Upper Mackenzie to bottom of Empire.	Approved in 2018. Gladed in 2019 & 2020.

	Previously Approved Actions - Ski Trail Construction			
	5a	New Glade	A new 9.8-acre expert glade, Trail 5a, between Paron's Run (5), Excelsior (6), Connector (l10) and Upper Cloudspin (1).	Conceptual Action in 2004, remains conceptual.
	74 (Upper), 75 (Lower), 77	Hoyt's High	New trails in the Tree Island Pod	Approved in 2006. Completed.
	76	Lookout Loop	New trails in the Tree Island Pod	Approved in 2006. (Use of existing access trail)
	78	The Wilmington Trail	New trails in the Tree Island Pod	Approved in 2006. Completed.
	79	Lookout Below	New trails in the Tree Island Pod	Approved in 2006. Completed.
	80	Sugar Valley Glades	New glade in the Tree Island Pod	Approved in 2006. Completed.
	74 (Lower)	New Trail	New trail within the Tree Island Pod	Approved in 2006, Lower portion not yet constructed.
	75 (Upper)	New Trail	New trail within the Tree Island Pod	Approved in 2006, Upper portion not yet constructed.
	4b	Blazer's Bluff	New bypass trail along Lower Skyward	Approved in 2006. Completed.
	73, 73a, 73b	New Trail	New trail (73b) from Gondola unloading to Approach, New intermediate trails (73, 73a) from Upper Parkway to Lower Parkway.	Approved under June 2001 amendment to 1996 UMP. VINS report and field study of Bicknell's Thrush for portions above 2,800 feet completed and approved in 2006 UMP Amendment. Not started.
	86 (27a in 2004)	New Glade	A new 5.7-acre intermediate glade, 27a (now 86) between Boreen (27) and Medalist (Now Moose, 43).	Approved in 2004, Completed.
	87 (36a in 2004)	New Glade	A new glade, 36a (now 87) in the area between Otter and Flying Squirrel	Approved in 2004, Completed.
	6a	John's Bypass	New Bypass trail from Excelsior to Connector	Approved in 2004, confirmed in 2006 UMP Amendment after VINS study. Completed.
	C1-C6*	New Trails	Conceptual ski trails within the Tree Island Pod, consisting of several weaving and interconnected narrow (40- 80 foot wide) expert trails.	Conceptual Action in 2004. Portion of the tree island pod that was not included as a formal action in 2006. Remains conceptual.
	31a	New Trail	A new trail (31A) to be built between Wolf (31) and Wolf Run (66).	Approved in 1996. Construction planned for 2021. Tree counts to be re-advertised in ENB.
	38a	Paron's Run (Re-Alignment)	Re-alignment of the lower section of Paron's Run	Approved in 1996, not yet implemented.
	58a	New Trail connector	Provide connection from Excelsior to Upper Valley to replace Lower Empire	Approved in 1996, not yet implemented.
	Previously Approved Action - Ski Trail Widening			
	81 (3a in 2006)	Niagara	Widen to 170' to meet FIS Downhill Homologation Standards.	Approved in 2006. Not yet completed
	48	Ladies Bridge	Widen to meet homologation standards	Approved in 2004, Not yet completed
	49	Lower Gap	Widen to meet homologation standards	Approved in 2004, Not yet completed
	12	Upper Empire	Widen to improve skiability.	Approved in 1996, Not yet completed
	13	Upper Mackenzie	Widen to improve skiability.	Approved in 1996, Not yet completed
	15	Upper Wilderness	Widen to improve skiability.	Approved in 1996, Not yet completed
	18	Upper Parkway	Widen to improve skiability.	Approved in 1996, Completed.
	19	Lower Parkway	Widen to improve skiability.	Approved in 1996, Completed.
	20	Upper Thruway	Widen to meet homologation standards	Approved in 1996, Completed.
	21	Lower Thruway	Widen to improve skiability.	Approved in 1996, Not yet completed, Superceded by 2021 Action
	22	Upper Valley	Widen to 120' to improve skiability, relieve bottleneck.	Approved in 1996, Not yet completed
	23	Lower Valley	Widen short section near Mid-Station	Approved in 1996, 2004, partially completed
	24	Burton's	Widen from approx. 30' to 100' to improve skiability.	Approved in 1996, 2004. Construction planned for 2021.
	28	Danny's Bridge	Widen to improve skiability.	Approved in 1996, Completed.
	30	Mixing Bowl	Widen to improve beginner skiability.	Work Approved in 1996 Completed. Work approved in 2004 not yet undertaken.
	25	Broadway	Widen to meet homologation standards	Approved in 1996, 2004, Not yet completed
	27	Boreen	Widen to meet homologation standards	Approved in 1996, 2004, Not yet completed
	34	Bobcat	Widen to improve beginner skiability.	Approved in 1996, partially completed
	35	Otter	Widen to improve beginner skiability.	Approved in 1996, partially completed
	36	Flying Squirrel	Widen to improve beginner skiability.	Approved in 1996, completed.
	40	Bobcat Chute	Widen to improve beginner skiability.	Approved in 1996, not yet undertaken.
	42	Runner Up	Widen to improve beginner skiability.	Approved in 1996, not yet undertaken.

2	**Ski Lifts**			
	Lift D	New Bear Den to Midstation Lift with midstation offload	install new detachable quad between Bear Den and relocated Midstation Lodge area with a midstation at Boreen around the same elevation as Lower Gap	New Action Item, 2021 UMP amendment
	Lift B	Bear Lift	Extend Bear Lift Quad chair from the Base Area to an area west of Calamity Lane near Mid-Station Lodge. Install a new mid-station terminal near the top of existing top of Bear lift.	Approved in 2018, **no longer proposed.**
	Lift C	Bunny Hutch	Replace existing lift with new Quad chair, re-align and extend upper terminal uphill approximately 500' .	Approved in 2018. Substantially complete. Lift line not extended due to wetlands.
	Lift I	Freeway Lift	Replace existing Freeway lift with new Quad chair extending from the Base area to the top of Upper Empire	Approved 2018. Not yet started.
	Lift J	Cub Carpet	Re-align to imrprove learning area.	Approved in 2018. Completed.
	Lift L	New surface conveyor lift	Add new beginner conveyor lift	Approved in 2018. Completed.
	Lift N	Bear Den Transport Lift	Install transport lift from Bear Den Lodge to Base Lodge	Conceptual Action Item in 2018. Remains conceptual in 2021.
	Lift O	Parking Lot Transport Lift	Install transport lift from the Bus Lot to Lot 1 next to Base Lodge	Conceptual Action Item in 2018. Remains conceptual in 2021.
	Previously Approved Action - Lift Installation			
	Lift A	Mixing Bowl	Upgrade from double chair to triple chair	Approved in 1996, not yet implemented. Lift to be removed in 2021, will not be replaced.
	Lift B	Bear Lift	Upgrade from double chair to quad, move base terminal lower adjacent to Mixing Bowl	Approved in 1996. Construction planned for 2021.
	Lift D	Mid-Station Shuttle	Remove lift	Approved in 1996, completed.
	Lift E	Face Lift	Replace Valley Triple chair with high-speed detachable quad.	Approved in 1996, completed.
	Lift G	Little Whiteface	Replace double chair with with quad.	Approved in 1996, not yet implemented. Construction proposed for 2022.
	Lift H	Mountain Run	Replace double chair with with quad.	Approved in 1996, not yet implemented. Construction proposed for 2022.
	Lift I	Freeway Lift	Lower 60 vertical feet and shorten 500 ft.	Approved 2018. Not yet started.
	Lift M	Lookout Mountain Triple	Install new lift to service proposed Tree Island Pod	Approved in 2006, completed.
3	**Buildings**			
	NYSEF Building		Construct 25'x70', 2-floor addition to north side of the existing building	New Action Item, 2021 UMP amendment
	Operations Building (Formerly NYSEF/Alpine Training Center)		Demolish Building	Approved in 2018. Not yet started.
	Base Lodge			
			(a) Larger reception and ticket area (4,000sf.)	Approved in 1996, Completed.
			(b) Enclose existing deck area to provide additional cafeteria space (2,500 sf.)	Approved in 1996, not yet started.
			(c) a second retail shop (replacing 860sf. administration space)	Approved in 1996, not yet started.
			(d) Relocation of the ski school operations (replacing 880sf. of locker and ticketing space and adding 770sf.)	Approved in 1996, Completed.
			(e) a VIP room (700sf.) and coffee shop (700sf.) to be established in the relocated ski school space	Approved in 1996, Completed.
			(f) additional rest rooms (utilizing 750sf. of the retail shop space)	Approved in 1996, Completed.
			(g) Expansion of the ski patrol/first aid space (680sf.)	Approved in 1996, not yet started.
			(h) Additional offices, storage and conference space for administration (350sf.)	Approved in 1996, not yet started.
			(i) Relocation of employee lockers/lounge space to the breezeway storage space (950sf.)	Approved in 1996, not yet started.
			(j) Expansion of employee lockers/lounge space, (336sf.)	Approved in 1996, not yet started.
			(k) Updating the computer ticketing system, creating more efficient sales points	Approved in 1996, Completed.
			(l) Updating the drop-off area to reflect the reception/ticketing area addition.	Approved in 1996, Completed.
	Bear Den Lodge (Formerly Easy Acres)		Renovate existing building to total 16,580 Sq. Ft., Add new building as connected addition, up to 30,920 Sq. Ft, for total floor area of 47,500 sq. ft. Total Footprint is 36,335 sq. ft.	Approved in 1996, 2004, 2006. Connected Building Addition currently under construction. Total new footprint (existing lodge plus addition) = 28,310 sq. ft. total Floor Area = 31,110 sq. ft. Complete.

	New NYSEF Training Bldg.	Construct new bldg. adjacent to Operations Bldg. and Base Lodge	Approved in 2004, Completed.
	Fox Pole Barn	Relocate Fox Pole Barn, double the size to 3,400sf.	Approved in 2004. Not yet undertaken.
	Lot 5 Pole Barn	Relocate the Lot 5 Pole Barn to the maintenance facility, double the size to 2,400sf.	Approved in 2004, Completed.
	New Maintenance Bldg	Create an additional maintenance building (1,200sf.) to accommodate two vehicle bays for equipment storage.	Approved in 2004, Completed.
	Cloudsplitter Lodge	A new on-mountain restaurant with 355 seats (13,500 sf.) is proposed at the summit of Little Whiteface.	Conceptual Action in 2004. Remains conceptual in 2021.
	Operations Building (Formerly NYSEF/Alpine Training Center	Improvements to first floor level without increasing floor space; Addition of approximately 960 sf. to the second floor plan; Addition of an approximately 940 sf. conference space to the upper level floor; Improvement to the façade.	Approved in 1996, not yet started. (Superceeded by 2017 proposed action)
	Mid Station Lodge	Relocate Mid-station Lodge approximately 150 feet to the south of its current position.	Approved in 1996. Complete.
	Don straight's Bldg.	Double the size of Don Straight's building to 720sf.	Approved in 1996. Not yet undertaken.
4	**Snowmaking**		
	Water System Improvements		
		Build New Reservoir near Snowmaking Pump House	Conceptual in 2018, remains conceptual in 2021.
		Reconfigure PH 1 Intake	Approved in 2004, Completed
		Increase System Pumping Capacity, PH 2 Water	Approved in 1996, Completed
		Electrical revisions to achieve 6,000 gpm	Approved in 1996, Completed
		Monitoring and Control Revisions	Approved in 1996, Completed
		PH 1 water pressure increase	Approved in 2004, completed.
		PH 3 Water, Electrical revisions to achieve 6,000 gpm.	Approved in 1996, Completed
		New snowmaking reservoir adjacent to Upper Boreen	Conceptual action in 2004, remains conceptual in 2021.
		New Pump House to service Tree Island Pod	Approved in 2004, Completed
		Pump House 1 improvements, new wet well and pump	Approved in 2006, Completed
	Air System Improvements	Replace existing rotary screw compressors	Approved in 1996, Completed
		Air to Air Aftercooler repair	Approved in 2004, Completed
		Install additional cooling water system	Approved in 1996, Completed
	Mountain Infrastructure	Piping Upgrades	Approved in 1996, Completed
		Valve House Upgrades	Approved in 1996, Completed
	Snow Guns and Hose	Fan guns and Fan support	Approved in 1996, Completed
		Tower Guns (300)	Approved in 1996, Completed
		Hose repair / replacement	Approved in 1996, Ongoing
5	**Utilities**		
	Drainage	Replace Culvert #2 with a vehicular bridge	Approved in 2018, not yet started.
		Replace Culvert #2 with single large culvert	Approved in 2004, completed.
		Install Debris Control Structures upstream of culverts in accordance with plans	Approved in 2004, not yet implemented.
	Potable Water	Develop new source of water for Base Lodge	Conceptual Action in 2004.
		Develop new source of water for Cloudsplitter Lodge	Conceptual Action in 2004. Remains conceptual in 2021.
	Sanitary Wastewater	Develop new wastewater disposal system for the	Conceptual Action in 2004. Remains conceptual in 2021.
6	**Parking / Circulation**		
	Lot #4, Bear Den Lodge Drop Off Area	Improve circulation at Bear Den Lodge drop off area, reconfigure parking.	Approved in 2018, partially complete.
	Bus Lot	Expand Lot to accommodate approx. 100 additional cars	Approved in 2018, not yet implemented.
	Maintenance and Staff Access Road	New access road from Lot 5 to Maintenance	Approved in 2006, not yet constructed
	Lot #5	Additional 350 car parking lot	Approved in 2004, Completed
	Bus Drop Off	Structure a bus drop off lane along access road on right, after bridge	Approved in 2004, not yet implemented.
	Lot #3	3-Acre expansion on North End	Approved in 1996, not undertaken. (Note: A large portion of the proposed expansion area is not within the Whiteface Intensive Use Boundary. The area within the boundary available for expansion is 0.83 acres (50-75 cars)
	Entrance and Base Lodge Arrival	Various alternatives to improve pedestrian and vehicular circulation between the Base Lodge and parking areas	Conceptual Action in 2004. Remains conceptual in 2021.
	Bus Parking Lot	Built new Bus Lot	Conceptual Action in 2005. Remains conceptual in 2021.

7	Other Recreatoinal		
	Mountain Biking Trails	Construct 19.48 miles of new lift-serviced mountain biking trails connecting existing WFM facilities with a trail along the river that connects with the Flume Parking Lot off NYS Route 86. Includes 6.25 miles of easiest (green) trails, 10.53 miles of more difficult (blue) trails and 2.7 miles of most difficult (black) trails.	New Action Item, 2021 UMP amendment
	Hiking Trails	Construct 4.4 miles of new lift-serviced hiking trails within the intensive use area, including a route to the summit of Whiteface Mountain from the summit of Little Whiteface Mountain, and trails to the summit of Bear Den Mountain.	New Action Item, 2021 UMP amendment
	Hiking Trails	A 0.7-mile hiking/cross country skiing/snowshoeing trail along the Ausable River on the south side of the base area; 0.5 miles of hiking trails on the north side of the Easy Acres base area; A 2.5-mile hiking loop trail to Bear Den Mountain.	Approved in 2004, completed.

Exhibit 2
2021 Updated Trail Mileage Calculations

2021 Trail Length Data

	Trail Ref #	Trail Name	Trail Length (LF)
Existing Trails			
	60	1900 Road	806
	61	2200 Road	373
	11	Approach	1,953
	32	Bear	1,609
	4b	Blazers Bluff	591
	34	Bobcat	2,318
	40	Bobcat Chute	656
	27	Boreen	3,896
	82	Boreen loop	982
	25	Broadway	1,820
	68	Brookside	2,062
	24	Burton's	856
	47	Calamity Lane	375
	1	Cloudspin	1,721
	51	Cloudspin Cut	335
	10	Connector	814
	55	Crossover Loop	434
	28	Danny's Bridge	1,466
	33	Deer	977
	71	Draper's Drop	2,129
	26	Easy Street	2,140
	45	Easy Way	427
	85	Empire cut	270
	7	Essex	1,062
	6	Excelsior	5,162
	36	Flying Squirrel	1,407
	38	Follies	2,590
	84	Fox*	2,128
	56	Glen	520
	77	Hoyt's High	4,048
	52	John's Bypass	727
	48	Ladies Bridge	185
	79	Lookout Below	1,238
	76	Lookout Loop	N/A
	41	Loon	112
	63	Low Road	572
	58	Lower Empire	300
	49	Lower Gap	138
	14	Lower Mackenzie	1,273
	9	Lower Northway	1,554
	19	Lower Parkway	2,205
	4	Lower Skyward	2,207
	54	Lower Switchback	550
	21	Lower Thruway	1,240
	23	Lower Valley	2,128
	16	Lower Wilderness	723
	30	Mixing Bowl	624
	43	Moose	1,555
	83	Moose Cut	200
	17	Mountain Run	2,115
	81	Niagara	1,135
	25a	Off Broadway	285
	65	On Ramp	600
	35	Otter	1,703
	72	Parkway Exit	466
	5	Paron's Run	2,421
	37	Porcupine pass	471
	50	Riva Ridge	708
	29	River Run	1,019
	44	Round-a-Bout	586
	42	Runner Up	678
		Slide Out	775
	67	Summit Express	228
	78	The Wilmington Trail	9,400
	64	Tom Cat	116
	46	Upper Boreen	792
	12	Upper Empire	1,517
	13	Upper Mackenzie	1,487
	8	Upper Northway	973
	18	Upper Parkway	1,934
	3	Upper Skyward	2,222
	53	Upper Switchback	550
	20	Upper Thruway	1,174
	22	Upper Valley	2,127
	15	Upper Wilderness	976
	39	Valve House Road	275
	2	Victoria	1,986
	57	Victoria Shoot	183
	59	Weber's Way	415
	59a	Wildway	135
	31	Wolf	1,595
	66	Wolf Run	420
	90	Coyote Cut	408
		Totals (LF)	**105,333**
		Totals (MILEAGE)	**19.95**

Trails Approved, Not Yet Constructed			
	38a Lower[1]	Approved, not yet constructed	0
	38a Upper	Approved, not yet constructed	450
	58a	Approved, not yet constructed	300
	31a	Approved, not yet constructed	1580
	73	Approved, not yet constructed	1136
	73a	Approved, not yet constructed	1540
	73b[2]	Approved, not yet constructed	1536
	74	Approved, not yet constructed	1793
	75	Approved, not yet constructed	2145
	91	Proposed	545
	92	Proposed	970
	12a	Proposed	1060
		Totals (LF)	**13,055**
		Totals (MILEAGE)	**2.47**
Trails Proposed in 2021 Amendment			
	94	Proposed - High Country Road	560
	95	Proposed - Yellow dot	240
	93	Proposed - Lift D Trail	500
		Totals (LF)	**1,300**
		Totals (MILEAGE)	**0.25**
Trails Previously Approved, No Longer Proposed in 2021			
	88	0	670
	89	0	1,030
		Totals (LF)	**1,700**
		Totals (MILEAGE)	**0.32**

[1] Action is to re-align portion of existing trail, no change in length proposed.

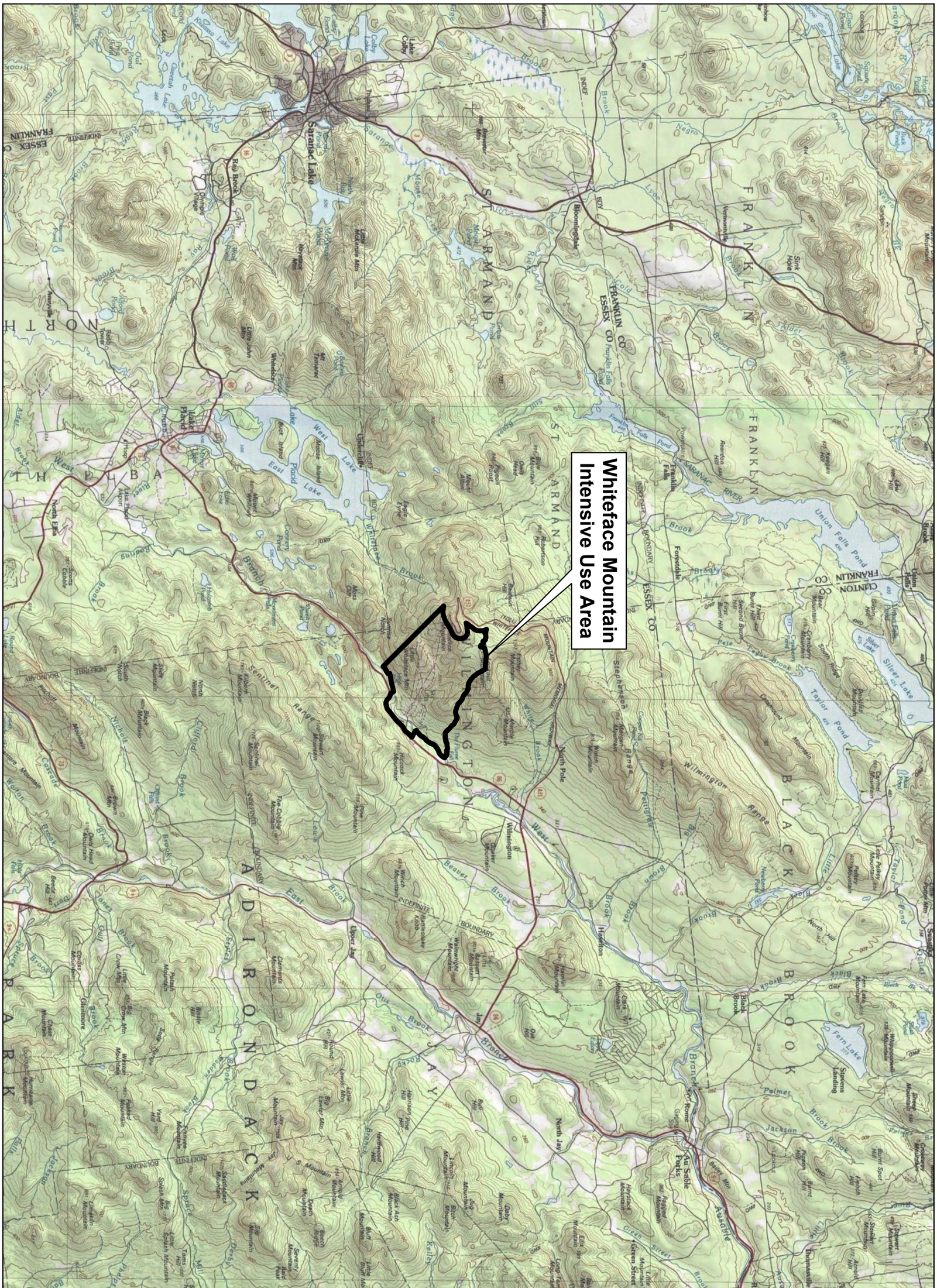
[2] This trail is a portion of trail 73 approved in 2004.

Exhibit 3
Figures

1. Site Location Map
2. 2021 Master Plan
3. Whiteface Mountain Intensive Use Area Proposed Mountain Bike Trails
4. Whiteface Mountain Intensive Use Area Proposed Hiking Trails
5. Proposed and Alternative Lift D Layouts

5A Proposed and Alternative Lift D Profiles

6. Soils Map and Proposed Actions
7. Topography and Proposed Actions
8. Surface Water, Wetland Resources and Proposed Actions
9. Vegetation and Proposed Actions
10. Potential Bicknell's Thrush Habitat and Proposed Actions
11. Potential Bicknell's Thrush Habitat and Proposed Hiking Trails



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Lake Placid, New York 12946

WHITEFACE
LAKE PLACID

Project Title:

Whiteface Mountain: 2021 Unit Management Plan Amendment

Drawing Title

Site Location Map

1 inch = 2 miles
0 1 2
Miles

Date: 5/4/2021
Project No: 201263.08

Drawing No:

1

Plotted By: KAITLIN CAMPBELL
Save Date: 7/30/2021 9:40 AM
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LEGEND

- EXISTING TRAILS
- APPROVED TRAILS
- PREVIOUSLY APPROVED; NO LONGER PROPOSED
- PREVIOUS CONCEPTUAL TRAILS
- APPROVED TRAIL WIDENING
- PROPOSED TRAILS
- PROPOSED TRAIL WIDENING
- PROPOSED TRAIL UNDER LIFT
- EXISTING GLADES
- EXISTING APPURTENANT CLEARING
- LIFT — EXISTING LIFTS
- LIFT — APPROVED LIFTS
- LIFT — PROPOSED LIFTS
- LIFT — PREVIOUSLY APPROVED NO LONGER PROPOSED LIFT
- LAND USE BOUNDARY
- EXISTING BUILDING
- PROPOSED BUILDING EXPANSION

WHITEFACE VETERANS MEMORIAL HIGHWAY INTENSIVE USE AREA

MCKENZIE MOUNTAIN WILDERNESS AREA / WHITEFACE MOUNTAIN INTENSIVE USE AREA

WHITEFACE MOUNTAIN INTENSIVE USE AREA / WILMINGTON WILD FOREST

APPROVED TRAILS

PROPOSED YELLOW DOT TRAIL

APPROVED TRAILS

APPROVED TRAIL, 12A

PROPOSED TRAIL WIDENING

APPROVED TRAIL

APPROVED TRAIL WIDENING

APPROVED FREEWAY LIFT (LIFT I)

BEAR LIFT (LIFT B) PREVIOUSLY APPROVED EXTENSION, NO LONGER PROPOSED

APPROVED BEAR LIFT REPLACEMENT

CONCEPTUAL SNOW MAKING RESERVOIR (2018)

NYSEF BUILDING EXPANSION

CONCEPTUAL TRANSPORT LIFT FROM PARKING TO BASE LODGE (2018)

APPROVED PARKING LOT EXPANSION (APPROX. 100 SPACES)

APPROVED PARKING LOT EXPANSION

PREVIOUS CONCEPTUAL TRAILS

PROPOSED HIGH COUNTRY ROAD TRAIL

EXISTING (REPLACEMENT) MID-STATION LODGE

PROPOSED LIFT MID STATION

PROPOSED LIFT

PROPOSED TRAIL WIDENING

PREVIOUSLY APPROVED; NO LONGER PROPOSED

APPROVED TRAIL WIDENING

EXISTING BUNNY HUTCH LIFT (LIFT C)

PROPOSED TRAIL

CONCEPTUAL TRANSPORT LIFT FROM BEAR DEN LODGE TO BASE LODGE (2018)

PROPOSED ACCESSIBLE HIKING TRAIL (ROUTE TBD)

WEST BRANCH AUSABLE RIVER

NYS ROUTE-86

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Lake Placid, New York 12946

WHITEFACE LAKE PLACID

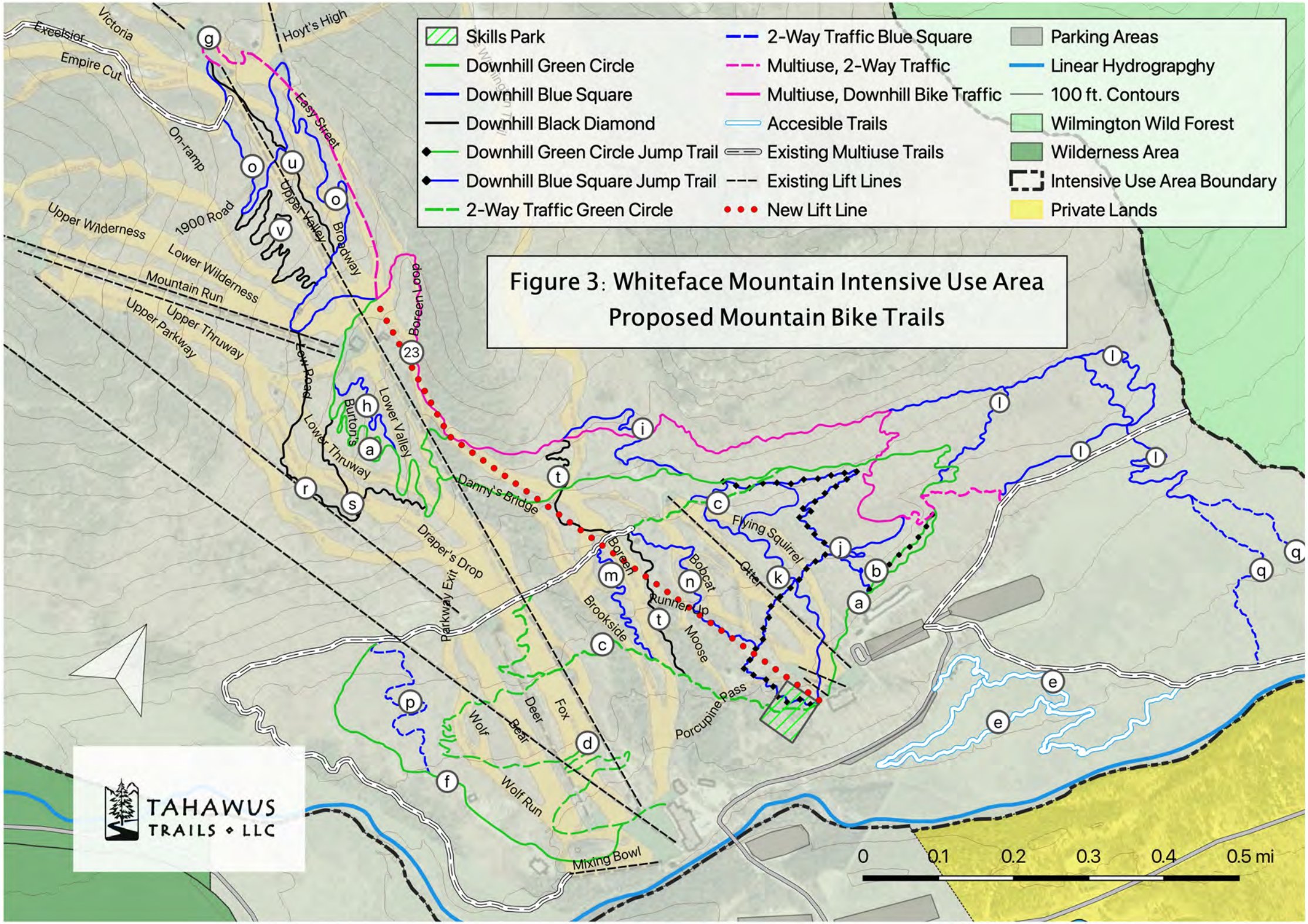
Project Title:
Whiteface Mountain: 2021 Unit Management Plan Draft Amendment

Drawing Title
2021 Master Plan - Proposed & Previously Approved Actions

SCALE: 1" = 1000' AT 11x17

Date:	April 14, 2021
Scale:	As Noted
Design:	MJT
Drawn:	KAC
Ch'k'd:	KJF
Project No.:	201263
Revised:	October 6, 2021

Drawing No:
Figure 2


Skills Park
Downhill Green Circle
Downhill Blue Square
Downhill Black Diamond
Downhill Green Circle Jump Trail
Downhill Blue Square Jump Trail
2-Way Traffic Green Circle
2-Way Traffic Blue Square
Multiuse, 2-Way Traffic
Multiuse, Downhill Bike Traffic
Accesible Trails
Existing Multiuse Trails
Existing Lift Lines
New Lift Line
Parking Areas
Linear Hydrograpghy
100 ft. Contours
Wilmington Wild Forest
Wilderness Area
Intensive Use Area Boundary
Private Lands
Figure 3: Whiteface Mountain Intensive Use Area
Proposed Mountain Bike Trails
Victoria
Excelsior
Empire Cut
Hoyt's High
Easy Street
On-ramp
Upper Valley
Broadway
1900 Road
Upper Wilderness
Lower Wilderness
Mountain Run
Upper Thruway
Upper Parkway
Low Road
Lower Thruway
Lower Valley
Burton's
Boreen Loop
Danny's Bridge
Draper's Drop
Parkway Exit
Boreen
Bobcat
Runner Up
Moose
Brookside
Flying Squirrel
Otter
Porcupine Pass
Deer
Fox
Bear
Wolf
Wolf Run
Mixing Bowl
TAHAWUS TRAILS • LLC
0
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0.2
0.3
0.4
0.5 mi

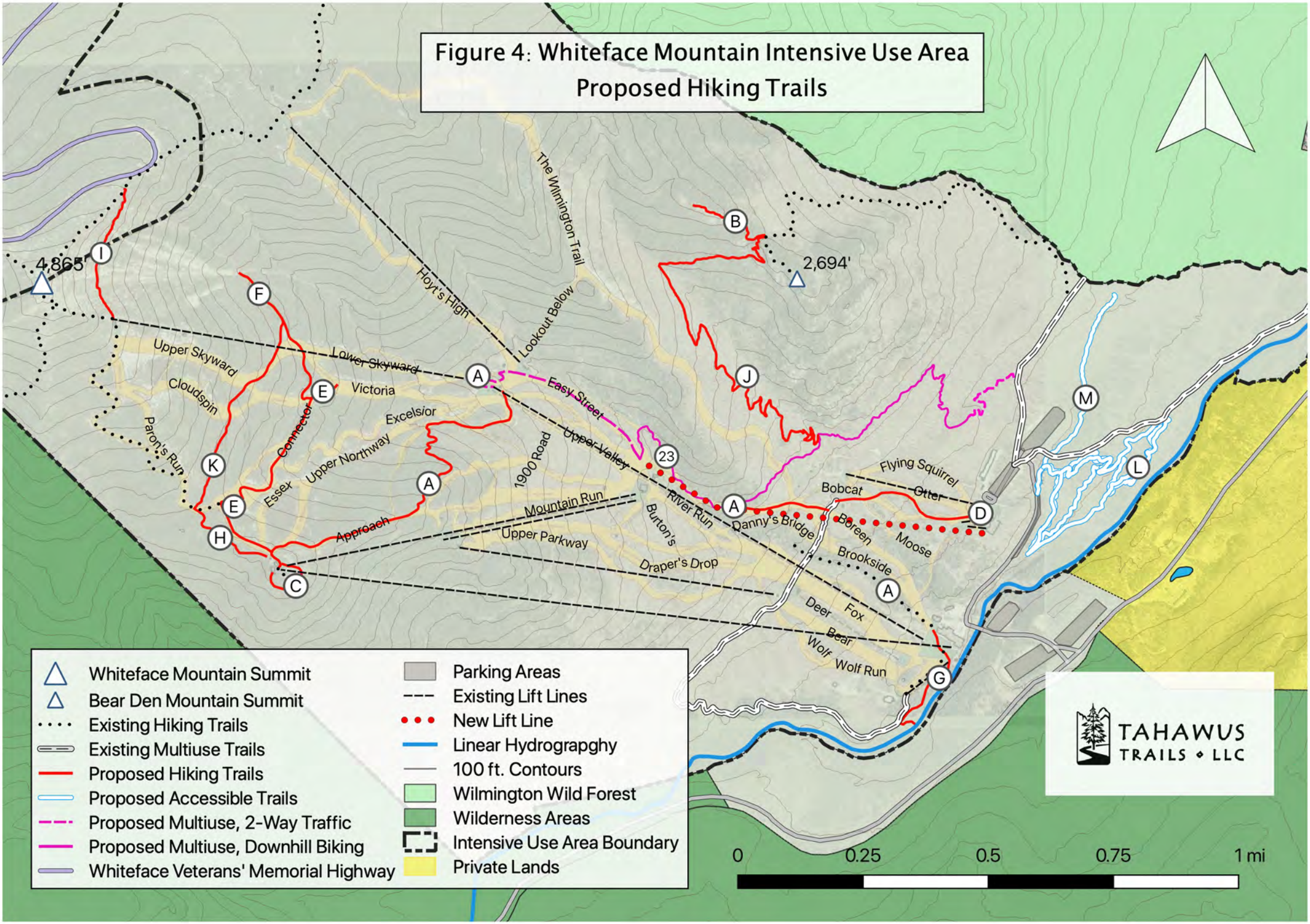
Figure 4: Whiteface Mountain Intensive Use Area
Proposed Hiking Trails
4,865'
2,694'
The Wilmington Trail
Hoyt's High
Lookout Below
Upper Skyward
Lower Skyward
Cloudspin
Victoria
Easy Street
Paron's Run
Connector
Excelsior
Upper Northway
Upper Valley
1900 Road
Essex
Approach
Mountain Run
Upper Parkway
Burton's
River Run
Draper's Drop
Danny's Bridge
Flying Squirrel
Otter
Bobcat
Boreen
Moose
Brookside
Deer
Fox
Bear
Wolf
Wolf Run
TAHAWUS TRAILS • LLC
Whiteface Mountain Summit
Bear Den Mountain Summit
Existing Hiking Trails
Existing Multiuse Trails
Proposed Hiking Trails
Proposed Accessible Trails
Proposed Multiuse, 2-Way Traffic
Proposed Multiuse, Downhill Biking
Whiteface Veterans' Memorial Highway
Parking Areas
Existing Lift Lines
New Lift Line
Linear Hydrograpghy
100 ft. Contours
Wilmington Wild Forest
Wilderness Areas
Intensive Use Area Boundary
Private Lands
0
0.25
0.5
0.75
1 mi

Plotted By: KAITLIN CAMPBELL
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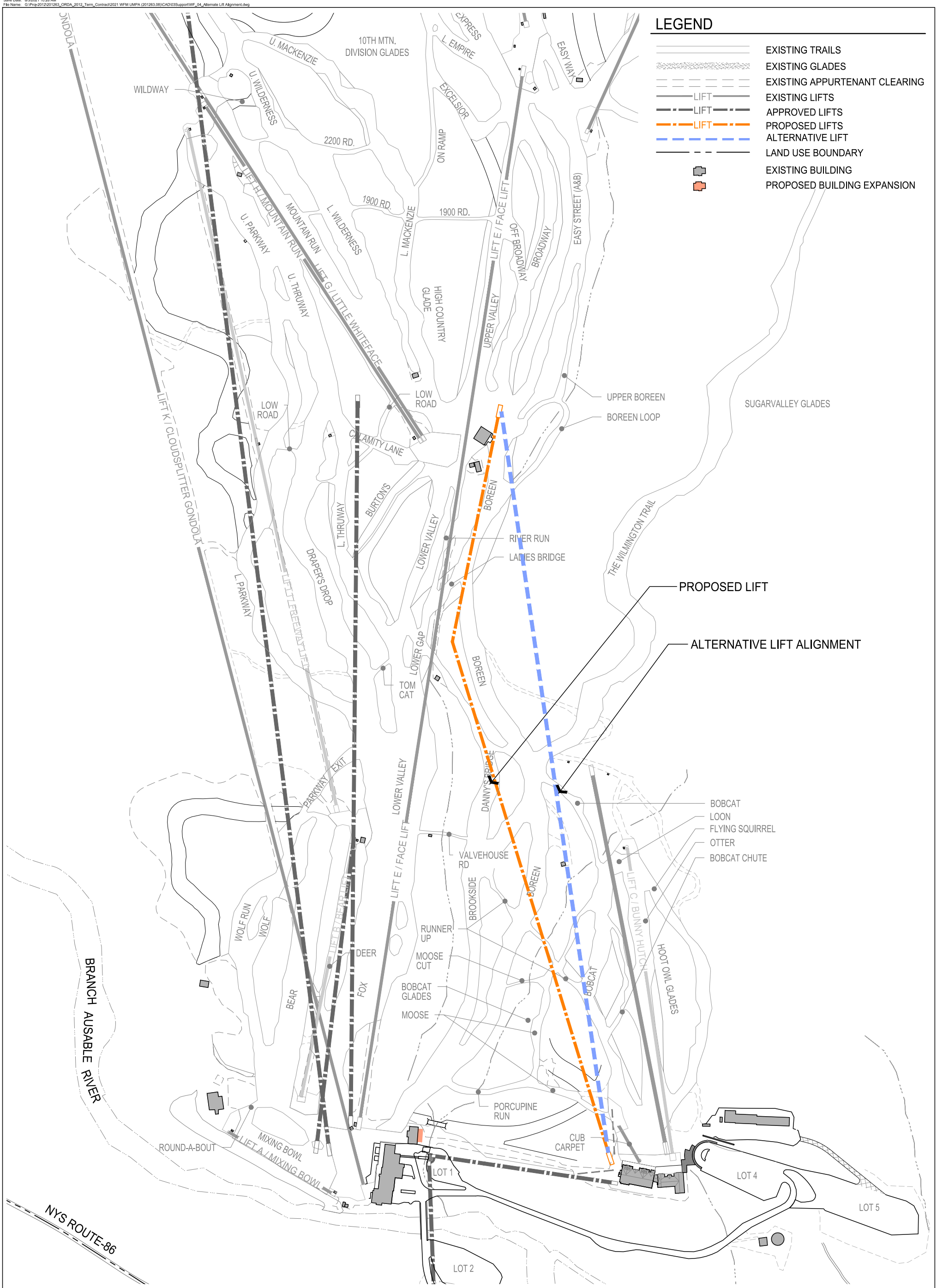

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WHITEFACE
LAKE PLACID

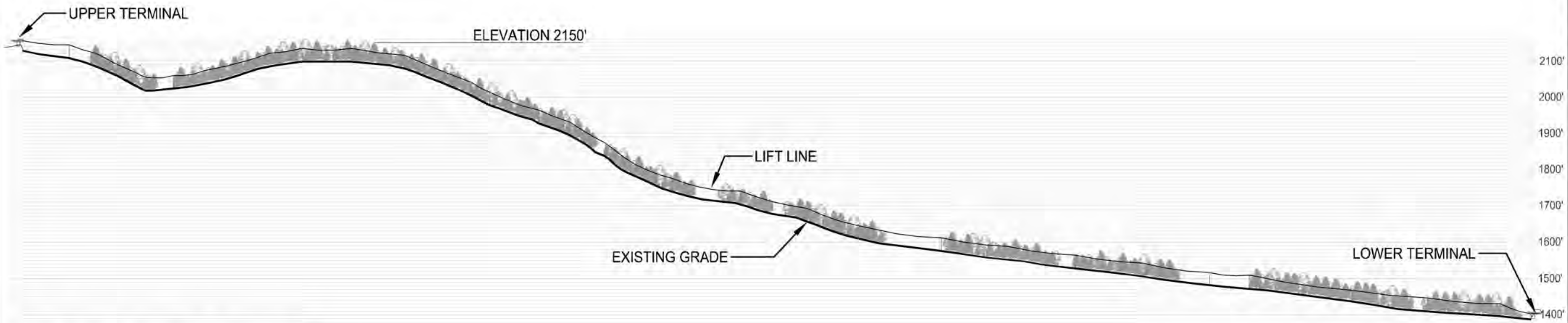
Project Title:
Whiteface Mountain: 2021 Unit Management Plan
Draft Amendment

Drawing Title
Proposed & Alternate
Lift D Alignments

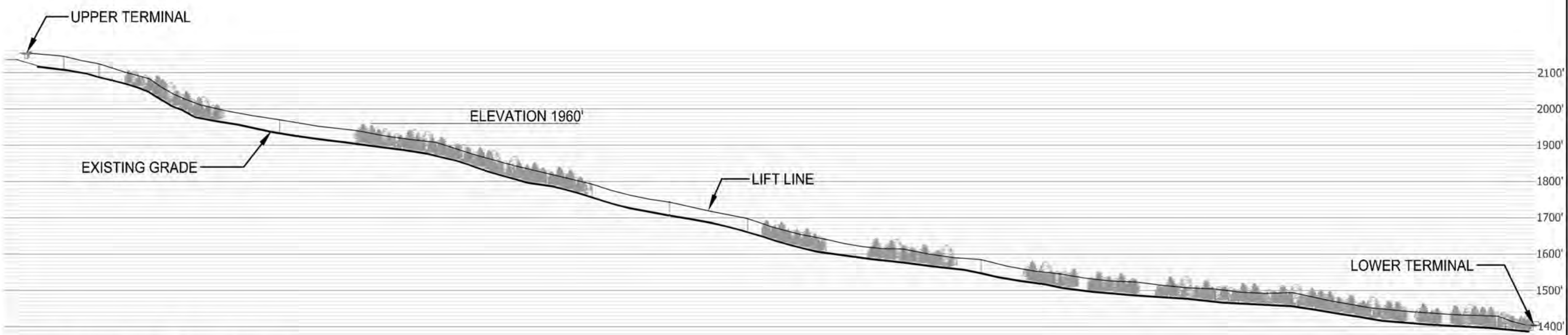
0 200 500 1000
SCALE: 1" = 1000' AT 11x17

Date:	August 2021
Scale:	As Noted
Design:	MJT
Drawn:	KAC
Ch'k'd:	KJF
Project No.:	201263

Drawing No:
Figure 5



ALTERNATIVE LIFT ALIGNMENT



PROPOSED LIFT ALIGNMENT

Date: August 2021
Scale: As Noted
Design: MJT
Drawn: KAC
Chk'd: KJF
Project No.: 201263

Drawing No.: Figure 5A

Drawing Title: Proposed & Alternate Lift D Profiles

SCALE: 1" = 300' AT 11x17

WHITEFACE LAKE PLACID

Project Title: Whiteface Mountain: 2021 Unit Management Plan Draft Amendment

Prepared for: Olympic Regional Development Authority
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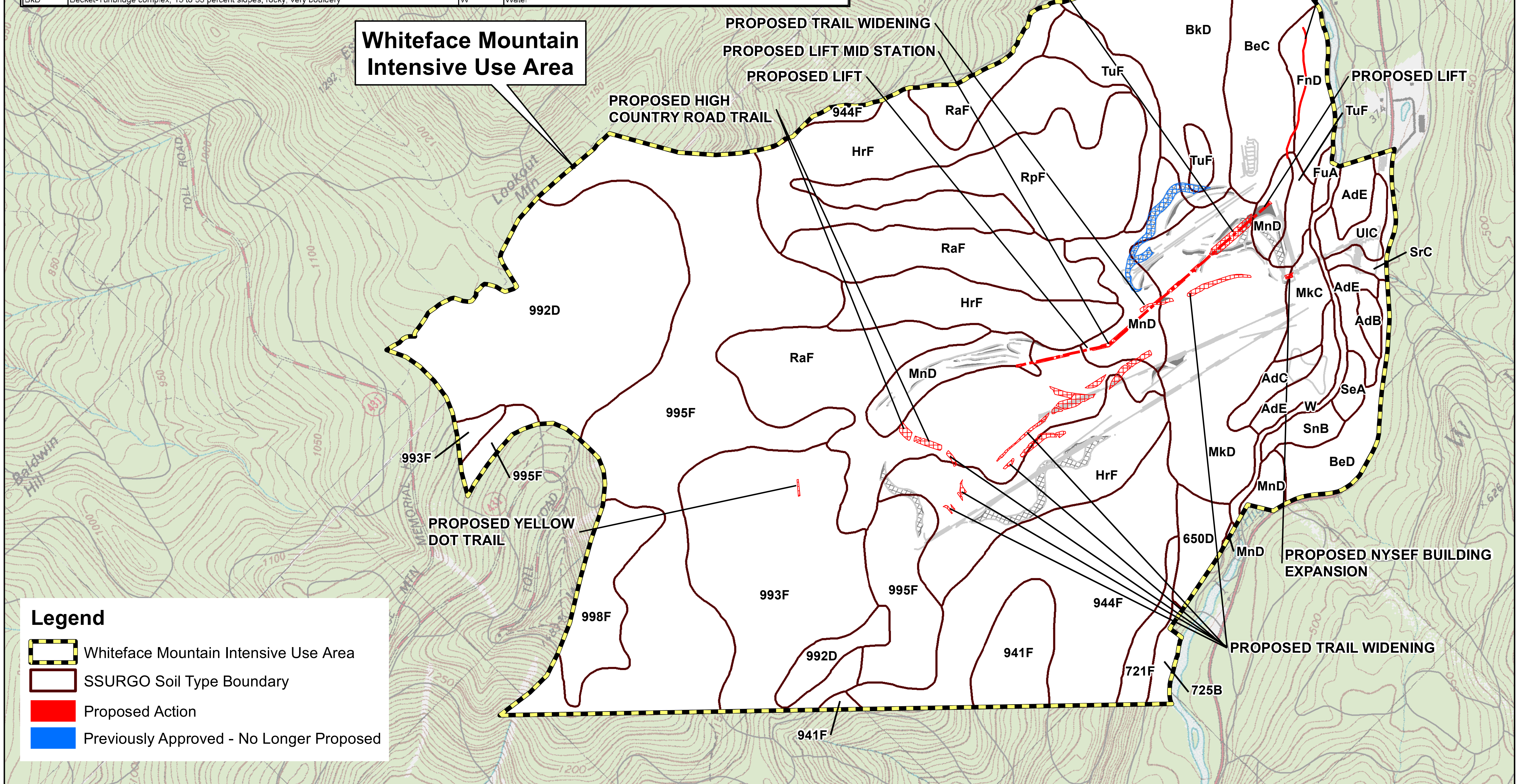
LABEL	SOIL TYPE	LABEL	SOIL TYPE
650D	Monadnock-Adams-Colton complex, 15 to 35 percent slopes, bouldery	BvA	Burnt Vly peat, 0 to 1 percent slopes
721F	Becket-Tunbridge complex, 35 to 60 percent slopes, rocky, very bouldery	CwB	Croghan fine sand, 3 to 8 percent slopes
725B	Skerry-Becket complex, 3 to 15 percent slopes, very bouldery	FnD	Fernlake loamy fine sand, 15 to 35 percent slopes, very bouldery
931F	Mundalite-Rawsonville complex, 35 to 60 percent slopes, rocky, very bouldery	FuA	Fluvaquents-Udifluvents complex, frequently flooded, nearly level
932D	Mundalite-Ampersand complex, 15 to 35 percent slopes, very bouldery	HrF	Hogback-Knob Lock complex, 35 to 60 percent slopes, very rocky, very bouldery
941F	Rawsonville-Hogback complex, 35 to 60 percent slopes, very rocky, very bouldery	MkC	Monadnock fine sandy loam, 8 to 15 percent slopes, very bouldery
944F	Hogback-Knob Lock complex, 35 to 60 percent slopes, very rocky, very bouldery	MkD	Monadnock fine sandy loam, 15 to 35 percent slopes, very bouldery
971D	Esther-Wallface complex, 15 to 35 percent slopes, rocky, very bouldery	MnD	Monadnock-Tunbridge complex, 15 to 35 percent slopes, rocky, very bouldery
992D	Wallface-Skylight complex, 15 to 35 percent slopes, very rocky, very bouldery	MuD	Mundalite fine sandy loam, 15 to 35 percent slopes, very bouldery
993F	Santanoni-Skylight complex, 35 to 80 percent slopes, very rocky, very bouldery	MwD	Mundalite-Rawsonville complex, 15 to 35 percent slopes, rocky, very bouldery
995F	Ricker-Couchsachraga-Skylight complex, 35 to 80 percent slopes, very rocky, very bouldery	RaD	Rawsonville-Hogback complex, 15 to 35 percent slopes, very rocky, very bouldery
998F	Rock outcrop-Ricker-Skylight complex, 35 to 80 percent slopes, very bouldery	RaF	Rawsonville-Hogback complex, 35 to 60 percent slopes, very rocky, very bouldery
AdB	Adams loamy sand, 3 to 8 percent slopes	RpF	Rock outcrop-Knob Lock-Lyman complex, 35 to 60 percent slopes, very bouldery
AdC	Adams loamy sand, 8 to 15 percent slopes	SeA	Searsport peat, 0 to 3 percent slopes
AdE	Adams loamy sand, 25 to 45 percent slopes	SnB	Sunapee fine sandy loam, 3 to 8 percent slopes, very bouldery
AkB	Adirondack fine sandy loam, 3 to 8 percent slopes, very bouldery	SrC	Skerry loam, 8 to 15 percent slopes, very bouldery
BeC	Becket fine sandy loam, 8 to 15 percent slopes, very bouldery	TuF	Tunbridge-Lyman complex, 35 to 60 percent slopes, very rocky, very bouldery
BeD	Becket fine sandy loam, 15 to 35 percent slopes, very bouldery	UlC	Udorthents, nearly level through strongly sloping
BkD	Becket-Tunbridge complex, 15 to 35 percent slopes, rocky, very bouldery	W	Water



Date: 5/4/2021
Project No: 201263.08
Drawing No: 6

Drawing Title
Soils Map and Proposed Actions

1 inch = 1,500 feet
0 750 1,500 Feet

WHITEFACE LAKE PLACID

Project Title:
Whiteface Mountain: 2021 Unit Management Plant Amendment

Prepared for:
OLYMPIC REGIONAL NEW YORK DEVELOPMENT AUTHORITY

Olympic Regional Development Authority
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PROPOSED TRAIL WIDENING

PROPOSED LIFT MID STATION

PROPOSED TRAIL

Whiteface Mountain Intensive Use Area

PROPOSED ACCESSIBLE HIKING TRAIL (ROUTE TBD)

PROPOSED HIGH COUNTRY ROAD TRAIL

PROPOSED LIFT

PROPOSED LIFT

PROPOSED YELLOW DOT TRAIL

PROPOSED NYSEF BUILDING EXPANSION

PROPOSED TRAIL WIDENING

Legend

- Whiteface Mountain Intensive Use Area
- 20 Foot USGS Contour Line
- Proposed Action
- Previously Approved - No Longer Proposed

Date: 5/4/2021
Project No: 201263.08

Drawing No: 7

Drawing Title: Topography and Proposed Actions

1 inch = 1,500 feet
0 750 1,500 Feet

WHITEFACE LAKE PLACID

Project Title: Whiteface Mountain: 2021 Unit Management Plan Amendment

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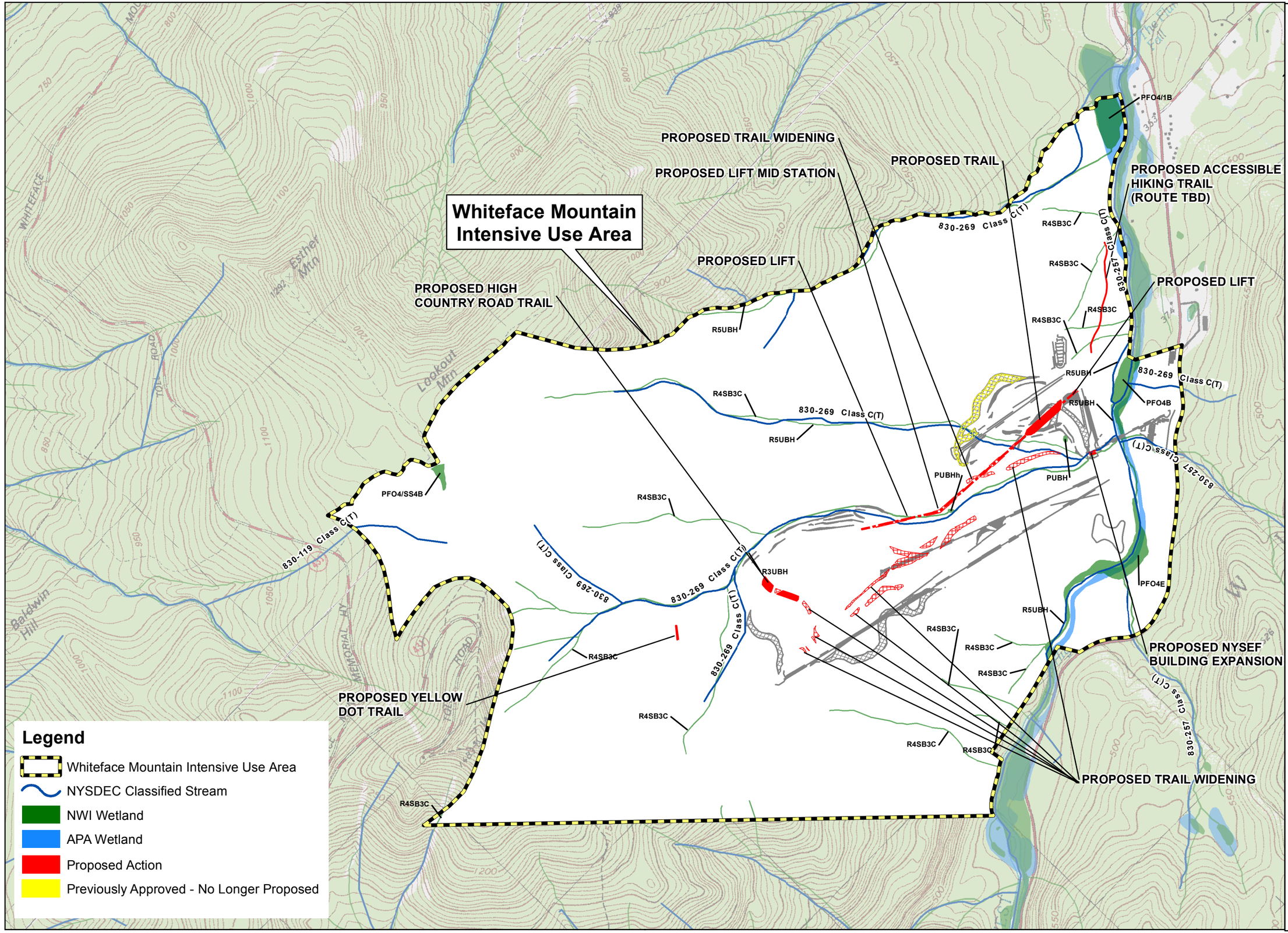

Date: 5/4/2021
Project No: 201263.08

Drawing No: 8

Drawing Title
Surface Water, Wetland Resources, and Proposed Actions

1 inch = 1,500 feet
0 750 1,500 Feet

WHITEFACE LAKE PLACID

Project Title:
Whiteface Mountain: 2021 Unit Management Plan Amendment

Prepared for:
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Lake Placid, New York 12946

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P: Pioneer Hardwood
S: Spruce-Fir
W: White-Red Pine
I: Pioneer Hardwood Spruce-Fir
N: Northern Hardwood
R: Red Pine
H: Hemlock

Whiteface Mountain Intensive Use Area

PROPOSED TRAIL
PROPOSED TRAIL WIDENING
PROPOSED LIFT MID STATION
PROPOSED LIFT
PROPOSED HIGH COUNTRY ROAD TRAIL
PROPOSED ACCESSIBLE HIKING TRAIL (ROUTE TBD)
PROPOSED YELLOW DOT TRAIL
PROPOSED NYSEF BUILDING EXPANSION
PROPOSED TRAIL WIDENING

Esther Mtn
Lookout Mtn
Baldwin Hill
TOLL ROAD
MEMORIAL HY

Legend

- Whiteface Mountain Intensive Use Area
- Plant Community Boundary
- Proposed Action
- Previously Approved - No Longer Proposed
- Tree Sampling Locations

Date: 5/4/2021
Project No: 201263.08

Drawing No: 9

Drawing Title: Vegetation and Proposed Actions

1 inch = 1,500 feet
0 750 1,500 Feet

Project Title: WHITEFACE LAKE PLACID

Whiteface Mountain: 2021 Unit Management Plan Amendment

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PROPOSED TRAIL WIDENING

PROPOSED LIFT MID STATION

PROPOSED TRAIL

PROPOSED ACCESSIBLE HIKING TRAIL (ROUTE TBD)

Whiteface Mountain Intensive Use Area

PROPOSED LIFT

PROPOSED LIFT

PROPOSED HIGH COUNTRY ROAD TRAIL

PROPOSED YELLOW DOT TRAIL

PROPOSED NYSEF BUILDING EXPANSION

PROPOSED TRAIL WIDENING

Legend

- Whiteface Mountain Intensive Use Area
- Spruce-Fir Forest
- Elevation Greater than 2,800'
- Proposed Action
- Previously Approved - No Longer Proposed

Date: 5/4/2021
Project No: 201263.08

Drawing No: 10

Drawing Title
Potential Bicknell's Thrush Habitat and Proposed Actions

1 inch = 1,500 feet
0 750 1,500 Feet

WHITEFACE LAKE PLACID

Project Title:
Whiteface Mountain: 2021 Unit Management Plan Amendment

Prepared for:
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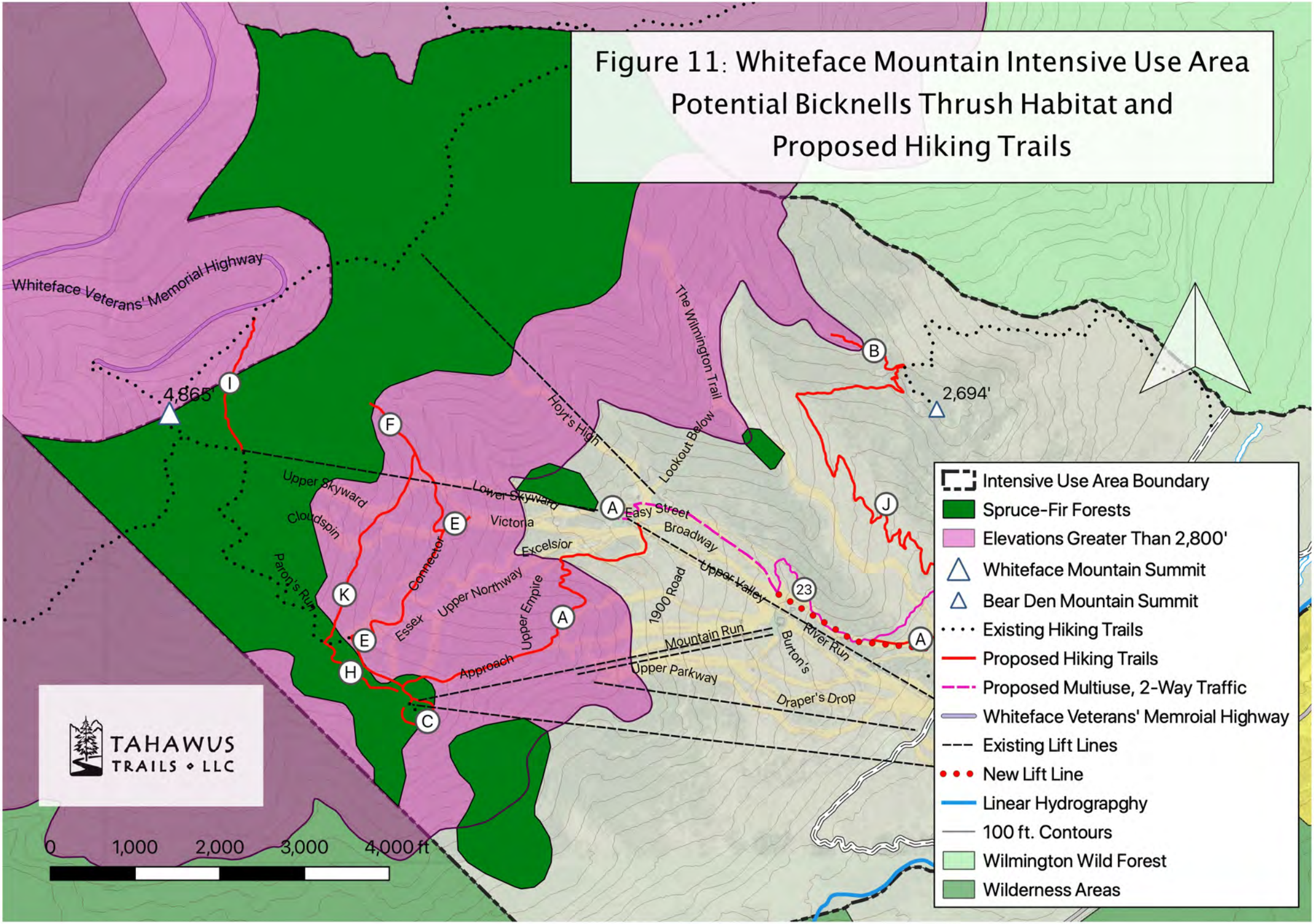


Figure 11: Whiteface Mountain Intensive Use Area
Potential Bicknells Thrush Habitat and
Proposed Hiking Trails
Whiteface Veterans' Memorial Highway
4,865'
2,694'
The Wilmington Trail
Hoyt's High
Lookout Below
Upper Skyward
Lower Skyward
Cloudspin
Victoria
Easy Street
Broadway
Excelsior
Connector
Upper Northway
Upper Empire
Essex
Approach
Paron's Run
1900 Road
Upper Valley
Mountain Run
Upper Parkway
Burton's
River Run
Draper's Drop
A
B
C
E
F
H
I
J
K
23
TAHAWUS
TRAILS • LLC
0
1,000
2,000
3,000
4,000 ft
Intensive Use Area Boundary
Spruce-Fir Forests
Elevations Greater Than 2,800'
Whiteface Mountain Summit
Bear Den Mountain Summit
Existing Hiking Trails
Proposed Hiking Trails
Proposed Multiuse, 2-Way Traffic
Whiteface Veterans' Memroial Highway
Existing Lift Lines
New Lift Line
Linear Hydrograpghy
100 ft. Contours
Wilmington Wild Forest
Wilderness Areas

Exhibit 3A
Side-by-Side Trails
Upper Thruway and Upper Parkway

The 2021 Unit Management Plan Amendment (UMPA) for Whiteface Mountain includes a proposal to widen the Upper Thruway and Upper Parkway ski trails. These widenings will result in Upper Parkway and Upper Thruway becoming two side-by-side, contiguous trails. The following describes and illustrates how this is an acceptable practice at Whiteface, and how the action is consistent with the 1987 constitutional amendment that limits the total amount of trails at Whiteface that are more than 120 feet wide, but less than 200 feet wide, to less than 5 miles.

Existing Conditions

Figure 1 on the following page shows the sections of Upper Thruway and Upper Parkway trails separated by a small tree island that is proposed to be removed, along with a lager tree island to be removed just further downhill. This figure is Map 2A from 2018 UMPA *Trail Inventory and Analysis* (Exhibit 5). In the *Trail Inventory and Analysis* mapping, trails and sections of trails less than 120 feet wide are shown in orange, while entire trails and sections of trails that are more the 120 feet wide, but less than 200 feet wide, are shown in brown.

Pertinent Guidance

The 2018 *Trail Inventory and Analysis* documents how NYSDEC guidance applies to different scenarios when assessing ski trail mileage, including side-by-side, contiguous trails. This guidance was authored by Phillip Gitlen, Esq. who, at the time, was DEC's General Counsel. A full copy of the "Gitlen Memo" is contained in Exhibit 5 of the 2018 UMPA, and pertinent excerpts are presented here.

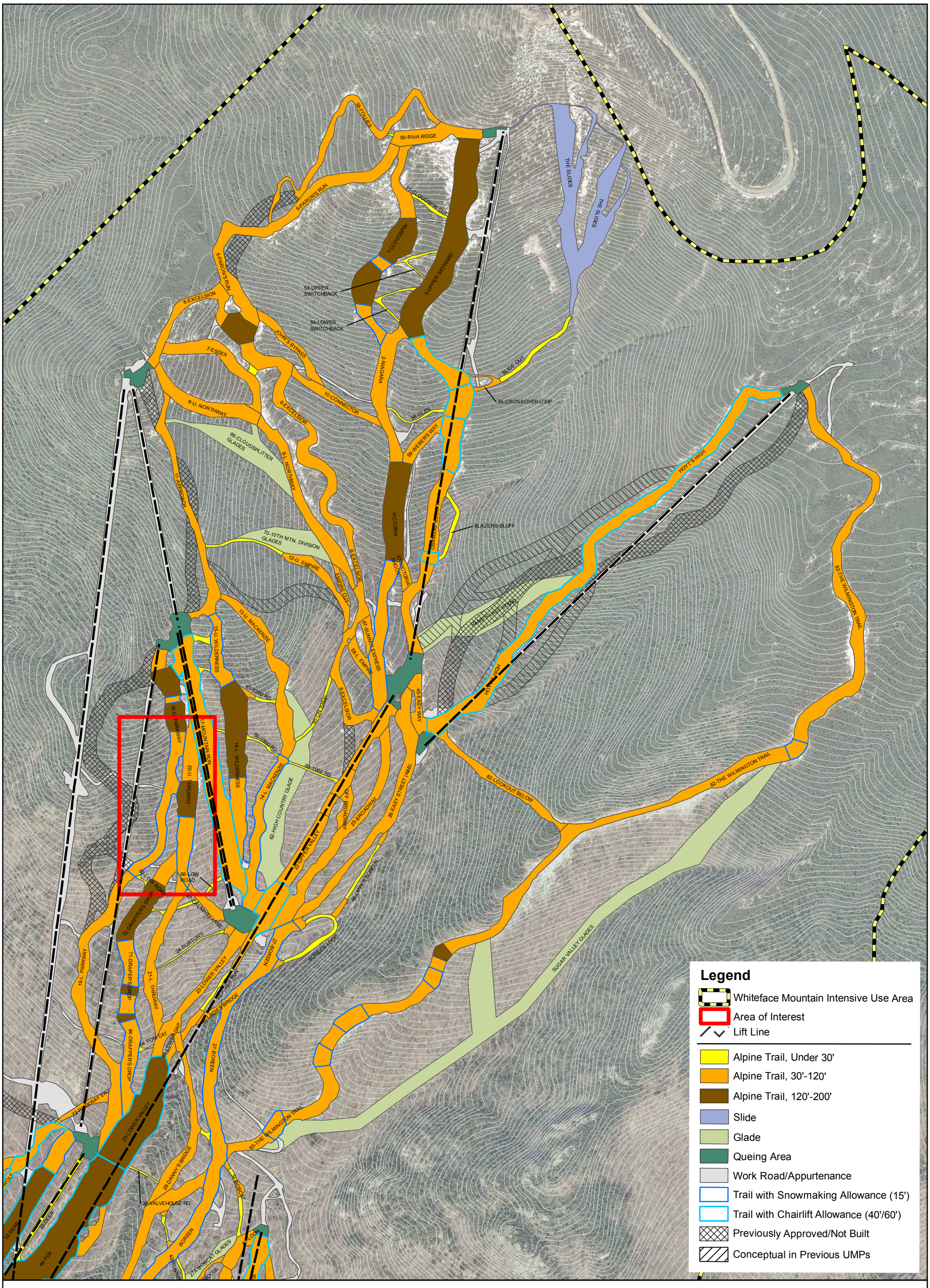
In his memorandum Mr. Gitlen opined extensively on the calculation procedure for allowed trail widths at Whiteface Mountain as allowed by the NYS Constitution Article XIV and as historically developed at the ski area. The first condition in this memorandum relates to trail width where two or more trails join together. In this instance Mr. Gitlen observed that "*where two or more trails join together they were often developed so as to be a multiple of allowable 80 ft. width*..." Several trails were found to be 200 to 300 feet wide. From this observation Mr. Gitlen concluded that "where two or more trails join together a multiple of the constitutionally imposed width limitation may be allowable."

When concluding his memo, Mr. Gitlen found that "several working rules may be derived from both the past history of Whiteface Mountain and the requirements attendant with the development of a modern ski center." They include pertinent rule #2 in the following:

1. Where a lift bisects a trail, an allowance for the clearing required for the lift must be made. In such cases, a minimum of 30 additional feet of clearing is required for the lift line.

2. Where trails join together or at the junction of two trails a multiple of the 80 foot width is allowable; and

3. Sufficient clearing adjacent to ski trails can be allowed for the purposes of installing and maintaining snowmaking systems, an appurtenance to a modern ski center.



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Prepared for:

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

WHITEFACE
LAKE PLACID

Project Title:

Whiteface Mountain: 2018 Unit Management Plan Amendment & Final Generic Environmental Impact Statement

Drawing Title

Existing Condition - Upper Thruway and Upper Parkway

1 inch = 700 feet
0 350 700
Feet

Date: 10/12/2021
Project No: 201263.02

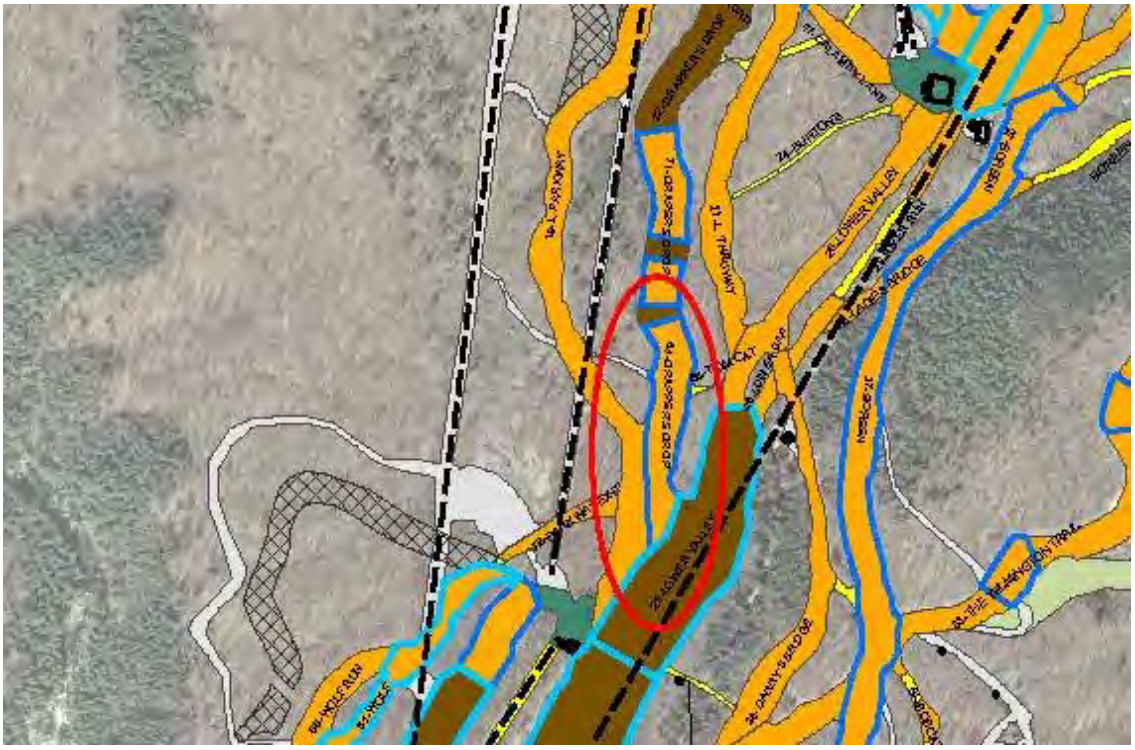
Drawing No:

1

Current Example at Whiteface Mountain

The 2018 *Trail inventory and Analysis* includes the following: *In accordance with Rule #2, where two trails join together the width is either calculated as a single trail, or a multiple of the constitutional width limit. Where Draper's Drop and Lower Parkway meet and continue as a single trail to Lower Valley, the single trail section is delineated and calculated as two trails less than 120' each.*

The figure that follows shows the existing side-by side Draper's Drop and Lower Parkway and the blue line that separates the two trails. The blue line establishes the widths of the two trails and the lengths of the two trails that were used in the 2018 mileage calculations for Whiteface.



Example of two (2) existing side-by-side contiguous ski trails excerpted from Figure 2 of the 2018 Trail Inventory and Analysis. Draper's Drop and Lower Thruway are contiguous uphill of their intersection with Lower Valley. The blue line delineates the boundary between the 2 trails. Both trails were counted individually when calculating total trail mileage in the context of NYS Constitutional limits.

Proposed Conditions

Figure 2 on the following page shows the proposed side-by-side Upper Thruway and Upper Parkway trails. The red dividing line between the trails that will become blue is shown, and most of the trail sections are less than 120 feet wide with one short section of Upper Thruway between 120 and 200 feet wide. Each trail was counted individually towards the constitutional trail limits of less than 25 miles of total trails and less than 5 miles of trails greater than 120 feet wide.

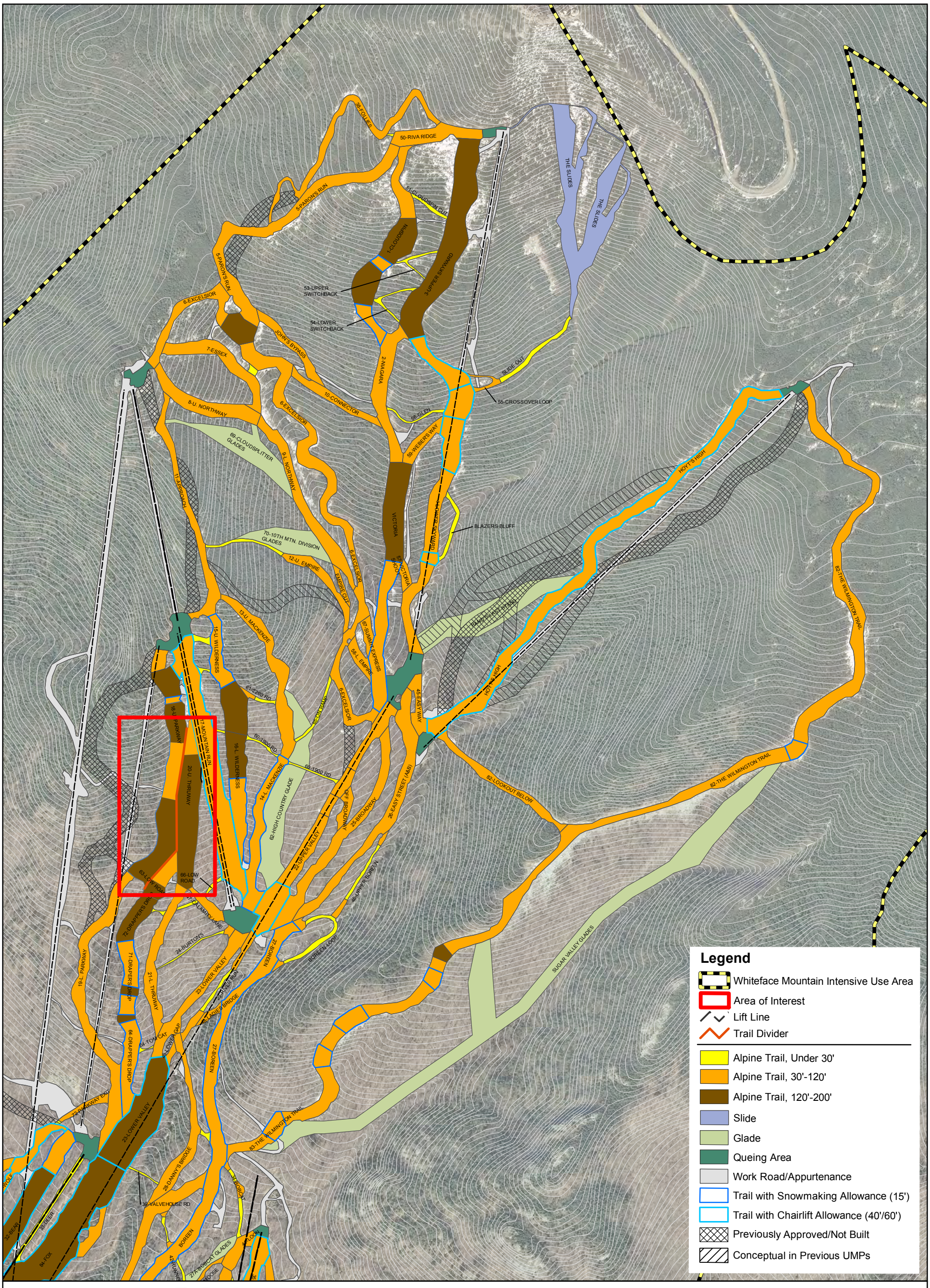
1987 Constitutional Limits and the Proposed Side-by Side Trails

In 1987 Article XIV of the New York State Constitution was again amended authorizing Whiteface Mountain to construct, maintain and operate:

"...not more than twenty-five miles of ski trails thirty to two hundred feet wide, together with appurtenances thereto, provided that no more than five miles of such trails shall be in excess of one hundred twenty feet wide, on the north, east and northwest slopes of Whiteface Mountain in Essex County . . ."

With the inclusion of the new management actions proposed in the 2021 UMPA, including the side-by-side trails, the mileage of trails that are greater than 120 feet wide, but less than 200 feet wide, increases from 1.75 miles to 2.33 miles which is still well below the constitutional limit of 5 miles.

_____



Legend

- Whiteface Mountain Intensive Use Area
- Area of Interest
- Lift Line
- Trail Divider
- Alpine Trail, Under 30'
- Alpine Trail, 30'-120'
- Alpine Trail, 120'-200'
- Slide
- Glade
- Queing Area
- Work Road/Appurtenance
- Trail with Snowmaking Allowance (15')
- Trail with Chairlift Allowance (40'/60')
- Previously Approved/Not Built
- Conceptual in Previous UMPs

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Whiteface Mountain: 2018 Unit Management Plan Amendment & Final Generic Environmental Impact Statement

Drawing Title
Proposed Condition - Upper Thruway and Upper Parkway

1 inch = 700 feet
0 350 700
Feet

Date: 10/12/2021
Project No: 201263.02

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2

Exhibit 4
Tree Counts

2021 New Management Actions Tree Cutting Locations & Dimensions

Management Action	Trail/Lift	Name / Description	Trail Length (LF)	Average Width (ft)	Closest Transect
New Downhill Trails					
	95	Yellow Dot	260	23	5
	94	High Country Road	560	99	6
	93	Trail Under Bear Den to Midstation Lift	500	115	2
	Total		**1,320**		
Widen Existing Trails					
	59A	Wildway	145	30	7
	61	2200 Road	389	60	7
	20	Upper Thruway	1,366	68	8
	18	Upper Parkway	761	66	8
	21	Lower Thruway	1,464	55	8
	24	Burton's	733	55	8
	28	Danny's Bridge	498	43	3
	68	Brookside	942	59	2
	Total		**6298**		
New Lift					
	D	Bear Den to Midstation	4,302	50	4
	Total				
Buildings					
		NYSEF Expansion	n/a	n/a	2
	Total				

Whiteface Mountain Ski Center 2021 UMPA Tree Inventory Data

WHITEFACE MOUNTAIN TREE SPECIES	PLOT 5 Victoria (#/plot)			PLOT 6 Lower Northway (#/plot)			PLOT 7 Mt. Run (#/plot)			PLOT 8 Thruway (#/plot)		
	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH
BALSAM FIR		15	5		8							
STRIPED MAPLE		3	2		3	1		3				
RED MAPLE												
SUGAR MAPLE						5		9	18		7	13
YELLOW BIRCH												
MOUNTAIN PAPER BIRCH		3	5			4		7	4		2	
PAPER BIRCH												
BEECH											8	3
WHITE ASH											3	4
IRONWOOD												
RED SPRUCE					3							
RED PINE												
WHITE PINE												
BIGTOOTH ASPEN												
PIN CHERRY												
MOUNTAIN ASH												
NORTHERN WHITE CEDAR												
OAK												
HEMLOCK												
TREE TOTALS (per transect)	**56**	**21**	**12**	**88**	**14**	**10**	**67**	**19**	**22**	**133**	**20**	**20**

Whiteface Mountain Ski Center 2018 & 2021 UMPA Tree Inventory Data (trees per acre)

WHITEFACE MOUNTAIN TREE SPECIES	PLOT 1 South of Mixing Bowl (#/acre)				PLOT 2 Bear Den Lower (#/acre)				Plot 3 Bear Den Upper (#/acre)				PLOT 4 Lower Valley/Burtons (#/acre)				Plot 5 Victoria (#/plot)				Plot 6 Lower Northway (#/acre)				Plot 7 Mountain Run (#/acre)				Plot 8 Thruway (#/acre)			
	1-3" DBH	3-4" DBH	> 4" DBH	>3" DBH	1-3" DBH	3-4" DBH	> 4" DBH	>3" DBH	1-3" DBH	3-4" DBH	> 4" DBH	>3" DBH	1-3" DBH	3-4" DBH	> 4" DBH	>3" DBH	1-3" DBH	3-4" DBH	> 4" DBH	>3" DBH	1-3" DBH	3-4" DBH	> 4" DBH	>3" DBH	1-3" DBH	3-4" DBH	> 4" DBH	>3" DBH	1-3" DBH	3-4" DBH	> 4" DBH	>3" DBH
BALSAM FIR																		327	109	436		174		174								
STRIPED MAPLE		88		88		88		88		88		88			44	44		65	44	109		65	22	87		65		65				
RED MAPLE			264	264		88	44	132		220	264	484																				
SUGAR MAPLE														220	264	484							109	109		196	392	588		152	283	435
YELLOW BIRCH																																
MOUNTAIN PAPER BIRCH																		65	109	174			87	87		152	87	239		44		44
PAPER BIRCH																																
BEECH		264	352	616		132	236	368		88	132	220		88	264	352														174	65	239
WHITE ASH																														65	87	152
IRONWOOD																																
RED SPRUCE																						65		65								
RED PINE																																
WHITE PINE																																
BIGTOOTH ASPEN																																
PIN CHERRY																																
MOUNTAIN ASH																																
NORTHERN WHITE CEDAR																																
OAK											88	88																				
HEMLOCK		88	704	784		132	132	264																								
TREE TOTALS	**334**	**440**	**1320**	**1752**	**276**	**440**	**412**	**852**	**755**	**396**	**484**	**880**	**668**	**308**	**572**	**880**	**813**	**457**	**262**	**719**	**1278**	**304**	**218**	**522**	**973**	**413**	**479**	**892**	**1931**	**435**	**435**	**870**

				Trail Beneath Bear to Legacy Lift			Widen Brookside			NYSEF Expansion*		
WHITEFACE MOUNTAIN TREE SPECIES	**PLOT 2** Bear Den Lower (#/acre)			2.1 acre	2.1 acre	2.1 acre	1.3 acre	1.3 acre	1.3 acre	0.13 acre	0.13 acre	0.13 acre
	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH
BALSAM FIR												
STRIPED MAPLE		88			185			114				11
RED MAPLE		88	44		185	92		114	57		11	6
SUGAR MAPLE												
YELLOW BIRCH												
MOUNTAIN PAPER BIRCH												
PAPER BIRCH												
BEECH		132	236		277	496		172	307		17	31
WHITE ASH												
IRONWOOD												
RED SPRUCE												
RED PINE												
WHITE PINE												
BIGTOOTH ASPEN												
PIN CHERRY												
MOUNTAIN ASH												
NORTHERN WHITE CEDAR												
OAK												
HEMLOCK		132	132		277	277		172	172		17	17
TREE TOTALS	**276**	**440**	**412**	**580**	**924**	**865**	**359**	**572**	**536**	**36**	**45**	**65**

* tree count at NYSEF is likely an overestimation due to the currently disturbed nature of the site

Total 1-3" DBH		974
Total ≥3" DBH		3007
Total Trees		3981

				Widen Danny's Bridge		
WHITEFACE MOUNTAIN TREE SPECIES	**Plot 3** Bear Den Upper (#/acre)			0.5 acres		
	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH
BALSAM FIR						
STRIPED MAPLE		88			44	
RED MAPLE		220	264		110	132
SUGAR MAPLE						
YELLOW BIRCH						
MOUNTAIN PAPER BIRCH						
PAPER BIRCH						
BEECH		88	132		44	66
WHITE ASH						
IRONWOOD						
RED SPRUCE						
RED PINE						
WHITE PINE						
BIGTOOTH ASPEN						
PIN CHERRY						
MOUNTAIN ASH						
NORTHERN WHITE CEDAR						
OAK			88			44
HEMLOCK						
TREE TOTALS	**755**	**396**	**484**	**378**	**198**	**242**

Total 1-3" DBH		378
Total ≥3" DBH		440
Total Trees		818

				Bear Den to Legacy Lift		
WHITEFACE MOUNTAIN TREE SPECIES	**PLOT 4** Lower Valley/Burtons (#/acre)			1.6 acres		
	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH
BALSAM FIR						
STRIPED MAPLE			44			70
RED MAPLE						
SUGAR MAPLE		220	264		352	422
YELLOW BIRCH						
MOUNTAIN PAPER BIRCH						
PAPER BIRCH						
BEECH		88	264		141	422
WHITE ASH						
IRONWOOD						
RED SPRUCE						
RED PINE						
WHITE PINE						
BIGTOOTH ASPEN						
PIN CHERRY						
MOUNTAIN ASH						
NORTHERN WHITE CEDAR						
OAK						
HEMLOCK						
TREE TOTALS	**668**	**308**	**572**	**1069**	**493**	**915**

Total 1-3" DBH		1069
Total ≥3" DBH		1408
Total Trees		2477

				Yellow Dot Trail		
WHITEFACE MOUNTAIN TREE SPECIES	**PLOT 5** Victoria (#/acre)			0.1 acres		
	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH
BALSAM FIR		327	109		33	11
STRIPED MAPLE		65	44		7	4
RED MAPLE						
SUGAR MAPLE						
YELLOW BIRCH						
MOUNTAIN PAPER BIRCH		65	109		7	11
PAPER BIRCH						
BEECH						
WHITE ASH						
IRONWOOD						
RED SPRUCE						
RED PINE						
WHITE PINE						
BIGTOOTH ASPEN						
PIN CHERRY						
MOUNTAIN ASH						
NORTHERN WHITE CEDAR						
OAK						
HEMLOCK						
TREE TOTALS	**813**	**457**	**262**	**81**	**47**	**26**

Total 1-3" DBH		81
Total ≥3" DBH		73
Total Trees		154

				High Country Road Trail		
WHITEFACE MOUNTAIN TREE SPECIES	**PLOT 6** Lower Northway (#/acre)			1.3 acres		
	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH
BALSAM FIR		174			226	
STRIPED MAPLE		65	22		85	29
RED MAPLE						
SUGAR MAPLE			109			142
YELLOW BIRCH						
MOUNTAIN PAPER BIRCH			87			113
PAPER BIRCH						
BEECH						
WHITE ASH						
IRONWOOD						
RED SPRUCE		65			85	
RED PINE						
WHITE PINE						
BIGTOOTH ASPEN						
PIN CHERRY						
MOUNTAIN ASH						
NORTHERN WHITE CEDAR						
OAK						
HEMLOCK						
TREE TOTALS	**1278**	**304**	**218**	**1661**	**395**	**283**

Total 1-3" DBH		1661
Total ≥3" DBH		678
Total Trees		2339

				Widen Wildway			Widen 2200 Road		
WHITEFACE MOUNTAIN TREE SPECIES	**PLOT 7** Mt. Run (#/acre)			0.1 acre			0.5 acre		
	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH
BALSAM FIR									
STRIPED MAPLE		65			7			33	4
RED MAPLE									
SUGAR MAPLE		196	392		20	39		98	196
YELLOW BIRCH									
MOUNTAIN PAPER BIRCH		152	87		15	9		76	44
PAPER BIRCH									
BEECH									
WHITE ASH									
IRONWOOD									
RED SPRUCE									
RED PINE									
WHITE PINE									
BIGTOOTH ASPEN									
PIN CHERRY									
MOUNTAIN ASH									
NORTHERN WHITE CEDAR									
OAK									
HEMLOCK									
TREE TOTALS	**67**	**413**	**479**	**7**	**42**	**48**	**34**	**207**	**244**

Total 1-3" DBH		41
Total ≥3" DBH		541
Total Trees		582

				Widen Upper Thruway			Widen Upper Parkway			Widen Lower Thruway			Widen Burton's		
WHITEFACE MOUNTAIN TREE SPECIES	**PLOT 8** Thruway (#/acre)			2.1 acres			1.1 acres			2.9 acres			0.9 acre		
	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH	1-3" DBH	3-4" DBH	> 4" DBH
BALSAM FIR															
STRIPED MAPLE															
RED MAPLE															
SUGAR MAPLE		152	283		319	594		167	311		441	821		137	255
YELLOW BIRCH															
MOUNTAIN PAPER BIRCH		44			92			48			128			40	
PAPER BIRCH															
BEECH		174	65		365	137		191	72		505	189		157	59
WHITE ASH		65	87		137	183		72	96		189	252		59	78
IRONWOOD															
RED SPRUCE															
RED PINE															
WHITE PINE															
BIGTOOTH ASPEN															
PIN CHERRY															
MOUNTAIN ASH															
NORTHERN WHITE CEDAR															
OAK															
HEMLOCK															
TREE TOTALS	**1931**	**435**	**435**	**4055**	**914**	**914**	**2124**	**479**	**479**	**5600**	**1262**	**1262**	**1738**	**392**	**392**

Total 1-3" DBH		13517
Total >3" DBH		6090
Total Trees		19607

Exhibit 5
Whiteface Mountain Hiking and Mountain Biking Trail Masterplan

Whiteface Mountain Hiking and Mountain Biking Trail Masterplan

EXECUTIVE SUMMARY

Tahawus Trails LLC proposes the improvement and development of xx miles of trails within the Whiteface Mountain Intensive Use Area to create a regional mountain bike destination at Whiteface Mountain and to supplement the trail system on the adjacent Wilmington Wild Forest Lands. This includes 28.5 miles of new trail or improved existing trails. Of the total, 9 miles are for hiking / pedestrian only, 14.7 are mountain biking only, and 4.8 are shared use.

SUMARY OF PROPOSED TRAILS WITHIN INTENSIVE USE AREA

	Miles
Existing Trails	21.1
Proposed Total Trail Mileage (all uses)	28.5
Proposed Mountain Bike Trail New Construction and Existing Trails with Reconstruction	14.7
Proposed Shared Use Trails	4.8
Proposed Hiking / Pedestrian Trail New Construction and Existing Trails with Reconstruction	9
Mountain Bike Trail Breakdown by Difficulty Level	
Total Miles of Easiest Trails (Green Circle)	6.25
Total Miles of More Difficult Trails (Blue Square)	10.55
Total Miles of Most Difficult Trail (Black Diamond)	2.7
Trail Tally	**Quantity**
Number of Existing Mountain Bike Trails	27
Number of Existing Mountain Bike Trails to be Eliminated	9
Total Number of Proposed Mountain Bike Trails (including shared use trails)	22

ENVIRONMENTAL IMPACTS

Total # of New Bridges (>10 feet) at Major Stream Crossings	11
Total Estimated Number of Trees to be Removed (≥3” DBH)	8,850
Total Estimated Number of Trees to be Removed 1” to 3” DBH	6,114
Total Estimated Number of Trees to be Removed > 3” DBH	2,736

SUMMARY OF PROPOSED NEW BIKING TRAILS

Trail Name:	Proposed Length	Proposed Width	% of Trail Requiring Clearing	Length of Trail Requiring Clearing	Mileage of Trail Using Existing	Applicable Construction Methods
	(Miles)	(Feet)	%	(Miles)		BMPs and Typical Detail Pages
a) Green Flow	1.9	5	80	1.52	0.38	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
b) Green Jump	0.2	5	100	0.15	0	
c) Top of Falcon Flyer to Bear Den Lodge	1.0	5	35	0.35	0.65	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
d) Base Lodge to Valvehouse	0.9	3	0	0	0.9	5,6,7,8,9,10, 12, 13, 14
e) Northeast Beginner Loop	1.3	3	100	1.25	0	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
f) Magic Bus Road	0.6	Ski Trail	0	0	0.6	7
g) Pedal Access Above Legacy	0.5	Ski Trial	0	0	0.5	5
h) Upper Blue Flow	0.3	5	90	0.225	0.03	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17
i) Lower Blue Flow	0.3	5	75	0.225	0.07	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17
j) Blue Jump	0.8	7	100	0.8	0	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 17
k) Northeast Shore	0.4	5	0	0	0.4	5, 6, 7, 8, 9, 10, 11, 12, 13, 14,
l) Northern Singletrack Trails	2.4	3	95	2.28	0.12	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 17
m) Seek and Destroy	0.3	3	0	0	0.3	5, 6, 7, 8, 9, 10, 11, 12, 13, 14
n) New Blue Technical	0.3	3	30	0.09	0.21	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 17
o) New Inconceivable	1.2	3	50	0.6	0.6	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 17
p) Southeast Shore	0.4	3	90	0.36	0.04	5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 17
q) River-loop	0.7	3	0	0	0.7	5, 6, 7, 8, 9, 10, 11, 12, 13, 14
r) Slickrock	0.5	3	0	0	0.5	5, 6, 7, 8, 9, 10, 11, 12, 13, 14
s) To Slickrock	0.2	3	50	0.1	0.1	5, 6, 7, 8, 9, 10, 12, 13, 14, 17
t) Center Advanced	0.6	3	33	0.198	0.4	5, 6, 7, 8, 9, 10, 12, 13, 14, 17
u) Freedom	0.3	3	0	0	0.3	5, 6, 7, 8, 9, 10, 12, 13, 14
v) Evil Empire	0.6	3	0	0	0.6	5, 6, 7, 8, 9, 10, 12, 13, 14
23) Drifting Terror	0.5	Ski Trail	0	0	0.5	5, 6, 7

PROPOSED SKILLS PARK

Skills parks are a common feature at modern bike parks. These areas can range from a few hundred square feet to an acre or more and are generally the first feature of the bike park that visitors are drawn to. Skills parks offer a variety of riding features, such as rollers, berms, drops, balance beams and other obstacles, where riders can practice skills before taking them to the trails. These features will often be progressive in size or difficulty so riders can work their way from easier to more difficult skills. (ie: wide balance beam, narrow balance beam, "S" balance beam) This space can be used for warm up, practice, taking a break between chairlift runs, testing rental bikes or participating in educational clinics. The intention of this area is progression and education.

The proposed skills park at Whiteface is located near the Bear Den base lodge in the forest to the east of new ski lift's loading area. This skills area will be about an acre in size and can be constructed around large trees thereby minimizing significant tree cutting.

SUMMARY OF PROPOSED NEW HIKING TRAILS

Trail Name:	Proposed Length	Proposed Tread Width	% of Trail Requiring Clearing	Length of Trail Requiring Clearing	Length of Trail Using Existing Trails	Proposed Construction Method
	(Miles)	(Feet)	%	(Miles)	(Miles)	BMPs and Typical Details
A) Top of the Gondola to the Base Lodge	2.7	2	0	0	2.7	
B) Bear Den Mountain Extension	0.2	2	0	0	0.2	5, 6, 7, 11, 1, 18
C) Little Whiteface Summit Path	0.1	3	0	0	0.1	5, 6, 15, 18
23) Legacy Lodge to the New Bear Den Trail	0.5	2	0	0	0.5	5, 6, 7
D) Valve House Road to Bear Den Lodge	0.5	2	0	0	0.5	N/A
E) Champlain Valley Trail	0.65	2	0	0	0.65	5, 6, 17
F) Slide-Out	0.45	2	0	0	0.45	5, 6, 7, 10, 11, 17, 18
G) West Branch Nature Trail Extension	0.25	3	0	0	0.25	5, 6, 11, 17
H) Little Whiteface Mountain Ridge Trail	0.25	2	100	0.25	0	5, 6, 17, 18
I) Top of Summit Quad to the Summit	0.3	1.5	95	0.285	0.01	5, 6, 11, 15, 17, 18
J) New Bear Den Mountain Trail	2.4	3	92	2.208	0.2	5, 6, 11, 15, 17, 18
K) Paron's Run to the Bottom of the Slides	0.7	2	30	0.21	0.5	5, 6, 11, 15, 17, 18
L) West Branch Ausable River Accessible Trail	1.25	5	100	1.25	0	5, 6,10, 15, 16, 17
M) Accessible Trail to the Eastern Drainage	0.5	5	100	0.5	0	5, 6,10, 15, 16, 17

SUMMARY OF EXISTING HIKING TRAILS

Trail Name:	Existing Length:	Proposed Length:	Proposed Construction Methods
	(Miles)	(Miles)	
West Branch Nature Trail	1.9	1.9	See Summary of Proposed Work
Stag Brook Falls Trail	0.5	0.5	See Summary of Proposed Work
Top of Gondola to the Summit	1.3	1.3	See Summary of Proposed Work
Nature Trail at the Summit	0.2	0.2	See Summary of Proposed Work
Top of the Gondola to the Base	2.5	2.5	See Summary of Proposed Work
Bear Den Mountain Trail	3.2	3.2	See Summary of Proposed Work

SUMMARY OF EXISTING BIKING TRAILS

Trail Name:	Existing Length:	Proposed Length:	Change in Length:	Existing Width:	Proposed Width:	Close or Keep	Clearing Required:	Proposed Construction Method
	(Miles)	(Miles)	(Miles)	(Feet)	(Feet)	(Feet)	(Feet)	
1) Magic Bus Road	1.4	1.4	0	Ski Trail	Ski Trail	KEEP	N/A	See Proposed Work Table
2) South East Shore	0.3	0.5	0.2	3	3	KEEP	N/A	See Proposed Work Table
3) Slickrock	0.4	0.5	0.1	Ski Trail/ 3	Ski Trail/ 3	KEEP	N/A	See Proposed Work Table
4) Fire Swamp	0.3	0	-0.3	Ski Trail/ 3	0	CLOSE	N/A	N/A
5) Judge	0.4	0	-0.4	3-5	0	CLOSE	N/A	N/A
6) AuSable Loop	0.9	0.9	0	3	3	KEEP	N/A	See Proposed Work Table
7) River Run	1	1	0	3	3	KEEP	N/A	See Proposed Work Table
8) Papa Bear	0.4	0.4	0	Ski Trail	Ski Trail	KEEP	N/A	See Proposed Work Table
9) Brakeless	1	0	-1	Ski Trail	0	CLOSE	N/A	N/A
10) True Blue	0.3	0	-0.3	Ski Trail/ 12	0	CLOSE	N/A	N/A
11) Balay Way	0.2	0.2	0	3-5	3	KEEP	N/A	See Proposed Work Table
12) Opiate	0.4	0.4	0	3-5	3	KEEP	N/A	See Proposed Work Table
13) Seek and Destroy	0.2	0.2	0	3-5	3	KEEP	N/A	See Proposed Work Table
14) Mama Bear	0.5	0	-0.5	Ski Trail	0	CLOSE	N/A	N/A
15) North East Shore	0.3	0.4	0.1	3-5	3-5	KEEP	N/A	See Proposed Work Table
16) Dazed	0.6	0	-0.6	3	0	CLOSE	N/A	N/A
17) Confused	0.8	0	-0.8	3	0	CLOSE	N/A	N/A
18) Rodents of Unusually Large Size	0.4	0	-0.4	3	0	CLOSE	N/A	N/A
19) Upper Wimlmington Connector	1	1	0	3	3	KEEP	N/A	See Proposed Work Table
20) Lower Wilmington Connector	1	1	0	3	3	KEEP	N/A	See Proposed Work Table
21) Rolling Beauty	N/A	N/A	N/A	N/A	N/A	CLOSE	N/A	N/A
22) Fearless	0.1	0	-0.1	3-5	0	CLOSE	N/A	N/A
23) Drifting Terror	2.3	0.6	-1.7	Ski Trail	Ski Trail	KEEP	N/A	See Proposed Work Table
24) Freedom	0.5	0.3	-0.2	5-8	5	KEEP	N/A	See Proposed Work Table
25) Inconceivable	0.4	1.2	0.8	5-8	5	KEEP	N/A	See Proposed Work Table
26) Cliffs of Insanity	0.3	0	-0.3	5-8	0	CLOSE	N/A	N/A
27) Evil Empire	1.3	0.6	-0.7	Ski Trail/ 5-8	3	KEEP	N/A	See Proposed Work Table

PART I - Overview

The Olympic Regional Development Authority (ORDA) seeks to develop hiking and mountain biking recreational trails to be independent and serviced by lifts at Whiteface Mountain Ski Center. The Ski Centers are on land owned by NYS and overseen by the Department of Environmental Conservation (DEC), as such all new developments need to be incorporated into Unit Management Plans approved by the DEC. The goal of this masterplan is to develop a conceptual plan for a world class independent and lift-serviced summer recreation trail system to be included as an appendix in those UMPs.

Staff from Tahawus Trails LLC spent several weeks in the Spring of 2021 assessing the existing trails and scouting new opportunities to improve and expand upon the existing hiking and biking experiences at Whiteface.

The following site-specific objectives and key control / access points were pre-determined as guides to the trail network.

- Hiking and mountain bike interconnections to regional networks (specifically Wilmington Wild Forest)
- Provide mountain bike and hiking access via a new proposed connector lift from Bear Den Lodge to Mid-station (Legacy) Lodge:
- Legacy (Mid-Station) Lodge – upper terminus of lift serviced Mountain Bike Trails independently accessed trails may extend higher than Mid-station Lodge.
- Bear Den Lodge – lower terminus of Mountain Bike Trails
- Regional Mountain Bike inter-connections
- Provide hiking access from the Main Base Lodge Gondola, Summit of Little Whiteface (top of Gondola), as well as Bear Den Lodge and Mid Station Lodge.
- Investigate potential for improvements and expansion to existing hiking trail network.

Our assessments, recommendations, and proposals are provided in this document.

Opportunities and Constraints

Whiteface Brand

Whiteface Mountain is recognized as a world class alpine skiing destination throughout the eastern United States and Canada. Visitors appreciate the wilderness experience that the Adirondacks offer, meanwhile enjoying the amenities provided in nearby Lake Placid and Wilmington. Summer recreation in the High Peaks area is at an all time high by hikers and mountain bikers alike. However, Whiteface Mountain does not currently provide a world class mountain biking or hiking experience for visitors of all skill levels. The proposed trail plan provides the opportunity to harness summer visitors in the area who

normally overlook Whiteface Mountain simply because the facilities do not exist. If the trail plan is implemented correctly, visitors will focus their vacation on riding and/or hiking at Whiteface Mountain and will identify it similarly as they do in the winter months. Not only will the new trails enhance visitors' experience and likely inspire a return visit, but it is also an opportunity to educate hikers and mountain bikers on proper skills, preparedness and safety needed to fully enjoy their time on Whiteface Mountain trails.

Views

Most of the existing year-round views within the unit are on the alpine ski trails and on Bear Den Mountain. However, multiple view shed opportunities exist along the proposed trail plan, especially on ledgy terrain above Bear Den lodge.

Existing Ski Trails

Overall, the proposed trail plan utilizes the forested corridors between or adjacent to the existing alpine ski trails primarily to avoid snow making and grooming operations that may prematurely deteriorate or destroy constructed tread, berms and other features.

For mountain biking, the alpine ski trails are more constraining. With the exception of the Easy Street Trail and the terrain around the Bear lift area, most of the alpine ski trails are too steep for all but the most advanced and most difficult riding. In addition, constructing more moderately graded mountain biking trails parallel to the contours and across the steeper trails requires deep bench excavation cuts which could create conflicts with winter operations.

Soils, Bedrock, and Rock Features

Whiteface's natural rock features and rock strewn soil are typical of the Adirondack High Peaks landscape. Bedrock is also prevalent throughout the proposed trail system, making trail routing options limited without amending the trail surface with mineral soil or elevating the tread with wooden or rock features.

Sufficient mineral soils are needed for easier and more difficult trail types so the lack of it makes trail development a greater challenge.

Thin soils and exposed bedrock are particularly problematic for biking trails above the Face Lift's upper terminus, along River Run, and south of the Parkway Ski Trails.

Ledge and cliffs are major constraints east of Boreen Loop and upper Borreen, as well as on the Bear Den ridge above Falcon Flier. However, these ledge systems and glacial erraties present challenging routing also offer interesting trailside features and vista opportunities

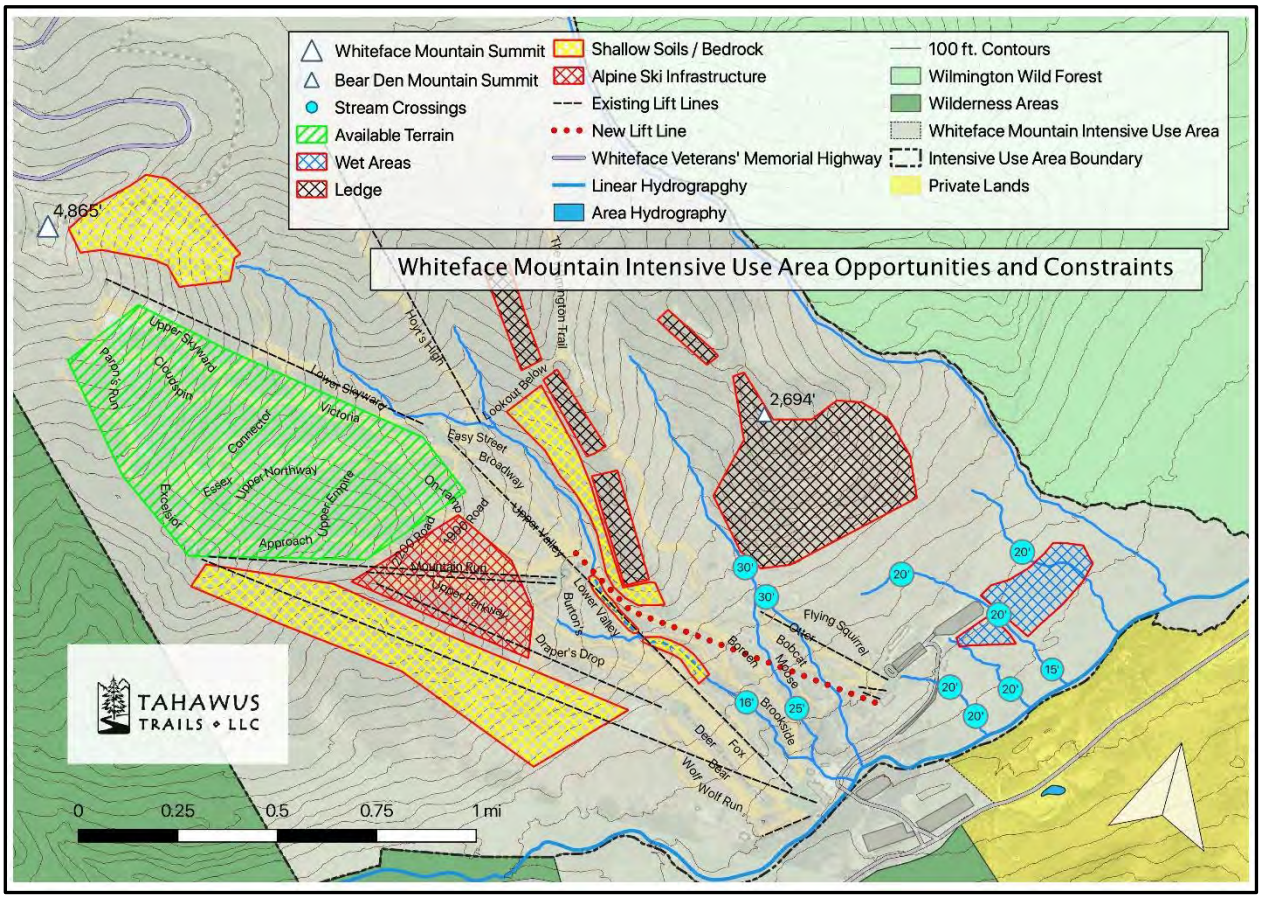
Streams, Drainages and Ravines

Streams are always opportunities for natural interest while also being challenges to cross. Trail alignments are often dictated by the optimal stream crossings locations where spans are shortest and bridge siting is most sustainable. The existing alpine ski trail stream crossing are considered for crossings.

Lift Access and Facilities

Given that Bear Den Lodge will be the designated summer starting point, rental facility, and lower terminus for the new bike served lift and that the lift will have a drop off point on the Boreen Ridge and the terminus at Legacy Lodge, those three points become critical controls for all lift serviced biking and restricts the overall elevation and terrain served by lifts.

The Cloudsplitter Gondola provides for fast and enjoyable access to some of the best views on the mountain. However, it also serves some of the most limiting terrain where slopes are steepest and soils are thinnest thereby restricting biking and hiking opportunities.



Part II - Hiking Trails

Existing Hiking Trails and Conditions

Officially, there are nine designated hiking routes within the Unit (five of these trails have sections that are classified as Multi-use). The condition of these trails varies from lightly used and sustainable to heavily traveled and eroded. The existing trails using alpine ski runs are generally steep and are composed of a loose gravelly walking surface. Re-alignments to moderate grades are often the best prescription to achieve sustainability while also creating more positive and memorable trail experience.

Existing Trail Descriptions

The **West Branch Nature Trail** leaves from the Base Lodge and follows the Mixing Bowl lift until entering the woods where it parallels the West Branch Ausable River. It proceeds to climb until reaching an existing service road which leads back to Valve House Road and eventually the Stag Brook Falls trail in several places, this trail lacks clear directional signage.

The **Stag Brook Falls Trail** leaves from the Base Lodge and climbs up Stag Brook paralleling several cascades and a waterfall. With increased use, this trail could become unsustainable as it steep and follows a direct path. To preserve the experience of hiking along the waterway, tread hardening with stairs would likely be a preferred solution to trail re-alignments.

Top of the Gondola to the Summit uses the existing ski trails: Excelsior, Paron's Run and The Follies to reach the top of the Summit Quad. From the top of the Summit Quad Lift, it shortly follow an electric line until the trail deviates and steeply ascends to the summit of Whiteface Mountain. With increased use this trail could become unsustainable as it is steep and follows a direct fall line path on thin soils. It also lacks the adequate signage to ensure a positive experience.

The **Nature Trail at the Summit** is approximately a quarter mile one-way distance from the top of the Whiteface Veterans' Memorial Highway to the summit of Whiteface Mountain. This trail provides easy access to premier views of the surrounding area and is generally in good condition.

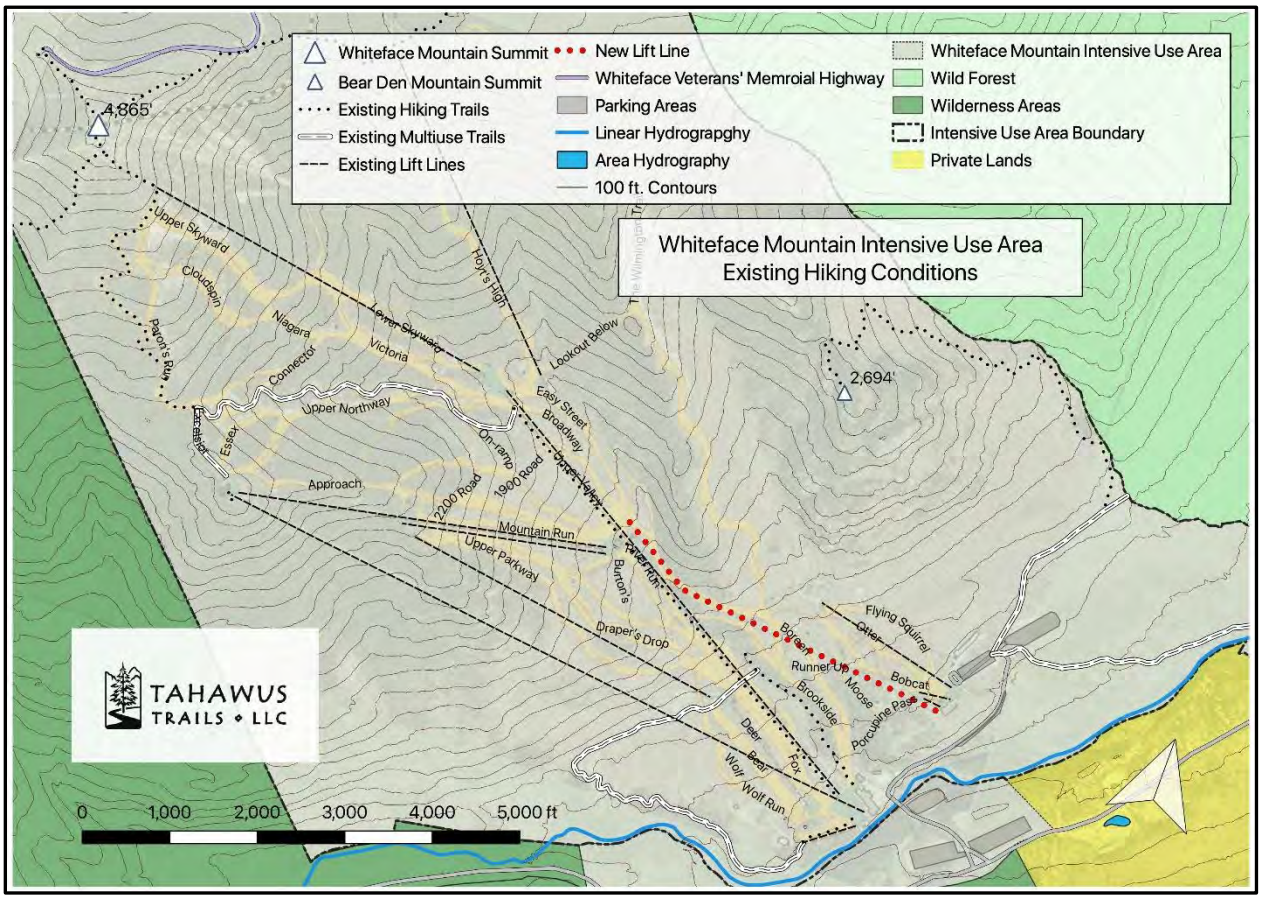
Top of the Gondola to the Base uses the Excelsior Ski Trail to get to the top of Face Lift and then hikers follow the line of Face Lift. There are no trail markers to delineate the route. The alignment is steep with loose footing, and with increased use it can become unsustainable.

The **Bear Den Mountain Trail** shortly follows the Upper Flume Connector trail before it steeply climbs to the summit of Bear Den Mountain. From the Upper Flume Connector to the summit , much of the trail is eroded as it is steep and follows a direct fall line path with no effective erosion control measures

The **Flume Connector Trails** connects users to the adjacent Wilmington Wild Forest. This is a popular option for bikers using the Flume Trails network. These trails show signs of impact due to high use and are in need of drainage improvements. The Lower Connector Trail is steep and challenging as it enters the lower Bear Den lot.

The **Whiteface Landing Trail** connects hikers to the summit of Whiteface Mountain from the adjacent Mackenzie Wilderness Area. Parts of this popular trail have become eroded as it is steep and follows a direct fall line path with minimal erosion control measures.

The Wilmington Trail connects hikers to the summit of Whiteface Mountain from the adjacent Wilmington Wild Forest. This popular trail is also used to access Esther Mountain, another one of the Adirondack 46 High Peaks. Parts of this popular trail have become eroded as it is steep and follows a direct fall line path with minimal erosion control measures.



Recommended Improvements to the Existing Hiking Trails

Trail Descriptions **(letters and numbers correspond to map labels)**

These trails mostly use existing alpine ski trails and service roads. Trail signage would help improve the overall experience of using these routes.

A) Top of the Gondola to the Base Lodge – This 2.7 mile route provides less steep grades than the existing recommended hiking route. This route uses the ski trail Approach until using the bike trails Cliffs of Insanity and Freedom to descend to the ski trails Excelsior and Easy Street to Legacy Lodge. Then, Boreen Loop and Boreen Ski Trail to Valve House Road and the Stag Brook Falls Trail.

B) Bear Den Mountain Extension – This 0.2 mile extension is an existing herd path that should be an add-on to the existing Bear Den Mountain Trail. It should be formalized with signage and corridor side cutting. With increased use it could become unsustainable without tread hardening in the form of steps and erosion control dips.

C) Little Whiteface Summit Path – This 0.1 mile trail is an existing herd path that partially circumnavigates the summit of Little Whiteface Mountain. To formalize the trail in this area stone cribbing on the downslope, benching where possible and 2-3 wooden ladders are recommended. Clear directional signage is critical here.

23) Legacy Lodge to the New Bear Den Trail – Designating this 0.5 mile existing alpine ski corridor as multiuse would connect Legacy Lodge to the proposed new Bear Den Mountain Trail. It uses the ski trails Boreen Loop and Boreen to connect to Burma Road where it would be co-aligned with the new proposed mountain bike trails.

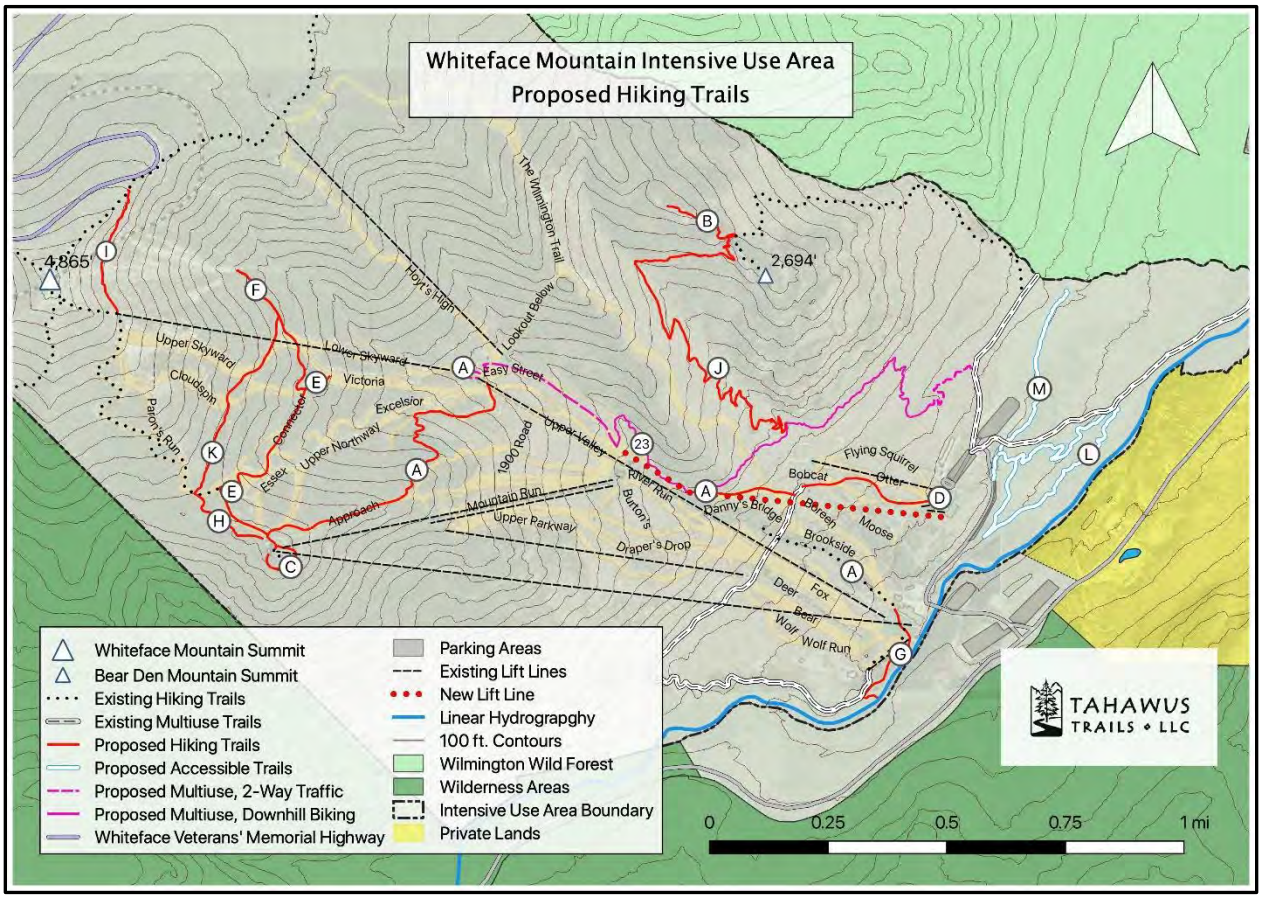
D) Valve House Rd. to Bear Den Lodge – Designating this 0.5 mile existing alpine ski corridor as a hiking route would help connect Stag Brook Falls Trail and Valve House Road to Bear Den Lodge using the existing ski trails: Bobcat and Bobcat Chute.

E) Champlain Valley Trail – Designating this 0.65 mile existing alpine ski corridor as a hiking route provides grand views of the Champlain Valley, extending into Vermont. This route uses the existing ski trails Excelsior and Connector to access the top of the ski trail Victoria.

F) Slide-Out – Designating this 0.45 mile existing alpine ski corridor as a hiking route enhances access to the bottom of the slides. From the top of the ski trail Victoria follow the ski trails Glen and Slide-Out to the destination.

Proposed New Hiking Trails

	MILES	
NEW TRAILS PROPOSED (TOTAL)		4.4 miles
NEW TRAILS ABOVE 2,800 Ft		1.65 miles



Trail Descriptions **(letters and numbers correspond to map labels)**

G) West Branch Nature Trail Extension - This is a 0.25 mile extension that replaces walking along the Mixing Bowl lift line with a hiking trail along the West Branch of the Ausable River. One unique natural feature of this option access to a viewing area of a 30' cascade-waterfall in the river. Construction would entail benching in an open Hemlock forest and up to fifteen stone steps.

H) Little Whiteface Mountain Ridge Trail – This 0.25 mile trail alignment follows the northwest ridge of Little Whiteface Mountain and gradually proceeds until meeting the ski trail Paron's Run. From here, access is more easily gained to the summit of Whiteface Mountain. It would replace walking on ski trails with being in the woods, eliminates an unnecessary descent and ascent, and would provide views toward Lake Placid and the southwest. Construction would entail benching through dense Balsam Fir and Spruce stands and possible bog bridging to minimize wet areas disturbance in sections.

I) Top of Summit Quad to the Summit – This 0.3 mile trail would leave from the top of the Summit Quad and traverses north until meeting The Wilmington Trail hiking trail which takes users to the summit. It would replace a steep unsustainable alignment with a gradual contour trail and many opportunities for views. Construction would entail benching and cribbing through the dense krummholz boreal forest.

J) New Bear Den Mountain Trail – This 2.4 mile new trail alignment would bring users from Bear Den Lodge to the summit of Bear Den Mountain and thus create an interesting loop option for Bear Den Mountain. After leaving the Upper Connector Trail the trail proceeds through the areas northeast of the ski trails Flying Squirrel and The Wilmington Trail to the col on Bear Den Mountain. This route passes through a variety of terrain and includes many natural unique features such as glacial erratics and vistas. Construction would entail benching through open hardwood and dense coniferous forests as well as stone cribbing at times and up to 50 stone stairs.

K) Paron's Run to the Bottom of The Slides – This 0.7 mile trail would be a combination of new trail construction and existing ski trails. The new trail section is 0.2 miles and would connect the ski trails Paron's Run to Niagara through the forest. From here users would travel along the existing ski trails: The Switchbacks, Lower Crossover Loop and Slide-out for 0.5 miles until reaching their destination. This could be combined with the Champlain Valley Trail to make a loop. Construction of the new trail segment would entail a mix of full bench trail construction and stone cribbing through open-mixed coniferous forest. Bedrock is present at times therefore likely requiring pinning of crib walls.

L) West Branch Ausable River Accessible Trail – This 1.25 mile Accessible loop trail designed according the Access Board's 2013 Federal Trail Accessibility Guidelines and NYs DEC's guidance documents is proposed to leave from the water plant and meander down to the West Branch Ausable River. From there it parallels the river and eventually provides the option to either connect to the lower part of trail (20) or loop back and connect near the water plant. This loop can help alleviate some of the steep climbing that is found on the Lower Wilmington Connector (20).

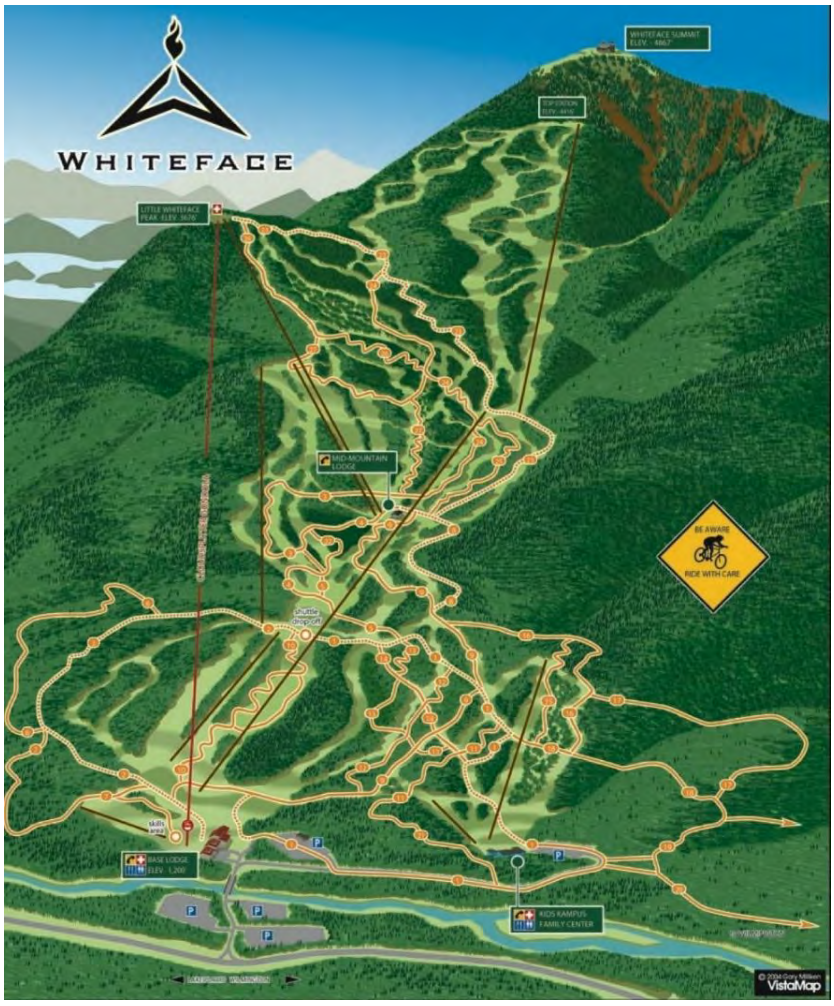
M) Accessible Trail to Eastern Drainage - A 0.5 mile Accessible trail designed according the Access Board's 2013 Federal Trail Accessibility Guidelines and NYs DEC's guidance documents is proposed to leave from the water plant and traverse to the eastern side of the unit to an interesting rock formation and small waterfall / cascade. This trail would share a start with the West Branch Ausable River Accessible Trail and shortly after junction off.

PART III – Mountain Bike Trails

Existing Mountain Bike Trails, Conditions and Recommendations

There are twenty-seven designated mountain bike trails in the intensive use unit as advertised in the most recent trail map used by Whiteface. These trails include active service roads, ski trails, low angle multi- use trails, steep, rocky terrain trails and numerous man-made skills features. The conditions of the trails are generally degraded, ranging from minor erosion that can be addressed with basic drainage features to major erosion that leaves deep trenches down the mountain and creates an unsafe and unpleasant experience for most riders.

On the lower mountain, drainage features and minor re-alignments will improve the trails to a point of sustainability. Higher up the mountain, more intensive work needs to be done to create sustainable trails. Due to steep slopes, thin soils, and challenging terrain on above the top of the The Face Lift, we are recommending that bikers do not use the Gondola , except for extreme biking events and then only occasionally. All man-made features on the mountain, including jumps, berms, wooden features and stone work, should be assessed for structural integrity and safe design.



Following is a list of the existing trails, the general condition that each one is in and our recommendations for closing, repurposing or improving them.

(1) Magic Bus Road- This is a service road that circles from the Base Lodge to the Bear Den Lodge. It crosses numerous ski trails and winds through secluded woods on the South side of the Ski Area. It also passes through two large maintenance areas which may detract from the natural experience and needs clear signage to prevent bikers from wandering from the road. The grades are mellow to moderate and the surface is generally maintained for truck traffic. *Recommendation*- continue using this trail.

(2) South East Shore- This single-track style trail descends through secluded forest and is host to numerous man-made wooden features. While this trail travels down ideal terrain and soils, it follows a generally fall-line path that it likely to become more eroded with increased traffic. The wooden features are in disrepair and should be blocked off or removed. *Recommendation*- See South East Shore (p) in Proposed Intermediate Multi-Direction trails.

(3) Slickrock- This trail stays generally on ski trails and under chairlifts and offers a unique riding experience on granite bedrock. It has eroded to deep trenches in a limited number of spots due to fall-line alignment. With minor realignment and improved drainage, the erosion can be effectively stopped. The wooden features should be assessed for safety. *Recommendation:* Re-align. See Slickrock (q) in Proposed Advanced downhill only trails.

(4) The Fire Swamp- This trail stays exclusively on open ski trails and travels from the Legacy Lodge to the end of Burton's Cutoff (ski trail). The condition of this trail relies exclusively on the condition of the service roads and ski trails that it follows. *Recommendation*- Abandon and Close, proposed trails will offer better alternative routes.

(5) The Judge- Single track style trail that starts in a narrow strip of woods between Lower Valley and Drapper's drop. After crossing Tom Cat (ski trail) it becomes very steep with very sharp corners before crossing Lower Valley and dropping into the Stag Brook drainage. Although scenic, the Stag Brook crossing has no anchors to hold soil on the banks and is very erosion prone. Because of the distance between stable soils on either side of the stream, a simple bridge is not an option without anchoring abutments to the bedrock. The wooden features near the top of the trail should be assessed for safety. *Recommendation*- The upper section of this trail should be improved, see Slickrock (r) in proposed advanced downhill only trails. The lower section should be closed.

(6) Ausable Loop- This single-track style trail is multi-use, sharing alignment with the West Branch Nature Trail. Minor drainage solutions and realignments will alleviate erosion issues. *Recommendation*- Keep this trail, improve signage and drainage.

(7) River Run- This single-track style trail is multi-use, sharing alignment with the West Branch Nature Trail. Minor drainage solutions and realignments will alleviate erosion issues here. *Recommendation*- Keep this trail.

(8) Papa Bear- Leaves the Magic Bus Service Road and descends beneath the Bear Chairlift with numerous switchbacks then crosses the Bear ski trail. Although no erosion issues are present, standard drainage solutions should be implemented to help the trail hold up to continued and increasing traffic. *Recommendation*- Keep this trail.

(9) Brakeless- This trail leaves Magic Bus Road and descends straight down Moose (ski trail) before connecting to the Porcupine Pass ski trail and branching to either the Base Lodge of Bear Den Lodge. The condition of the trail relies exclusively on the condition of the service roads and ski trails that it follows. *Recommendation*- Discontinue use of this trail. New proposed trails offer better alternative options.

(10) True Blue- This trail leaves the Magic Bus Road and descends to the base lodge. The upper portion was built with machines and imported soils to create a flow style trail with banked turns and jumps. The grades on this trail are steeper than we would recommend for this style of trail, which results in less "flow", erosion of the tread surface, and dangerous conditions. Additionally, this trail is adjacent to the Stag Brook which increases the risk of sediment from disturbed reaching the water source. With slight realignments and downsizing of the features, the trail could be made more sustainable, safer and more aligned with the multi-direction/ trail bike nature of this side of the mountain. Storm water protection measures should be used with any construction happening on the upper portion of this trail. *Recommendation*-Given its location relative to the new lift service and the investment required to improve the trail, we do not recommend the improvements be made. If lift service is provide to and from Base Lodge, then we recommend continued use of this trail.

(11) Balay Way- Single-track style trail leaving from Magic Bus Road. Minor drainage solutions and realignments will alleviate erosion issues here. *Recommendation*- Repurpose. See "New Blue Technical (n)" in proposed intermediate downhill only trails.

(12) Opiate- Single-track style trail leaving from Magic Bus Road and ending on Brakeless. Minor drainage solutions and realignments could alleviate erosion issues here. Wooden features should be assessed for safety. *Recommendation*- Keep and repurpose. See "Center Advanced (t)" in proposed advanced downhill only trails.

(13) Seek and Destroy- Single track style trail leaving from Magic Bus Road and connecting to Opiate. Minor drainage solutions and realignments, specifically extending switchbacks, could alleviate erosion issues here. Wooden features should be assessed for safety. *Recommendation*- Keep and repurpose. See "Seek and Destroy (m)" in proposed intermediate downhill only trails.

(14) Mama Bear- This trail leaves the Magic Bus Road and descends on Wolf/ Wolf Run (ski trails). The ski trails have numerous wet areas that detract from the riding experience and create erosion

issues. *Recommendation*- This trail should be closed or used in parts as options off the new "Base to Valvehouse (d)" multi direction trail.

(15) North East Shore- This trail is a mix of single-track and "North-Shore" style riding. (North Shore refers to the North shore of Vancouver Island where elevated, often skinny and challenging, wooden features were popularized for riding) The numerous wooden features, including a 84' long, multi section, teeter-tooter, are a unique attraction for riding but are currently in various states of disrepair. All features should be removed and replaced completely. Minor drainage solutions and realignments could lengthen the trail and alleviate erosion issues. *Recommendation*- Keep it. See "Northeast Shore (k)" in proposed intermediate downhill only trails.

(16) Dazed- This trail follows the Flying Squirrel ski trail. It neither adds to or detracts from the trail network and fittingly was labeled but not drawn into the trail map. *Recommendation*- Discontinue use of this trail. New proposed trails offer better alternative options in this area.

(17) Confused- This trail follows an old woods road and traverses toward the connections with Wilmington Wild Forest before branching into a loop. The trail lives up to its name with no signage, making the loop a confusing series of intersections. Minor drainage solutions and realignments could alleviate erosion issues and make a more comprehensive trail. *Recommendation*- Close and abandon. New proposed trails offer better alternative options in this area.

(18) Rodents of Unusually Large Size- This trail follows an old woods road and joins the Upper Wilmington Connector to the Wilmington Wild Forest. Minor drainage solutions and realignments could alleviate erosion issues and muddy sections. *Recommendation*- New proposed trails offer better alternative options in this area.

(19) Upper Wilmington Connector- This trail leaves from the upper edge of the Bear Den parking lot and climbs/ traverses to the North until leaving the Intensive Use parcel and continuing on the Wilmington Wild Forest. The trail is heavily trafficked by hikers, bikers, snowshoers and xc skiers accessing Bear Den Mountain, the Flume Knob and the Wilmington Wild Forest Trail system. The overall alignment of the trail is appropriate but heavy use has led to a widened trail and social paths as trail users try to navigate muddy areas and stream crossings. Various drainage solutions should be implemented to alleviate muddy issues and trail spread. Minor realignments would also be helpful with environmental sustainability and to improve the user experience. Small wooden bridges or boardwalks may be necessary. *Recommendation*- Make necessary improvements and keep this trail.

(20) Lower Wilmington Connector- This trail leaves from the lower edge of the Bear Den Parking Lot and descends/ traverses to the NE, toward the AuSable River, until leaving the Intensive Use parcel and continuing on the Wilmington Wild Forest. The trail is heavily trafficked by hikers, bikers, snowshoers and xc skiers accessing the Wilmington Wild Forest trail system. The alignment is steep due to wetlands at the bottom and parking lots at the top. The tread is relatively well drained and hardened and should only need seasonal maintenance to maintain. *Recommendation*- Keep this trail

with minor realignments incorporating changes to the Northeast Beginner Trails (e) in the New Proposed Trails section below.

(21) Rolling Beauty- Unable to find this trail on a map or in person. Cannot recommend that it stays open.

(22) Fearless- This trail leaves The Fire Swamp (bike trail) and descends between Lower Valley and Lower Thruway (ski trails). It has numerous wet areas and is prone to erosion. There are numerous wooden features that should be removed. *Recommendation*- Close and Abandon. New proposed trails offer better alternative options in this area.

(23) Drifting Terror- is an active service road from the top of the Gondola to the mountain. We have recommended that the upper section be closed to bike traffic. The lower section of this trail, from Legacy Lodge to the mid- station off-loading of the new lift and Berma Road, can remain open to mountain bike traffic. Specifically, this section follows Boreen Loop and a small section of Boreen itself. We recommend adding low and wide banked turns on the edge of the ski trails to help lessen the grade of the descent and create a more fun, mountain bike specific experience. Below the Mid station unloading of the new lift, the Boreen ski trail gets steep again. We do not recommend that this section stay open to mountain bikes. Note that parts of Drifting Terror have been proposed to be used as hiking alignments. See proposed Hiking Trails.

(24) Freedom- The upper section of this trail leaves Drifting Terror and descends through the 10th Mountain Division Glades (ski trail). This section of trail is extremely eroded and is continuing to erode even without bike traffic as it has become a seasonal stream. *Recommendation*- The upper section of this trail should be closed to bike traffic and have water bars installed to break up the water flow and help with the restoration of the site. *Note* that a more sustainable trail could be built in this area in the future as part of a long, Little Whiteface to Base run.

The lower section of this trail begins near the top of the Face Lift and descends between Upper Valley and Broadway (ski trails). Moderate drainage solutions would alleviate areas of erosion. Wooden features should be assessed for safety. *Recommendation*- With improvements, this trail could serve as a pedal accessed descent. See “Freedom (u)” in proposed advanced pedal access trails.

(25) Inconceivable- This trail begins near the top of the Face Lift and descends between Broadway and Easy Street (ski trails). Minor drainage improvements would alleviate erosion on this trail. Wooden features should be assessed for safety. With improvements, this trail could serve as pedal accessed descent. See “New Inconcievable (o)” in proposed intermediate pedal access trails.

(26) Cliffs of Insanity- This trail leaves Approach (ski trail) and descends next to the new Slide View Glades. It is very steep, with very sharp corners, areas of exposure and significant erosion due to its

alignment and lack of drainage features. We recommend that this trail be closed to bikes but could be opened to hikers. See proposed hiking trail "Top of Gondola to Base".

(27) Evil Empire- This trail leaves from the top of the Gondola, descends down Approach (ski trail) and crosses Mountain Run (ski trail). It then follows the 2200 Road (ski trail) and enters the woods at the top of the High Country Glades. It stays in these woods until they end just above the Legacy Lodge. The upper section of this trail that is on the open ski trails is a mixture of bed rock and thin soils on top of the bed rock. Because of the steep pitch and this soil, this area is extremely erosion prone. *Recommendation*- This trail should be closed to daily bike traffic. In the case of a downhill race such as a World Cup event, this trail could serve as the race course because of it scenic, unique nature and the extreme challenge that it offers.

The lower section of this trail, below the 1900 Road (ski trail), could be used as a pedal accessed descent with moderate to in depth drainage solutions and realignments. See "Evil Empire (v) in proposed advanced pedal access trails.

Proposed Mountain Bike Trails

Following are trail descriptions for the proposed trail system as seen on the new map. While the majority of the proposed trails are downhill, optimally lift served experiences, there are other unique zones that expand the offerings of the bike park.

The *multi-direction* trails offer a more traditional cross-country trail riding experience. These will tie into the lift served trails in numerous places and help make connections to areas the new lift does not connect.. They are concentrated on the outer edges of the Unit, specifically South of the Stag Brook Nature Trail and northeast of the Bear Den base area.

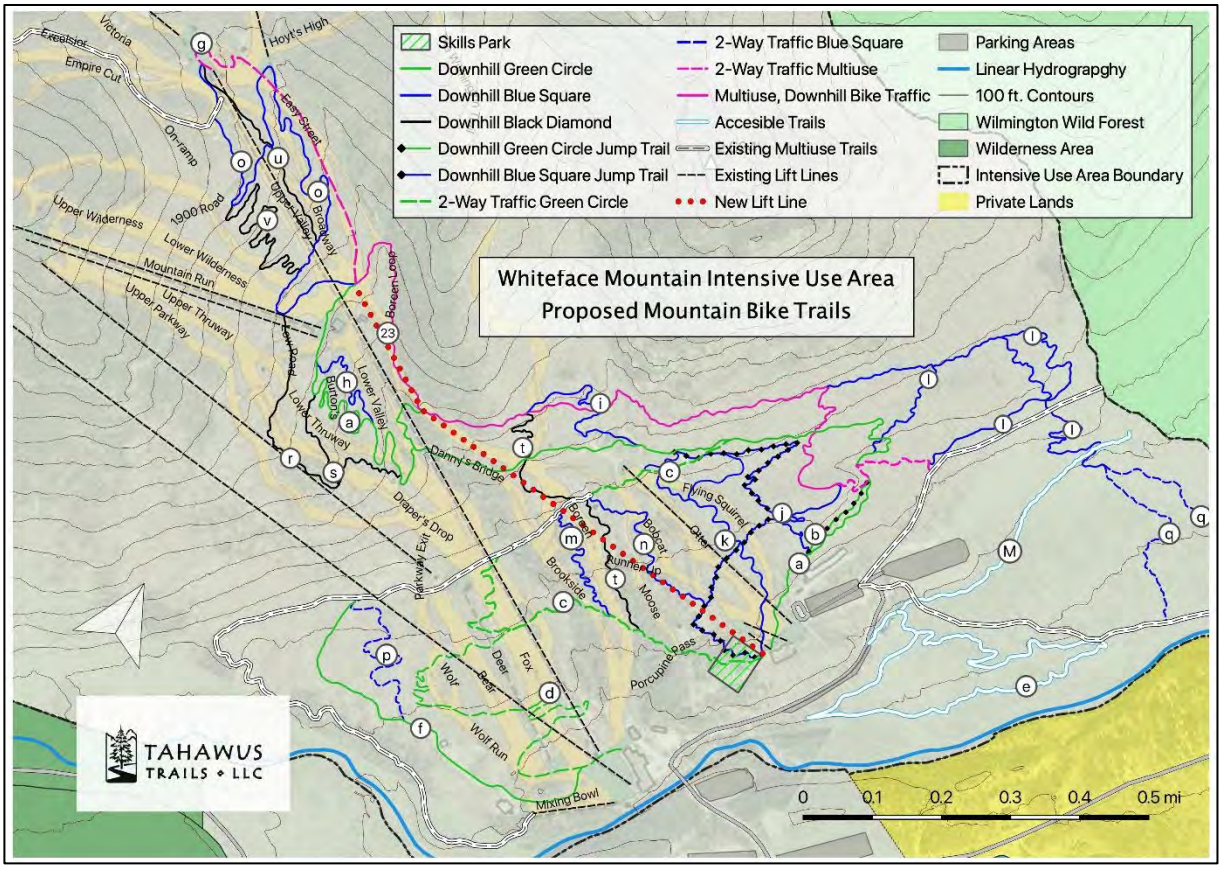
The *pedal access* trails are located above the Legacy Lodge and below the top of the Face Lift. This unique set of trails caters to trail riders and e-bikers who are willing to ride uphill beyond the chairlift. The trails that descend from the pedal access point are downhill only. The riding experience is that of downhill riding, not cross country.

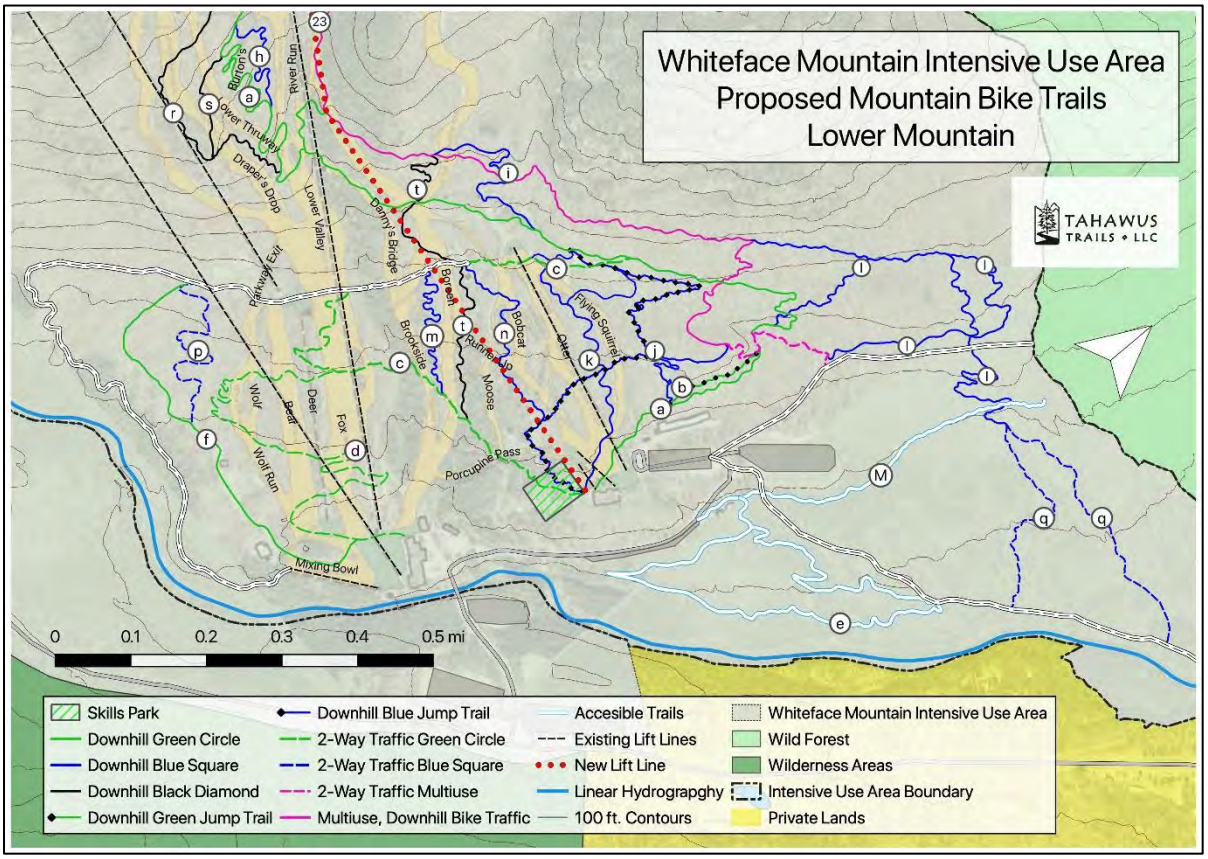
Downhill trails are optimized for riding from the top down. It is assumed that when the lifts are operating, riders will take the lifts up and ride down these trails - which are purpose designed for riding downhill. In most cases, where specified, a single direction is recommended when the lifts are open and uphill travel is not recommended. The most difficult "black" trails would be similar to traditional "downhill" experiences found at most lift serviced bike parks. They will not be straight down the mountain except for short segments. In general, the black trails will also traverse the slopes to encourage positive drainage. Rock gardens on the black trails might be a little more difficult to bypass and are more likely to be a place where armor is prudent. The green and blue trails will be more analogous to downhill flow trails than traditional downhill experiences.

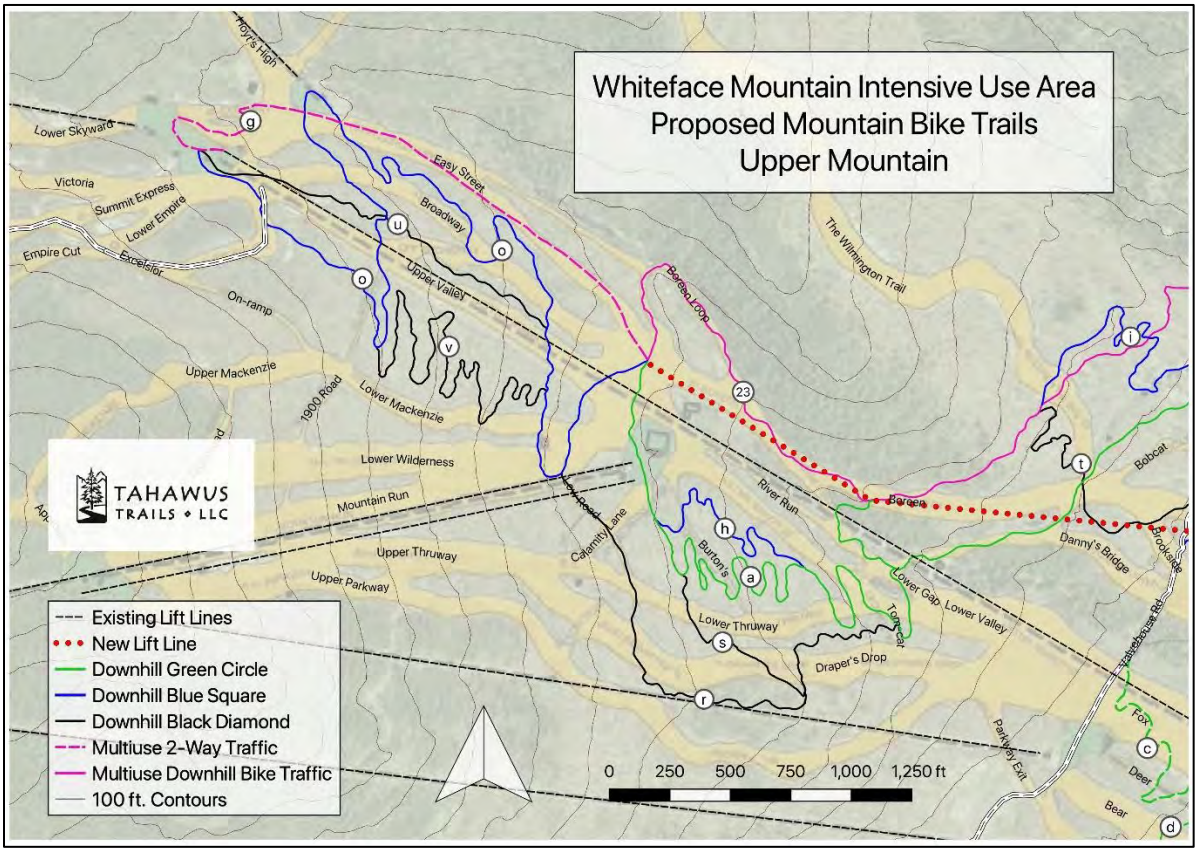
The dual direction trails are more traditional cross-country trail riding experiences. Although they will tie into the lift served trails in numerous places, they can be used independent of the lifts whether or not the lifts are operating. These trails are concentrated on the eastern half of the unit below the Bear Den mountain ledges.

Cross country trails typically provide a varied experience with more pedalling required. On cross country trail, riders are less likely to get in over their heads in terms of challenge and terrain. The trail access, length, and designed features along the route can qualify riders so more challenging features are found the more remote the rider travels. All technical features on easiest and more difficult trails should have rollable options or bypassing alternate lines.

In addition to the existing and new trails, a skill development park and learning area (Skills Park) should be established near the Bear Den Lodge, future rental facilities, and base of the new lift. This area allows for riders to get comfortable with rental bikes, take lessons, and practice progressively more challenging features in a safe environment. Skills parks typically include rollers, drop and jumps with safe landing zones, balance features, “rock garden” features, tabletops and berms. The most optimal location for the skills park at Whiteface is in the woods south of the new lift and Bear Den Lodge.


Whiteface Mountain Intensive Use Area
Proposed Mountain Bike Trails
Skills Park
Downhill Green Circle
Downhill Blue Square
Downhill Black Diamond
Downhill Green Circle Jump Trail
Downhill Blue Square Jump Trail
2-Way Traffic Green Circle
2-Way Traffic Blue Square
2-Way Traffic Multiuse
Multiuse, Downhill Bike Traffic
Accesible Trails
Existing Multiuse Trails
Existing Lift Lines
New Lift Line
Parking Areas
Linear Hydrograpghy
100 ft. Contours
Wilmington Wild Forest
Wilderness Area
Intensive Use Area Boundary
Private Lands
TAHAWUS TRAILS • LLC
0 0.1 0.2 0.3 0.4 0.5 mi


Whiteface Mountain Intensive Use Area
Proposed Mountain Bike Trails
Lower Mountain
TAHAWUS TRAILS • LLC
0 0.1 0.2 0.3 0.4 0.5 mi
Skills Park
Downhill Green Circle
Downhill Blue Square
Downhill Black Diamond
Downhill Green Jump Trail
Downhill Blue Jump Trail
2-Way Traffic Green Circle
2-Way Traffic Blue Square
2-Way Traffic Multiuse
Multiuse, Downhill Bike Traffic
Accesible Trails
Existing Lift Lines
New Lift Line
Linear Hydrograpghy
100 ft. Contours
Whiteface Mountain Intensive Use Area
Wild Forest
Wilderness Areas
Intensive Use Area Boundary
Private Lands



Summary of Bike and Shared Use Trails by Difficulty Level

Difficulty Level	MILES	
Easiest Trails (green)		6.25 miles
More Difficult Trails (blue)		10.55 miles
Most Difficult Trails (black)		2.7 miles
TOTALS		**19.5 miles**

All mountain bike trail development will occur below 2,800 foot in elevation.

Easiest trails

Downhill Only - Easiest

(a) Green Flow- One of the keystone trails of the proposed bike park, this trail will offer a safe and fun downhill experience to riders who are new to lift served bike parks. Maintaining mellow grades throughout and building a wide and generally smooth tread with clear sight lines are key characteristics of this trail. This trail leaves the Legacy Lodge and replaces The Fire Swamp (4) and Fearless (22) in the woods below Burtons Cutoff (ski trail). Switchbacks across the bottom of

Lower Thruway to the elevation of Tom Cat (ski trail) will help lessen drop in elevation as the trail reaches Danny's Bridge. At this point, the trail merges with the mid-station access which uses the hillside below Boreen and crosses Ladies Bridge. The trail will make sweeping turns across Danny's Bridge (ski trail) before entering the woods above Boreen at the base of the Wilmington Trail (ski trail). This trail will use a shared crossing of the stream at the site where the large culvert washed out above the Falcon Flyer. The trail continues through the woods to the north of the ski area using parts of the Confused (17) and Rodents Of Unusually Large Size (18) trails and returns to the Bear Den base area on the hill side directly above the maintenance building.

(b) Green Jump- This trail will offer the easiest jump trail option for riders to move beyond the rollers and berms of the Green Flow trail without the steeper grades of the intermediate trails. It will run parallel to the bottom section of the Green Flow making it a logical next step for riders who are comfortable riding the Green Flow and are ready to progress to the next step.

Multi-directional - Easiest

(c) Top of Falcon Flyer to Bear Den Base- This trail is an important part of the bike park as it sets the lower limit for lift served riding without having to climb to get back to the chair lift. Without this limit established, downhill only trails on the "mainside" of the ski area must stop descending at Valvehouse Road or continue to the Base Lodge area and climb back the active chairlift. The upper section of this proposed trail uses the Valvehouse Road service road to traverse the ski trails from Bear Den to Lower Valley. From Lower Valley, the trail begins descending at a mellow grade that is ideal for beginner downhillers and uphill traffic wanting to access multi direction trails on the South side of the ski area. This trail will cross both major drainages at the existing bridges on the Stag Brook Nature Trail and near the bottom of Opiate (12). Existing wooden features should be assessed for safety.

(d) Base Lodge to Valvehouse- This trail will serve as a climbing option for riders who end up at the Base Lodge and want to get back to Bear Den base area without climbing up the road. It crosses paths with Mamma Bear (14) and Papa Bear (8), using ski trails and some of the promising, wooded terrain to the South of Wolf Run.

(e) Northeast Beginner Loop- This 1.25 mile Accessible loop trail designed according to the Access Board's 2013 Federal Trail Accessibility Guidelines and NYs DEC's guidance documents is proposed to leave from the water plant and meander down to the West Branch Ausable River. From there it parallels the river and eventually provides the option to either connect to the lower part of trail (20) or loop back and connect near the water plant. This loop would alleviate the steep climbing that is found on the Lower Wilmington Connector (20).

(f) Magic Bus Road- This road can stay open for bikers. Minor improvements can be made to improve the riding experience by adding trail features such as rollers and berms.

(g) Pedal access above Legacy- This trail will stay on the Easy Street ski trail as it climbs from the new Legacy Lodge to the top of the Face Lift. Switchbacks can be marked in the ski trail to give riders a gentler climbing option. Once the trail passes the bottom of the Lookout Chairlift, there is an option for a larger switchback around the only tree island in the area, again helping to

create a gentler climbing option. It can also be used as an easier descent from the top of the Face Lift. Efforts should be made to keep loose rocks out of the riding lines.

Intermediate trails

Downhill Only - Easiest

(h) Upper Blue Flow- This trail uses the same block of woods between Lower Valley and Lower Thruway as the green flow trail does but offers a slightly steeper and more advanced option. Larger berms and rollers will be the attraction of this trail with some optional jumps where applicable.

(i) Lower Blue Flow- This trail starts on the service road to the North of Boreen known as Berma Road. It crosses the Wilmington Trail and the Sugar Valley Glades and will meet the green flow trail for the shared crossing of the Bear Den drainage. Larger berms and rollers will be the attraction of this trail with some optional jumps where applicable. There is also a dry gully on this alignment where a few halfpipe or "Sidewinder" style turns will be made.

(j) Blue Jump- Intermediate jump trails are usually a main attraction of any new bike park. This trail will leave the green flow shortly after the shared crossing. There are opportunities for many moderate sized jumps and some natural features along this alignment. Toward the bottom it crosses the ski trails to get back to the chair lift. Single jumps can be built in the tree line between ski trails to lengthen the jump trail experience.

(k) Northeast Shore (15)- This trail has historically been one of the defining parts of mountain biking at Whiteface because of the variety of technical wooden riding features that it has. Skinny bridges between rocks, steep rollovers and the long double teeter-totter are some of the notable features. Although the existing features are aging and are past their usable lifespan, we recommend maintaining the "North Shore" character and designing numerous new wooden features with progressive options for riders of different abilities.

(l) Northern Singletrack Trails- This series of trails explores cliff bands, waterfalls and beautiful hardwood forests. With some climbing and traversing needed to access these, they will be best suited for trail bike riders but are designed to be ridden downhill only. The opportunities for building here are great and will allow for a variety of trail character ranging from tight, technical single track to flowy trails with banked corners.

(m) Seek and Destroy (13)- With minor drainage improvements, realignments and assessment of wooden features, this trail offers a great intermediate riding option with lots of room for berms or other man-made features in the future. The trail leaves Magic Bus Road and ends on the multi-direction green trail that returns to the Bear Den base area.

(n) New blue technical- This trail shares some alignment with the old Balay Way (11) but is redesigned for the new chairlift location. Leaving from the Magic Bus Road, its stays mostly in the tree islands between Bobcat and Moose (ski trails).

Pedal Access Above Legacy - Intermediate

(o) New Inconceivable (25)- The upper section of this trail is a completely new alignment that offers a less steep option than the head wall at the top of Easy Street. It traverses through ideal terrain before meeting Evil Empire (27) in the High Country Glades (ski trail). “ew Inconceivable then switches back to cross Upper Valley, Broadway and Easy Street, looping around the base of the Lookout Chairlift. Back into the woods between Easy Street and Boreen where there is room for flow style building. As the section of trees narrow, the trail will use some of Broadway (ski trail) to make turns and eventually traverse out across Lower Valley through the bottom of the High Country Glades.

Multi-directional - Intermediate

(p) Southeast Shore- The terrain in this area is ideal for a cross country style bike trail with lots of small rolling hills and good soils. The new trail should share the same start and end point as the existing South East Shore (2). We recommend that the existing wooden features be removed and the trail be realigned to create a longer trail with rolling grades that can be ridden in either direction.

(q) River Loop- This existing trail is a loop off of the Lower Wilmington Connector (20). The trail receives medium traffic from hikers and bikers. With minor drainage improvements this trail offers a great intermediate riding option. The proposed Northern Singletrack Trails (l) use this trail as the lower part of the alignment.

Advanced Trails

Downhill only – Advanced

(r) Slickrock (3)- This existing trail features a unique opportunity to ride on long sections of exposed bedrock and has other sections of advanced technical riding. It begins with a moderate climb from the Legacy Lodge then begins descending near Lower Parkway (ski trail) and under the Freeway Lift. After crossing Lower Thruway (ski trail) our proposed alignment will follow The Judge (5) through the narrow strip of trees above Tom Cat (ski trail). The trail will then merge with the green flow/ upper blue flow before they descend to Danny’s Bridge. The existing trails should have drainage improvements and minor realignments to manage drainage. All existing wooden features should be assessed for safety.

(s) To Slickrock- This trail allows for access to the lower section of Slickrock (n) without having to climb to the start of the old Slickrock (3). It passes through rocky terrain that is conducive to advanced, technical riding.

(t) Center Advanced- There are three sections to this trail. The upper section leaves the Berma service road and uses switchbacks and benching to descend through the woods between the Wilmington Trail and Boreen. These woods are well drained and have interesting rock features that can be incorporated into the trail. After crossing Boreen, the middle section of this trail descends in the tree island between Brookside and Boreen. This portion has water from numerous ski trail waterbars that will make any bike trail prone to erosion without significant drainage solutions. The Lower section of this trail crosses Boreen again and follows the existing bike trail, Opiate (12). This section only needs minor drainage solutions and realignments to

make it sustainable. Existing wooden features should be assessed for safety. This trail ends on the multi-direction green trail that returns to the Bear Den base area.

Pedal Access Above Legacy - Advanced

(u) Freedom (24)- This trail is the lower section of existing trail Freedom (24) and begins near the top of the Face Lift and descends between Upper Valley and Broadway. Moderate drainage solutions would alleviate areas of erosion especially at the top, immediately after entering the woods. Wooden features should be assessed for safety. With improvements, this trail could serve as pedal accessed descent.

(v) Evil Empire (27)- This is the lower section of Evil Empire (27). The opportunity for a trail here is excellent due to the open forest and minimal boulders. Moderate drainage solutions and realignments would make this trail less erosion prone and maintain the steep technical nature that it already has. There is the potential to lengthen the trail by extending the switchbacks significantly and creating a sustainable, more "flowy" advanced trail.

Summary of Stream and Wet Area Crossings

To the greatest extent possible streams and drainages are crossed on existing Alpine Ski Trail infrastructure. However, 11 additional major stream crossings are needed to develop the trails as proposed.

All stream crossings shall follow all NYS DEC guidance and shall avoid sedimentation of streams and fragmentation of stream ecosystems. In particular, all major stream crossings shall be clear span bridges with the crossing opening at least 1.25 times the *stream width*. Stream width shall be the average width (measured at 3 separate locations) as measured bank to bank at the ordinary high water level.

the *stream width*. Stream width shall be the average width (measured at 3 separate locations) as measured bank to bank at the ordinary high water level.

No disturbance to the stream bed will occur, all disturbance will occur above the ordinary high-water level. This includes for the construction of bridge abutments.

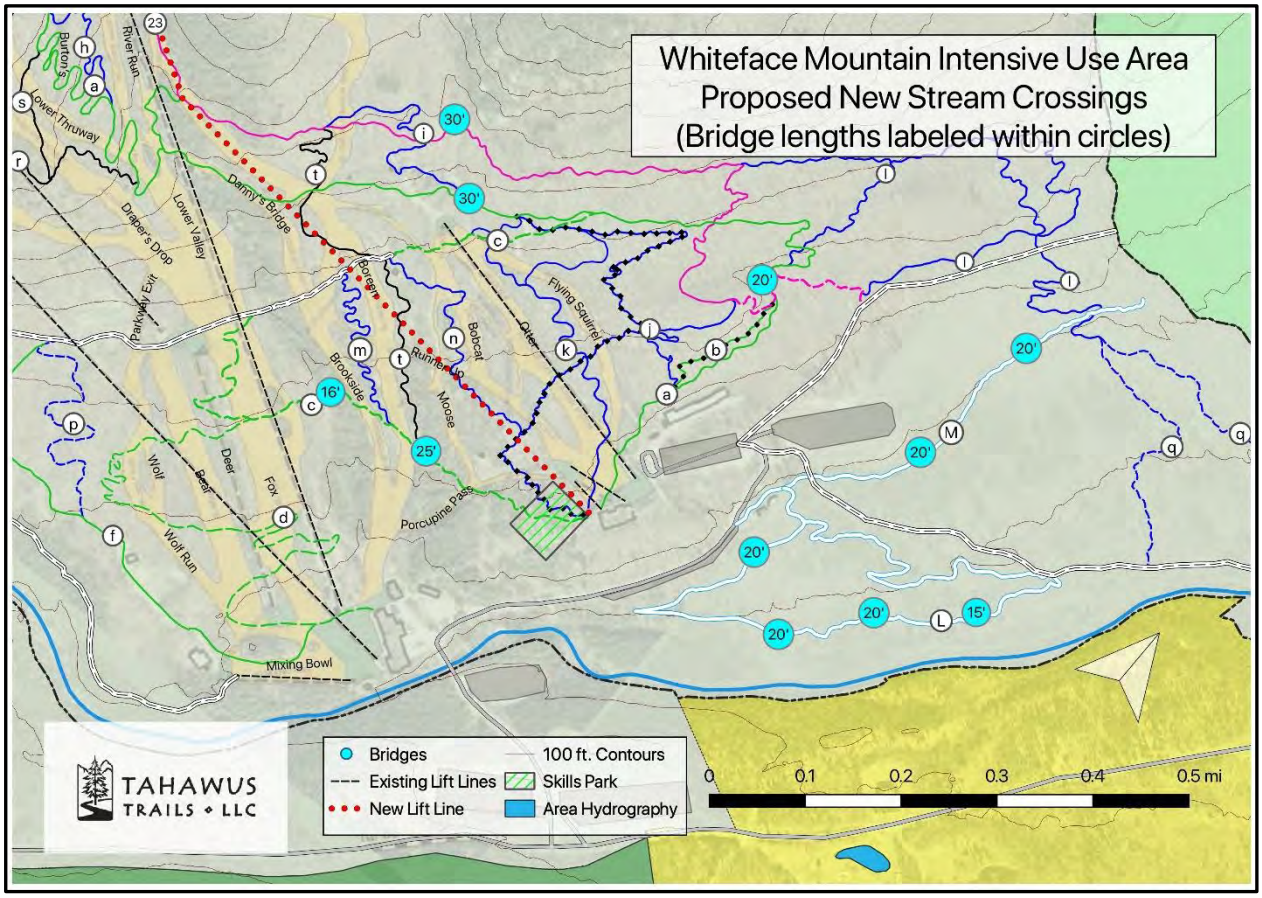
Minor drainages and seasonal streams (unclassified and un-mapped) are crossed either with stepping stones (for hiking trails), stone paved armored crossings, or culverts. If culverts are to be used, they must be appropriately sized and placed so as to prevent scouring, erosion, clogging, ponding, and shall be imbedded so the substrate and bedding is similar to the surround natural drainage.

A summary of the major drainages are listed below and shown on the following map:

1. **Cliffside Multi-use Trail "L"aka Northeast Single Track** - Drainage from Sugar Valley Glades– 30 foot bridge
2. **Green Downhill Trail "a" and Lower Blue Flow "i"**– Drainage from Sugar Valley Glades at existing washed out culvert – 30 foot bridge
3. **Dual-direction Trail "c" and Stag Brook Hiking Trail** – Stag Brook – 16 foot bridge replacement of existing bridge

4. **Dual-direction Trail "c**"– Minor Drainage between Boreen and Moose – 25 foot bridge, replacement of existing bridge
5. **Green Downhill Trail "a"** – Minor drainage east of Flying Squirrel – 20 foot bridge
6. **Accessible Trail to Eastern Drainage**– Below Bear Den Lot – 20 foot bridge
7. **Accessible Trail to Eastern Drainage**– Near eastern drainage – 20 foot bridge

8-11**. West Branch Ausable River Accessible Trail** - along trail loop – four bridges and boardwalks 3 @ 20 ft and 1 @ 15'



Summary of Tree Cutting

The estimated total number trees needed to be cut to develop this trail system is based on actual tree counts along randomly selected plots throughout the proposed trail system.

A total of 10 (ten) randomly selected 1/10th of an acre plots were used for the tree counts. The plot size was measured linearly along each chosen location for 544 feet assuming an 8 foot wide corridor on bike trails. The total tree tallies were then calculated by factoring these plots over the total trail system length.

These tallies are only estimates based on the plot samples taken and will vary from the actual tree cutting needs for construction.

Total Trees to be Removed for Entire Trail System (1" DBH and larger): 8,850

Total Trees to be Removed 1" to 3" DBH: 6,114

Total Trees to be Removed >3" DBH: 2,736

Average DBH of Trees to be Removed: 4 inches

Trees to be Removed by Species and DBH (inches) for Entire Trail System:

Species	American Beech	Red Maple	Sugar Maple	White Ash	Red Oak	Striped Maple	Paper Birch	Hemlock	Hop Hornbeam	Basswood	White Pine	Balsam Fir	Red Spruce
DBH Class													
1.0 to 3"	2125	46	1009	122	183	764	168	31	749	122	107	688	0
>3.0"	703	92	550	76	138	46	260	107	199	31	107	397	31
TOTALS	2828	138	1559	199	321	810	428	138	948	153	214	1085	31

TREE REMOVALS IN BICKNELL THRUSH HABITAT

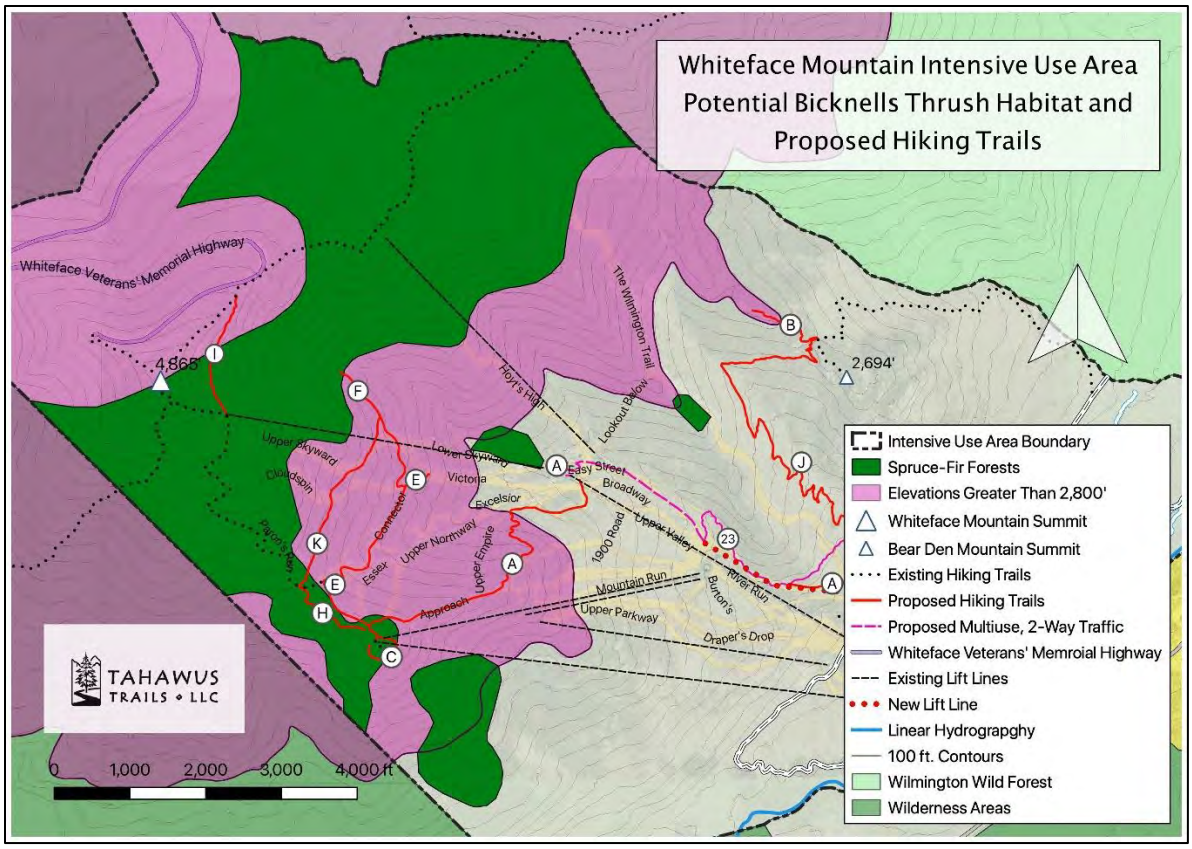
Total Estimated Trees to be Removed above 2,800 ft: 832

Estimated Trees 1" to 3" DBH to be Removed above 2,800 ft: 447

Estimated Trees >4" DBH to be Removed above 2,800 ft: 385

Estimated Trees to be Removed by Species and DBH (inches) above 2,800 ft:

SPECIES	Paper Birch	Balsam Fir	Red Spruce
DBH Class			
1.0" to 3.0"	53	394	0
>3.0"	140	228	17
TOTALS	192.5	621.25	17.5



TREE REMOVALS BY PHASE

PHASE ONE

Total **Estimated Trees to be Removed** in Phase 1	**2,367**
Estimated Trees 1" to 3" DBH **to be Removed** in Phase 1	**1,626**
Estimated Trees >3" DBH **to be Removed** in Phase 1	**741**

PHASE TWO

Total **Estimated Trees to be Removed** in Phase 2	**1,499**
Estimated Trees 1" to 3" DBH **to be Removed** in Phase 2	**1,024**
Estimated Trees >3" DBH **to be Removed** in Phase 2	**475**

PHASE THREE

Total **Estimated Trees to be Removed** in Phase 3	**997**
Estimated Trees 1" to 3" DBH **to be Removed** in Phase 3	**321**
Estimated Trees >3" DBH **to be Removed** in Phase 3	**676**

PHASE FOUR

Total **Estimated Trees to be Removed** in Phase 4	**753**
Estimated Trees 1" to 3" DBH **to be Removed** in Phase 4	**507**
Estimated Trees >3" DBH **to be Removed** in Phase 4	**246**

PHASE FIVE (Hiking and Pedestrian Trails, including all work above 2,800 ft)

Total **Estimated Trees to be Removed** in Phase 5	**3,234**
Estimated Trees 1" to 3" DBH **to be Removed** in Phase 5	**2,290**
Estimated Trees >3" DBH **to be Removed** in Phase 5	**944**

Exhibit 5A
ORDA Hiking and Mountain Biking Trails Construction
Best Practices and Typical Details

Olympic Regional Development Authority

Belleayre and Whiteface Mountain Intensive Use Area

Construction Best Practices and Typical Details

Prepared for Olympic Regional Development Authority
June 2021

1. OVERVIEW

These best practices and typical trail construction details are provided for master planning purposes only. These details cover most of the trail construction scenarios and built features that need to be constructed.

2. EROSION AND SEDIMENTATION CONTROL

2.1 A properly constructed and completed trail will have minimal loss of soil and erosion. Completion includes following the best practices outlined in addition to the following emphasized details:
A fully compacted tread surface. Trimmed roots on the backslope of the trail and a maximum angle of repose of 2:1. All downslope and mineral soil cast offs shall be mulched with either a minimum 3" layer of duff from the native forests or straw mulch seeded with a native grass mix. The only exposed soils shall be on the fully compacted tread (useale trail bed) or in drainages. Drainage outflows (over 25% grade) shall have rubble installed to slow down the movement of water and to catch post-construction sedimentation.

2.2 Start construction only on what can be completed in a timely manner. Leave no more than 200 linear feet of trail under construction at a single worksite at a time. For the best flow, flow patrol of large portions may need to be worked and adjusted accordingly, this could involve up to 400 feet of trail.

2.3 Prior to large expected rain events, complete as much trail as feasible. Cover un-compacted and un-mulched mineral soils with tarps. Remove most or all tread edge berms and ensure drains are clear.

2.4 All work within 100 feet of open water shall have silt fences, coir logs, or straw wattle properly installed below excavation zones.

3. MECHANIZED EQUIPMENT BEST PRACTICES

3.1 Invasive Species Distribution Prevention - All hand tools and mechanized equipment should be free of invasive plant material and clean of any dirt and mud when entering a project site. When transporting equipment from a site with invasive weeds to another site it should be cleaned using high pressure washing or compressed air.

3.2 All track marks will be raked, smear-packed, or mechanically compacted smooth. Impacted area will be finished to have a natural shape (e.g., spoils piles rounded, smoothed and cleared of significant brush, blade edges blended). A spill kit suitable for five gallons of fluid will be on-site whenever mechanized equipment is operated. Scarring of trees is to be avoided.

3.3 All mechanized equipment shall be in good mechanical condition, free of any fluid leaks, be equipped with spark arrestors if applicable, and have fire extinguishers mounted. All equipment will be clean and free of debris before being introduced to the work site. Equipment is subject to inspection at the start and during the project.

3.4 Care should be taken to not damage and trees not designated for removal. No knicks or damage to tree bark of trees intended to remain will be permitted.

4. TRAIL CONSTRUCTION SPECIFICATIONS

All trail work shall be in accordance with the guidelines contained in the 2004 edition of the IMBA Trail Solutions Guide and the New York State Department of Environmental Conservation Management Guidance: Siting Construction and Maintenance of Singletrack Mountain Bike Trails and the details and specifications found in this document. Experiential specifications are based on the Creating Quality Trail Experience Mountain Bike Guidelines published in 2017 by IMBA and BLM.

4.1 Trail Design and Alignment -

Trail corridors have been delineated through this conceptual trail plan. The final trail alignment must be must be finalized through centerline pin flagging prior to construction. ORDA may approve these final adjustments to the flagline within the corridor to improve sustainability, improve the trail experience, reduce impact, and improve build efficiency.

4.2. Corridor Clearing and Woody Material

Woody material such as stumps, logs, and brush shall be removed from the trail tread. Minimal to no stumps, cut roots, and cut brush shall be visible from the completed trail tread. Butt ends of any sawed branches should be facing away from the trail.

4.3. Full Bench Construction and Elevated Tread

Sidehill trail construction will be constructed using full bench construction as shown on Drawing 01. Trails constructed across flat ground shall be constructed using “Elevated Tread” or “Stone Turnpike” construction techniques as shown on details. All tread shall be constructed with a tread of 18” to 84” wide, depending on the trail type and use.

4.4. Backslope

Backslopes should blend in with surrounding hillside gradients and should be graded to 2:1 slope. On transitions to turns, the backslope shall be optimized for use as a tread surface and riding line and have smooth transitions with the full bench tread.

4.5. Rocks

Typical size rock material to be left in trail shall not protrude more than three (3) inches from the tread surface except on trail segments where rock gardens and rough surfaces are desirable. All rock embedded in the trail surface should be stable with the exception of the western Quarry Loop which will be left intentionally loose. Excavated rocks over 1 ft in diameter not embedded or buried in the trail surface shall be partially buried along the edge of the trail to serve as “choke” stones to create horizontal sinuosity to the trail and/or to control trail users speed as needed.

4.6. Spoils Stabilization

All excavated materials not used in the trail tread or other trail structures must be stabilized. Spoils should be distributed in a thin layer adjacent to the trail tread. No piles of excavated materials greater than 6” tall shall be left. Care should be taken to avoid placing spoils in drainages or swales. Spoils should be mulched with native leaves and duff to discourage erosion while native seed stocks reestablish.

4.7. Turns

All turns over 90 degrees should have a minimum radius of eight feet and shall be an insloped turn with an entrance and exit rolling grade dip as shown on Drawings. Insloped turns and super elevated turns should be constructed to have good flow for bicycles. Turn design and construction is average speed dependent for the turn location.

4.8. Drainage
All newly constructed tread should be outsloped or crowned three to five percent whenever possible. Where not possible due to limited sidehill grade, insloping at turns, resource concerns, or obstruction, water can be directed down the trail for up to 50 feet before a water diversion location. Lead off ditches will be required in places to drain existing low lying woods roads. These ditches shall be broad with 12" minimum bottoms and side slopes of no more than 2:1 steepness. Inflow and outflow ends of ditches shall be fanned for optimal collection and dispersal of water.

4.9. Rolling Grade Dip / Grade Reversals
Grade reversals shall be located at no more than 100 foot intervals and should have broad drains. All grade reversals must be strongly anchored to discourage short cutting. Minimum length of drain portion is six feet. The rise must be at least 10' long. Differential between bottom of dip and top of rise should fall in the range of 12" - 24". Grade of drain should be at least 15% to encourage self-cleaning. If drain grade exceeds 25%, drain must be armored to discourage erosion. Rolling grade dips must be sited at least 30' uphill from significant turns in order to reduce the effects of unweighting by higher speed users. Exceptions on these dimensions may be made a site-by-site basis to accommodate terrain constraints. Most grade reversal crests should be at or above tree's tension roots, and grade reversal dips preferably outside of the same tree's drip line if possible.

4.10. Knick
A knick re-establishes outslope in the drain of an existing trail segment that already incorporates appropriate grade reversals. Create a knick by shaving a semi-circle in the drain to recreate the grade of the original outflow. Be sure to completely daylight the drain so that it empties completely. If local conditions prevent such outsloping, excavate a basin adjacent to the tread just beyond the drain. Ensure the basin overflows into the surrounding area, not the tread, when it overflows. All basins should appear naturalistic when completed.

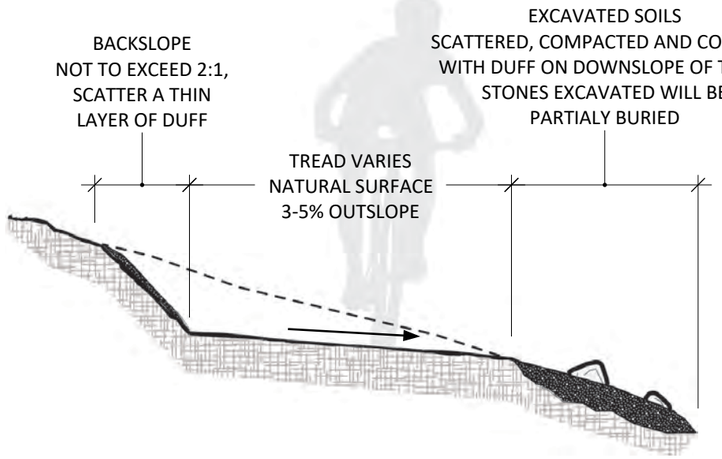
4.11. Rollers
Small rollers (closely sequenced grade reversals) should be developed where feasible and appropriate for the riding experience. Small rollers may be rolled through by beginner and intermediate riders or jumped at higher speeds by more advanced riders.

4.12. Rock Anchors / Corrals
Installed boulders should be installed to control speed, reduce trail widening, and/or to anchor turns and create horizontal flow.

4.13. Finished Condition
Hand finish and grading of trail tread, backslope, down slope spoils, and drainage features shall leave a surface that matches the texture of the surrounding forest floor while enabling water to drain off the trail. All roots ½" and greater shall be trimmed flush with earth. The trail builder shall leave trail and adjacent area in a natural looking condition to the best extent possible.

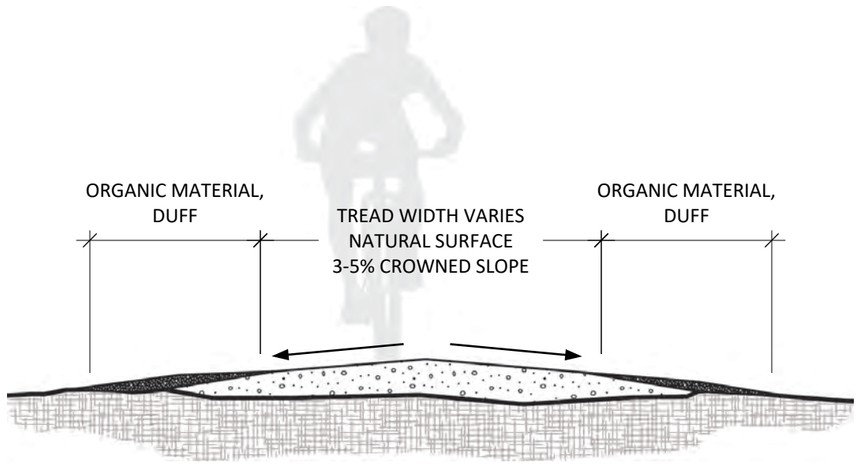
4.14. Technical Trail Features and Alternative Riding Lines
Technical trail features (rock rolls, small jumps, and small drops) may be constructed but should all be constructed as an alternative riding line for less skilled users and so other users have a safe passing zone. If developed, such features should be approved by the Owner and built from soil or dry stacked stone masonry. Fall zones for features will be cleared of loose, sharp rocks or other materials for a distance of at least 10 feet from the feature.

4.15 Test Riding:
Trail builders shall thoroughly test ride all trails and trail features by bike with a rider of the skill level for which trail is designed, to ensure the specified riding experience, design, flow, rhythm, character, and difficulty are achieved. Testing shall be done during the detailed trail alignment process, during construction, and following construction to the extent possible. Trails and features shall be modified and corrected until experiential performance standards are met.



FULL BENCHING - ELEVATION VIEW

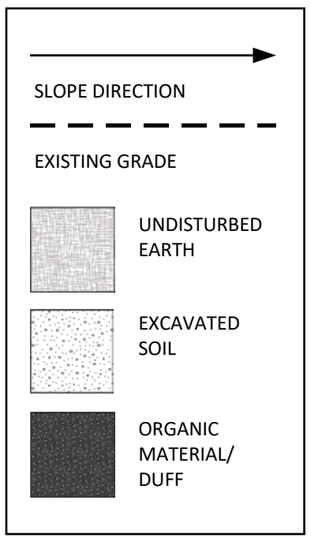
NOT TO SCALE

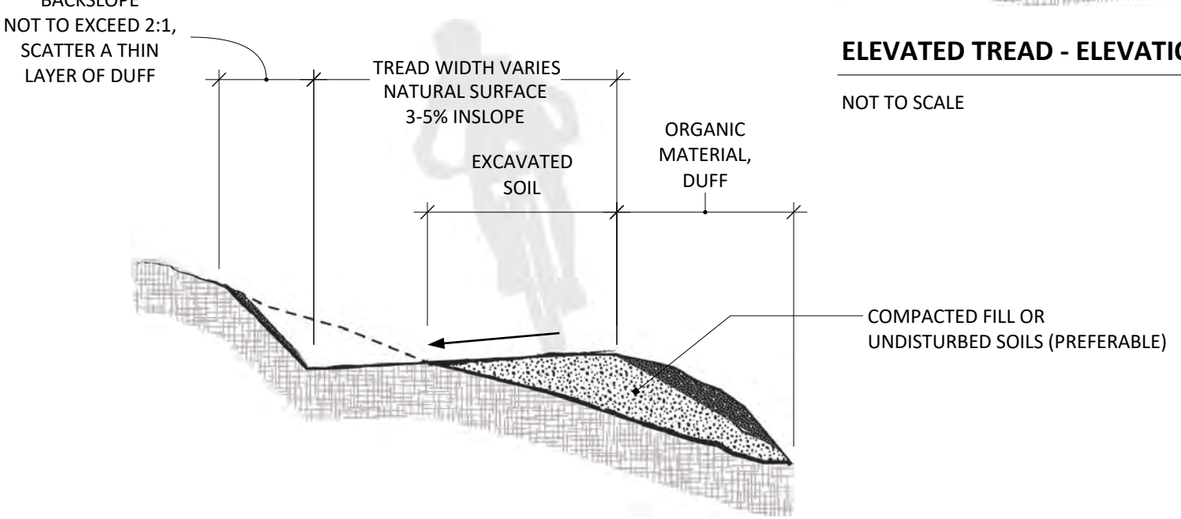


ELEVATED TREAD - ELEVATION VIEW

NOT TO SCALE

LEGEND

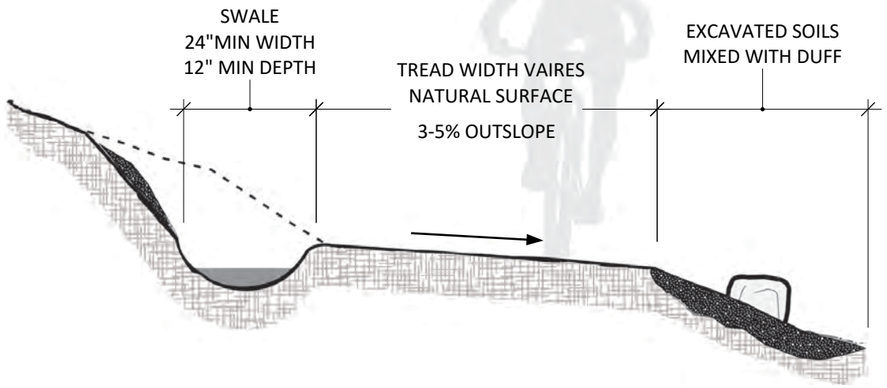




INSLOPED TURN - ELEVATION VIEW

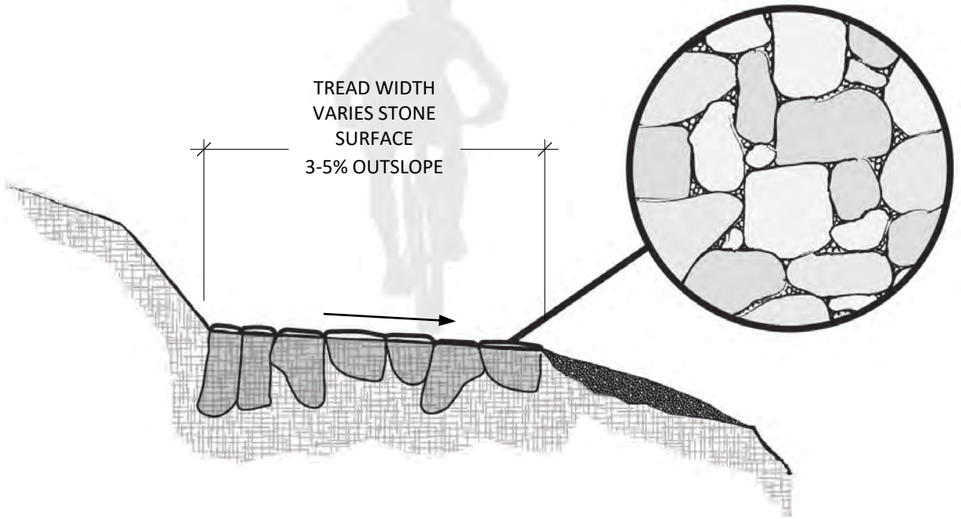
NOT TO SCALE

TAHAWUS TRAILS ◆ LLC	**Olympic Regional Development Authority** Whiteface and Belleayre Intensive Use Areas- Summer Trails	**DRAWING 01: FULL BENCHING** **ELEVATED TREAD** **INSLOPED TURN**	**6.8.2021** *NOT TO SCALE*	**05**



UPHILL SWALE - ELEVATION VIEW

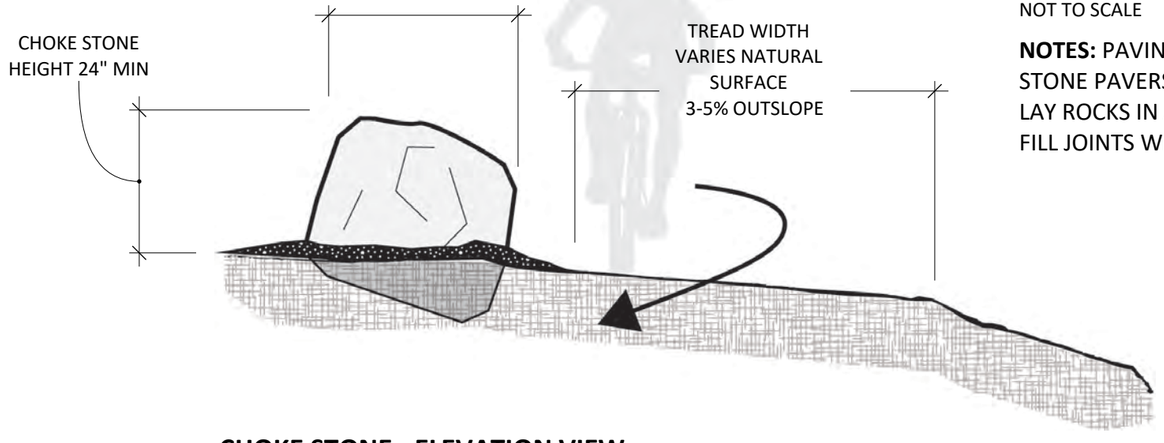
NOT TO SCALE



STONE ARMORING / PAVING - ELEVATION VIEW

NOT TO SCALE

NOTES: PAVING STONES HAVE MIN OF 3 POINTS OF CONTACT.
STONE PAVERS 1" MAX VARIATION IN HEIGHT.
LAY ROCKS IN A RANDOM PATTERN, AVOID RUNNING JOINTS.
FILL JOINTS WITH CRUSHED STONE OR MINERAL SOIL.



CHOKE STONE - ELEVATION VIEW

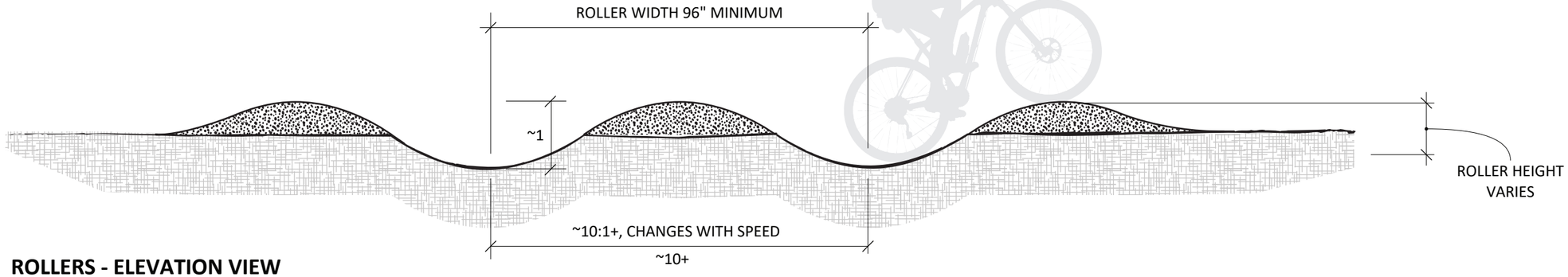
NOT TO SCALE

NOTES: CHOKE STONES ARE USED ON TURNS.

LEGEND

- SLOPE DIRECTION
- EXISTING GRADE
- UNDISTURBED EARTH
- ORGANIC MATERIAL/ DUFF

TAHAWUS TRAILS ◆ LLC	**Olympic Regional Development Authority**	**DRAWING 02: UPHILL SWALE STONE ARMORING/PAVING CHOKE STONE**	**6.8.2021**	**06**
	Whiteface and Belleayre Intensive Use Areas- Summer Trails		*NOT TO SCALE*	



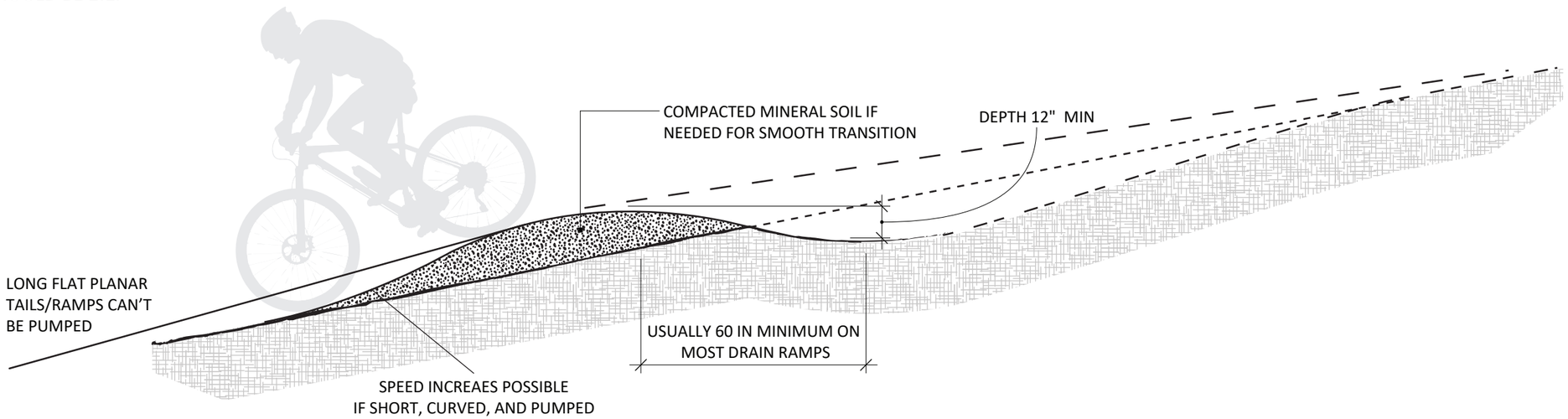
ROLLERS - ELEVATION VIEW

NOT TO SCALE

NOTES: SIDE SLOPES OF ROLLERS SHOULD BE 2:1.

LEGEND

- CREST TO TROUGH/DIP GRADE
- CREST TO CREST GRADE
- EXISTING GRADE
- UNDISTURBED EARTH
- EXCAVATED SOIL

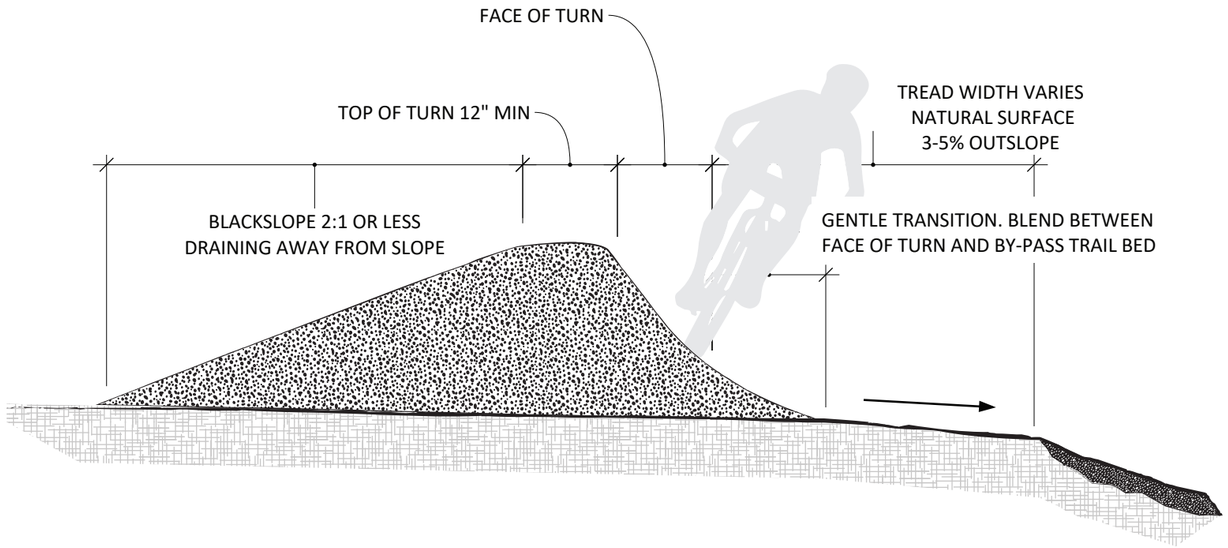


GRADE REVERSAL/ROLLING GRADE DIP - ELEVATION VIEW

NOT TO SCALE

NOTES: MINIMUM DISTANCE VARIES ACCORDING TO TRAIL GRADE. ENSURE SMOOTH TRANSITIONS.

TAHAWUS TRAILS ◆ LLC	Olympic Regional Development Authority	DRAWING 03 **ROLLERS** **GRADE REVERSAL/ROLLING GRADE DIP**	6.8.2021	07
	Whiteface and Belleayre Intensive Use Areas- Summer Trails		*NOT TO SCALE*	



BERM - ELEVATION VIEW

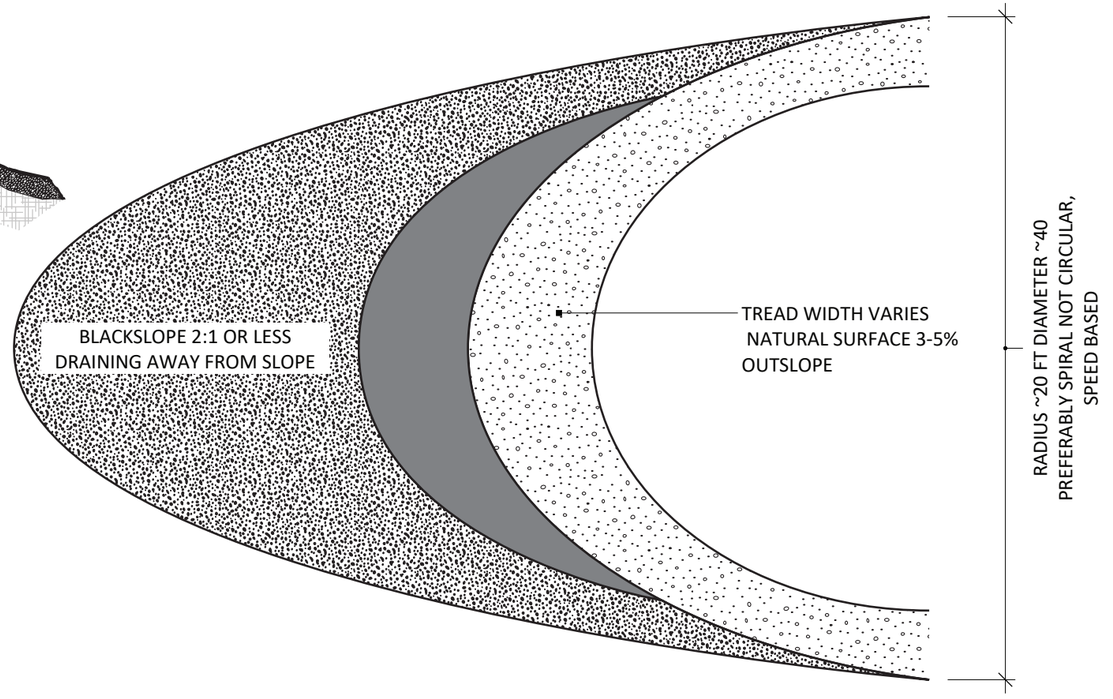
NOT TO SCALE

NOTES:

- BACKSLOPE TO BE COMPACTED IN MAXIMUM 6" LIFTS.
- TURNS SHALL BE BLENDED INTO EXISTING FEATURES OF THE SITE USING DUFF NATURALIZATION TECHNIQUES.
-ALL TURNS SHALL HAVE A ROLLING GRADE DIP INSTALLED NO MORE THAN 30 FEET PRIOR TO START OF TURN AND A ROLLING GRADE DIP NO MORE THAN 30 FEET AFTER THE END OF THE TURN.
- ELEVATED BERMS SHALL EXTEND SUFFICIENTLY INTO DOWN HILL LEG OF TURN TO SAFELY GUIDE USERS INTO THE NEXT BENCHED TRAIL SECTION, AS DIRECTED BY THE OWNER OR THE OWNER'S REPRESENTATIVE.
- MINIMUM TURN RADIUS SHALL BE 10 FEET, ALTHOUGH ACTUAL TURN SIZES, LOCATIONS, LENGTHS, AND THE TOTAL AREA OF DISTURBANCE SHALL BE FIELD DETERMINED BY CONTRACTOR AND THE OWNER OR THE OWNER'S REPRESENTATIVE PRIOR TO CONSTRUCTION.
- STEEPNESS SHOULD BE MAX BASED ON SOIL TYPE, ESPECIALLY IF OVER 3 FEET HIGH.
- G-FORCE SHOULD BE A MAX OF 5, KEEP CLOSER TO 3- BASED ON CURVE RADIUS AND SPEEDS
- SLIDING CAN BE LOWERED IF FACE ANGLES ARE STEEP ENOUGH FOR SPEEDS AND G'S RESTRICT SLIDING OR SKIDDING

LEGEND

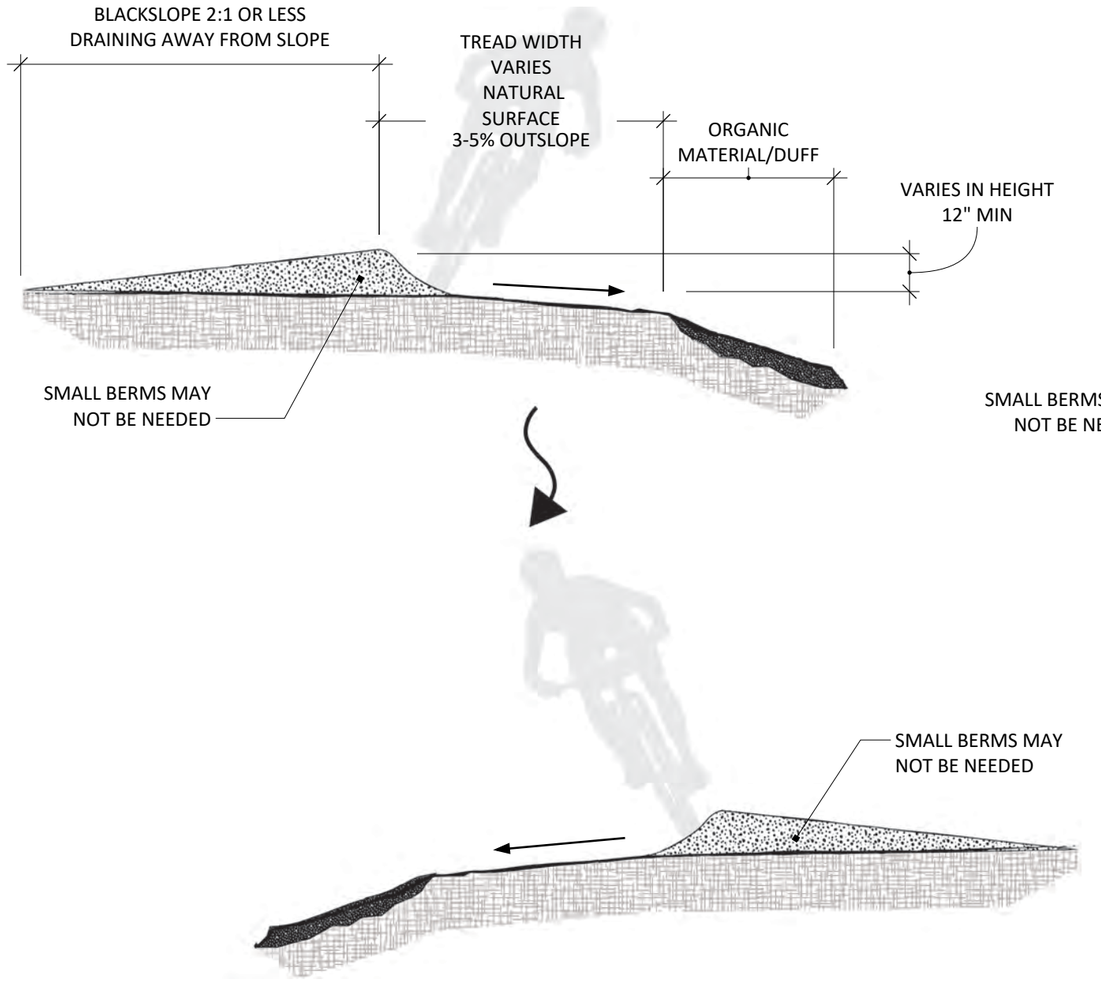
- SLOPE DIRECTION
- EXISTING GRADE
- UNDISTURBED EARTH
- EXCAVATED SOIL
- ORGANIC MATERIAL/ DUFF



BERM - PLAN VIEW

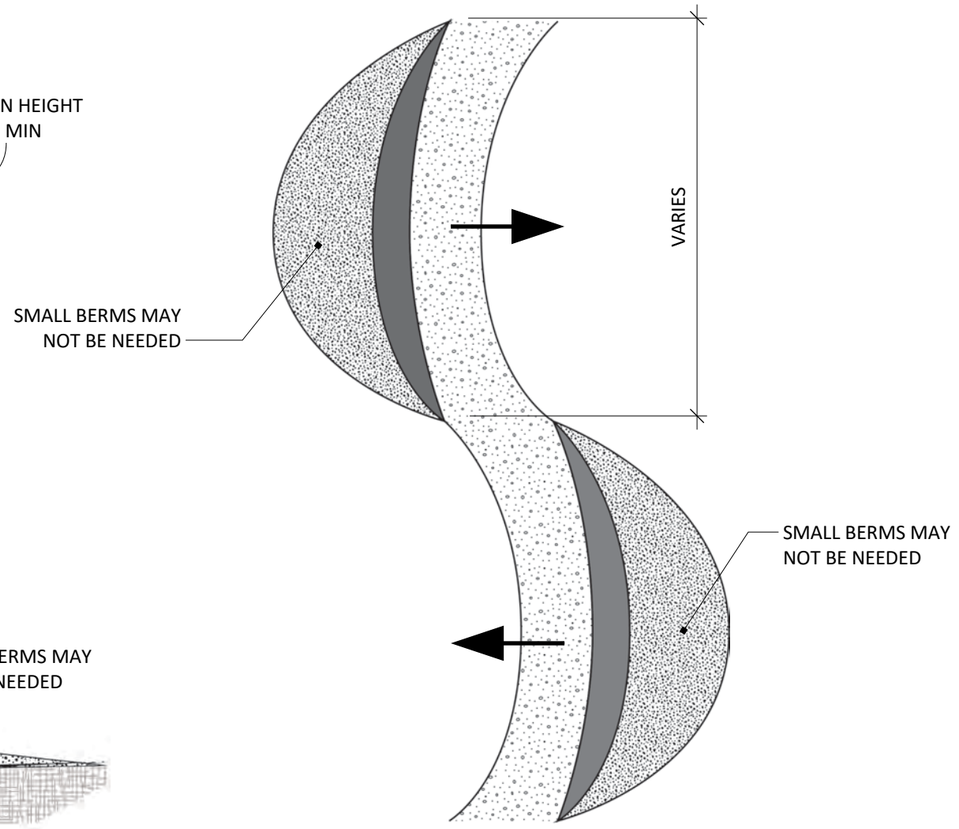
NOT TO SCALE

TAHAWUS TRAILS ◆ LLC	Olympic Regional Development Authority Whiteface and Belleayre Intensive Use Areas- Summer Trails	DRAWING 04: **BERM**	6.8.2021 *NOT TO SCALE*	08



CAMBERED TURN - ELEVATION VIEW

NOT TO SCALE



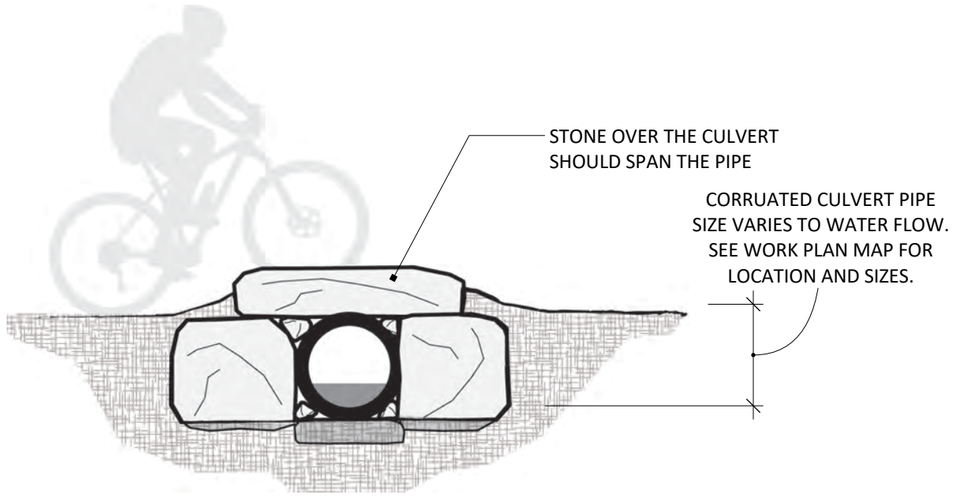
CAMBERED TURN - PLAN VIEW

NOT TO SCALE

LEGEND

- SLOPE DIRECTION
- EXISTING GRADE
- UNDISTURBED EARTH
- EXCAVATED SOIL
- ORGANIC MATERIAL/ DUFF

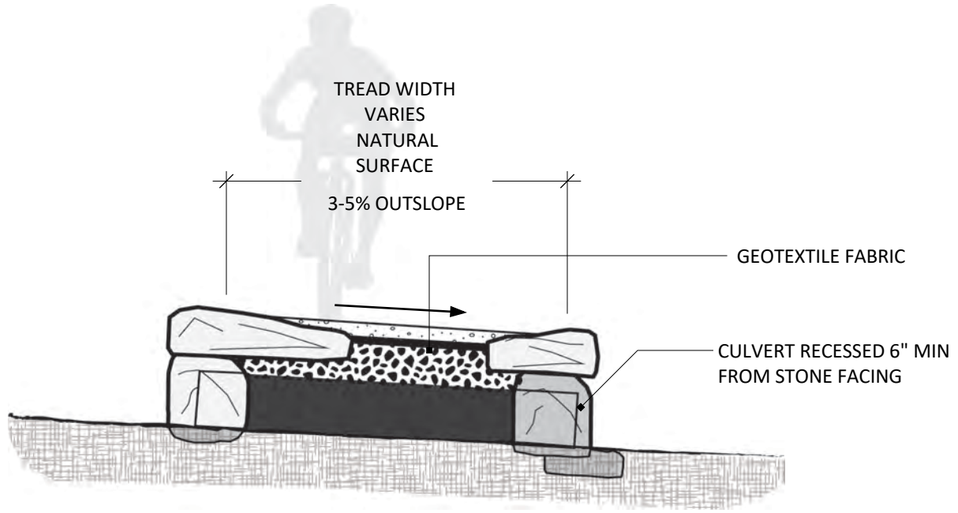
TAHAWUS TRAILS ◆ LLC	**Olympic Regional Development Authority**	**DRAWING 05: CAMBERED TURN**	**6.8.2021**	09
	Whiteface and Belleayre Intensive Use Areas- Summer Trails		*NOT TO SCALE*	



CULVERT - END VIEW

NOT TO SCALE

NOTES: STONES SHOULD BE SET SIMILAR TO CRIB WALL, SET TIGHT WITH LARGER STONES AS TOP COURSE AND HIDE THE CULVERT PIPE ON ALL SIDES.



CULVERT - ELEVATION VIEW

NOT TO SCALE

NOTES: GEOTEXTILE WRAPS AROUND CULVERT AND AGAINST THE BACK OF THE STONES.
INSTALL LARGE STONE UNDER THE END OF CULVERT TO PREVENT UNDERCUTTING.

LEGEND

SLOPE DIRECTION

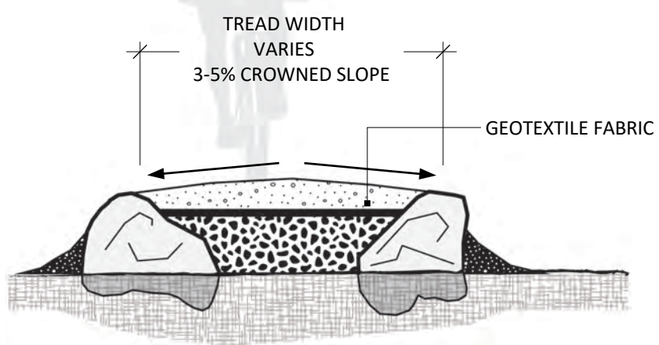
EXISTING GRADE

UNDISTURBED EARTH

EXCAVATED SOIL

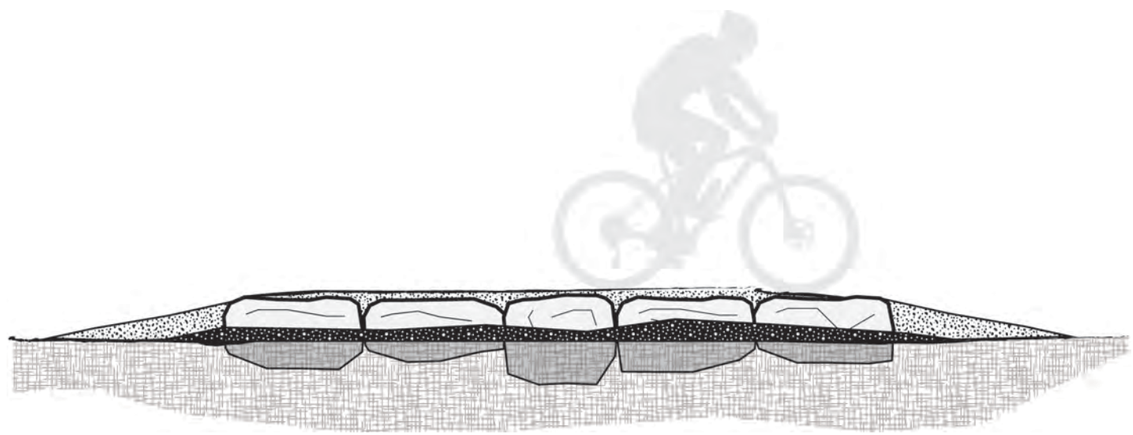
ORGANIC MATERIAL/ DUFF

CRUSHED STONE



STONE TURNPIKE - ELEVATION VIEW

NOT TO SCALE



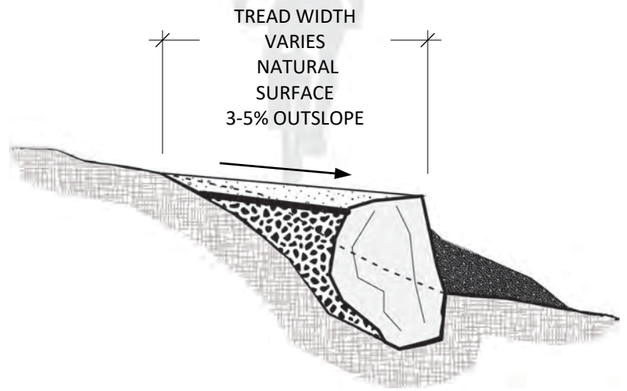
STONE TURNPIKE - END VIEW

NOT TO SCALE

TAHAWUS TRAILS ◆ LLC	**Olympic Regional Development Authority** Whiteface and Belleayre Intensive Use Areas- Summer Trails	**DRAWING 06: CULVERT STONE TURNPIKE**	**6.8.2021** *NOT TO SCALE*	**10**

STONE CRIBWALL (SINGLE-TIER) - END VIEW

NOT TO SCALE



STONE CRIBWALL (SINGLE-TIER) - ELEVATION VIEW

NOT TO SCALE

LEGEND

SLOPE DIRECTION

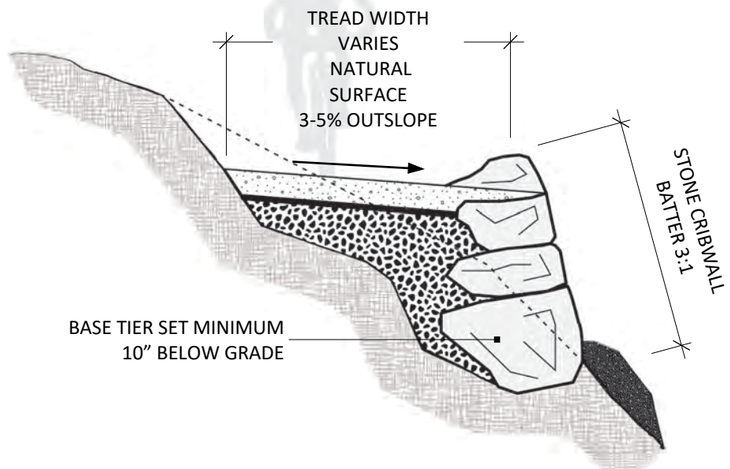
EXISTING GRADE

UNDISTURBED EARTH

EXCAVATED SOIL

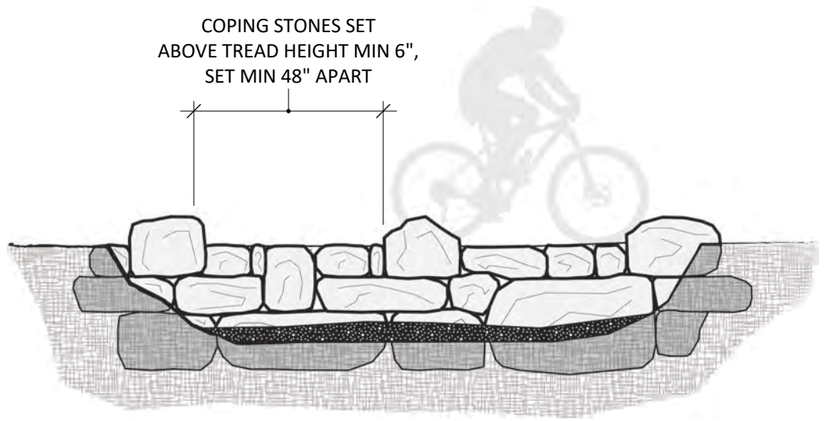
ORGANIC MATERIAL/ DUFF

CRUSHED STONE



STONE CRIBWALL (MULTI-TIER) - ELEVATION VIEW

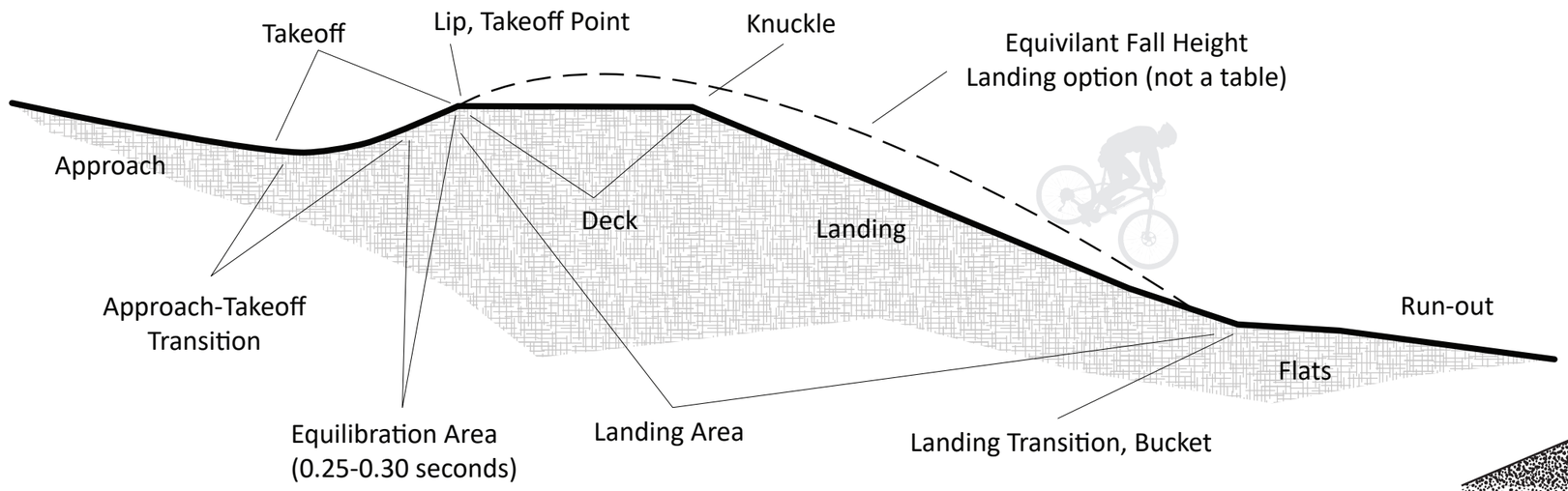
NOT TO SCALE

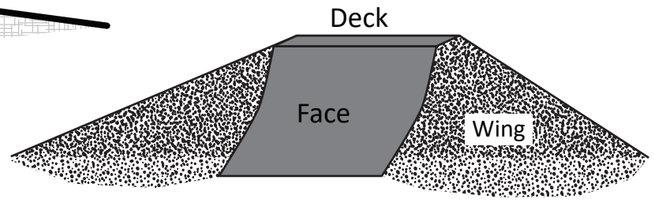


STONE CRIBWALL (MULTI-TIER) - END VIEW

NOT TO SCALE

TAHAWUS TRAILS ◆ LLC	**Olympic Regional Development Authority** Whiteface and Belleayre Intensive Use Areas- Summer Trails	**DRAWING 07: STONE CRIBWALL SINGLE AND MULTI-TIER**	**6.8.2021** *NOT TO SCALE*	**11**

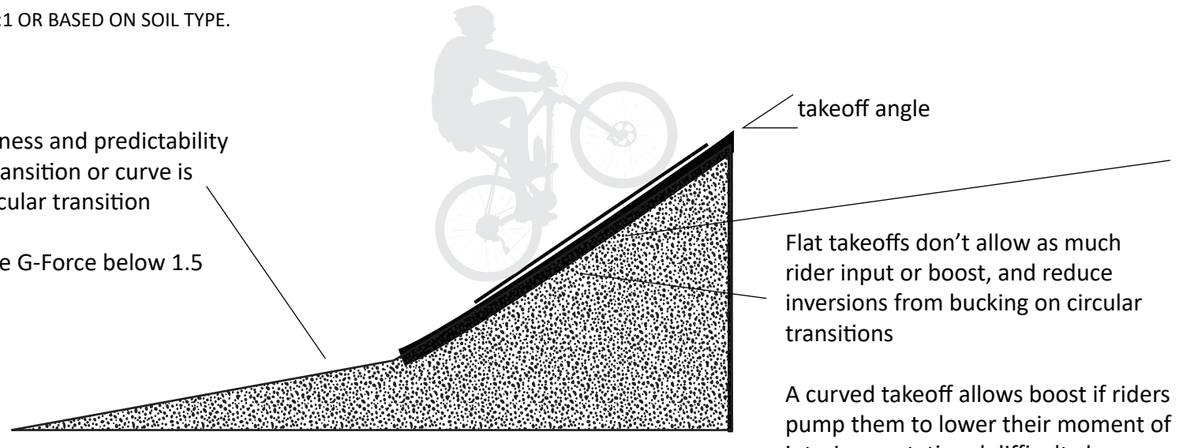




JUMP TERMINOLOGY- ELEVATION VIEW

NOT TO SCALE- Diagram and notes adapted from: "A design rationale for safer terrain park jumps that limit equivalent fall height"

NOTES: SIDE SLOPES OR WINGS OF JUMPS SHOULD BE 2:1 OR BASED ON SOIL TYPE.



To increase smoothness and predictability a clothoid (spiral) transition or curve is preferred over a circular transition

Curves that keep the G-Force below 1.5 are preferred

Flat takeoffs don't allow as much rider input or boost, and reduce inversions from bucking on circular transitions

A curved takeoff allows boost if riders pump them to lower their moment of interia or rotational difficulty by shrinking the radius

Takeoff length = average takeoff speeds that dictate a 0.25- 0.30 second equilibration length

	eq time (sec)	eq time (sec)
	0.25	0.30
speed	eq distance	eq distance
mph	ft	ft
10	3.67	4.40
15	5.50	6.60
20	7.33	8.80
25	9.17	11.00
30	11.00	13.20

LEGEND

EXISTING GRADE

UNDISTURBED EARTH

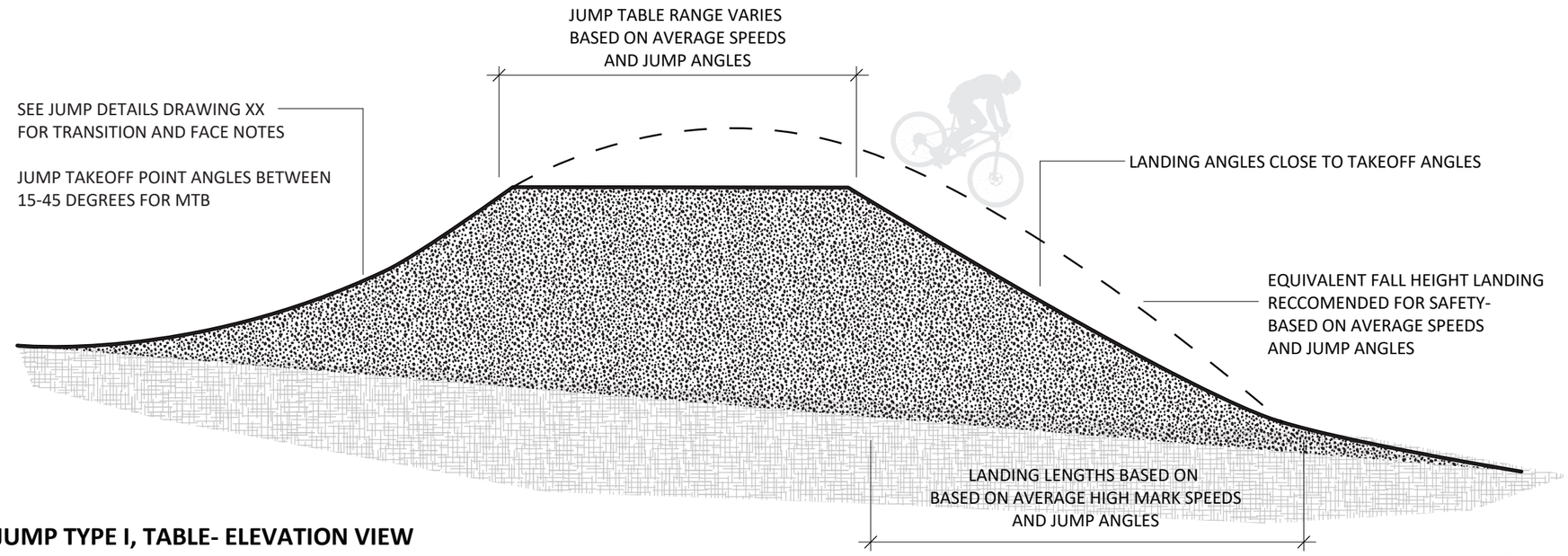
EXCAVATED SOIL

JUMP FACE DETAILS - ELEVATION VIEW

NOT TO SCALE

NOTES: MINIMUM DISTANCE VARIES ACCORDING TO TRAIL GRADE. ENSURE SMOOTH TRANSITIONS.

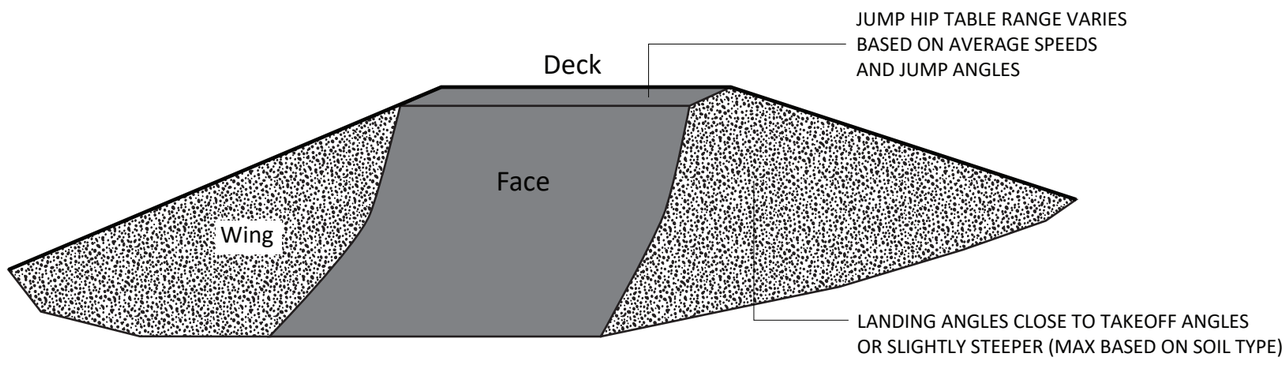
TAHAWUS TRAILS ◆ LLC	Olympic Regional Development Authority	DRAWING 08	6.8.2021	12
	Whiteface and Belleayre Intensive Use Areas- Summer Trails	**JUMPS TERMINOLOGY/FACE DETAILS**	*NOT TO SCALE*	



JUMP TYPE I, TABLE- ELEVATION VIEW

NOT TO SCALE

NOTES: SIDE SLOPES OR WINGS OF JUMPS SHOULD BE 2:1 OR BASED ON SOIL TYPE. DISTANCES BETWEEN JUMPS VARIES WITH SPEED AND COMFORTABLE SET UP TIME, TYPICAL 70 FEET OR MORE



JUMP II, HIP - FRONT VIEW

NOT TO SCALE

NOTES: INCLUDE DRAINAGE FEATURE PER BEST PRACTICES AFTER LANDING ZONE AS THE WATERSHED IS LARGER.

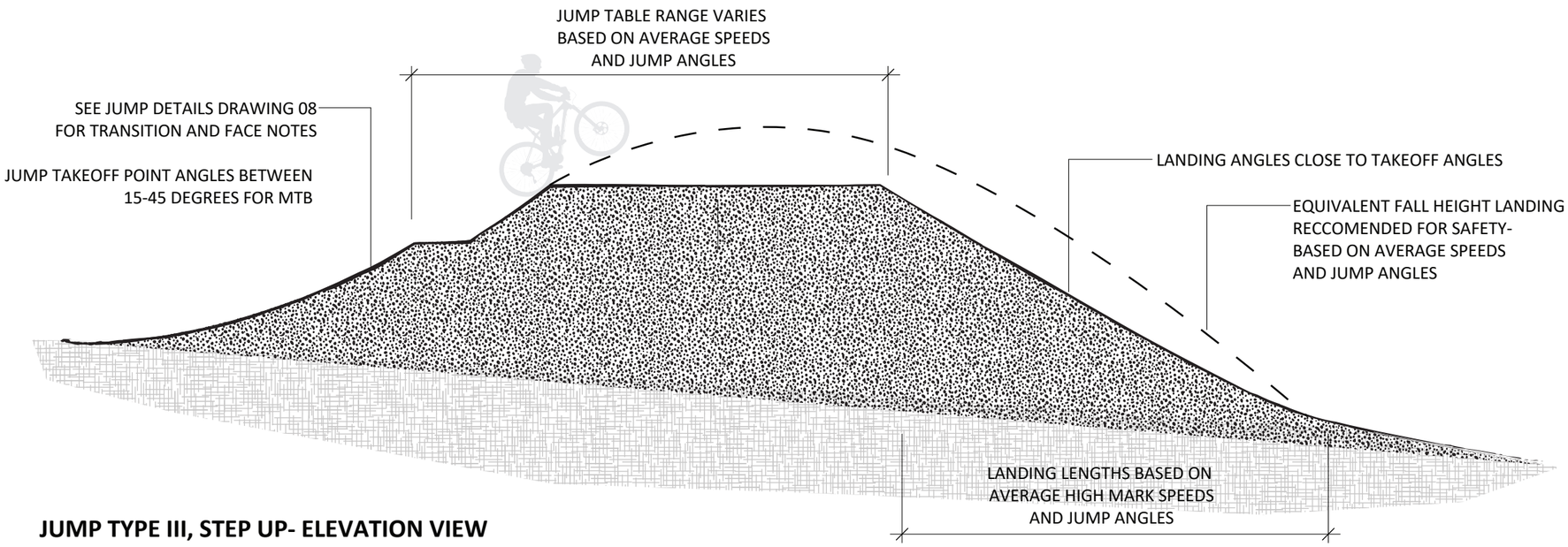
LEGEND

EXISTING GRADE

UNDISTURBED EARTH

EXCAVATED SOIL

TAHAWUS TRAILS ◆ LLC	Olympic Regional Development Authority	DRAWING 09	6.8.2021	13
	Whiteface and Belleayre Intensive Use Areas- Summer Trails	**JUMPS TYPE I and II TABLE/HIP**	*NOT TO SCALE*	



JUMP TYPE III, STEP UP- ELEVATION VIEW

NOT TO SCALE

NOTES:

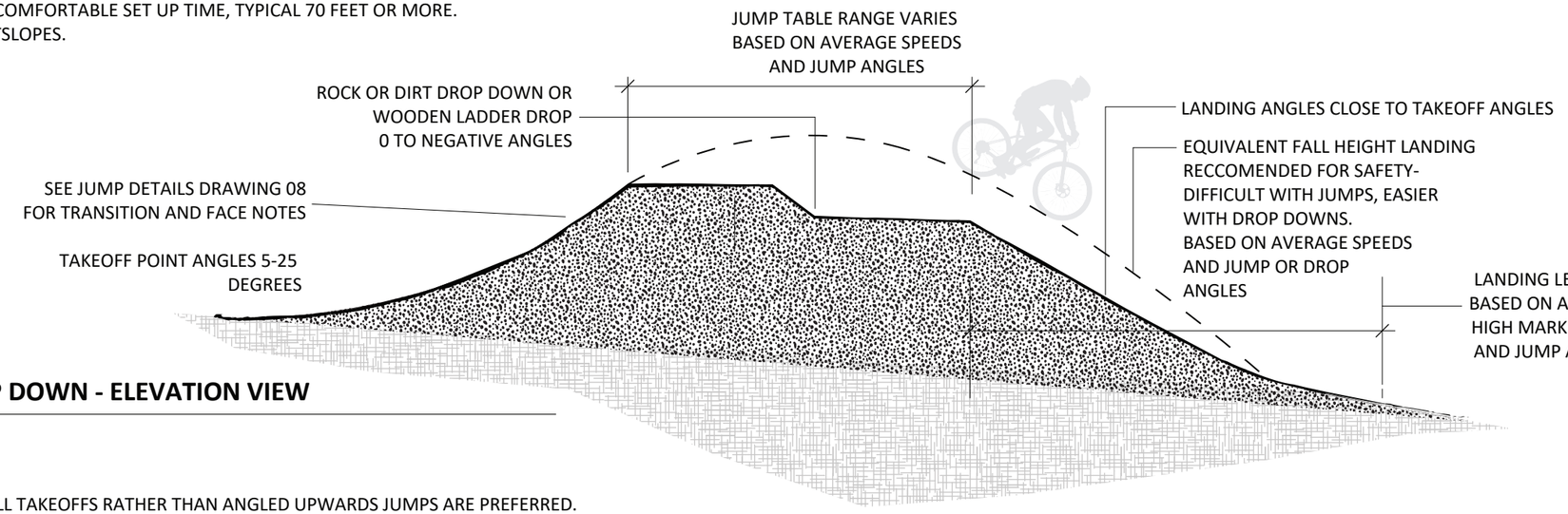
- SIDE SLOPES OR WINGS OF JUMPS SHOULD BE 2:1 OR BASED ON SOIL TYPE.
  DISTANCES BETWEEN JUMPS VARIES WITH SPEED AND COMFORTABLE SET UP TIME, TYPICAL 70 FEET OR MORE.
- ENSURE TABLES DRAIN WITH 2-5% CROWNING OR OUTSLOPES.

LEGEND

EXISTING GRADE

UNDISTURBED EARTH

EXCAVATED SOIL



JUMP IV, STEP DOWN - ELEVATION VIEW

NOT TO SCALE

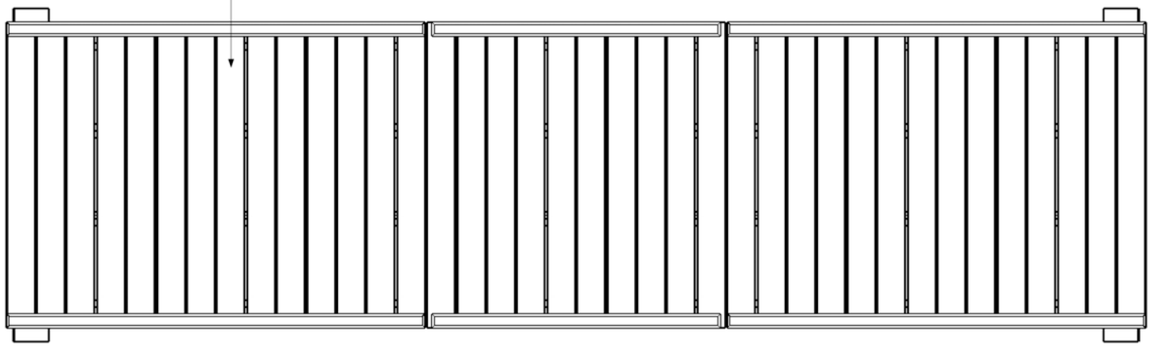
NOTES:

- FLAT OR DOWNHILL TAKEOFFS RATHER THAN ANGLED UPWARDS JUMPS ARE PREFERRED.
- ENSURE TABLES DRAIN WITH 2-5% CROWNING OR OUTSLOPES.

TAHAWUS TRAILS ◆ LLC	Olympic Regional Development Authority	DRAWING 10	6.8.2021	14
	Whiteface and Belleayre Intensive Use Areas- Summer Trails	**JUMPS TYPE III and IV STEP UP/STEP DOWN**	*NOT TO SCALE*	

DECKING IS 2”X 6” ROUGH-SAWN BLACK LOCUST SPACED 1/2” TO 3/4” APART

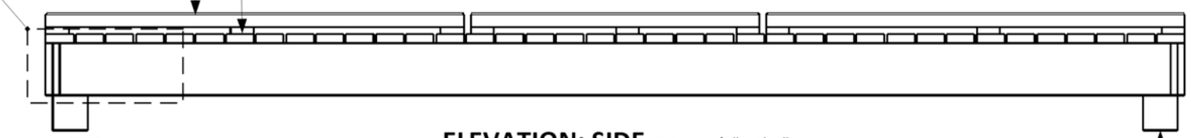
PLAN VIEW, INCLUDES DECKING & CURBS SCALE=3/8” : 1’-0”



CURBS ARE 3”X 3” ROUGH-SAWN LOCUST, TOP EDGES ROUTED WITH 1/2” RADIUS ROUND-OVER BIT OR 6" ROUND LOCUST (SAPWOOD REMOVED)

SEE DETAIL 1

CURBS MOUNTED ON 1 1/2”X 5” OR 1 1/2”X 6” BLACK LOCUST BLOCKS AS NEEDED TO PROVIDE DRAINAGE



ELEVATION: SIDE SCALE=3/8” : 1’-0”

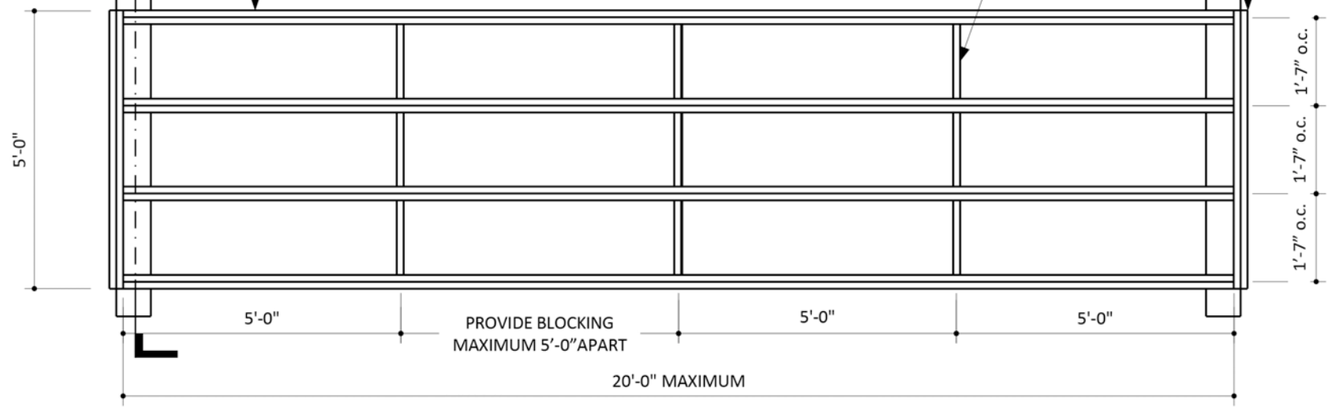
SILLS ARE PT SYP 8”X 8” TIMBERS

SECTION A

EACH STRINGER CONSISTS OF (2) PT SYP 2 X 12’S, LAMINATED AS SHOWN IN DETAIL 1, FASTENED TO SILLS AS SHOWN IN SECTION A

BLOCKING AND END CAPS ALSO PT SYP 2 X 12 STOCK

ADDITIONAL “ROT BOARD” ADDED TO ENDS

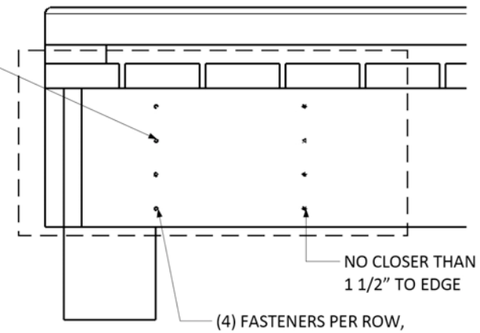


FRAMING PLAN SCALE=3/8” : 1’-0”

DETAIL 1: STRINGER LAMINATION FASTENER PATTERN

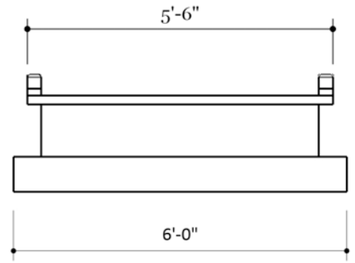
SCALE= 1” : 1’-0”

FASTENERS MAY BE EITHER 16d GALVANIZED NAILS OR 3” COATED STRUCTURAL SCREWS



NO CLOSER THAN 1 1/2” TO EDGE

(4) FASTENERS PER ROW, ROWS 1’-0” APART

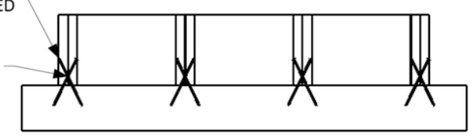


ELEVATION: END

SCALE=3/8” : 1’-0”

EACH STRINGER END FASTENED TO SILL WITH (2) 8” STRUCTURAL SCREWS, PILOT HOLES DRILLED

KEEP FASTENERS 1 1/2” MINIMUM FROM SILL EDGE



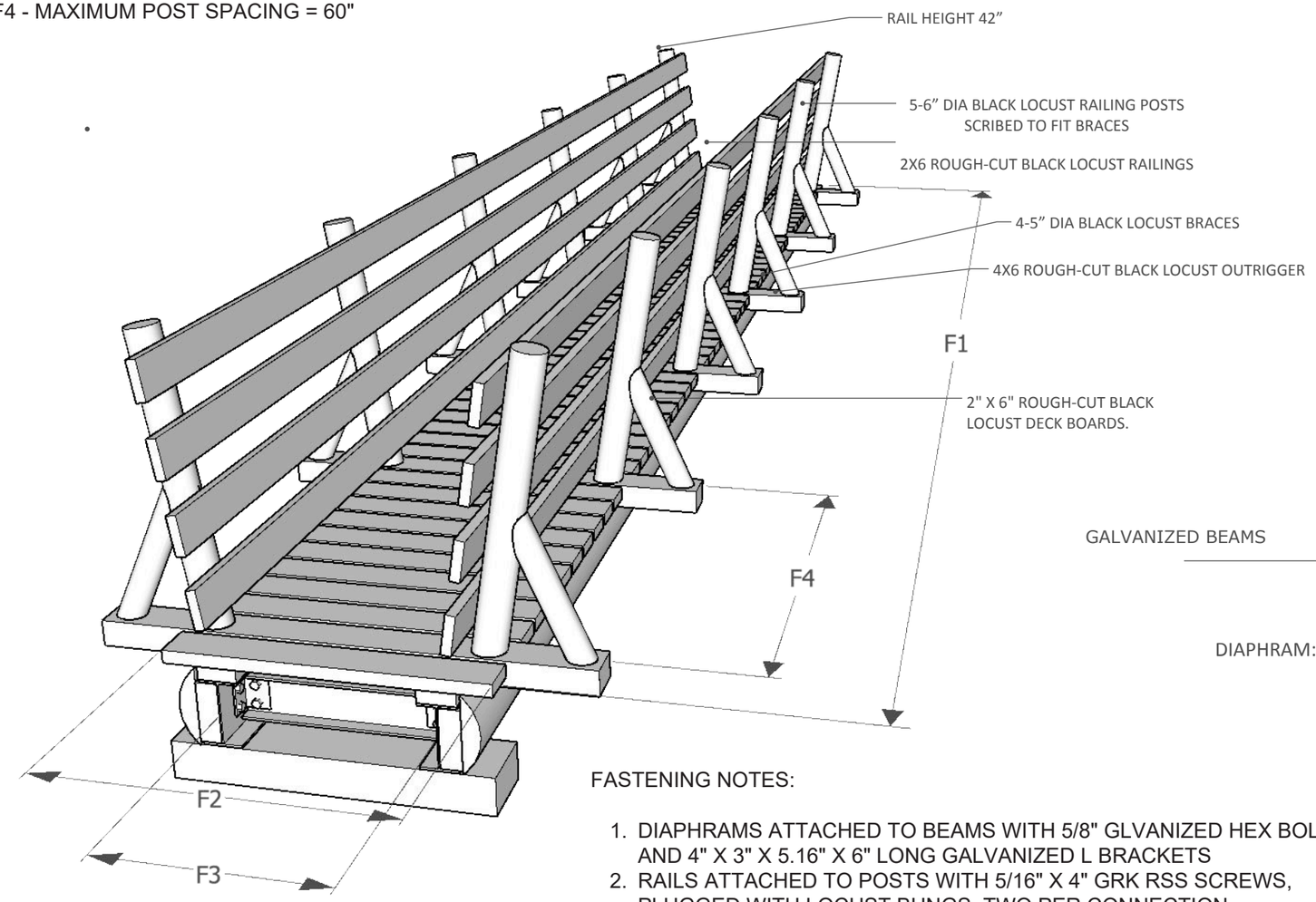
SECTION A: FASTENING TO SILL

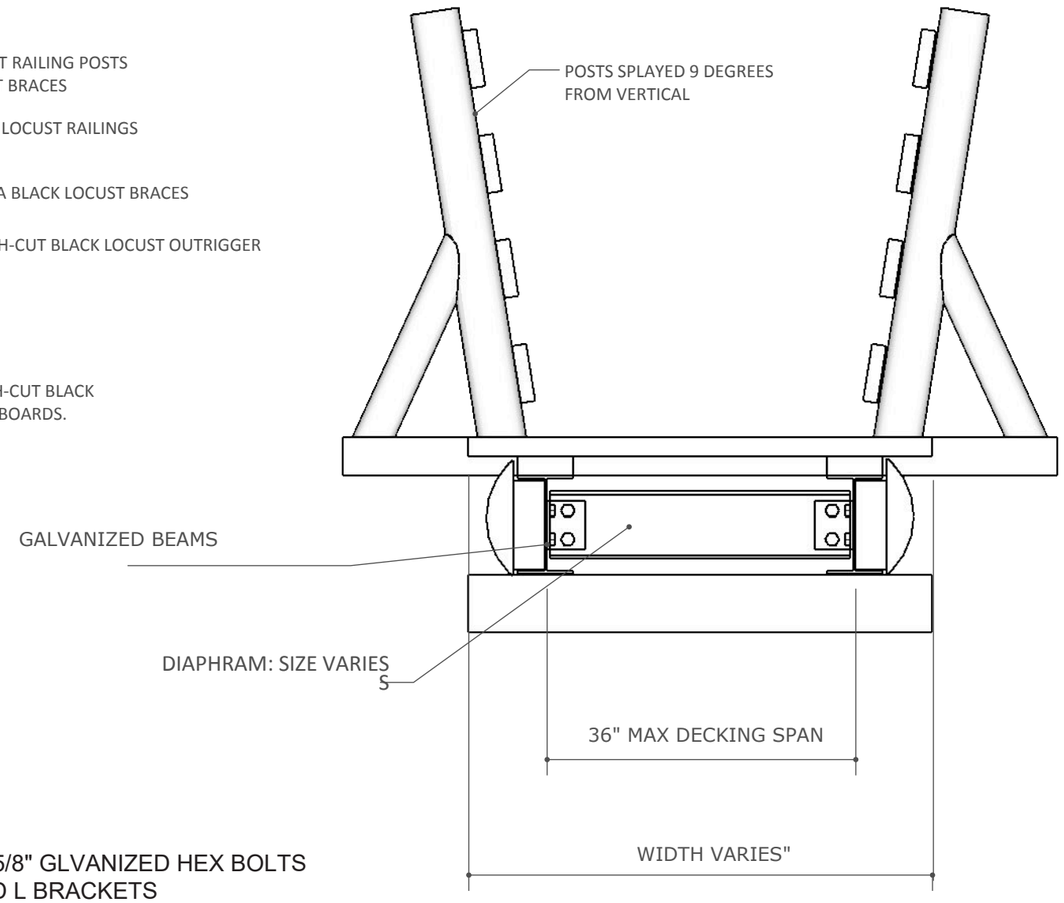
SCALE= 1/2” : 1’-0”

*LOCUST LUMBER CAN BE SUBSTITUTED WITH OTHER ROT RESISTANT DURABLE SPECIES WITH SIMILAR STRENGTH CAPACITIES IF APPROVED BY ORDA

TAHAWUS TRAILS ◆ LLC	**Olympic Regional Development Authority**	**DRAWING 11: 16'-0" / 20'-0" BRIDGE WITH CURBING**	**6.8.2021**	**15**
	Whiteface and Belleayre Intensive Use Areas- Summer Trails		*NOT TO SCALE*	

F1 - 20 FT TO 50 FT SPANS
F2 - CLEAR WIDTH VARIES 48" TO 96"
F3 - MAXIMUM DECKING SPAN = 36"
F4 - MAXIMUM POST SPACING = 60"



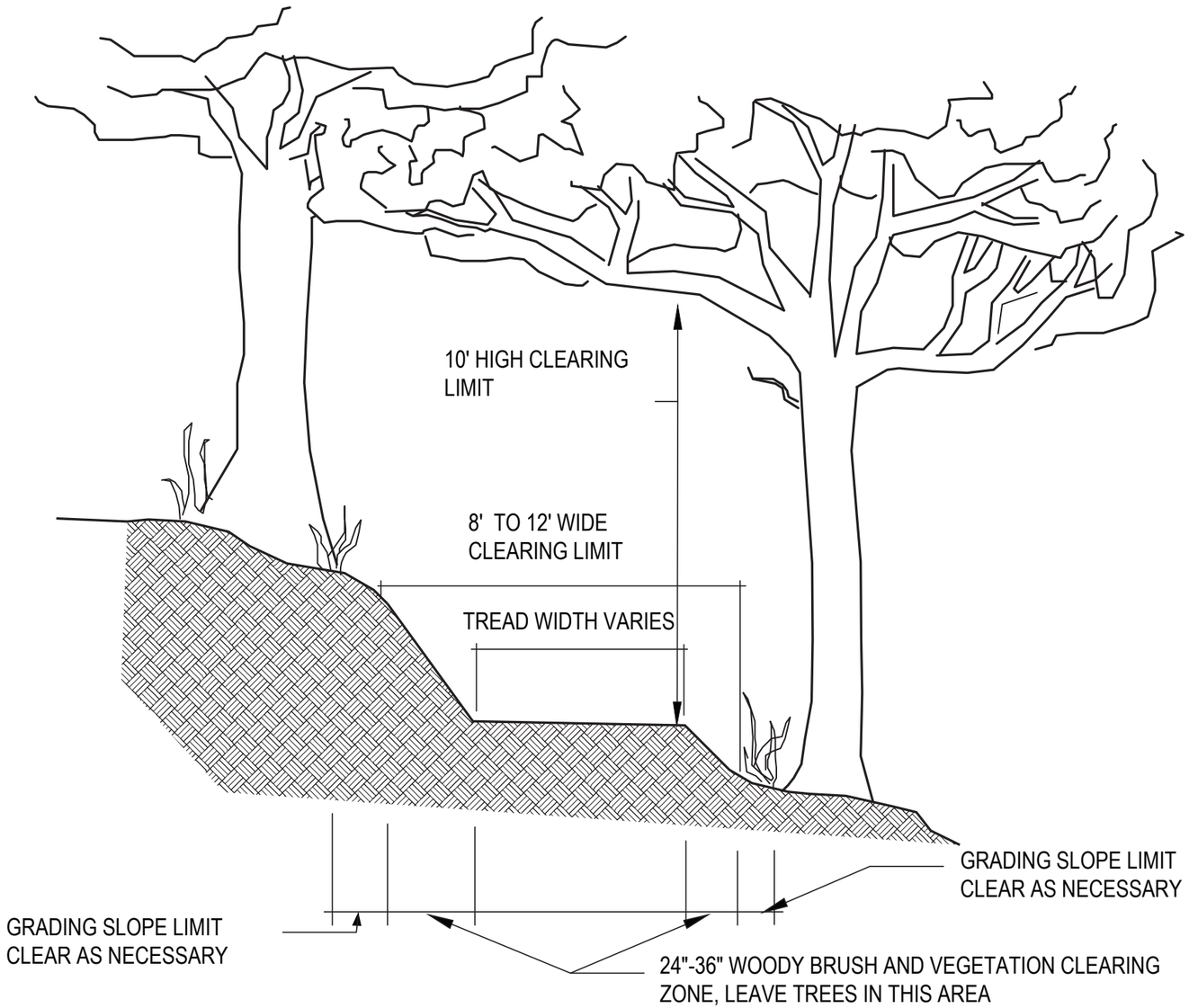


FASTENING NOTES:

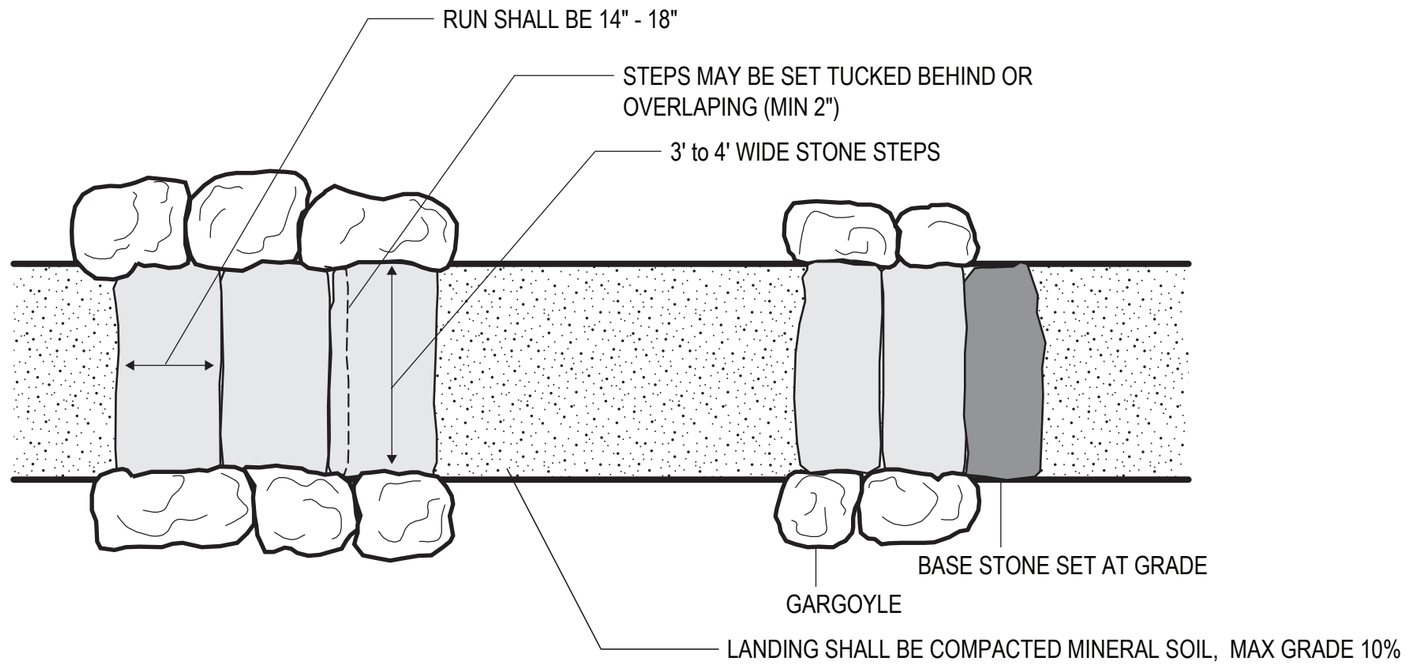
1. DIAPHRAMS ATTACHED TO BEAMS WITH 5/8" GLVANIZED HEX BOLTS AND 4" X 3" X 5.16" X 6" LONG GALVANIZED L BRACKETS
2. RAILS ATTACHED TO POSTS WITH 5/16" X 4" GRK RSS SCREWS, PLUGGED WITH LOCUST BUNGS, TWO PER CONNECTION
3. POSTS AND BRACES, ATTACHED WITH 3/8" X 8" GRK RSS SCREWS, TWO PER CONNECTION
4. OUTRIGGERS AND NAILERS FASTENED TO BEAMS WITH 1/2" GALVANIZED CARRIAGE BOLTS.

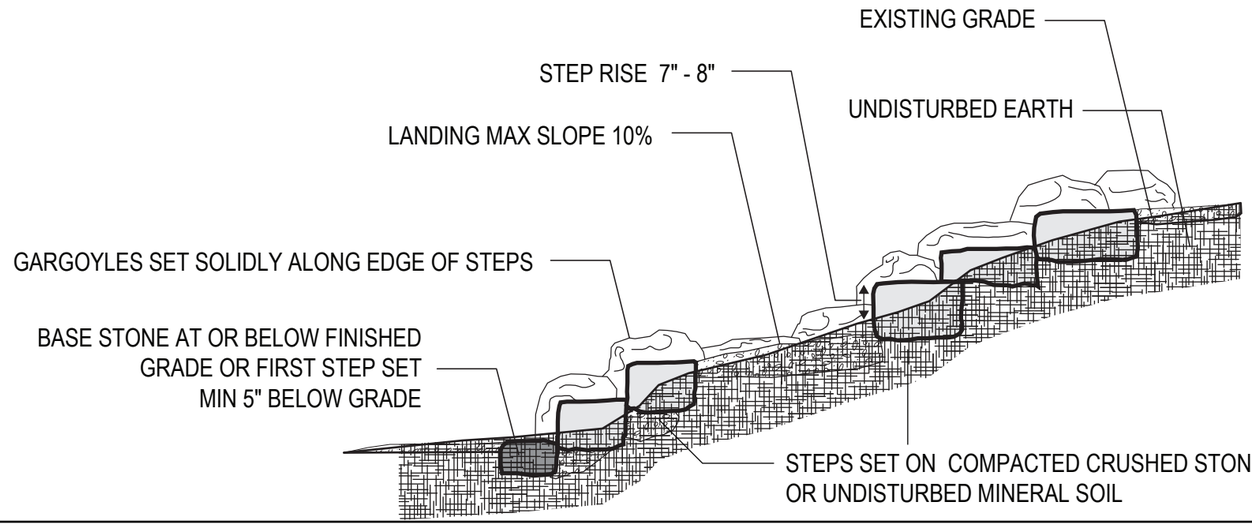
NOT TO SCALE

*LOCUST LUMBER CAN BE SUBSTITUTED WITH OTHER ROT RESISTANT DURABLE SPECIES WITH SIMILAR STRENGTH CAPACITIES IF APPROVED BY ORDA



TAHAWUS TRAILS ◆ LLC	**Olympic Regional Development Authority** Whiteface and Belleayre Intensive Use Areas- Summer Trails	**DRAWING 14** **CORRIDOR CLEARING**	**6.8.2021** *NOT TO SCALE*	**17**





TAHAWUS TRAILS ◆ LLC	5 **Olympic Regional Development Authority** ~~NOT TO SCALE~~ Whiteface and Belleayre Intensive Use Areas- Summer Trails	**DRAWING 15 - STONE STEPS (FOR HIKING TRAILS)**	**6.8.2021** *NOT TO SCALE*	18

Exhibit 6
Initial Stormwater Assessment for Expanded NYSEF Building

The LA GROUP
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Saratoga Springs
NY 12866
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MEMO

TO: **Kevin Franke**

FROM: **Brett Strom, P.E.**

DATE: **4/30/2021**

RE: **NYSEF Building Addition Stormwater Evaluation - Whiteface Mountain**

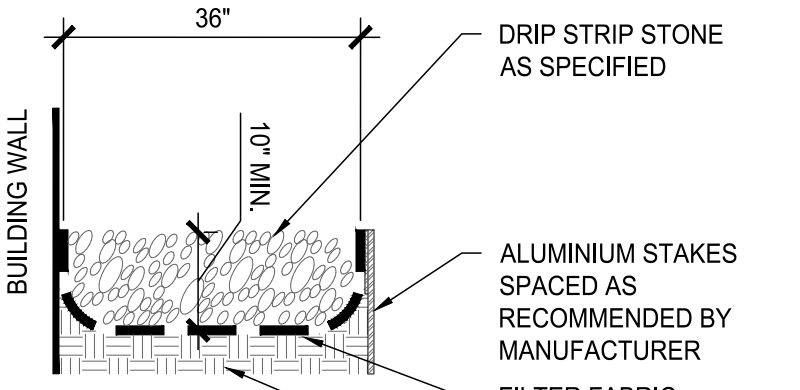
NYSEF wishes to construct a 70' x 25', 2-floor addition to the existing NYSEF building at Whiteface Mountain. Stormwater runoff from the building will have a net increase due to the increase in impervious area. The building addition alone does not require post construction management practice as the total disturbance does not exceed the NYSDEC Stormwater General Permit for Construction Activities (GP-0-20-001) threshold of 1.0 acre. If the building addition is to be part of a larger project onsite that has a total disturbance of greater than 1 acre, ORDA will be required to obtain coverage under the Stormwater General Permit for Construction Activities, implement a Stormwater Pollution Prevention Plan (SWPPP) and install post construction stormwater practices to meet the predevelopment stormwater runoff rates at the site.

If post construction stormwater practices are required on site, test pits should be completed at the NYSEF expansion area to determine the infiltration rates of the underlying soil. Results of the test pits will determine if an infiltration practice can be installed adjacent to the building or if the runoff from the building addition will require conveyance of to a separate stormwater practice onsite.

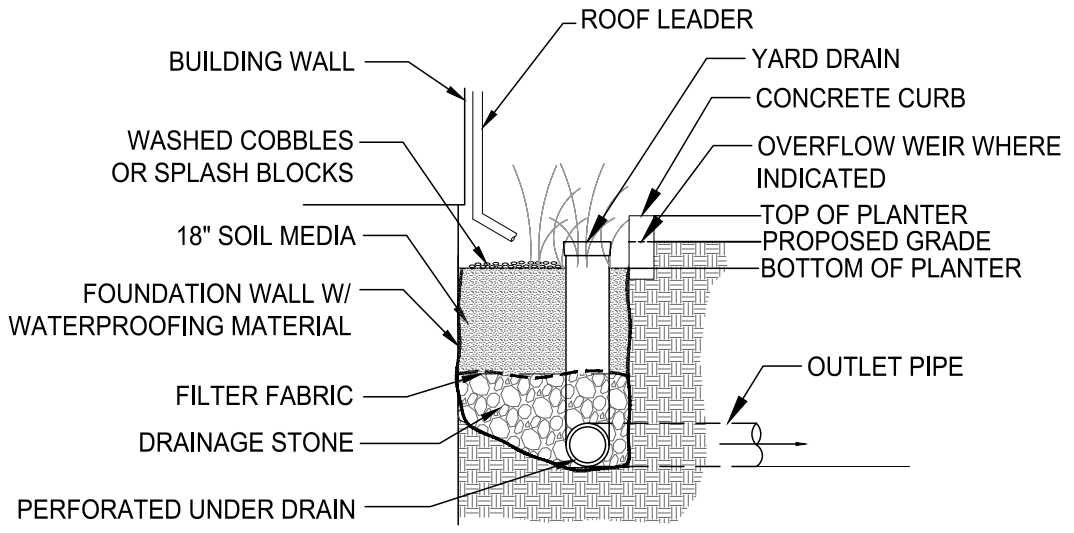
Prior to construction, erosion and sediment control practices will be required to prevent erosion of disturbed soils from reaching the nearby stream (i.e. silt fencing). These practices are to be monitored throughout the duration of construction and only removed once the contributing watershed has reach final stabilization in accordance with the NYSDEC stormwater permit.

See the attached Figure showing the proposed NYSEF building addition, conceptual stormwater management practices and erosion and sediment control practices that would be required to complete the construction.

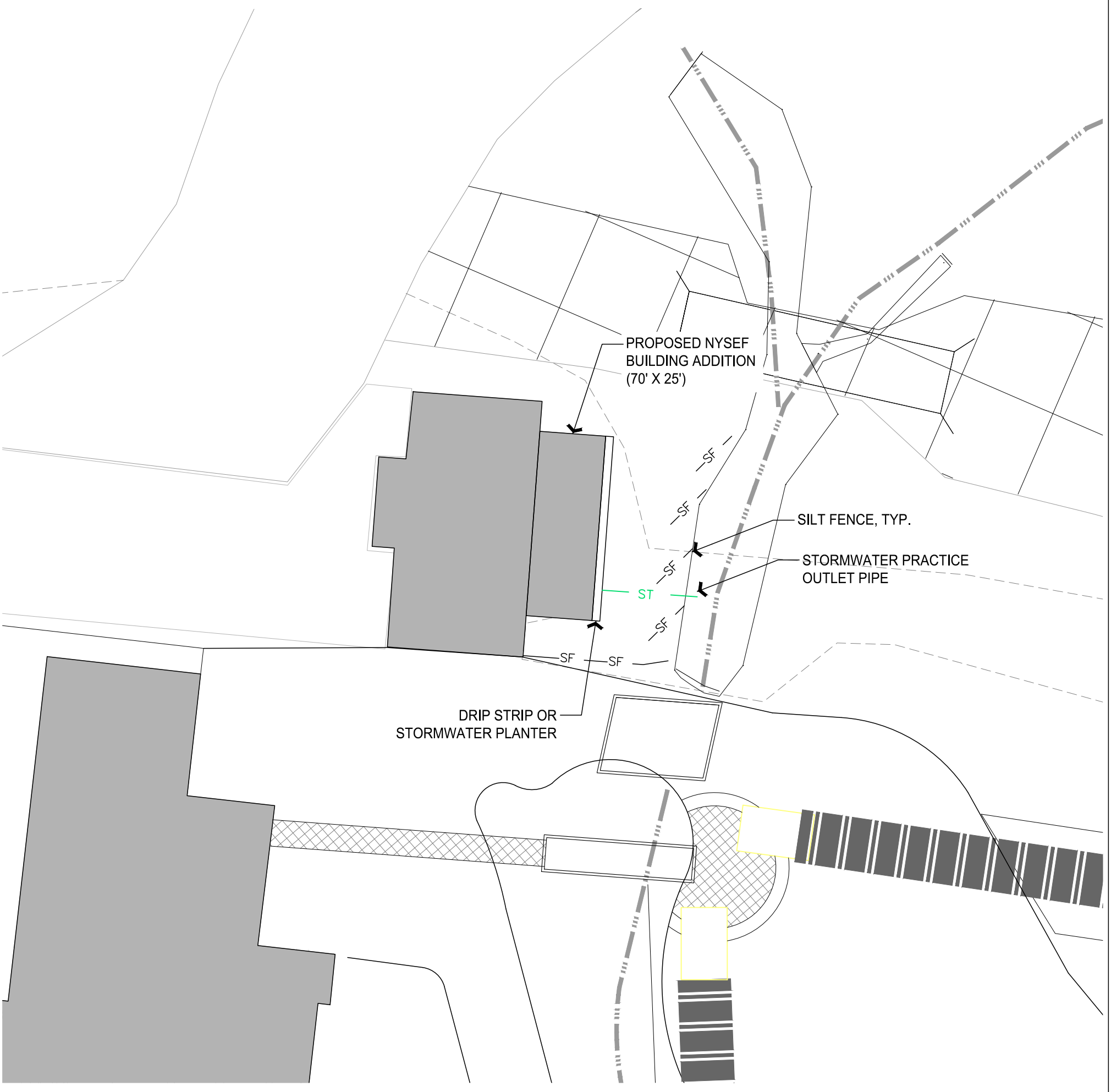
Plotted By: BRETT STROM
Save Date: 4/29/2021 11:18 AM
File Name: G:\Proj-2012\201263_ORDA_2012_Term_Contract\2021 WFM UMPA (201263.08)\CAD\WF_04_NYSEF STORM.dwg



1 STONE DRIP STRIP
SCALE: NTS



2 STORMWATER PLANTER
SCALE: NTS



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

WHITEFACE LAKE PLACID

Project Title:
Whiteface Mountain: 2021 Unit Management Plan Draft Amendment

Drawing Title
2021 Master Plan - NYSEF Addition Stormwater

0 200 500 1000
SCALE: 1" = 1000 AT 11x17

Date:	April 14, 2021
Scale:	As Noted
Design:	MJT
Drawn:	KAC
Ch'k'd:	KJF
Project No.:	201263

Drawing No:
Figure

Exhibit 7
Visibility Assessment of Proposed
Bear Den to Mid Station Lift

WHITEFACE
LAKE PLACID

Whiteface Mountain: 2021 Unit Management Plan Amendment

Drawing Title

Built Conditions Simulation
NYS Route 86 at
Whiteface Entrance

Date 4/28/2021
Project No. 201263.08

Drawing No.

1

Prepared for:

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Olympic Regional
Development Authority
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Little Whiteface Mountain

Whiteface Mountain

Approximate Location of
Proposed Yellow Dot Trail

Proposed Lift (Visible)

Proposed Lift (Not Visible)

WHITEFACE
MOUNTAIN
SKI AREA

Date 4/28/2021
Project No. 201263.08

Drawing No. 2

Drawing Title
Built Conditions Simulation
NYS Route 86 at
Whiteface Entrance

WHITEFACE
LAKE PLACID

Project Title
Whiteface Mountain: 2021 Unit Management Plan Amendment

Prepared for:
OLYMPIC REGIONAL DEVELOPMENT AUTHORITY
Olympic Regional
Development Authority
2634 Main Street
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Prepared for:

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Lake Placid, New York 12946

WHITEFACE
LAKE PLACID

Project Title:
Whiteface Mountain: 2021 Unit Management Plan Amendment

Drawing Title:
Viewpoint 5 Existing
View - 50mm focal length

Date: 4/28/2021
Project No: 201263.08

Drawing No:
3

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WHITEFACE
LAKE PLACID

Project Title
Whiteface Mountain: 2021 Unit Management Plan Amendment

Drawing Title
Viewpoint 5 Existing
View - 50mm focal length

Date: 4/28/2021
Project No: 201263.08

Drawing No:
4

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2634 Main Street
Lake Placid, New York 12946

WHITEFACE
LAKE PLACID

Project Title:
Whiteface Mountain: 2021 Unit Management Plan Amendment

Drawing Title
Viewpoint 2 Existing
View - 50mm focal length

Date: 4/28/2021
Project No: 201263.08

Drawing No:
5

Date 4/28/2021
Project No. 201263.08

Drawing No. 6

Drawing Title
Viewpoint 2 Existing
View - 50mm focal length

WHITEFACE
LAKE PLACID

Project Title:
Whiteface Mountain: 2021 Unit Management Plan Amendment

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

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Exhibit 8
Correspondence

NEW YORK STATE OF OPPORTUNITY. | Parks, Recreation, and Historic Preservation

ANDREW M. CUOMO
Governor

ERIK KULLESEID
Commissioner

April 20, 2021

Robert Fraser
The LA Group, P.C.
40 Long Alley
Saratoga Springs, NY 12866

Re: USACE
Whiteface Mountain: 2021 Unit Management Plan Draft Amendment
Town of Wilmington, Essex County, NY
21PR02537

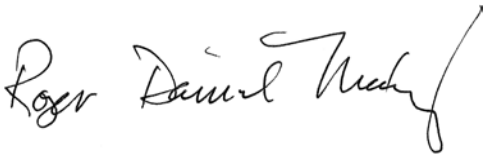
Dear Robert Fraser:

Thank you for requesting the comments of the State Historic Preservation Office (SHPO). We have reviewed the project in accordance with Section 106 of the National Historic Preservation Act of 1966. These comments are those of the SHPO and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project. Such impacts must be considered as part of the environmental review of the project pursuant to the National Environmental Policy Act and/or the State Environmental Quality Review Act (New York Environmental Conservation Law Article 8).

Based upon this review, it is the opinion of the New York SHPO that no historic properties, including archaeological and/or historic resources, will be affected by this undertaking.

If further correspondence is required regarding this project, please be sure to refer to the OPRHP Project Review (PR) number noted above.

Sincerely,



R. Daniel Mackay

Deputy State Historic Preservation Officer
Division for Historic Preservation

NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

Division of Fish and Wildlife, New York Natural Heritage Program
625 Broadway, Fifth Floor, Albany, NY 12233-4757
P: (518) 402-8935 | F: (518) 402-8925
www.dec.ny.gov

June 4, 2021

Robert Fraser
The LA Group, P.C.
40 Long Alley
Saratoga Springs, NY 12866

Re: Whiteface Mountain - 2021 Unit Management Plan Draft Amendment
County: Essex Town/City: Wilmington

Dear Robert Fraser:

In response to your recent request, we have reviewed the New York Natural Heritage Program database with respect to the above project.

Enclosed is a report of rare or state-listed animals and plants, and significant natural communities that our database indicates occur in the vicinity of the project sites.

For most sites, comprehensive field surveys have not been conducted; the enclosed report only includes records from our database. We cannot provide a definitive statement as to the presence or absence of all rare or state-listed species or significant natural communities. Depending on the nature of the projects and the conditions at the project sites, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

The presence of the plants and animals identified in the enclosed report may result in this project requiring additional review. For further guidance, and for information regarding other permits that may be required under state law for regulated areas or activities (e.g., regulated wetlands), please contact the NYS DEC Region 5 Office, Division of Environmental Permits, at dep.r5@dec.ny.gov.

Sincerely,

Heidi Krahling
Environmental Review Specialist
New York Natural Heritage Program

373

The following rare plants, rare animals, and significant natural communities have been documented at the project site, or in its vicinity.

We recommend that potential impacts of the proposed project on these species or communities be addressed as part of any environmental assessment or review conducted as part of the planning and approval process, such as reviews conducted under SEQR. Field surveys of the project site may be necessary to determine the status of a species at the site, particularly for sites that are currently undeveloped and may still contain suitable habitat. Final requirements of the project to avoid, minimize, or mitigate potential impacts are determined by the lead permitting agency or the government body approving the project.

The following animal, while not listed by New York State as Endangered or Threatened, is rare in New York and is of conservation concern.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*HERITAGE CONSERVATION STATUS*
Birds			
Bicknell's Thrush	*Catharus bicknelli*	Special Concern	Imperiled in NYS

Breeding

Whiteface and Esther Mountain, Spring 2012. The birds were encountered in a mountaintop fir forest. 12240

The following natural communities are considered significant from a statewide perspective by the NY Natural Heritage Program. Each community is either an example of a community type that is rare in the state, or a high-quality example of a more common community type. By meeting specific, documented criteria, the NY Natural Heritage Program considers these community occurrences to have high ecological and conservation value.

COMMON NAME	*SCIENTIFIC NAME*	*NY STATE LISTING*	*HERITAGE CONSERVATION STATUS*
Upland/Terrestrial Communities			
Mountain Spruce-Fir Forest			High Quality Occurrence of Rare Community Type and Globally Uncommon

Whiteface Mountain: A large forest with high quality sections, but also with portions sustaining moderate to high disturbance well connected to a large lanscape of moderate to high quality. 2875

Mountain Fir Forest — Rare Community Type and Globally Uncommon

Whiteface Mountain: This is a large occurrence with large undisturbed areas yet bisected by a seasonally active, paved road and partially cleared for ski trails in one section. It is within a large, high-quality landscape. 12624

This report only includes records from the NY Natural Heritage database. For most sites, comprehensive field surveys have not been conducted, and we cannot provide a definitive statement as to the presence or absence of all rare or state-listed species. Depending on the nature of the project and the conditions at the project site, further information from on-site surveys or other sources may be required to fully assess impacts on biological resources.

If any rare plants or animals are documented during site visits, we request that information on the observations be provided to the New York Natural Heritage Program so that we may update our database.

Information about many of the rare animals and plants in New York, including habitat, biology, identification, conservation, and management, are available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org, from NatureServe Explorer at www.natureserve.org/explorer, and from USDA's Plants Database at http://plants.usda.gov/index.html (for plants).

Information about many of the natural community types in New York, including identification, dominant and characteristic vegetation, distribution, conservation, and management, is available online in Natural Heritage's Conservation Guides at www.guides.nynhp.org. For descriptions of all community types, go to www.dec.ny.gov/animals/97703.html for Ecological Communities of New York State.

Exhibit 9
SEQRA Documentation

Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either "Yes" or "No". If the answer to the initial question is "Yes", complete the sub-questions that follow. If the answer to the initial question is "No", proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1is accurate and complete.

A. Project and Applicant/Sponsor Information.

Name of Action or Project: Whiteface Mountain 2021 Unit Management Plan (UMP) Amendment		
Project Location (describe, and attach a general location map): West of NYS Route 86, south of the intersection with Fox Farm Road, Town of Wilmington, Essex County		
Brief Description of Proposed Action (include purpose or need): The action consists of the the installation of a new ski lift between the Bear Den area and the area around Midstation (Legacy) Lodge, widening 8 existing ski trails with a total area of 9.4 acres, and construction of 3 new connector ski trails totaling 0.25 mile. Two previously approved trails that are not yet constructed (88 and 89) totaling 0.32 mile are no longer proposed. A 25' x 70' expansion of the existing NYSEF building is also proposed. Lift-serviced trails for hiking and mountain biking are also proposed. The purpose and need for UMP Amendment, including the new management actions, is the on-going improvement and modernization of facilities at Whiteface that will add to public accessibility, increase user safety, and enhance recreational pursuits while simultaneously complying with the Adirondack Park State Land Master Plan and Article XIV of the NYS Constitution. See the attached Site Location Map and the attached 2021 Whiteface Mountain UMP Master Plan.		
Name of Applicant/Sponsor: NYS Olympic Regional Development Authority	Telephone: (518) 302-5314 E-Mail: ELamy@orda.org	
Address: Olympic Center, 2634 Main Street		
City/PO: Lake Placid	State: NY	Zip Code: 12946
Project Contact (if not same as sponsor; give name and title/role): Emma G. Lamy, Sustainability & Environmental Compliance Officer	Telephone: E-Mail:	
Address:		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): New York State Finance Office - Fixed Cost Unit	Telephone: (518) 402-9405 E-Mail: LF.Lands@dec.ny.gov	
Address: 110 State Stret		
City/PO: Albany	State: NY	Zip Code: 12236

B. Government Approvals

B. Government Approvals, Funding, or Sponsorship. ("Funding" includes grants, loans, tax relief, and any other forms of financial assistance.)

Government Entity	If Yes: Identify Agency and Approval(s) Required	Application Date (Actual or projected)
a. City Counsel, Town Board, or Village Board of Trustees ☐Yes ☑No		
b. City, Town or Village Planning Board or Commission ☐Yes ☑No		
c. City, Town or Village Zoning Board of Appeals ☐Yes ☑No		
d. Other local agencies ☐Yes ☑No		
e. County agencies ☐Yes ☑No		
f. Regional agencies ☐Yes ☑No		
g. State agencies ☐Yes ☐No	NYSAPA - UMP APSLM Compliance NYSDEC - UMP Approval, NYSHPO - historical	June 2021 June 2021, April 2021
h. Federal agencies ☐Yes ☑No		

i. Coastal Resources.

i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway? ☐Yes ☑No

ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program? ☑Yes ☐No

iii. Is the project site within a Coastal Erosion Hazard Area? ☐Yes ☑No

C. Planning and Zoning

C.1. Planning and zoning actions.

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☐Yes ☑No

- **If Yes,** complete sections C, F and G.
- **If No,** proceed to question C.2 and complete all remaining sections and questions in Part 1

C.2. Adopted land use plans.

a. Do any municipally- adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☐Yes ☑No

If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☐Yes ☐No

b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?) ☑Yes ☐No

If Yes, identify the plan(s):

New York State Forest Preserve (Intensive Use Area), 2004 Olympic Scenic Byway Corridor Management Plan

c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☐Yes ☑No

If Yes, identify the plan(s):

C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
If Yes, what is the zoning classification(s) including any applicable overlay district?
not applicable to NYS Forest Preserve lands

b. Is the use permitted or allowed by a special or conditional use permit? N/A ☐ Yes ☐ No

c. Is a zoning change requested as part of the proposed action? ☐ Yes ☑ No
If Yes,
i. What is the proposed new zoning for the site?

C.4. Existing community services.

a. In what school district is the project site located? AuSable Valley CSD

b. What police or other public protection forces serve the project site?
NYS Police Troop B

c. Which fire protection and emergency medical services serve the project site?
Wilmimngton Fire Department, Wilmington Rescue Squad, Whiteface Ski Patrol including volunteer medical doctors

d. What parks serve the project site?
Adirondack Park (various units), Wilmington Town Parks

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? Recreational

b. a. Total acreage of the site of the proposed action? 2,910 acres
b. Total acreage to be physically disturbed? 14.6 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 2,910 acres

c. Is the proposed action an expansion of an existing project or use? ☑ Yes ☐ No
i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % 6.4 Units: acres of skiable terrain

d. Is the proposed action a subdivision, or does it include a subdivision? ☐ Yes ☑ No
If Yes,
i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)

ii. Is a cluster/conservation layout proposed? ☐ Yes ☐ No
iii. Number of lots proposed?
iv. Minimum and maximum proposed lot sizes? Minimum Maximum

e. Will the proposed action be constructed in multiple phases? ☑ Yes ☐ No
i. If No, anticipated period of construction: 60 months
ii. If Yes:
- Total number of phases anticipated 5
- Anticipated commencement date of phase 1 (including demolition) Sept month 2021 year
- Anticipated completion date of final phase Nov month 2026 year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases:

The widening of Upper Thruway, Upper Parkway, Lower Thruway and Burton's trails will be phased over multiple years. Other new management actions are independent of one another and will be implemented as funds are available.

f. Does the project include new residential uses? ☐Yes ☑No

If Yes, show numbers of units proposed.

	One Family	Two Family	Three Family	Multiple Family (four or more)
Initial Phase				
At completion of all phases				

g. Does the proposed action include new non-residential construction (including expansions)? ☑Yes ☐No

If Yes, No new construction. Expansion of 1 Building.

i. Total number of structures 1

ii. Dimensions (in feet) of largest proposed structure: 2 floors height; 25 width; and 70 length (expansion dimensions)

iii. Approximate extent of building space to be heated or cooled: 3,500 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage? ☐Yes ☑No

If Yes,

i. Purpose of the impoundment: _____

ii. If a water impoundment, the principal source of the water: ☐ Ground water ☐ Surface water streams ☐Other specify:

_____

iii. If other than water, identify the type of impounded/contained liquids and their source.

_____

iv. Approximate size of the proposed impoundment. Volume: _____ million gallons; surface area: _____ acres

v. Dimensions of the proposed dam or impounding structure: _____ height; _____ length

vi. Construction method/materials for the proposed dam or impounding structure (e.g., earth fill, rock, wood, concrete):

_____

D.2. Project Operations

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both? ☐Yes ☑No
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)

If Yes:

i .What is the purpose of the excavation or dredging? _____

ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?

- Volume (specify tons or cubic yards): _____
- Over what duration of time? _____

iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

_____

_____

iv. Will there be onsite dewatering or processing of excavated materials? ☐Yes ☐No
If yes, describe. _____

_____

v. What is the total area to be dredged or excavated? _____acres

vi. What is the maximum area to be worked at any one time? _____ acres

vii. What would be the maximum depth of excavation or dredging? _____ feet

viii. Will the excavation require blasting? ☐Yes ☐No

ix. Summarize site reclamation goals and plan: _____

_____

_____

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area? ☐Yes ☑No

If Yes:

i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description): No such impacts have been identified using published wetlands and waters data from NYSAPA, NYSDEC and USFWS (NWI Maps). All new management action areas will be field evaluated prior to construction and appropriate permit applications will be submitted to the appropriate regulatory agency(ies) for any unavoidable impacts to water/wetlands identified.

ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

_____

_____

_____

_____

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐Yes ☐No

If Yes, describe: _____

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐Yes ☐No

If Yes:

- acres of aquatic vegetation proposed to be removed: _____
- expected acreage of aquatic vegetation remaining after project completion: _____
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access): _____

_____

- proposed method of plant removal: _____
- if chemical/herbicide treatment will be used, specify product(s): _____

v. Describe any proposed reclamation/mitigation following disturbance: _____

_____

c. Will the proposed action use, or create a new demand for water? ☐Yes ☑No

If Yes:

i. Total anticipated water usage/demand per day: _____ gallons/day

ii. Will the proposed action obtain water from an existing public water supply? ☐Yes ☐No

If Yes:

- Name of district or service area: _____
- Does the existing public water supply have capacity to serve the proposal? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No
- Do existing lines serve the project site? ☐Yes ☐No

iii. Will line extension within an existing district be necessary to supply the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

_____

- Source(s) of supply for the district: _____

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐Yes ☐No

If, Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- Proposed source(s) of supply for new district: _____

v. If a public water supply will not be used, describe plans to provide water supply for the project: _____

_____

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: _____ gallons/minute.

d. Will the proposed action generate liquid wastes? ☐Yes ☑No

If Yes:

i. Total anticipated liquid waste generation per day: _____ gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each): _____

_____

_____

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐Yes ☐No

If Yes:

- Name of wastewater treatment plant to be used: _____
- Name of district: _____
- Does the existing wastewater treatment plant have capacity to serve the project? ☐Yes ☐No
- Is the project site in the existing district? ☐Yes ☐No
- Is expansion of the district needed? ☐Yes ☐No

- Do existing sewer lines serve the project site? ☐Yes ☐No
- Will a line extension within an existing district be necessary to serve the project? ☐Yes ☐No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project: _____

iv. Will a new wastewater (sewage) treatment district be formed to serve the project site? ☐Yes ☐No

If Yes:

- Applicant/sponsor for new district: _____
- Date application submitted or anticipated: _____
- What is the receiving water for the wastewater discharge? _____

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):

vi. Describe any plans or designs to capture, recycle or reuse liquid waste: _____

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction? ☑Yes ☐No

If Yes:

i. How much impervious surface will the project create in relation to total size of project parcel?

1,500 Square feet or -------- acres (impervious surface)

-------- Square feet or 2,910 acres (parcel size)

ii. Describe types of new point sources. No new point sources proposed under the preferred option of a drip strip below the NYSEF expansion. If post construction control is required, there may be a point discharge from a bioretention area.

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?

Stormwater from the NYSEF building expansion will be controlled via a drip strip or by bioretention. See the attached memo and accompanying sketch plan.

- If to surface waters, identify receiving water bodies or wetlands: stream C-830-269
- Will stormwater runoff flow to adjacent properties? ☐Yes ☑No

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater? ☑Yes ☐No

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations? ☑Yes ☐No

If Yes, identify:

i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)

contractor vehicles, construction vehicles, construction equipment

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)

none identified

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)

none identified

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit? ☐Yes ☑No

If Yes:

i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year) ☐Yes ☐No

ii. In addition to emissions as calculated in the application, the project will generate:

- _____Tons/year (short tons) of Carbon Dioxide (CO_2)
- _____Tons/year (short tons) of Nitrous Oxide (N_2O)
- _____Tons/year (short tons) of Perfluorocarbons (PFCs)
- _____Tons/year (short tons) of Sulfur Hexafluoride (SF_6)
- _____Tons/year (short tons) of Carbon Dioxide equivalent of Hydroflourocarbons (HFCs)
- _____Tons/year (short tons) of Hazardous Air Pollutants (HAPs)

h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)? ☐Yes ☑No

If Yes:

i. Estimate methane generation in tons/year (metric): _____

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring): _____

_____

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations? ☐Yes ☑No

If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

_____

_____

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services? ☐Yes ☑No

If Yes:

i. When is the peak traffic expected (Check all that apply): ☐ Morning ☐ Evening ☐Weekend ☐ Randomly between hours of _____ to _____.

ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks): _____

_____

iii. Parking spaces: Existing _____ Proposed _____ Net increase/decrease _____

iv. Does the proposed action include any shared use parking? ☐Yes ☐No

v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

_____

vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site? ☐Yes ☐No

vii Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles? ☐Yes ☐No

viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes? ☐Yes ☐No

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy? Additional energy needed to operate the new proposed ski lift. ☑Yes ☐No

If Yes:

i. Estimate annual electricity demand during operation of the proposed action: _____

357,120 kW

ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):

off-site renewable, grid

iii. Will the proposed action require a new, or an upgrade, to an existing substation? ☐Yes ☑No

l. Hours of operation. Answer all items which apply.

i. During Construction:

- Monday - Friday: 6:00 AM to 8:00 PM
- Saturday: 6:00 AM to 8:00 PM
- Sunday: 6:00 AM to 8:00 PM
- Holidays: 6:00 AM to 8:00 PM

ii. During Operations:

- Monday - Friday: up to 24 hours with snowmaking
- Saturday: up to 24 hours with snowmaking
- Sunday: up to 24 hours with snowmaking
- Holidays: up to 24 hours with snowmaking

m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☑ Yes ☐ No
construction only

If yes:

i. Provide details including sources, time of day and duration:

Construction vehicles and construction equipment will operate during daytime hours from April through November

ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No

Describe: _____

n. Will the proposed action have outdoor lighting? ☐ Yes ☑ No

If yes:

i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:

ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No

Describe: _____

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☐ Yes ☑ No

If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures: _____

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☐ Yes ☑ No

If Yes:

i. Product(s) to be stored _____

ii. Volume(s) _____ per unit time _____ (e.g., month, year)

iii. Generally, describe the proposed storage facilities: _____

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☐ Yes ☑ No

If Yes:

i. Describe proposed treatment(s):

ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☐ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No

If Yes:

i. Describe any solid waste(s) to be generated during construction or operation of the facility:

- Construction: 1 tons per year (unit of time)
- Operation : 5.12 tons per year (unit of time)

ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:

- Construction: ORDA and their contractors shall be responsible for removal of debris, rubbish, excess materials, etc. from the site. All non-hazardous construction materials shall be recycled or disposed in a legal manner.
- Operation: Promote use of electronic materials over paper where practical. Continue recycling programs in all areas of operations.

iii. Proposed disposal methods/facilities for solid waste generated on-site:

- Construction: ORDA and their contractors shall be responsible for removal of debris, rubbish, excess materials from the site. All non-hazardous materials shall be recycled or disposed of in a legal manner.
- Operation: Dumpsters and recycling bins on site, then off site disposal at an approved facility

s. Does the proposed action include construction or modification of a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities): _____

ii. Anticipated rate of disposal/processing:

- _____ Tons/month, if transfer or other non-combustion/thermal treatment, or
- _____ Tons/hour, if combustion or thermal treatment

iii. If landfill, anticipated site life: _____ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility: _____

ii. Generally describe processes or activities involving hazardous wastes or constituents: _____

iii. Specify amount to be handled or generated _____ tons/month

iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents: _____

v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility? ☐ Yes ☐ No

If Yes: provide name and location of facility: _____

If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.

i. Check all uses that occur on, adjoining and near the project site.

☐ Urban ☐ Industrial ☑ Commercial ☐ Residential (suburban) ☑ Rural (non-farm)
☑ Forest ☐ Agriculture ☐ Aquatic ☑ Other (specify): Campgrounds

ii. If mix of uses, generally describe:

b. Land uses and covertypes on the project site.

Land use or Covertype	Current Acreage	Acreage After Project Completion	Change (Acres +/-)
• Roads, buildings, and other paved or impervious surfaces	18.4	18.5	+0.1
• Forested	1994.8	1980.2	-14.6
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	246.2	260.7	+14.5
• Agricultural (includes active orchards, field, greenhouse etc.)	0	0	0
• Surface water features (lakes, ponds, streams, rivers, etc.)	14.4	14.4	0
• Wetlands (freshwater or tidal)	56.2	56.2	0
• Non-vegetated (bare rock, earth or fill)	580	580	0
• Other Describe: None			

c. Is the project site presently used by members of the community for public recreation? ☑ Yes ☐ No

i. If Yes: explain: public ski area with four season use

d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed day care centers, or group homes) within 1500 feet of the project site? ☐ Yes ☑ No

If Yes,

i. Identify Facilities:

e. Does the project site contain an existing dam? ☐ Yes ☑ No

If Yes:

i. Dimensions of the dam and impoundment:

- Dam height: _____ feet
- Dam length: _____ feet
- Surface area: _____ acres
- Volume impounded: _____ gallons OR acre-feet

ii. Dam's existing hazard classification: _____

iii. Provide date and summarize results of last inspection:

f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility, or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility? ☐ Yes ☑ No

If Yes:

i. Has the facility been formally closed? ☐ Yes ☐ No

- If yes, cite sources/documentation: _____

ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:

iii. Describe any development constraints due to the prior solid waste activities: _____

g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste? ☐ Yes ☑ No

If Yes:

i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:

h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site? ☑ Yes ☐ No

If Yes:

i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database? Check all that apply: ☑ Yes ☐ No

☑ Yes – Spills Incidents database — Provide DEC ID number(s): 1809883 (spill closed same day by DEC)

☐ Yes – Environmental Site Remediation database — Provide DEC ID number(s): _____

☐ Neither database

ii. If site has been subject of RCRA corrective activities, describe control measures: _____

iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database? ☐ Yes ☑ No

If yes, provide DEC ID number(s): _____

iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

v. Is the project site subject to an institutional control limiting property uses? ☑ Yes ☐ No

- If yes, DEC site ID number: _____
- Describe the type of institutional control (e.g., deed restriction or easement): _____
- Describe any use limitations: _____
- Describe any engineering controls: _____
- Will the project affect the institutional or engineering controls in place? ☐ Yes ☐ No
- Explain: _____

There are no institutional controls associated with hazardous materials. Controls on the use of the site are the Adirondack Park State Land Master Plan and Article XIV of the NYS Constitution. There is also a 2013 NYSDEC-ORDA Consolidation Agreement involving preparation of UMPs.

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? 0 to >6 feet

b. Are there bedrock outcroppings on the project site? ☑ Yes ☐ No
If Yes, what proportion of the site is comprised of bedrock outcroppings? +/- 25 %

c. Predominant soil type(s) present on project site:

Ricker-Couchsachraga-Skylight	20 %
Rawsonville-Hogback-Knoblock	20 %
Others	60 %

d. What is the average depth to the water table on the project site? Average: >6 feet

e. Drainage status of project site soils:
☑ Well Drained: 5 % of site
☑ Moderately Well Drained: 5 % of site
☑ Poorly Drained 90 % of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 2 % of site
☑ 10-15%: 8 % of site
☑ 15% or greater: 90 % of site

g. Are there any unique geologic features on the project site? ☑ Yes ☐ No
If Yes, describe: Whiteface Mountain Summit (cirques and aretes), High Falls Gorge

h. Surface water features.

i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? ☑ Yes ☐ No

ii. Do any wetlands or other waterbodies adjoin the project site? ☑ Yes ☐ No

If Yes to either *i* or *ii*, continue. If No, skip to E.2.i.

iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes ☐ No

iv. For each identified regulated wetland and waterbody on the project site, provide the following information:

- Streams: Name 830-285,830-257, 830,269, 830-270, 830-119 Classification AA-S, C(T)
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name Federal Waters Approximate Size Various
- Wetland No. (if regulated by DEC) _____

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? ☐ Yes ☑ No

If yes, name of impaired water body/bodies and basis for listing as impaired: _____

i. Is the project site in a designated Floodway? Mapped Zone A adjacent to West Branch AuSable River - no actions within ☑ Yes ☐ No

j. Is the project site in the 100-year Floodplain? ☑ Yes ☐ No

k. Is the project site in the 500-year Floodplain? ☑ Yes ☐ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? ☑ Yes ☐ No
If Yes:

i. Name of aquifer: Principal Aquifer

m. Identify the predominant wildlife species that occupy or use the project site:
large and small mammals; resident bird species
neotropical bird species; amphibians and reptiles
other migratory birds

n. Does the project site contain a designated significant natural community? ☑ Yes ☐ No
If Yes:
i. Describe the habitat/community (composition, function, and basis for designation):
Communities: Ice Cave Talus, Open Alpine, Alpine Krummholz, Mountain Spruce-Fir, Mountain Fir
ii. Source(s) of description or evaluation: EAF Mapper & NY Natural Heritage Program 6/4/21 correspondence
iii. Extent of community/habitat:
- Currently: 18.0, 5.8, 22.2, 5884.0 acres 1344.0
- Following completion of project as proposed: unchanged acres
- Gain or loss (indicate + or -): unchanged acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species? ☐ Yes ☑ No
If Yes:
i. Species and listing (endangered or threatened):

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern? ☑ Yes ☐ No
If Yes:
i. Species and listing:
Bicknell's thrush is listed as a special concern species in NYS according to NY Natural Heritage Program

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing? ☑ Yes ☐ No
If yes, give a brief description of how the proposed action may affect that use:
Action will not affect recreational access to West Branch AuSable River or local Forest Preserve Lands and the waters within them

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? ☐ Yes ☑ No
If Yes, provide county plus district name/number:

b. Are agricultural lands consisting of highly productive soils present? ☐ Yes ☑ No
i. If Yes: acreage(s) on project site?
ii. Source(s) of soil rating(s):

c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark? ☐ Yes ☑ No
If Yes:
i. Nature of the natural landmark: ☐ Biological Community ☐ Geological Feature
ii. Provide brief description of landmark, including values behind designation and approximate size/extent:

d. Is the project site located in or does it adjoin a state listed Critical Environmental Area? ☐ Yes ☑ No
If Yes:
i. CEA name:
ii. Basis for designation:
iii. Designating agency and date:

e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places? ☑ Yes ☐ No

If Yes: See the attached April 20, 2021 letter from NYSOPRHP stating that the action will not impact historic or archeological resources.

i. Nature of historic/archaeological resource: ☐ Archaeological Site ☑ Historic Building or District

ii. Name: Whiteface Veterans Memorial Highway Complex (toll road)

iii. Brief description of attributes on which listing is based:
architecture, engineering, entertainment/recreation, landscape architecture, transportation

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory? ☐ Yes ☑ No

g. Have additional archaeological or historic site(s) or resources been identified on the project site? ☐ Yes ☑ No

If Yes:

i. Describe possible resource(s): _____

ii. Basis for identification: _____

h. Is the project site within fives miles of any officially designated and publicly accessible federal, state, or local scenic or aesthetic resource? ☑ Yes ☐ No

If Yes:

i. Identify resource: Olympic Scenic Byway (NYS Route 86)

ii. Nature of, or basis for, designation (e.g., established highway overlook, state or local park, state historic trail or scenic byway, etc.): scenic byway

iii. Distance between project and resource: <1 miles.

i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666? ☑ Yes ☐ No

If Yes:

i. Identify the name of the river and its designation: West Branch AuSable River

ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666? ☑ Yes ☐ No

F. Additional Information

Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

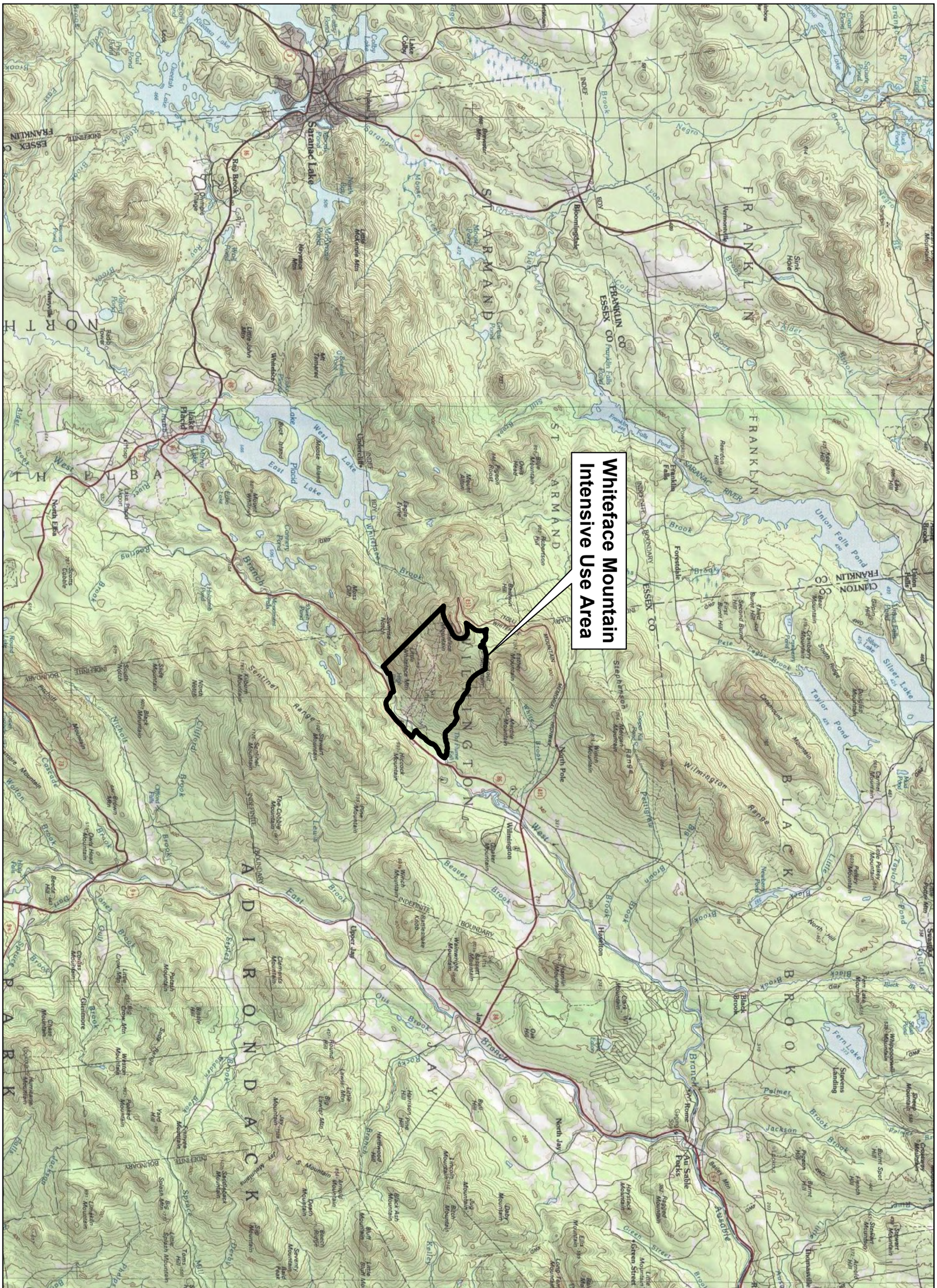
G. Verification

I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name Emma G. Lamy Date 04 AUGUST 2021

Signature Emma G. Lamy Title Sustainability and Environmental Compliance Officer

PRINT FORM



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Prepared for:

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

WHITEFACE
LAKE PLACID

Project Title:

Whiteface Mountain: 2021 Unit Management Plan Amendment

Drawing Title

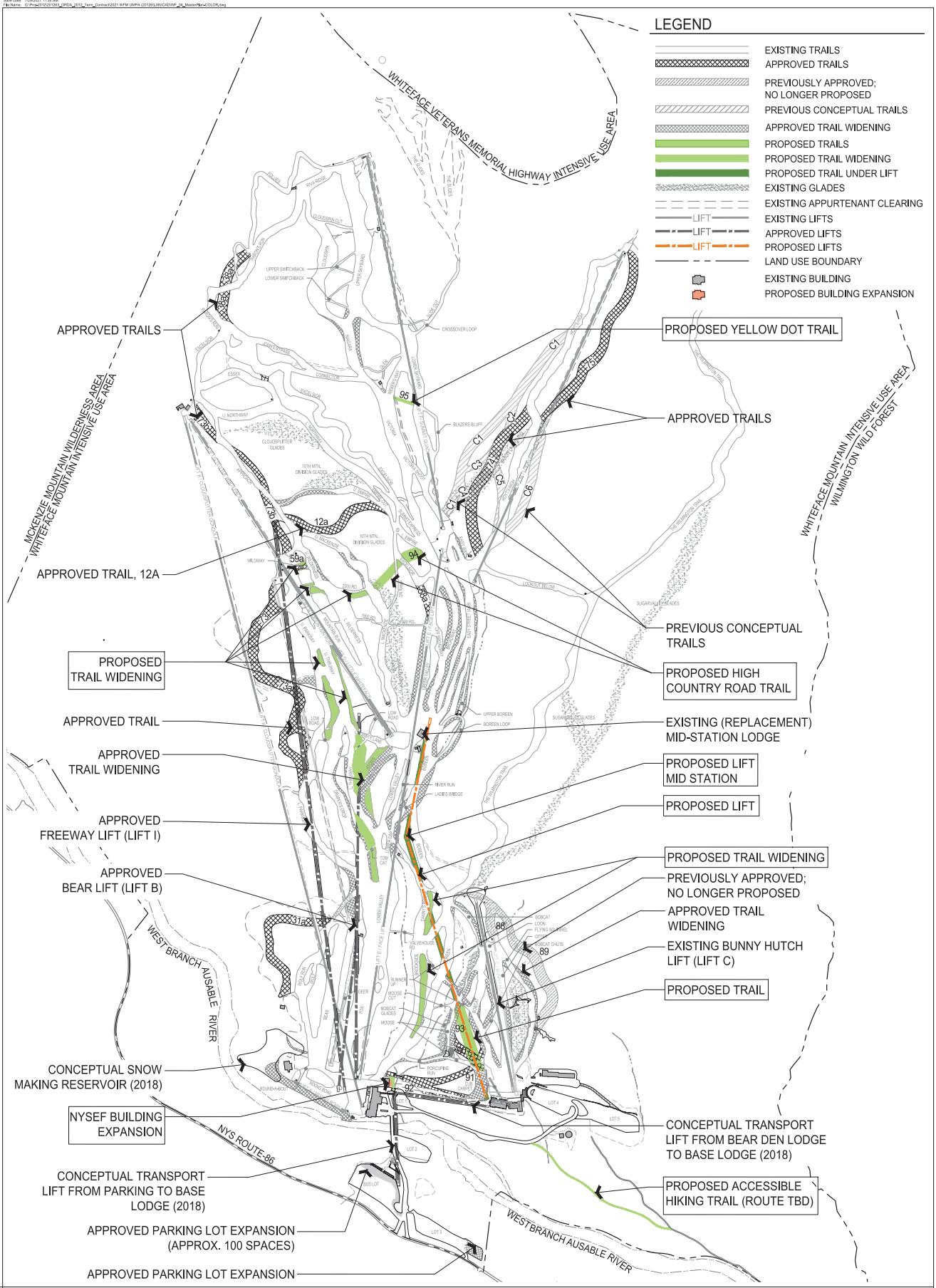
Site Location Map

1 inch = 2 miles
0 1 2
Miles

Date: 5/4/2021
Project No: 201263.08

Drawing No:

1



The LA GROUP
Landscape Architecture & Engineering P.C.

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

WHITEFACE LAKE PLACID

Project Title:
Whiteface Mountain: 2021 Unit Management Plan Draft Amendment

Drawing Title
2021 Master Plan - Proposed & Previously Approved Actions

SCALE: 1" = 1000' AT 11x17

Date:	April 14, 2021
Scale:	As Noted
Design:	MJT
Drawn:	KAC
Ch'k'd:	KJF
Project No.:	201263

Drawing No:
Figure 2

Exhibit 10
Responses to Public Comments
(comments will be received on the Public Draft)