NEW YORK STATE
OLYMPIC REGIONAL
DEVELOPMENT AUTHORITY

NEW YORK STATE
Department of
Environmental
Conservation

MT VAN
HOEVENBERG

2025 Amendment to the 1986 Mt Van Hoevenberg Intensive Use Area Unit Management Plan

Revised Public Draft

October 15, 2024

2025 Amendment to the 1986 Mt Van Hoevenberg Intensive Use Area
Unit Management Plan
Town of North Elba, Essex County, NY

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NYS APA APSLMP Compliance/NYS DEC/ Olympic Authority Public Comment Period:
Begins Wednesday, October 23
Ends Monday, November 25

Submitted: October 15, 2024

i. Executive Summary

Executive Law Section 816 (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), Unit Management Plans (UMPs) for each unit of land under its jurisdiction classified in the Adirondack Park State Land Master Plan (APSLMP). Concurrent with the development of UMPs is an assessment of the proposed management actions in accordance with the NY State Environmental Quality Review Act (SEQRA) which analyzes the significant impacts and alternatives related to each UMP. The New York State Olympic Regional Development Authority (Olympic Authority), pursuant to its enabling law and agreement with DEC for the management of the Mt Van Hoevenberg Intensive Use Area, has prepared this UMP Amendment in cooperation with DEC and in consultation with APA.

The Mt Van Hoevenberg Intensive Use Area is a significant recreational and competitive sports hub located approximately 7 miles southeast of Lake Placid off NYS Route 73 in the Town of North Elba, Essex County. The area has a significant Olympic history, having hosted sliding sports events for the 1932 and 1980 Winter Olympics, as well as Nordic skiing, and biathlon for the 1980 games. It continues to serve as a venue for elite international competitions, including the recent 2024 International Bobsled and Skeleton Federation (IBSF) World Cup and the 2023 World University Games. Year-round operation of the facility includes opportunities for hiking and mountain biking. The unit encompasses both Forest Preserve lands and lands under a permanent easement acquired by New York State from the Town of North Elba. The majority of development at Mt Van Hoevenberg, including the existing sliding track facilities, is situated on these easement lands. The management actions contained within this UMP Amendment are mainly limited to the easement land.

Proposed Modernization and Repairs
The Olympic Authority proposes a comprehensive modernization and repair of the bobsled, luge, and skeleton track facilities at Mt Van Hoevenberg. These facilities, some of which are nearing 50 years old, require upgrades to maintain their status as an international competition venue. The current sliding track, constructed in 1999, replaced earlier tracks, including the original bobsled track from the 1930s and a separate luge track built in 1978. Key support facilities, such as start buildings, race office, timing building, and the refrigeration plant, will also undergo necessary repairs and improvements to enhance their functionality and safety.

Mountain Bike World Cup Trail
The Olympic Authority was awarded Union Cycliste Internationale (UCI) Mountain Bike World Series events at Mt Van Hoevenberg for 2024, 2025, and 2026, reflecting the growing importance of diversifying trails for summer sport. The UCI Mountain Bike World Series is a premier international competition, and the 2025 and 2026 events will necessitate the construction of new mountain biking trails on Town Easement land. This expansion aligns with the Olympic Authority's goal of establishing Mt Van Hoevenberg as a year-round destination for both recreational and competitive athletes.

Management Goals

The management goals for this Unit Management Plan Amendment (UMP Amendment) are centered around three primary objectives:

- **Recreational and Competitive Offerings**: Mt Van Hoevenberg aims to provide high-quality, year-round recreational and competition programs on publicly owned lands.
- Programs are designed for the enjoyment of New York State residents, visitors and the broader national and international sports communities.
- **Facility Improvements**: To remain competitive on the world stage, Mt Van Hoevenberg seeks to continuously improve its facilities, attracting top-tier athletes and recreational users. These improvements are also intended to bolster the local economy by drawing visitors to the area.
- **Environmental Stewardship**: Mt Van Hoevenberg is committed to protecting the natural resource base in accordance with all applicable New York State laws, rules, and regulations. This commitment includes ongoing dialogue with the Department of Environmental Conservation (DEC) and the Adirondack Park Agency (APA) to ensure that all activities are environmentally sound.

Luge Athlete Sliding Down the Track which opened in 2000

ii. Summary of Management Proposals

The following Management Actions are proposed to be undertaken in this UMP Amendment.

Repair/Maintenance (for information, approval not required[1])

- Repair Track Surfaces including Curves 6, 7, and 8

Expand/Extend Existing Facilities

- Expand Elevated Walkways for Track
- Extend/Upgrade Water and Sewer Services
- Install Alpine Coaster Spectator Improvements

Rehabilitate or Replace Existing Facilities

- Upgrade Existing Track Shade and Roof Systems
- Start 1 Building Improvements
- Replace Start 3 Building
- Replace Refrigeration Building/Infrastructure

New Facility Construction

- New Consolidated Timing/Operations Building (consolidation of existing buildings' functions)
- Site Improvements in The Heart
- Site Improvements at Curve 10
- Install People Mover
- Construct purpose-built mountain biking trails to UCI standards on the Town Easement Lands.
- Install Wax Cabins

The status of previously approved management actions can be found in Exhibit 7. Actions that are categorized as *Approved, Not Yet Constructed* continue to be proposed actions. The new management actions in this UMP Amendment have been added to the table in Exhibit 7.

[1] Track curve repairs are considered routine maintenance and do not require UMP Amendment approval to be implemented. The action is listed here for information only.

TABLE OF CONTENTS

2025 UMP Amendment
Mt Van Hoevenberg Intensive Use Area

List of Figures

List of Tables

List of Exhibits

I. Introduction

A. Unit Overview

1. Description of Unit

The Mt Van Hoevenberg Intensive Use Area is also a Day Use Area per the Adirondack Park State Land Master Plan and is comprised of 1593.8 acres as shown on Figure 1, Intensive Use Area Boundary.[2] New York State title to this acreage is divided into two types as shown on Figure 2, Land Ownership.

a. Forest Preserve

Lands acquired as Forest Preserve and managed according to Article XIV of the State Constitution amount to 1270.4 acres**.** This includes lands purchased by the State under the 1960 and 1962 Park and Recreation Land Acquisition Bond Acts which were acquired to allow special recreational uses. These lands comprise 352.6 acres.

b. Permanent Easement

By deed dated November 18, 1965, the State purchased from the Town of North Elba a permanent easement covering 323.5 acres. This easement was acquired for the purpose of developing, operating and maintaining a recreational area and facilities thereon. These lands are not Forest Preserve lands[3]. As shown on Figure 3, Enlarged Land Ownership, the majority of the developed facilities within the Intensive Use Area are located on the Permanent Easement lands.

2. Location and Access

The Mt Van Hoevenberg Intensive Use Area is located in the Adirondack Park approximately seven miles southeast of the Village of Lake Placid off NY Route 73 in the Town of North Elba, Essex County, as shown on Figure 4, Regional Location Map. An access road (NY Route 913Q) approximately one mile long leads southwest from NY Route 73 to the parking lots and the Mountain Pass Lodge. See Figure 5, Site Location Map.

B. Planning Process and Timeline

The Initial Draft UMP Amendment was provided to NYSDEC and NYSAPA for review on August 26, 2024. The Public Draft Draft UMPA was submitted to NYSAPA on October 15, 2024. It is anticipated that ORDA will present the Preliminary UMPA to the APA Board at the October 17, 2024 meeting and will embark upon a joint APA/DEC public comment period.

C. General Guidelines and Objectives for Management of the Unit

Management of Mt Van Hoevenberg has established goals and objectives in line with the Olympic Authority's key priorities:

- Revenue Growth and Opportunities

[2] The figures referenced in this section can be found at the end of Section 1.

[3] Because these lands within the Intensive Use Area are not Forest Preserve lands, the land use restrictions imposed by Section 1 of Article XIV of the NYS Constitution are not applicable.

- Capital Projects
- Organizational Excellence
- Environmental Sustainability and Resiliency

Revenue Growth and Opportunities

- Mt Van Hoevenberg will offer quality year-round recreational/competition programs on publicly owned lands for the benefit and enjoyment of the people and visitors of New York State, the United States, and the international sports community.
- Mt Van Hoevenberg will be an economic catalyst to strengthen the private sector and local government economies.
- Mt Van Hoevenberg will seek to improve its economic return by making the facilities more attractive to professional athletes and recreators, and thus increasing ticket sales.
- Mt Van Hoevenberg will seek to develop new summer and other off-season events to provide greater year-round use of the facility by the public, consistent with Article XIV and the Adirondack Park State Land Master Plan. (APSLMP).
- Mt Van Hoevenberg will seek to establish the venue as an international caliber facility for competitive events in sliding sports, biathlon and cross-country skiing, mountain biking, and other applicable international sports meeting international standards for competition.

Capital Projects

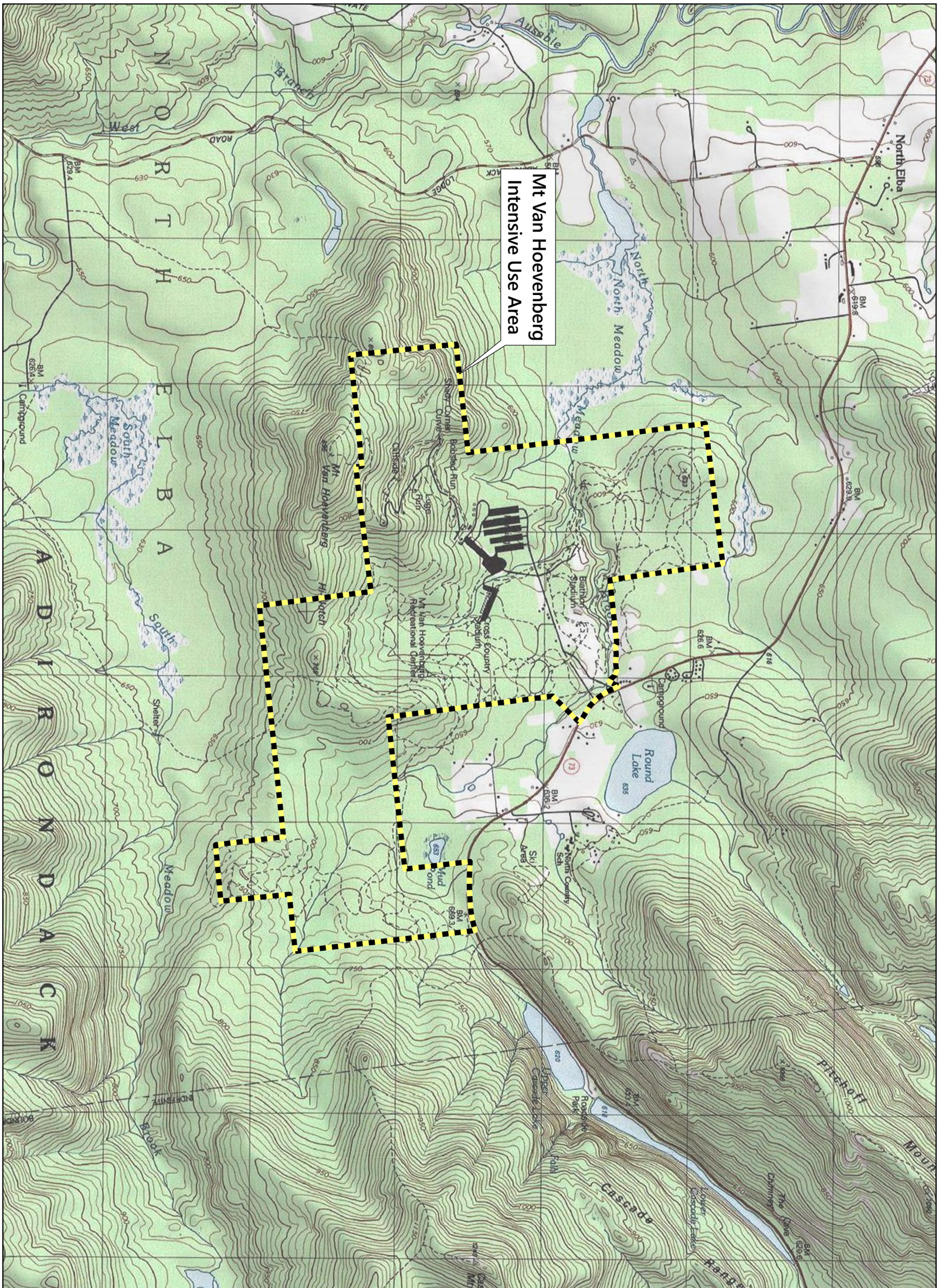
- The Olympic Authority will seek to improve the experience of sliding sports athletes by providing a state-of-the-art facility.
- The Olympic Authority will continue to grow and enhance the facility for existing and new sports by investing in solutions for infrastructure and technology that benefit multiple sports.
- The Olympic Authority will develop multi-use trails with general and specific characteristics that enhance trail-based sports.

Organizational Excellence

- Mt Van Hoevenberg management will establish annual budgets and schedules in support of the proposed capital improvements plan and other management objectives.
- Mt Van Hoevenberg will seek to improve equipment reliability to reduce the frequency of breakdown, associated staffing requirements and consequent financial obligation.
- Mt Van Hoevenberg will seek to reduce its operations and maintenance costs by replacing outdated and aged equipment.

Environmental Sustainability and Resiliency

- Mt Van Hoevenberg will protect the natural resource base in accordance with all applicable New York State laws, rules, and regulations. Management will accomplish this by maintaining an ongoing dialogue with the DEC and APA on matters of environmental concern.
- Mt Van Hoevenberg is committed to focusing development of international competition facilities around a central core located on the easement lands. The concept of a central core focuses on using existing site infrastructure and improvements to enhance multiple sport and recreation goals, thereby limiting impact on the more remote areas of the venue.
- Building and infrastructure improvement projects shall conform with specific New York State mandates, such as Executive Order 22 (Directing State Agencies to Adopt a Sustainability and Decarbonization Program) and Climate Leadership and Community Protection Act (CLCPA).



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MT VAN HOEVENBERG

Mt Van Hoevenberg
2025 Unit Management Plan Amendment

Figure Title:

Intensive Use Area Boundary

0 1,000 2,000
1 inch = 2,000 feet

N

Date: 10/07/2024
Project No: 2024072.01

Drawing No:

1

Limit of UMP Work
Intensive Use Area
Permanent Easement Land
Forest Preserve Land
Private Land

Project Limits

NYS Forest Preserve

NYS Forest Preserve

Town of North Elba NYS Permanent Easement

NYS Forest Preserve

Private

Campground

Round Lake

North Meadow

Meadow

Mt Van Hoevenberg

Hi-Notch

Shelter

Ski Area

North Country Sch

Roadside Park

Upper Cascade Lake

Mud Pond

Brandon Stadium

Mt Van Hoevenberg Recreational Complex

Cross Country Stadium

BM 626.6

BM 636.2

BM 633.4

BM 668.2

ADIRONDACK LODGE

NORTH ELBA

Date: 10/15/2024
Project No: 20240712.01

Drawing No: 2

Figure Title:

Land Ownership Map

N

0 750 1,500

1 inch = 1,500 feet

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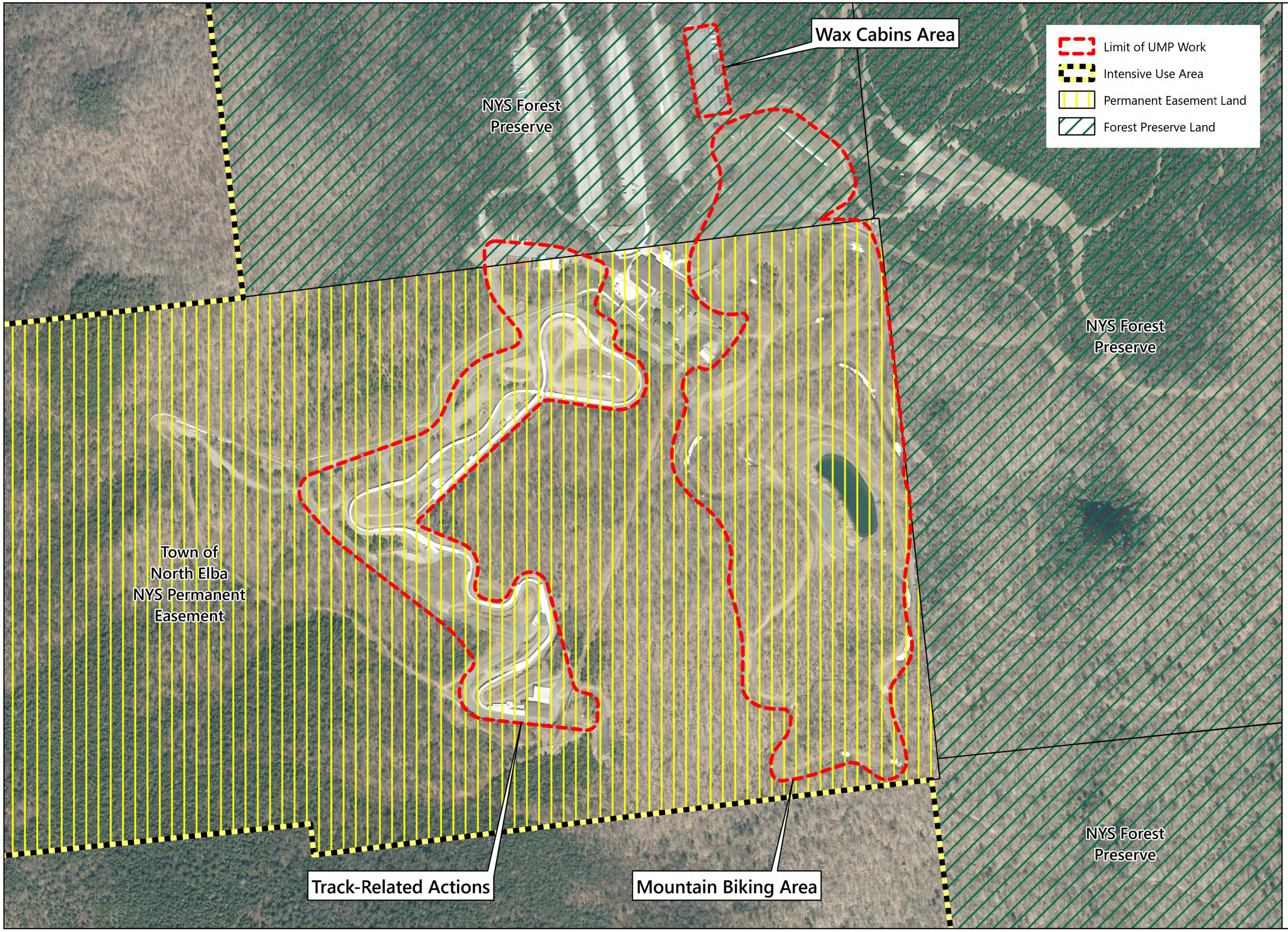

Date: 10/15/2024
Project No: 20240712.01

Drawing No: 3

Figure Title:

Enlarged Land Ownership

N

0 200 400

1 inch = 400 feet

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Mt Van Hoevenberg
Intensive Use Area

Georgian Bay
Huntsville
Midland
Owen Sound
Orillia
Lake Simcoe
Barrie
Peterborough
Orangeville
Markham
Oshawa
Vaughan
Pickering
Brampton
Mississauga
Toronto
Guelph
Kitchener
Stratford
Oakville
Hamilton
Woodstock
Brantford
St Catharines
Niagara Falls
Buffalo
Lake Ontario
CANADA
UNITED STATES
Gatineau
Ottawa
Cornwall
Kingston
Belleville
Watertown
Rochester
Syracuse
New York
Utica
Auburn
Ithaca
Hornell
Erie
Jamestown
Olean
Ashtabula
Bradford
Warren
Elmira
Binghamton
Oneonta
Oil City
St Marys
Pennsylvania
Youngstown
Williamsport
Scranton
State College
Hazleton
Weirton
Pittsburgh
Altoona
Allentown
Laval
Longueuil
Montreal
St-Hyacinthe
Salaberry-de-Valleyfield
St-Jean-sur-Richelieu
Granby
Sherbrooke
Magog
Plattsburgh
Berlin
Montpelier
Vermont
Adirondack Park
Rutland
New Hampshire
Concord
Manchester
Nashua
Lowell
Keene
Brattleboro
Albany
Saratoga Springs
Pittsfield
Gardner
Massachusetts
Worcester
Springfield
Hartford
Windham
Connecticut
Rhode Island
Providence
Waterbury
Norwich
New London
Danbury
New Haven
Bridgeport
Long Island Sound
Poughkeepsie
Kingston
Beacon
Newburgh
Middletown
New Jersey
White Plains
Greenwich
Stamford
Yonkers
Paterson
Parsippany
Hicksville
New York
Brentwood
Levittown
West Babylon
Elizabeth
New York
Edison

Date: 10/07/2024
Project No: 20240721.01

Drawing No: 4

Figure Title:

Regional Location Map

N

0 17.5 35
1 inch = 35 miles

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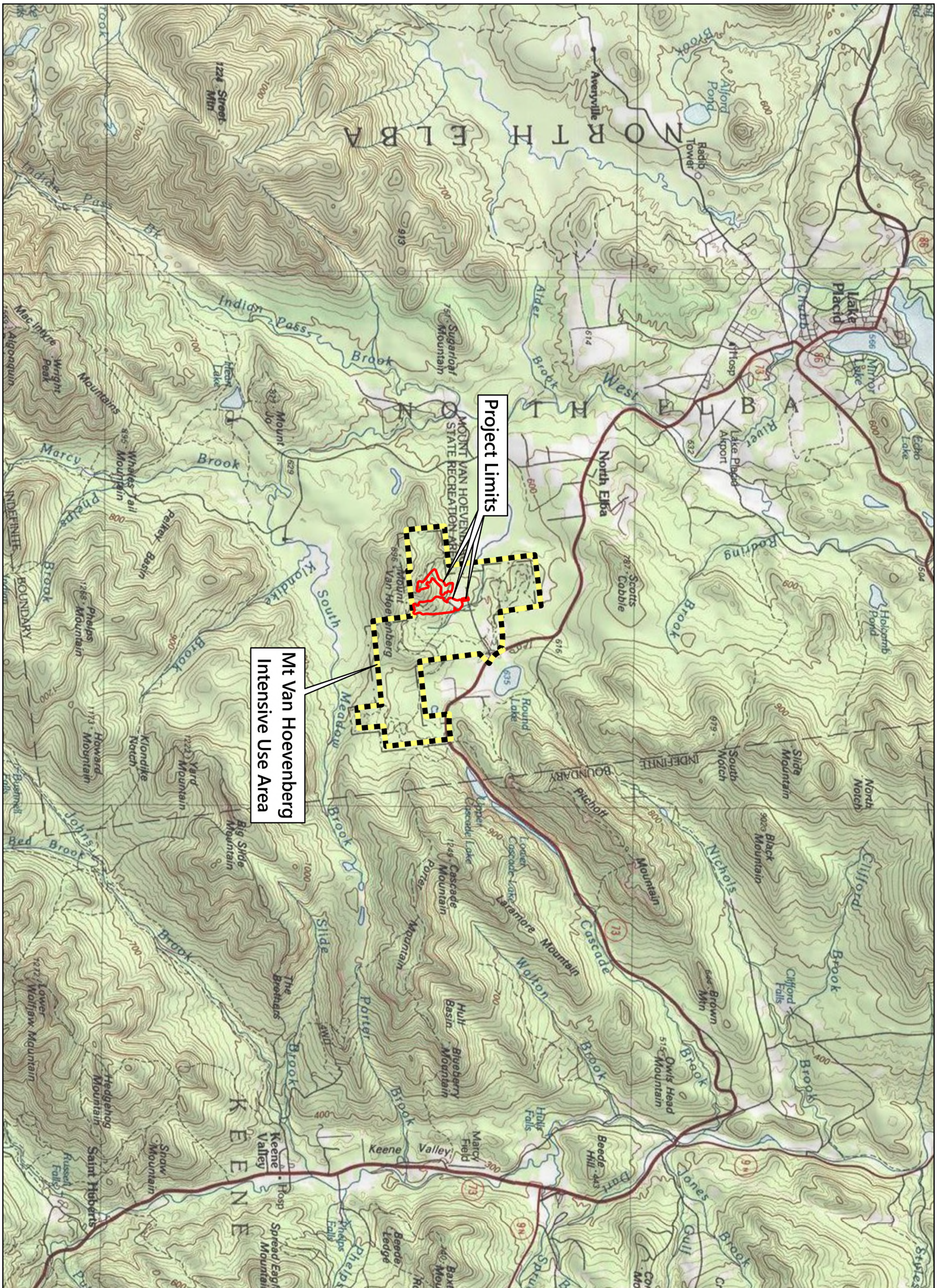

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Figure Title:
Site Location Map

0 2,750 5,500
1 inch = 5,500 feet
N

Date: 10/15/2024
Project No: 2024072.01

Drawing No:
5

II. Proposed Management Actions

A. List of Management Actions and Master Plan

The Olympic Authority is proposing to modernize the existing bobsled, luge, and skeleton track and associated track facilities as well as to construct additional mountain biking trails for the 2025 and 2026 UCI Mountain Bike World Series. See Figure 6, Overall Master Plan[4], Figure 18, Future UCI World Cup, and Figure 3, Enlarged Land Ownership, which show the locations of the following proposed actions:

1. Repair Track Surfaces including Curves 6, 7, and 8
2. Expand Elevated Walkways for Track Maintenance and Spectator Access
3. Extend/Upgrade Water and Sewer Services
4. Alpine Coaster Spectator Improvements
5. Upgrade Existing Track Shade and Roof Systems
6. Start 1 Building Improvements
7. Replace Start 3 Building
8. Replace Refrigeration Building/Infrastructure
9. New Consolidated Timing/Operations Building
10. Site Improvements in The Heart
11. Site Improvements at Curve 10
12. Install People Mover
13. Wax Cabin Installation
14. World Cup Mountain Biking Trail on Easement Lands

B. Individual Management Action Descriptions

1. Repair Track Surfaces including Curves 6, 7, and 8

Slight settling of the track foundation in the area of Curve 7 has caused some misalignment of the track. In other areas, age and improper construction have created imperfections in the surface that track maintenance has compensated for by removing some concrete from the track surface and by varying the thickness of the ice that they maintain. A more permanent repair will realign the track with its original design.

- Selectively repair concrete track sections.
- Replace sections of rebar and refrigeration piping as needed.

2. Expand Elevated Walkways for Track Maintenance and Spectator Access

Additional access to the track is needed for regular maintenance operations and increased spectator viewing space is desired. These needs can be met by expanding the system of elevated trackside walkways.

- Elevated walking paths for track maintenance staff, coaches and spectators are currently present at numerous locations along the track.
- New maintenance walkways will be integrated into the replacement shade structures on one side of the track. New spectator walkways will be installed adjacent to the maintenance walkway and will also be covered by the shade structure. See Figure 7.

[4] The figures referenced in this section are all located at the end of Section 2.

- Walkways will provide greater accessibility to the track for operations staff, athletes, coaches, and spectators.
- Additional walkways are proposed at Curves 1, 2, 3, 4, 10, 14, 15, 16, 17, 18, 19 and 20.

3. Extend/Upgrade Water and Sewer Services

- The existing campus water distribution system will be extended to provide potable water to the new consolidated timing/operations building proposed near Curves 14 and 20, the Start 1 Building, and the Start 3 Building.
- Connect new, consolidated timing/operations building as well as Start 1 Building and Start 3 Building to campus wastewater disposal system.

4. Alpine Coaster Spectator Improvements

The initial years of operating the Alpine Coaster have revealed the need to formalize spectator viewing areas in this very busy area of the venue.

- See Figure 6, Overall Master Plan, for locations.
- Formalize spectator viewing areas with small plaza spaces connected by an elevated pedestrian boardwalk.
- Pedestrian boardwalk to pass along track access road to avoid pedestrian/vehicular conflicts.
- This will also serve as the primary graded entrance to the sliding center

5. Upgrade Existing Track Shade and Roof Systems

During events the track surface needs to be maintained as uniformly as possible for all competitors in each heat, which can take an hour or more to run. Changes in the angle of the sun and other factors have the potential to affect the track surface during this time. Upgrading track shade and roof systems will reduce variability in the track surface due to varying sun exposure.

- Shade and Roof structures are required to allow for track operations under increasing temperatures and intensity of sun exposure.
- Providing a fully shaded track improves operations and reduces energy needed to refrigerate the ice.
- See Figure 7, Typical Shade Structure.
- Install curved metal roofing mounted on wood timber trusses above the track surface
- Replace existing track shading at curves 1, 2, 3, 4, 10, 14, 15, 16, 17, 18, 19 and 20.
- Track lighting will be incorporated into all new shades to provide required light levels on the track surface.
- All lighting will be fully shielded and only provide light within the limits of the track.
- Section 4 contains a discussion of steps ORDA has been taking and will be taking to reduce light levels at Mt Van Hoevenberg.

6. Start 1 Building Improvements

Exterior space at the existing Start 1 needs to be more uniform and accessible. This will be accomplished by reshaping and replacing existing decks and adding additions where applicable. The expanded deck space will be covered.

- Start 1 is the largest start and is required to stage 50-60 four-man bobsleds plus athletes, coaches and spectators during events.
- See Figures 8 through 11 for the renovations proposed at Start 1.
- Reconfigure Start 1 decking to allow better functionality and spectator access.
- Selectively demolish several different small decks located at multiple elevations and connected by stairs. Install new larger deck on a single level.
- The new surface will be expanded to improve accessibility to the men's luge start for athletes and expand spectator access for bobsled and skeleton events.
- The new surface will be covered to provide a uniform environmental condition for staged sleds as required by the sports' governing bodies.
- Covering will keep the remainder of the surface free of snow and ice.
- Construct dedicated level athlete warm up area that is either incorporated as part of the deck system or a paved surface
- The proposed uses in Start 1 and the needs being met by the proposed improvements include the following:
    - Start for bobsled and skeleton
    - Storage space for 60 sleds (2x5 meters per team & space for 6 people per sled)
    - Cover needed for existing deck
    - Future off-season/off-use hospitality space
    - Clear circulation division between spectators and athletes
    - Requires 3-phase power (existing supply is across the road)
    - Heating to be connected to building management system
    - New spectator location at Curve 1
    - Install temporary bleachers during larger events.

7. Replace Start 3 Building

Similar to Start 1, Start 3 requires larger and more organized outside space to accommodate current and future needs for competitors and spectators. The existing Start 3 building will be removed, the building foundation will be used to expand and improve functionality of exterior deck space and a new Start 3 building will be constructed adjacent to the downhill side of the expanded deck.

- See Figures 12 and 13 for the replacement Start 3 building.
- Replace Start 3 to accommodate full athlete occupant loading and better operations.
- Demolish existing Start 3 structure (+/- 1,500 sf).
- Reuse existing Start 3 foundation to expand existing deck to better accommodate event operations including integrated pedestrian access.
- Construct new Start 3 building downhill from the deck expansion to accommodate the number of athletes present for international events and allow event operations without pedestrian-vehicle conflicts at the sled loading dock.
- The proposed uses in Start 3 and the needs being met by the proposed improvements include the following:
    - Start for women's luge, men's and women's doubles luge, and training start for skeleton and bobsled
    - Storage space for 10-15 bobsleds, 40 luge sleds
    - Shop Space
    - Tool Room
    - IT Room

- Additional deck space
- Additional enclosed space
- Enlarged loading dock for improved circulation
- Improve spectator views of the track
- 75-100 person occupancy

8. Replace Refrigeration Building/Infrastructure

A new refrigeration plant is planned to be constructed to replace the existing plant built in 1978, which has reached the end of its useful life. The new plant, currently in design, will have the following general features and attributes:

- Using the like footprint of the existing adjacent maintenance garage building to be demolished, which was approved for renovation into a maintenance building/groomer garage in the 2018 UMPA.
- Figure 17 is a site plan showing area of the existing and proposed refrigeration plants.
- As shown on Figure 17, the existing maintenance building extends onto Forest Preserve lands. The replacement building will be built entirely on easement lands.
- Utilities that are currently located under the driveway in front of the existing refrigeration plant and the existing maintenance garage will be extended to the south to serve the new refrigeration building. See Figure 17, Ammonia Plant Site Plan, that shows portions of these utility extensions occurring on Forest Preserve lands within the footprint of the existing driveway and the footprints of existing structures that will be removed.
- Similarly, the bioretention stormwater practice to the west on Forest Preserve is proposed in an area that is currently a combination of the current garage and a gravel/wood chip area that is used for parking and laydown.
- The building will be a high bay single story building because of the height of the major equipment and the need for catwalks to reach calving and equipment located above the primary floor elevation.
- A substantive renovation of the existing 5,500 sf plant is not viable while maintaining operations of the track.
- Placing the new facility in its planned location will allow the relatively new condensers to be re-used and will also facilitate connection to the existing track refrigeration mains. This minimizes new disturbance and impact.
- There will be a secondary containment pit built into the facility that is capable of holding the full volume in the system in the unlikely event of an ammonia leak.
- New plant will include all modern technology and safety systems required for ammonia refrigeration operations under current regulations.
- Neither the existing ammonia system nor the proposed replacement system have routine air emissions. The proposed replacement system is a closed and recirculating ammonia refrigeration system, replacing the old ammonia system.
- The track itself will be functionally divided into 3 zones, instead of the 2 that currently exist. This will allow better control of ice temperature, reduce energy consumption, and enable better isolation of critical areas.
- When completed, the 3 intermediate refrigeration pump stations along the track will be eliminated, reducing energy consumption and improving site safety.

- The 160+ valve stations along the track that now manually control ammonia flow to each track section will be modified by replacing the existing valving with automated control valves. The control system will allow the valves to be automatically adjusted based upon actual sensed conditions and will be monitored from the control room in the new plant. This will reduce energy consumption and reduce on-site operating time.

9. New Consolidated Timing/Operations Building

Track timing and other event operations are currently housed in multiple locations, which is inefficient and affects how events are managed. Consolidating all operations into a single building will improve event operations. Construction of this building also provides an opportunity to provide additional spectator space, restrooms, and concessions at this location.

- See Figure 14 showing a site plan for the area, Figure 15 that is an enlarged site plan, and Figure 16 that shows the allocation of space on the 3 floors of the building.
- Consolidate track and event operations and timing into a new operations building adjacent to Curve 14 and Curve 20.
- Building will be recessed into the slope and contain three levels to accommodate grade change with a height under 40ft.
- Provides access to potable water and sanitary sewer to support the operations.
- Provide a parking area (including 2 accessible spaces) with EV charging stations adjacent to the building as well as space dedicated as a bobsled loading area.
- Upon completion, demolish and remove the existing Press Building (+/- 1,200 sf), and the Lower Finish Building (+/- 1,000 sf). What is referred to as the Operations/Storage Building (+/- 1,500 sf) will also be removed but this "building" is a series of shipping containers that have been connected with a deck for temporary usage and is not a permanent structure. None of the removals provide accessible access or meet energy code requirements. The existing buildings being removed/consolidated do not provide accessible parking or access in accordance with Chapter 10 of the NYS Building Code or ICC A117-09. The proposed new building will meet these standards.
- Figure 6, Overall Master Plan, and Figure 14, Combination Operations/Timing Building Site Plan show the structures proposed to be removed.
- The proposed uses and the needs being met by the proposed improvements in the combined timing/operations building include the following:
    - Provide concessions and bathrooms
    - Provide spectator space
    - Provide track operations space including
        - Tool and equipment shop
        - Work force prep
        - Hose storage
        - Break room
        - Gear storage
        - IT Server Room
        - Timing and Competition Offices
        - New bobsled unloading circulation
        - New parking area
        - House main fiber feeds

10. Site Improvements in The Heart

The Heart is the area within the series of track curves that form a heart shape towards the bottom of the track. The area has potential for providing outstanding spectator views, but current site conditions require improvements to provide better access to these track views. Proper separation of spectators and operations is essential.

- The Heart is currently the largest spectator viewing area, despite steep grades and uneven walking surfaces.
- Install selective hardscapes, regrade and install new pervious surfaces to allow for accessible spectator access to The Heart for event viewing and to improve current site drainage issues
- Improve pedestrian and vehicular access and circulation for the public (pedestrian only), track staff and emergency services.
- Low level lighting such as bollards will be utilized to provide code-required minimum lighting of egress walkways.
- All light will be shielded and intended only to support spectator movement.
- The proposed uses and the needs being met by the proposed improvements in The Heart area are as follows:
    - Develop outdoor plaza with adequate space for event/vendor tents and multiple track viewing locations.
    - Develop an accessible, terraced pedestrian walk with viewing areas.
    - Formalize primary and secondary emergency services access.
    - Improve pedestrian access points.
    - Provide paths for maintenance (secured) and for spectators.

11. Site Improvements at Curve 10

Circumstances at Curve 10 are similar to The Heart. This is another popular spectator location despite difficult access and site conditions. Proposed site improvements will remedy site deficiencies while allowing spectator and track operations uses to both occur safely in this area.

- Curve 10 is a marquee viewing spot at the venue.
- Spectators currently walk to this location on steep and uneven surfaces. They share access points with operations vehicles in multiple locations, as the operations and maintenance road runs through the area where spectators gather.
- Re-grade the viewing area, add stormwater infrastructure, and provide accessible walking surfaces that allow safe access to this location.
- Correct current site drainage issues
- Install stepped retaining walls as needed to create a level viewing plaza.
- Provide control and vehicle barriers to separate spectators from operations.
- Harden maintenance access including possibly paving.
- Create a flexible spectator viewing plaza space with level areas for temporary bleachers and press broadcast stand.

12. Install People Mover

The people mover will provide an alternative means for accessing the upper portions of the track which can be challenging for many pedestrians.

- The approximate alignments of the proposed lifts are shown on Figure 6, Overall Master Plan.

- People Mover planned to be installed to connect the Base Area and the new spectator area at Curve 10 and from the Curve 10 area to the spectator area at Start 1.
- This plan is an alternative to the coaster/funicular that was approved in 2018 and that provided access to these locations.
- Two-way transport
- 30 to 40 feet tall lift towers

13. Install Wax Cabins

Twenty-four wax cabins were acquired to support Nordic and trail sport operations. The cabins were built as movable structures. They match the specifications for team support buildings and meet international standards.

They have been located in an area formerly known as Parking Lot 1, now called the Athlete Staging Area. After installation of the temporary structures, their mobility was limited due to necessary access to power. To reduce the use of generator and other temporary power sources, permanent infrastructure, including permanent power pedestals, now connects the cabins and is available for additional rental cabins for large events.

14. World Cup Mountain Bike Trail

Mountain biking is a fast-growing sport, and World Cup mountain biking is one of the fastest growing endurance sports globally. Additionally, mountain biking is a recognized Olympic sport supported by the United States Olympic & Paralympic Committee. The UCI serves as the international governing body for cycling, overseeing various disciplines, including mountain biking. In the United States, the USAC (USA Cycling) acts as the national governing body, coordinating domestic events and ensuring compliance with international standards. The UCI Mountain Bike World Series stands as the pinnacle of international mountain biking, attracting elite athletes from across the globe to showcase their skills and compete in various formats. Mt Van Hoevenberg has been selected as the host for an XCO (Cross Country Olympic) and XCC (Cross Country Short Track) World Cup in September of 2024 as well as in 2025 and 2026. The XCO and XCC events will bring together the world's best riders for intense battles on challenging terrains. XCC (Cross Country Short Track) format features a shorter and more intense course, designed to test riders' agility, speed, and technical skills. Races are typically held on a compact loop, encouraging frequent passes and strategic maneuvers. XCO (Cross Country Olympic) events cover longer and more demanding courses, incorporating diverse terrains and technical features. Riders navigate a series of laps, facing challenging climbs and descents. The format requires a combination of endurance, technical proficiency, and strategic decision-making.

ORDA has constructed certain features on existing trails at Mt Van Hoevenberg to create a Union Cycliste Internationale (UCI) sanctioned mountain bike course for the 2024 UCI Mountain Biking World Series. In 2023, prior to construction, ORDA initiated the State Land Consultation Process with APA. The APA determined the course to be consistent with the APSLMP. Please see the 2024 State Land Consultation application materials and State Land Determination as Exhibit 9. For similar events in 2025 and 2026 and potentially thereafter, ORDA proposes that certain features, segments, and accents of the course remain permanent, and desires the flexibility to utilize natural

features and terrain through forested areas on the Town Easement Lands[5] (forested lands) as part of the course from year to year. The below provides information about UCI, the steps leading to approval of the 2024 temporary course, and the proposed management action related to the 2025 course and beyond. Please see Figure 18 – Overall UCI World Cup Course Area for a visual of the 2024 course and proposed actions.

All proposed management actions are on the Town Easement Lands of the Mt Van Hoevenberg Intensive Use Area. There are six (6) management actions proposed:

- Retain nine (9) features, constructed temporarily for the 2024 UCI event course, as permanent features;
- Relocate (11) features, constructed temporarily for the 2024 UCI event course, to permanent locations;
- Identify natural features to be included in the eleven (11) relocated features;
- Retain the tread built on existing ski trails for the 2024 UCI event course permanently to be used as the basis of the world cup mountain biking course each year;
- Create connections between technical features through the forested lands on uphills and steep sections by creating rock armoring and switchbacks on steep sections of the course in these areas. Uphill sections will not change year to year.
- Create connections between technical features through the forested lands on downhill and flat sections by removing duff and debris from the forest floor to create a course. The corridor will return to its natural state after the event.

The course segments on existing trails will be available for the public. The course segments through forested areas will not be available to the public and will only be used during events.

Working with a UCI sanctioned course designer, ORDA staff have constructed a course with Features and Points of Interest which meet the course requirements for the UCI Mountain Bike World Series courses. Please find the 2024 Course Layout as Figure 18. Construction specifications for six (6) types of course features are in Exhibit 8. Twenty (20) total features were constructed. The 2024 course features were constructed on existing trails used for cross-country skiing and mountain biking excepting the portions of the course using the multi-use trail, and the area above the snowmaking reservoir. These areas are discussed below.

- Multi-Use Trail: For more than forty (40) years, this trail has been used for hiking and snowshoeing and more recently, for mountain biking.
    - The trail began at the old base lodge and terminated at the 1932 start area where it connected with the Mt Van Hoevenberg (MVH) East Trail.
    - This trail served as the primary access trail to MVH East Trail until the new MVH East Trail was completed in 2021.
    - This trail is part of an emergency evacuation route from Start 2, at which point it is approximately twenty (20) feet wide.
    - This trail has been on the MVH trail maps for at least ten (10) years.

[5] Mountain biking is an allowed use on the Forest Preserve lands within the Unit, but no new construction is proposed on Forest Preserve lands. All proposed actions are on the Easement lands.

- Snowmaking Reservoir: The snowmaking reservoir was constructed during the recent redevelopment of Mt Van Hoevenberg.
    - The reservoir is lined with a watertight membrane to maximize water retention.
    - As part of the construction, shot rock and other smaller stones were placed above the reservoir and a row of large rocks was installed to prevent the stones from falling into the reservoir.
    - Should stones fall into the reservoir and tear the liner, replacement would be required and pending the repair, snow could not be made and the venue's sole source of water for fire suppression would be eliminated.
    - As such, ORDA staff have identified the area above the reservoir as an area of concern and intend to enhance the row of large rocks to lessen the chance of an incident occurring.
    - Once reconstructed, the area above the enhanced row of large rocks can ideally be used as part of the proposed course.
- Unless otherwise noted in the Construction Specifications in Exhibit 8, all features constructed for the 2024 event were to be removed after the event and all affected areas returned to the condition that existed prior to construction. Removal in the fall is dependent on weather conditions that would allow re-establishment of vegetation.
- In 2023, ORDA consulted with NYSAPA (SL2024-0002) regarding this event. Please see Exhibit 9 for consultation materials. APA findings regarding APSLMP compliance for the 2024 event included the following:
    - *Pursuant to the Adirondack Park State Land Master Plan (APSLMP), the proposed project at Mt. Van Hoevenberg Intensive Use Area, which entails the use of existing facilities and alteration of existing trails to host a UCI Mountain Bike World Series race event, is considered to be conforming.*
    - *The proposed UCI Mountain Bike World Series course utilizes Mt. Van Hoevenberg's existing trail infrastructure. No new trail construction is proposed.*
    - *All trails have been approved in previous UMP processes and are seasonally managed for mountain bike use.*
    - *All construction of technical features will be done within the existing footprint of trails.*
    - *Design specifications for this course do not involve extensive topographic alterations.*
    - *Features that may interfere with the wintertime use of the facility will be removed after the UCIMBWS race events.*
    - *No tree cutting is proposed.*

Mountain Biking Proposed Management Actions

In summary, the proposed actions are sought to allow the construction and maintenance of a world cup mountain biking course sanctioned by UCI and designed by a UCI approved course designer. The course will be approximately 4-km in total length. Course length on Town Easement Lands will be about 2.7-km and the course length through the Stadium section, on Forest Preserve lands, will be 1.3-km and remain each year. The Stadium section is an existing cleared area, and no new construction is proposed in this area nor on Forest Preserve lands. For the 2.7-km portion of the

course on Town Easement Lands, ORDA is seeking the flexibility to alter the course layout and to change certain technical features from year to year. The hiking trail to the summit of Mt Van Hoevenberg will not be used for the UCI events.

World Cup Mountain Biking Course Metrics

- 4-km +/- total course length
    - 2.3-km of course is defined each year as:
        - Stadium Area: 1.3-km (Forest Preserve)
        - Existing Trail(s)/Tread & Features
    - 1.7-km of course to be flexible feature connections that change from year to year (Easement Lands)
    - Twenty (20) technical features

The alternative to the proposed actions is to construct and deconstruct a temporary course each year. A temporary course is not ideal due to continued destabilization of the lands and the financial impact from year to year. Allowing for a permanent world cup mountain biking course with the flexibility to alter portions and certain technical features from year to year avoids the environmental impacts of constructing and deconstructing an entire course every year.

Following the approval of the 2025 UMPA, ORDA plans to do additional work on Town Easement Lands solely for the purpose of creating features, short crossings, and some longer trail sections. The 2.7 km trail length on the Town Lands will continue to use existing trails, but the biggest change will be to bring the 2025 course into areas of the forested lands in temporary short crossings with some longer sections.

The following six (6) actions are proposed solely on the Town Easement Lands of the Mt Van Hoevenberg Intensive Use Area. Three (3) are related to features and three (3) are related to trail sections.

Features

A feature is a set point in a mountain bike course where a unique type of riding is required to navigate the course. There are two types of features; built features and natural features. Built features are hand built and specifically designed. Natural features use existing terrain or elements like boulders to create a moment in the course. A Cross-Country course at the world cup level will include up to twenty (20) features using a mix of built and natural elements.

There are three (3) management actions associated with features:

1. ORDA proposes that out of the twenty (20) technical features used for the 2024 course, nine (9) of those features remain permanently in their current locations for future use in racing events and by recreators. These features have already been constructed, stabilized, and do not impede the winter use of the trail.

2. The remaining eleven (11) features that have been temporarily constructed must be relocated to off trail areas on the edges of existing ski trails where they do not impede winter use of the trail and can remain permanently. The "Double Slalom" feature, as seen on Figure 18, is an example of this. All efforts will be made to minimize tree cutting near the trail edge. Although built features often incorporate naturally occurring features, the creation of entrance and egress paths for bikes will result in them becoming permanent, built features. These features will be available for both race and recreational riding. All feature deconstructions and new constructions will be in accordance with the Construction Specifications found in Exhibit 8. No short- or long-term environmental impacts are expected provided the Construction Specifications are followed.

3.Identify natural features to be included in the additional eleven (11) technical features used for courses. Natural features will only be available as part of race course design and will not be available for public recreational riding. They will not feature permanent entrance and egress paths.

Trail Sections:

Trail sections of a cross-country mountain bike course connect technical features and are used to help meet the +/- 4-km total course length required by UCI. Trail sections come in four types:

a. Stadium and paved Start/Finish areas that account for approximately 1.3-km of the course length;
b. The distance covered by the 20 features discussed above that account for approximately 1-km of the course length;
c. Tread on the existing ski trails; and
d. Forest trail sections on Easement Lands, only to be used for sanctioned mountain biking events.

Note: Distance of trail section on tread and forest sections discussed in C & D not to exceed 1.7-km +/- of course length.

Trail sections C & D described above are the subject of three (3) additional management actions related to mountain biking:

1. Maintain the trail tread on existing ski trails created for the 2024 UCI event as a permanent course available for all types of riding and as the primary method of connecting the 9 existing features discussed in Feature Action Item #1, and the 11 new features discussed in Feature Action Item 2. This will result in an about 4-km course available for daily training and riding by the general public and competitive athletes in training, using the 2024 course's footprint.

2.On a limited amount of steep terrain within the forested lands, create a hardened tread 4 to 6 meters wide for event use only. Hardening the tread is typically done by armoring the trails using flat faced rocks from the area and anchoring them in the dirt to create a stable riding surface that will not erode. Although a width of 4 to 6-m width is created, no trees are cut, and the trail is created using standard uphill trail design around existing trees and features. These uphill sections will be permanent but will not be part of the riding tread available to the public. They will only be used in the competitive courses if that uphill trail section is desired for that year's individual course design.

3. Create course feature connections on flat and downhill sections within the forested lands. These sections will make up a portion of 1.7-km total course section length referenced in C & D above. These course sections will vary in their precise location on the forested lands year to year to provide uniqueness to the course feature connections. Duff and debris on the forest floor will be removed with hand tools and leaf blowing to reach the dirt layer. These course sections will only be used by competitors in the event after which it will be returned to the natural forest floor state. The following year the same process will be followed to create a new section of trail between different features, solely for that year's event, after which that section of the course will be returned to the natural forest floor state. None of these temporary trail sections will be available for riding outside of the event for which they are used, and they will never be available for riding to the public. Due to the terrain and large trees in the forest, the width can vary slightly depending on the location. It is assessed on a case-by-case basis, but here are some metrics.

Path for Riders: 1-3 meters
Path for Coaches & Marshals: 1-2 meters on each side of rider's path
Spectators: Case by case basis depending on terrain and trees, typically 1-2 meters

That makes the total impact width between 3-7 meters. Impacts outside of the impact area will be assessed post-event and any erosion issues or other impacts will be mitigated on a case-by-case basis. On-site materials will be used to restore the forest floor, including fallen foliage. The course will blend with the conditions of the surrounding forest floor. The entrances and exits to the forest sections will be blended back to their natural state and adjusted for skiing.

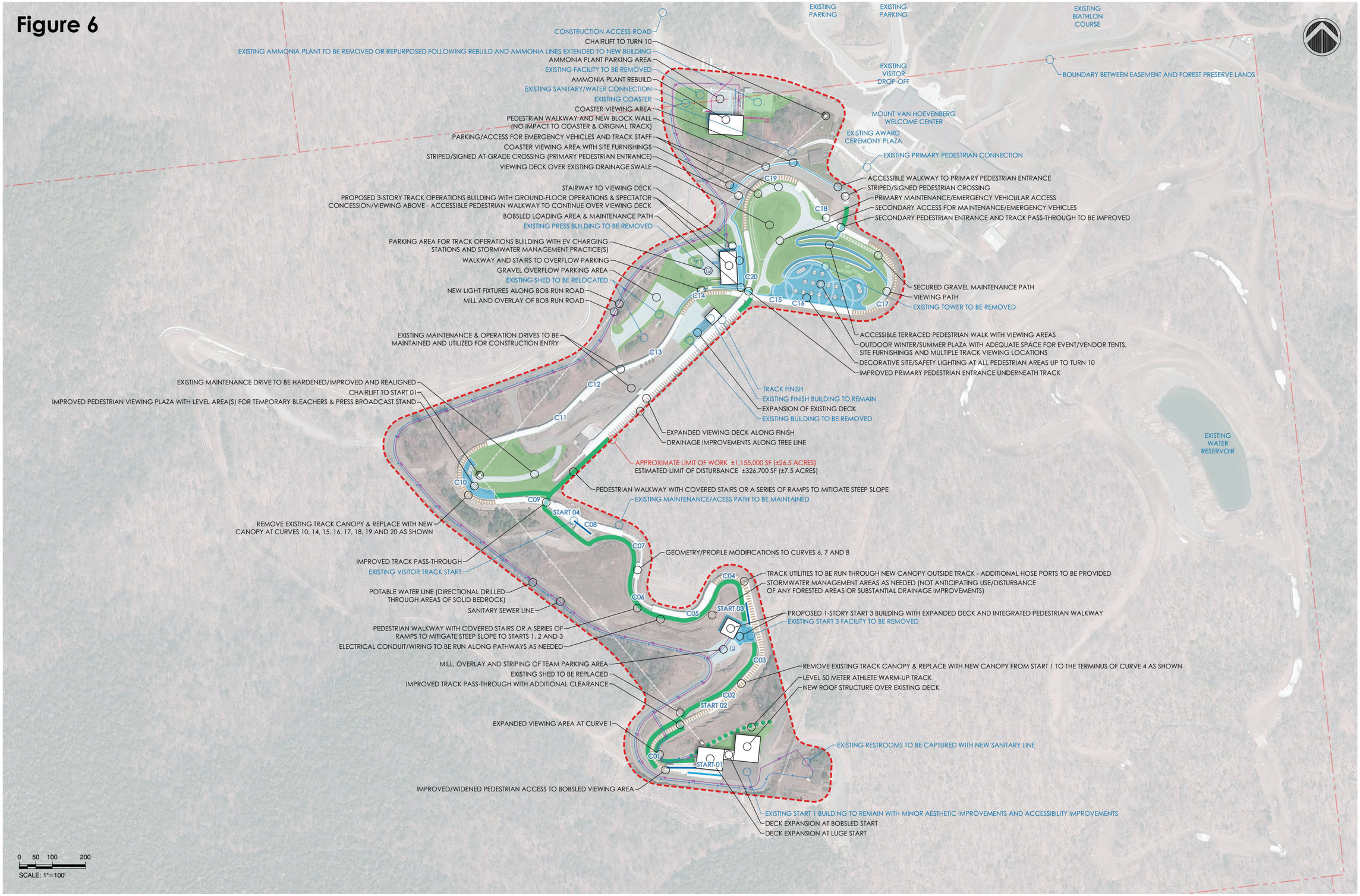
C. Projected Use

The modernization of the sliding track facilities will increase ORDA's ability to attract competitions. Competitions such as the March 2024 International Bobsled and Skeleton Federation (IBSF) World Cup typically involve higher attendance by competitors, the public, and the media. It is possible that the frequency of these types of events could increase after the revitalization actions are completed.

D. Status of Previously Approved Management Actions

Exhibit 7 contains a table of previously approved management actions and their implementation status. Actions that are categorized as *Approved, Not Yet Constructed* continue to be proposed actions. The new management actions in this UMP Amendment have been added to the table in Exhibit 7.

Figure 6



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OVERALL MASTER PLAN

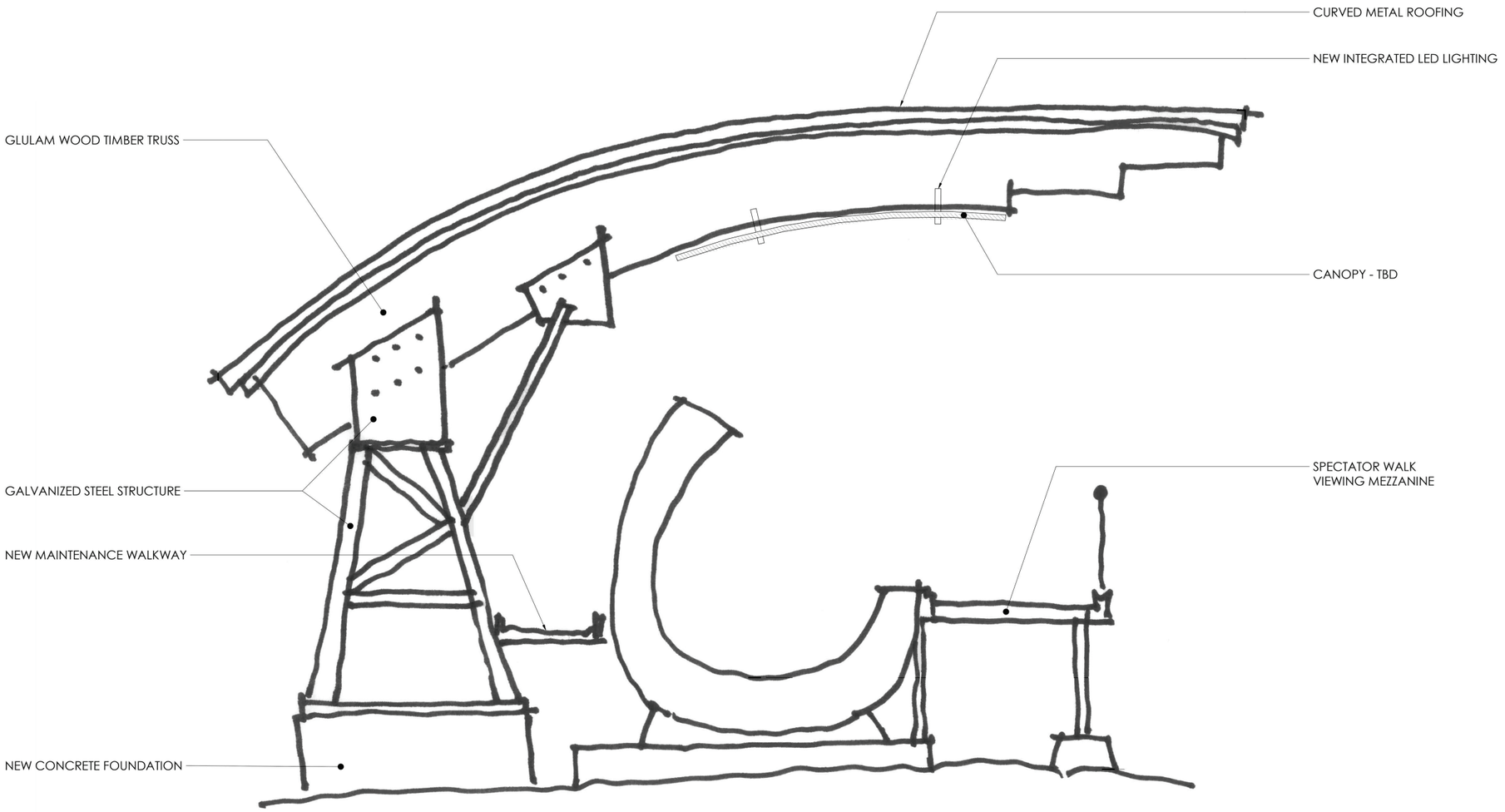
30"x42" ORIGINAL SHEET SIZE | DATE 10.15.24

MT. VAN HOEVENBERG BOBSLED TRACK

OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 7



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TYPICAL SHADE STRUCTURE

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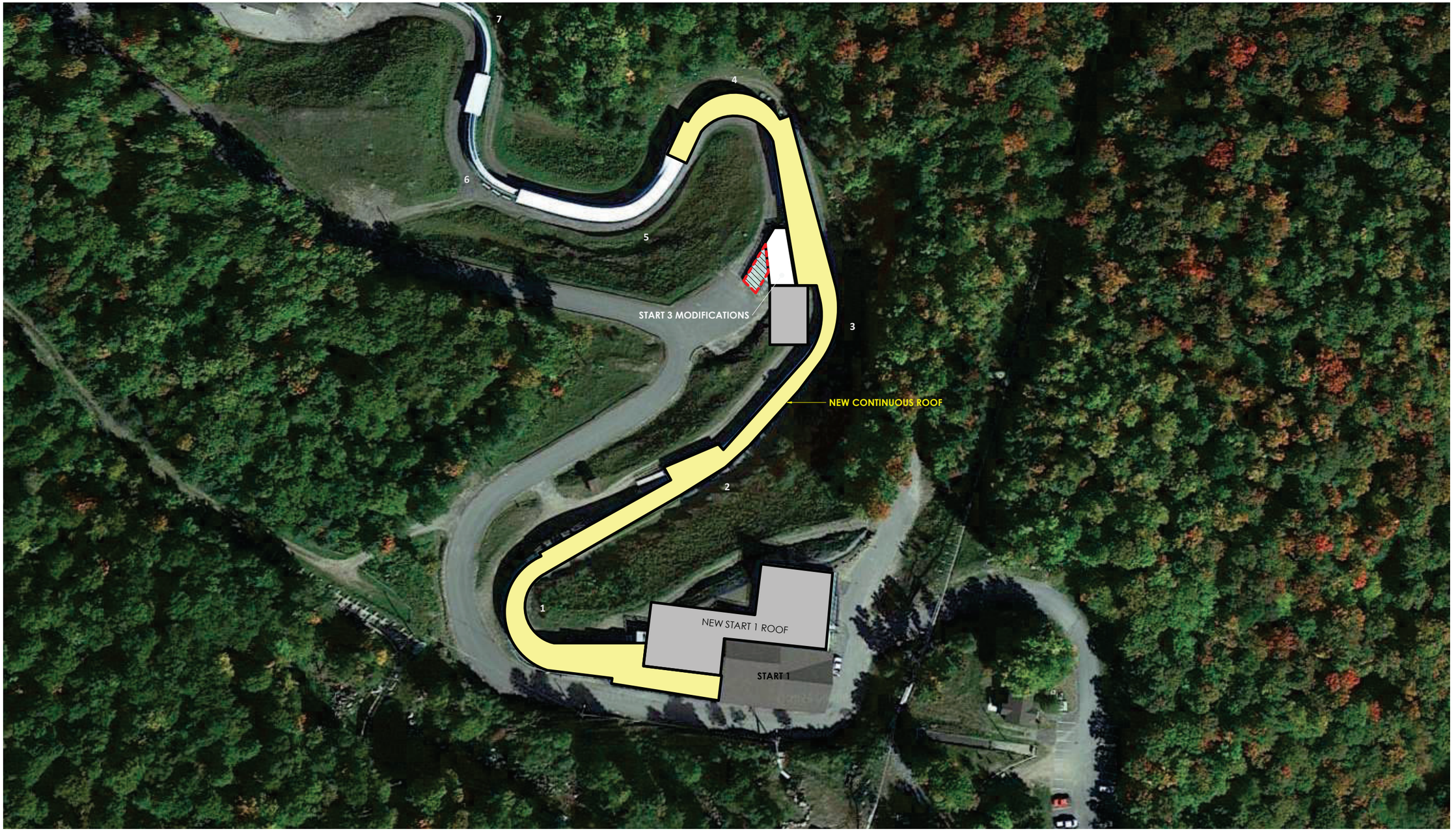
OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

NEW YORK STATE OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 8



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START 1 AND 3 SITE PLAN

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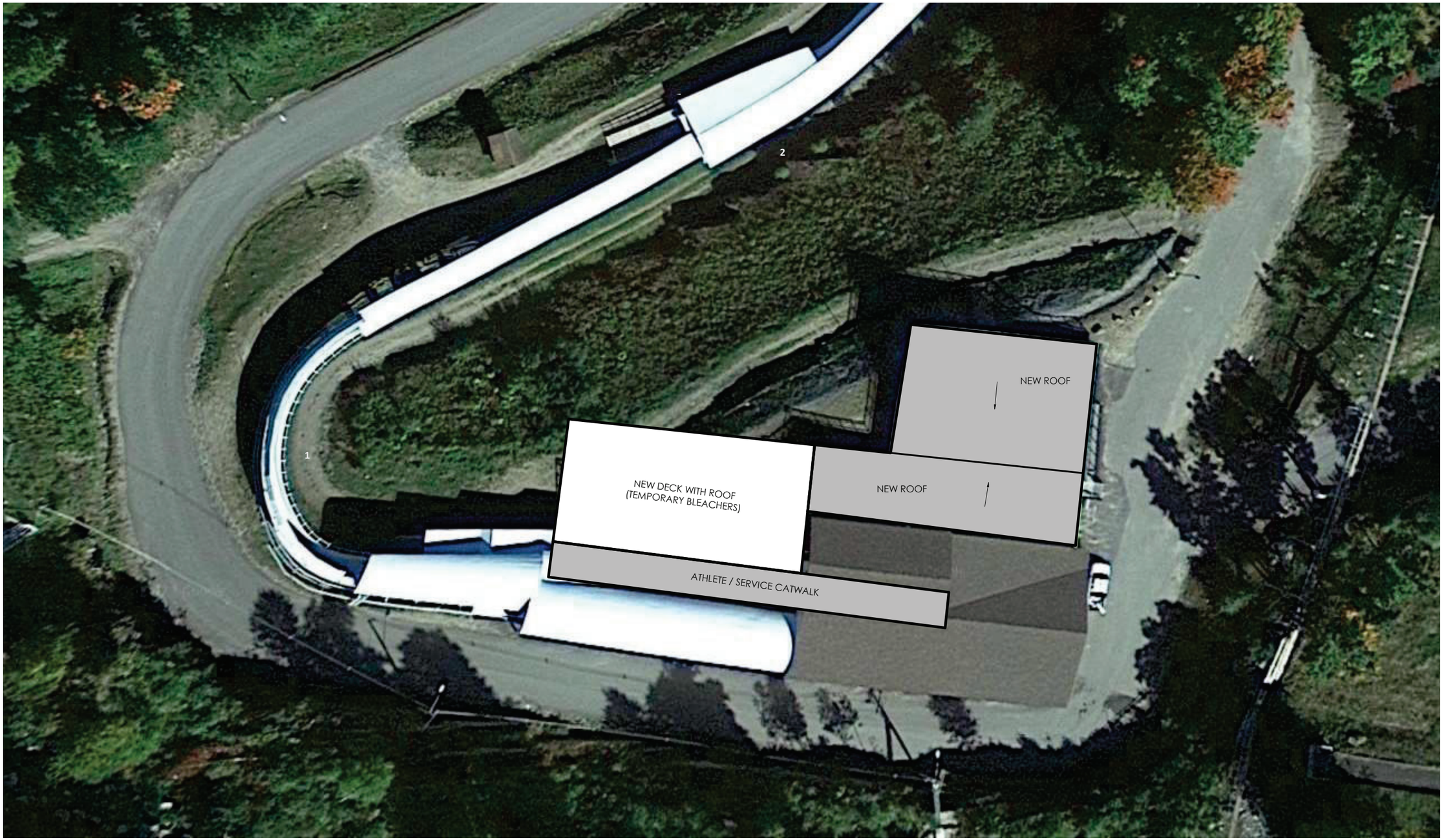
MT. VAN HOEVENBERG BOBSLED TRACK

OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 9



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START 1 ENLARGED SITE PLAN

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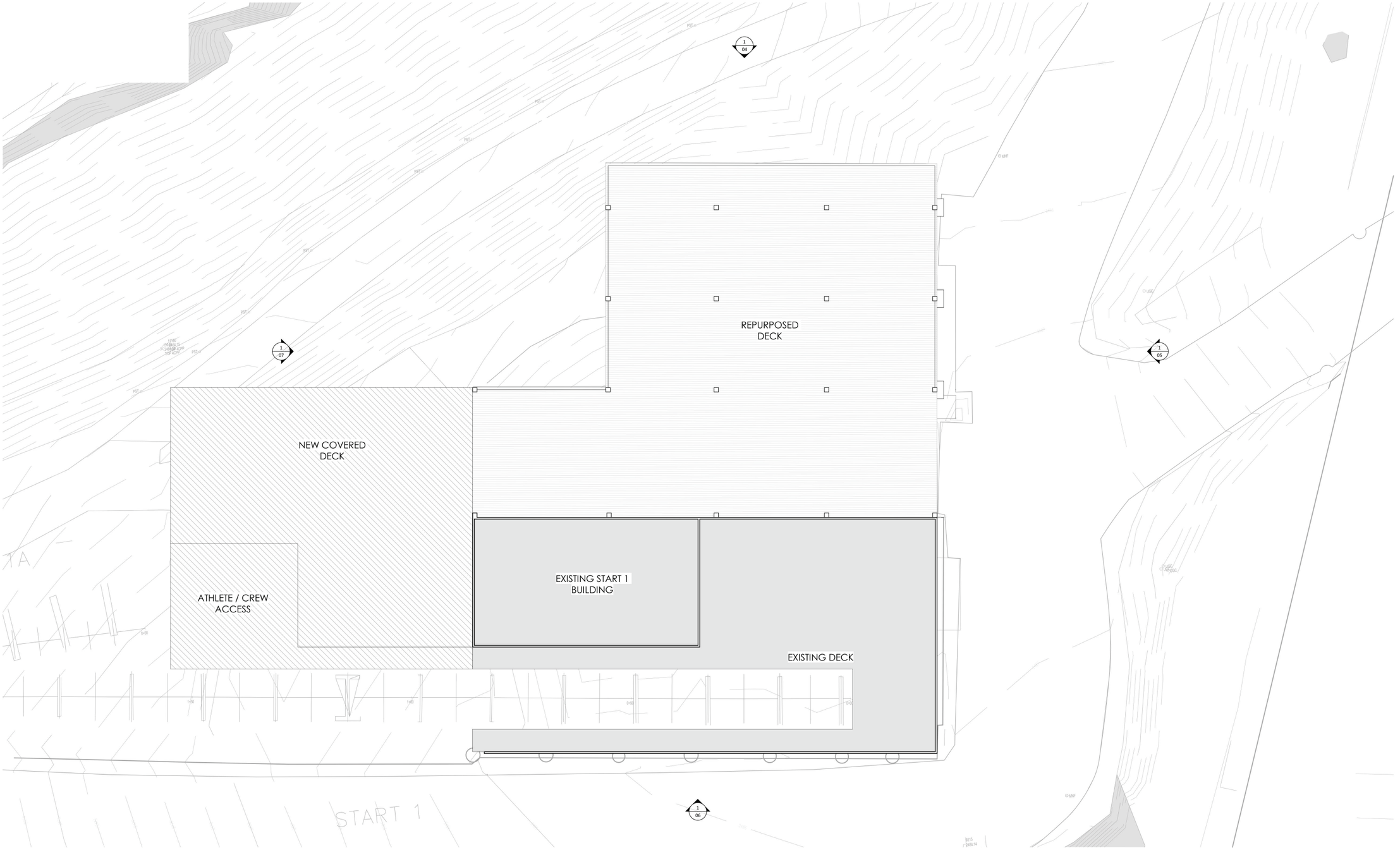
MT. VAN HOEVENBERG BOBSLED TRACK

OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 10



LEVEL 1
SCALE: 1/8" = 1'-0"

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START 1 DIAGRAM

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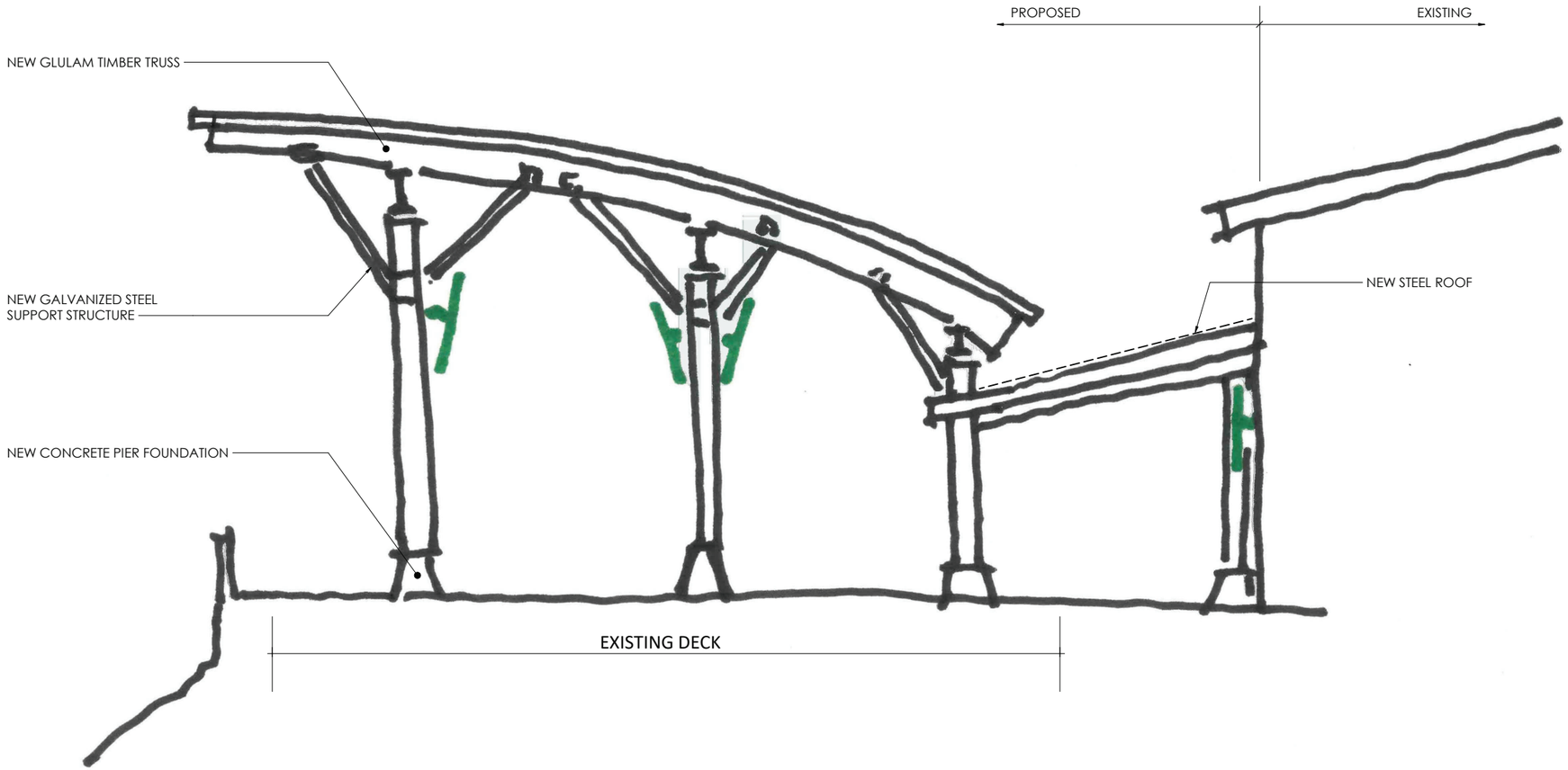
OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 11



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START 1 CANOPY

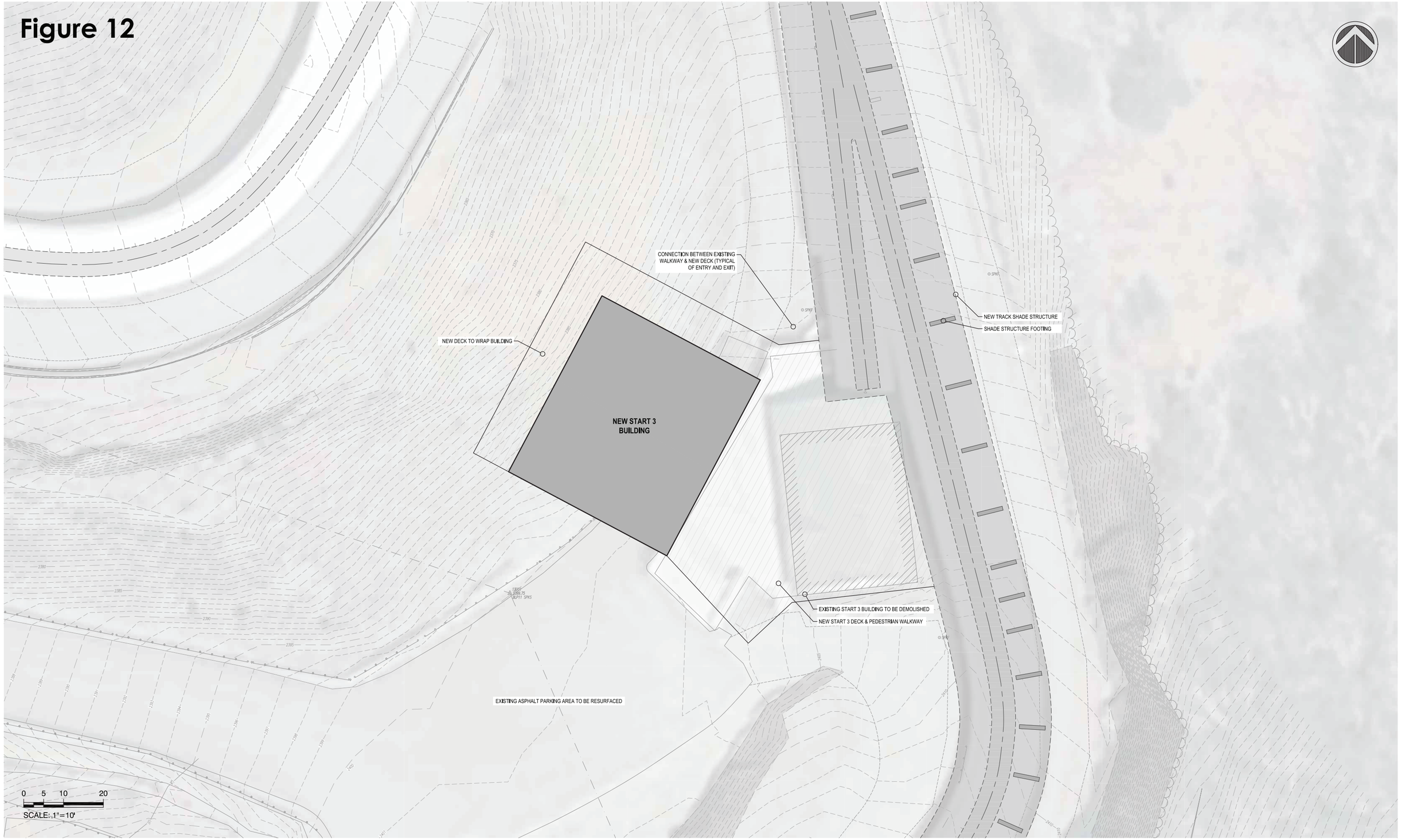
30"x42" ORIGINAL SHEET SIZE | DATE 10.07.24

MT. VAN HOEVENBERG BOBSLED TRACK

OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 12



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START 3 ENLARGED SITE PLAN

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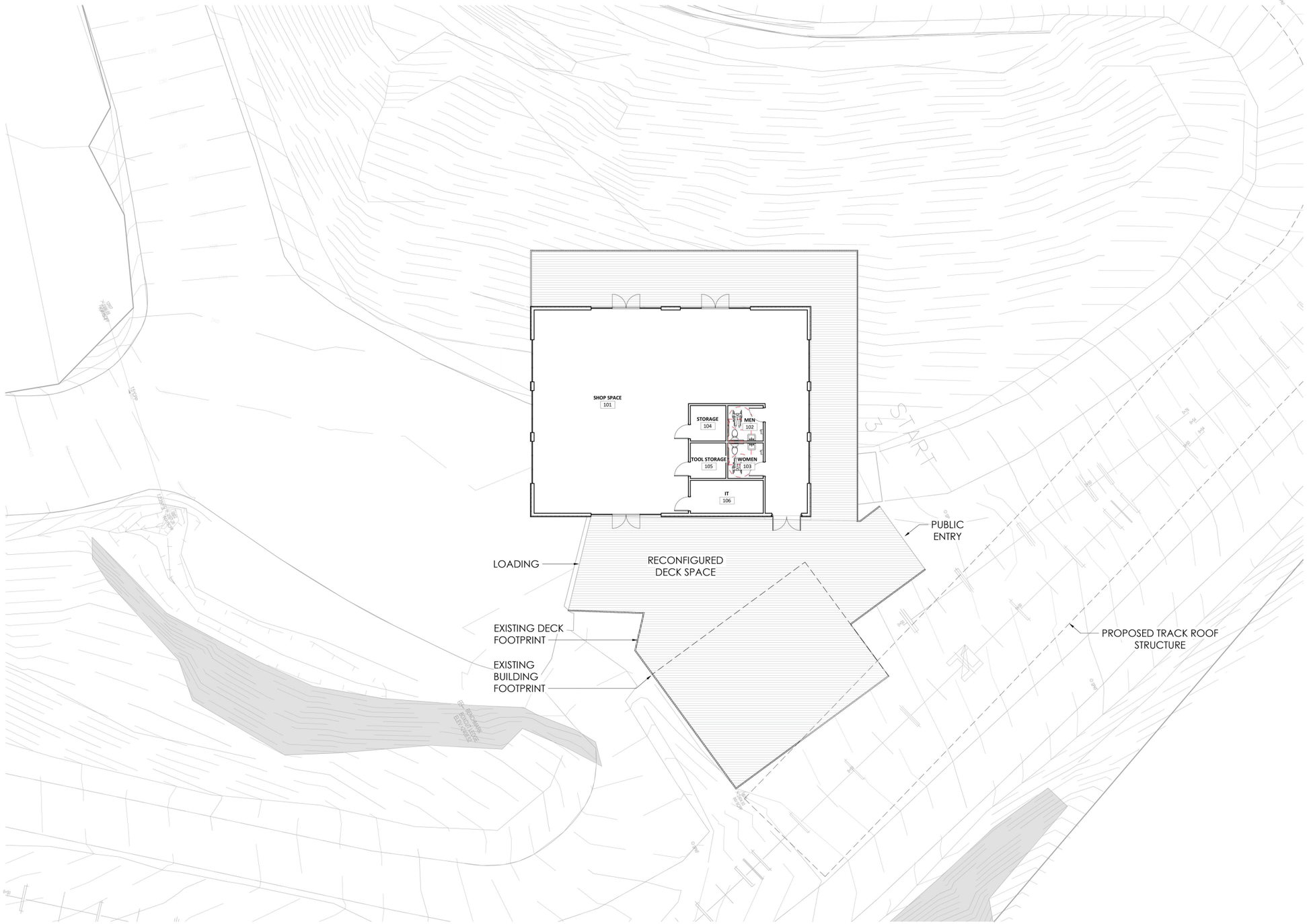
MT. VAN HOEVENBERG BOBSLED TRACK

OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

NEW YORK STATE OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 13



LEVEL 1
SCALE: 1/8" = 1'-0"

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START 3 FLOOR PLAN
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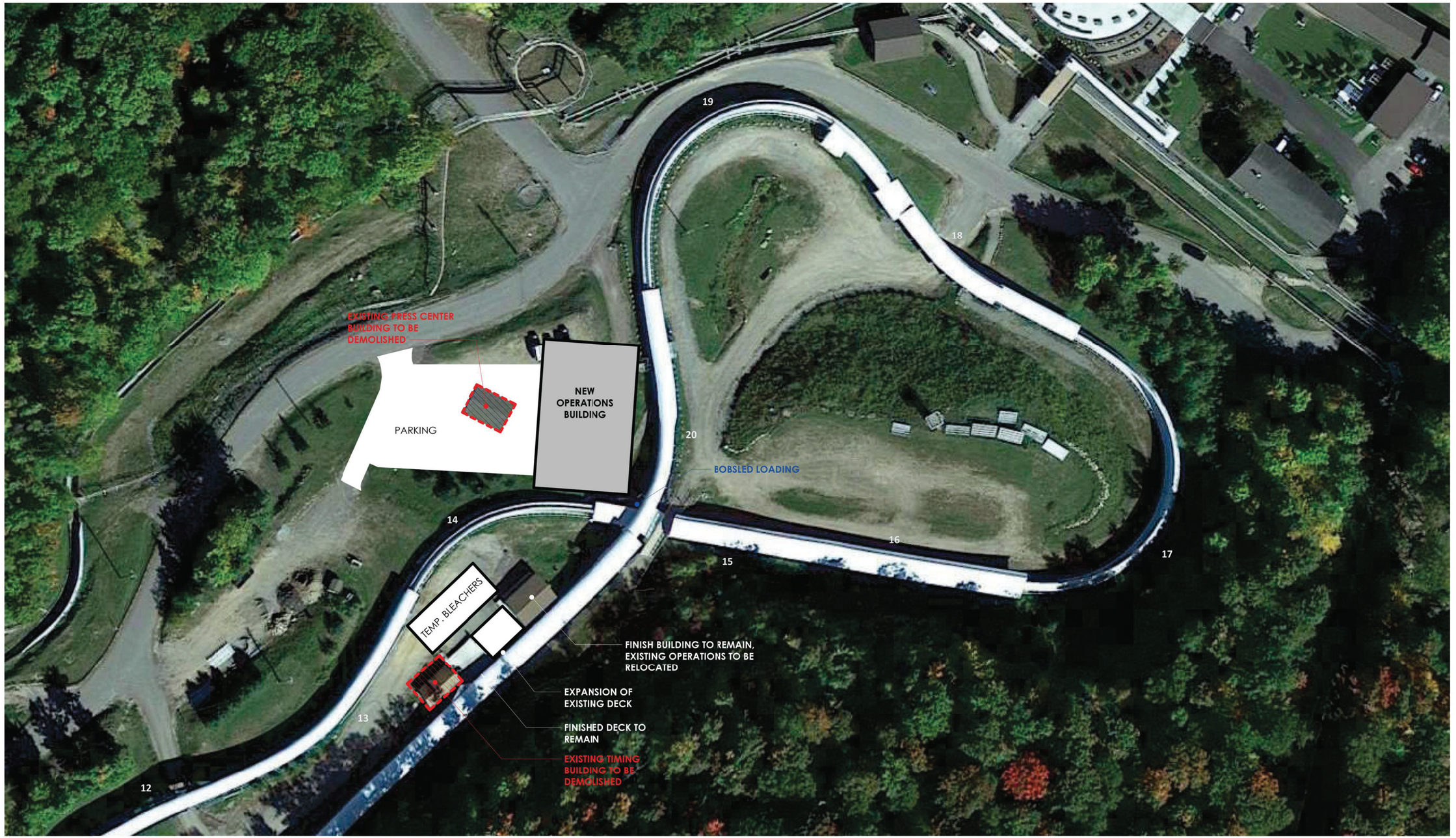
MT. VAN HOEVENBERG BOBSLED TRACK
OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

NEW YORK STATE OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 14



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OPERATIONS BUILDING SITE PLAN

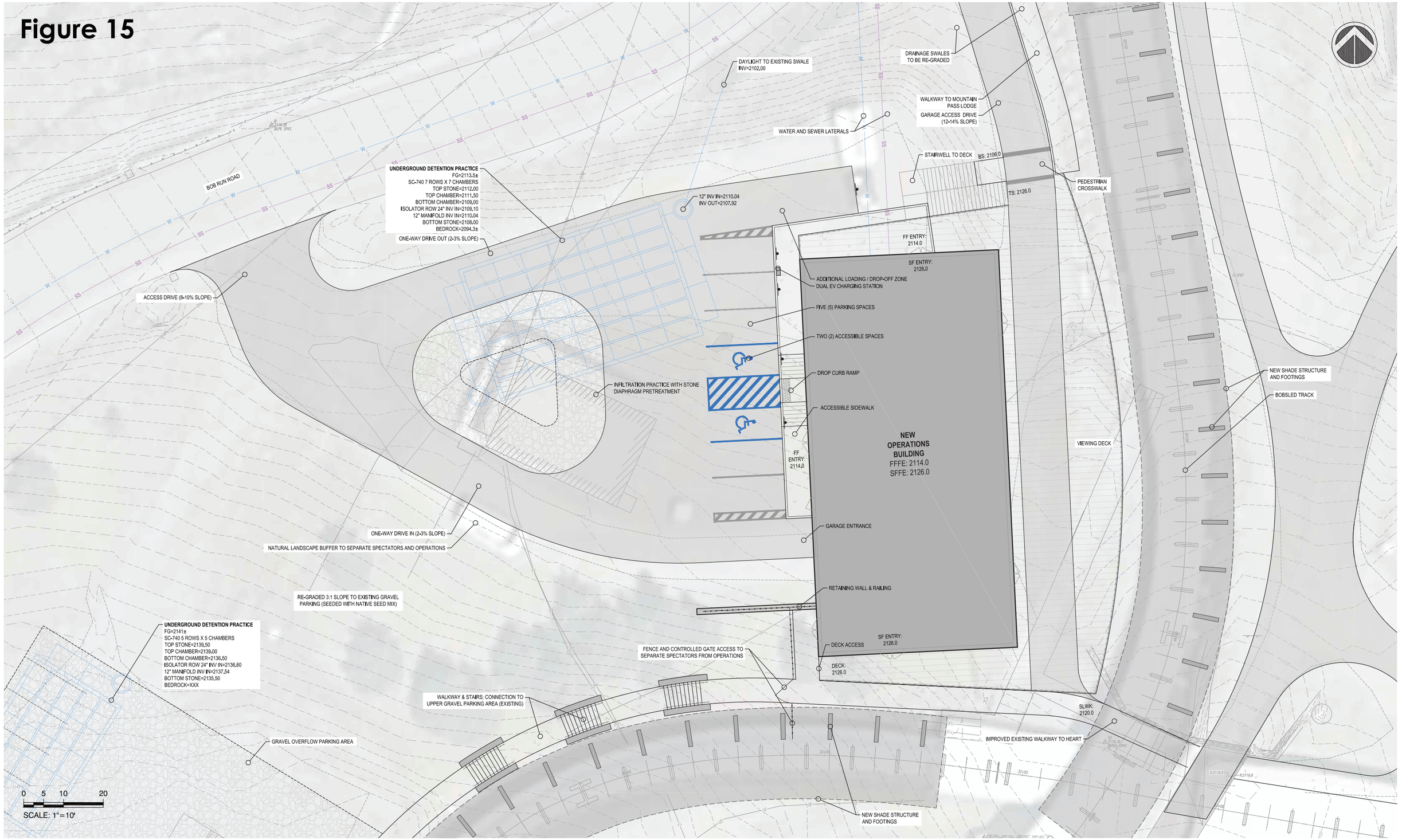
30"x42" CRIGINAL SHEET SIZE | DATE 10.07.24

MT. VAN HOEVENBERG BOBSLED TRACK

OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

NEW YORK STATE OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 15



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OPERATIONS/TIMING BUILDING ENLARGED SITE PLAN

24"x36" ORIGINAL SHEET SIZE | DATE 10.15.24

MT. VAN HOEVENBERG BOBSLED TRACK

OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

NEW YORK STATE OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

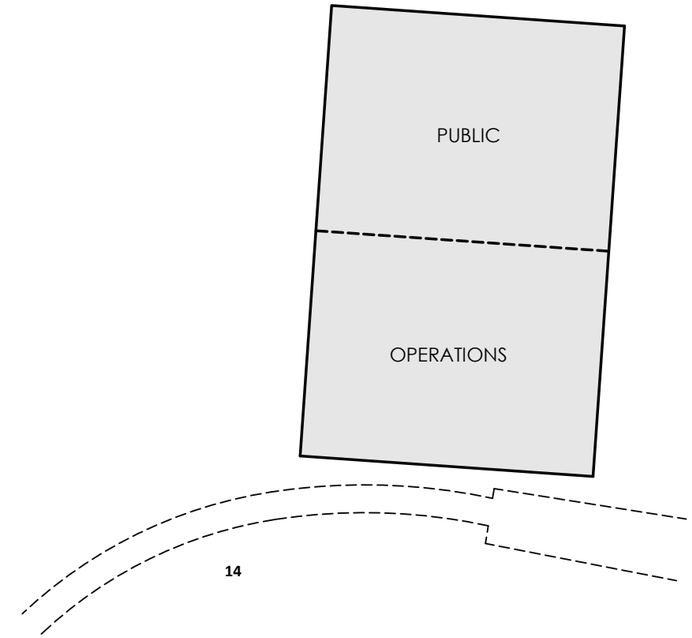
Figure 16

OPERATIONS BUILDING GENERAL PROGRAMMING:

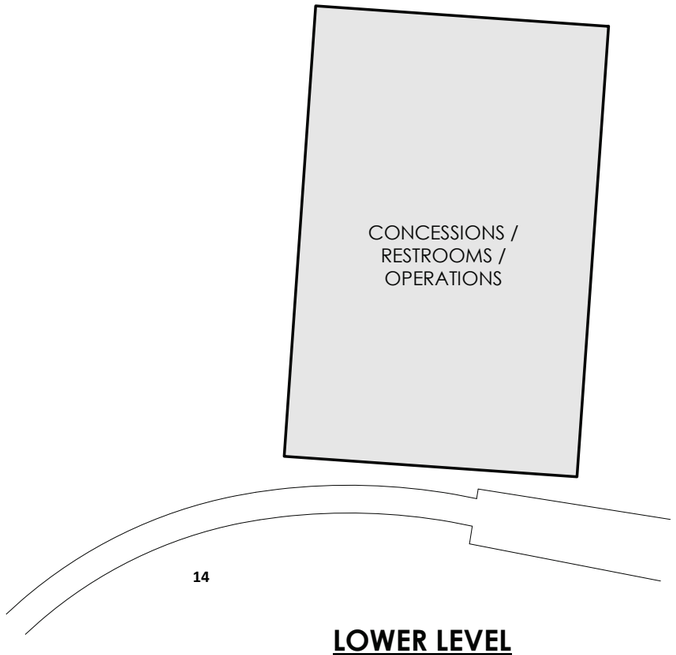
- PROVIDE CONCESSIONS AND BATHROOMS
- SPECTATOR COMPONENT
- OPERATIONS INCLUDING:
  - TOOL AND EQUIPMENT SHOP
  - WORK FORCE PREP
  - HOSE STORAGE
  - BREAK ROOM WITH DRYER
  - GEAR STORAGE
  - IT SERVER ROOM
  - CLOCKERS OFFICE
- REMOVAL OF FINISH LINE BUILDINGS FOR NEW STRUCTURES
- NEW BOBSLED LOADING CIRCULATION
- NEW PARKING LOT
- TO HOUSE MAIN FIBER FEEDS

PROGRAM NEEDS

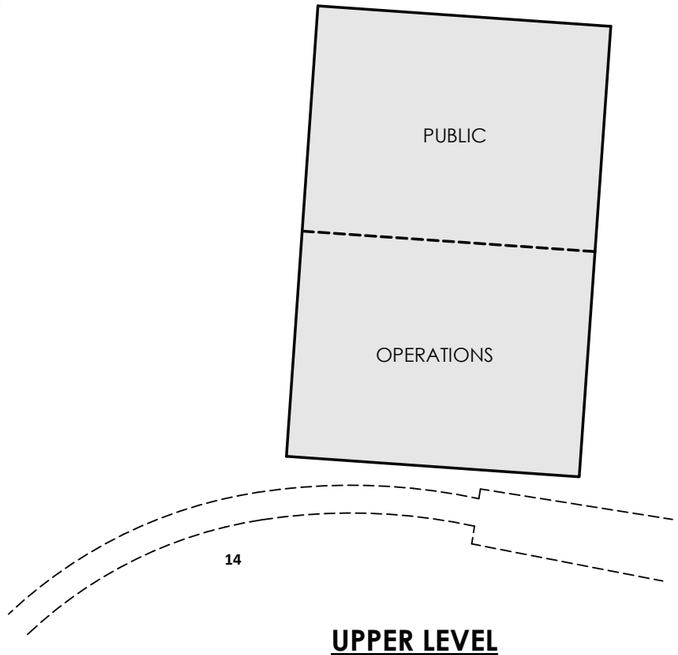
- ADDITIONAL OPERATIONS SPACE REQUIRED
- ADDITIONAL SPECTATOR SPACE REQUIRED
- BETTER ACCESS FOR SLED LOADING / UNLOADING
- NEW CLOCKING SPACE REQUIRED



MAIN LEVEL



LOWER LEVEL



UPPER LEVEL

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OPERATIONS BUILDING DIAGRAMS

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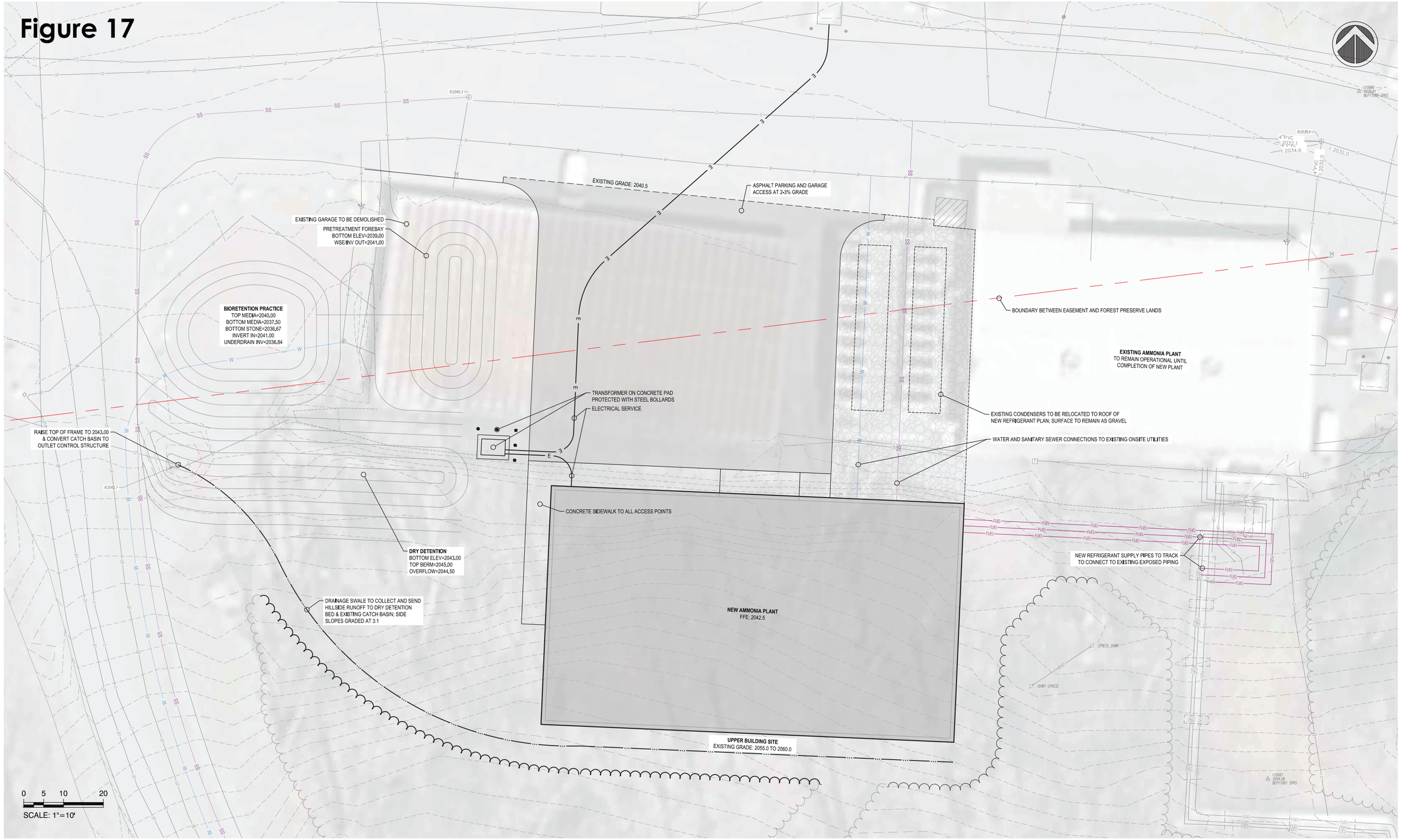
MT. VAN HOEVENBERG BOBSLED TRACK
OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 17



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AMMONIA PLANT SITE PLAN

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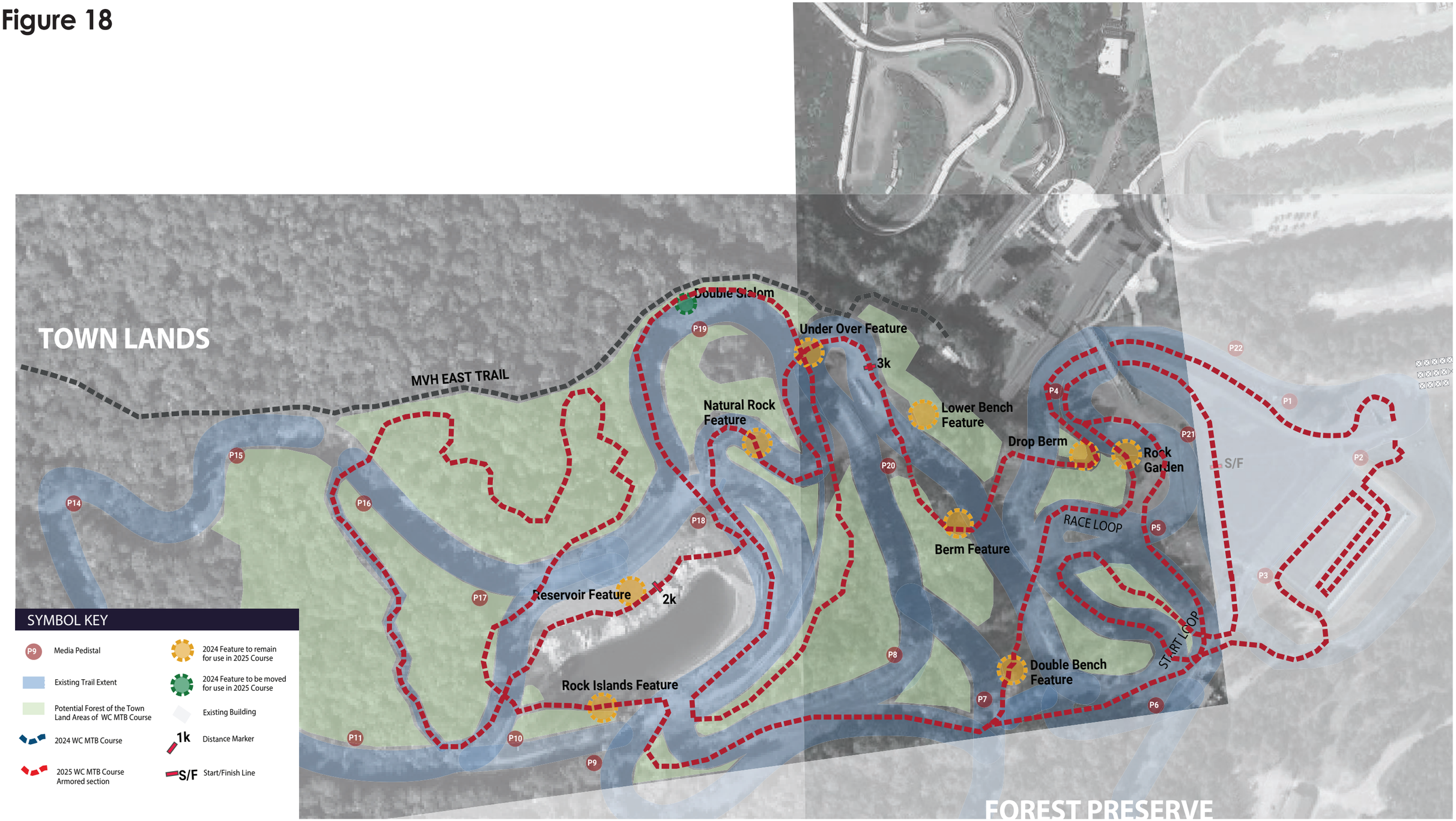
MT. VAN HOEVENBERG BOBSLED TRACK

OLYMPIC REGIONAL DEVELOPMENTAL AUTHORITY

NEW YORK STATE OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

Figure 18



MT VAN HOEVENBERG

Mt Van Hoevanberg
UCI Cross Country World Cup
Lake Placid, New York

Future UCI World Cup
October 4, 2024

OVERALL UCI WC COURSE AREA 1.0

III. Analysis of Alternatives

A. Alternatives Considered but Not Selected

The following presents alternatives that were given consideration but were not selected during the development of management actions proposed in this UMP Amendment.

1. Repair Track Curves 6, 7, and 8
    - Removal and replacement of Curves 6, 7 and 8 was evaluated but based on the results of a track scan, it was determined that the existing geometry was sufficient to allow for this track section to be repaired, not replaced.

2. Expand Elevated Walkways for Track Maintenance and Spectator Access
    - Access to the entire length of the track is required for both maintenance and event operations.
    - Where walking paths are not present currently, at grade access is utilized but topography and surface make this hazardous.
    - Improvement to at grade access was evaluated. However, due to topography, stormwater, and the location of existing track refrigerant piping, the at grade option is not feasible.

3. Extend/Upgrade Water and Sewer Services
    - Designers evaluated options for collection of surface water and/or rainwater and using point of use treatment to provide potable water. This presents a greater permitting challenge and was determined not to be viable.

4. Alpine Coaster Spectator Improvements
    - Consideration was given to connecting the two viewing areas with a ground path, but this would have resulted in conflicts with vehicles using the track access road.

5. Upgrade Existing Track Shading
    - Installation of shade structures supported from the existing track foundations was evaluated.
    - However, in order to provide adequate shading while maintaining spectator/camera viewing as required to host international events, the current cantilevered design is necessary and therefore new foundations are required.

6. Start 1 Building Improvements
    - Providing cover over the existing deck was evaluated, but the current elevations and stair configuration of the decks was determined to be a hazard that needed to be corrected.
    - At grade options were also evaluated, but based on site topography, an elevated structure is required.
7. Replace Start 3 Building
    - Start 3 is presently too small, both the structure and deck.
    - Vertical and horizontal additions to the start building were evaluated to allow for required occupancy and operations but the topography and bedrock presented significant. challenges and did not allow for the desired improved circulation and operations.
    - Expansion of the structure made the deck access/circulation and operations worse.

8. Replace Refrigeration Building/Infrastructure
    - The existing facility is past its useful life.
    - Rehabilitation was deemed infeasible based on the age of the plant.
    - A full replacement of the plant is the only design alternative.
    - A new plant is more economically feasible and will allow for transition during the summer months so there is no impact to winter operations of the track.

9. New Consolidated Timing/Operations Building
    - Expansion and upgrades of the multiple smaller buildings that currently house these functions was evaluated.
    - It was determined that both from an operations standpoint and a site disturbance standpoint it was more effective to consolidate operations and remove multiple existing buildings.

10. Site Improvements in The Heart
    - Improvements are required to increase accessibility for spectators and to provide more space for spectators in this area with challenging terrain, but varying levels of hardscape, including an enclosed concrete stair/elevator tower to ensure accessible access to The Heart spectator area, were evaluated.
    - It was possible to accomplish accessible access with lesser hardscape and reduced site impacts.
    - The current approach was determined to provide the required access with less impacts to the site since construction of a permanent new structure (stair/elevator tower) within The Heart is not proposed.

11. Site Improvements at Curve 10
    - An elevated structure was evaluated in this location but increased the impacts associated with additional foundations and structural construction and also created conflicts with the operations and maintenance road.

12. Install People Mover Between Lodge Area and Curve 10 and Between Curve 10 and Start 1
    - ORDA is proposing a people mover as an alternative to the previously approved surface coaster/funicular serving the same locations.
    - There may be an opportunity to repurpose infrastructure that was replaced from another ORDA venue.

13. Wax Cabin Installation
    - The alternative is to use temporary sources of power, such as generators, to allow the cabins to continue to be movable.

14. World Cup Mountain Biking Trails on Easement Lands
    - The alternative to this proposed action is to construct and deconstruct a temporary course each year. A temporary course is not feasible due to continued destabilization of the lands and the repeated financial and environmental impact. Allowing for a permanent World Cup Mountain biking course with the flexibility to alter portions and certain technical features each year avoids the environmental impacts of constructing and deconstructing an entire course every year.

B. The No-Action Alternative

- The no-action alternative would avoid the potential impacts identified in this UMPA.
- The no-action alternative will result in the continued aging of the sliding track facilities, some of which have been in use since the 1970s.
- ORDA would become unable to continue attracting high-level events and deliver excellent guest experiences should the no-action alternative be pursued.

IV. Assessment of Potential Environmental Impacts

Because of the nature of the management actions proposed in this UMP Amendment, there is low potential for significant adverse environmental impacts to occur as a result of the revitalization of the sliding track and associated facilities. Starting at the top of the track and going down:

- Start 1 is a rehabilitation action.
- Start 3 is a replacement action.
- Repairs at Curves 6/7/8 are maintenance.
- Work at Curve 10 consists of site work within the track hairpin to provide an accessible space for spectators and broadcasters while also remedying existing drainage issues.
- The consolidated operations/timing building and associated site work is the largest proposed action, but it is infill development in a currently active part of the facility and some existing buildings will be removed.
- The track shade work is upgrades/replacements.
- The trackside walkways for coaches, maintenance personnel and spectators are an expansion of the existing system.
- Providing sewer and water service to the combined operations/timing building, Start 1, and Start 3 are extensions of existing systems that do not require any additional water sources.
- The new combination timing/operations building, Start 1 Building, and Start 3 Building will connect to the existing campus wastewater disposal system.
- Site work within The Heart is similar to Curve 10 and will improve site drainage, provide accessible spectator space, and improve overall access and circulation for the public (events and non-events) and staff.
- The Alpine Coaster spectator improvements are site work that formalize currently informal areas subject to erosion.
- The installation of the people mover is the second significant management action that is new construction.
- The new track refrigeration plant will be replaced on a previously disturbed building footprint.

Likewise, the expansion of mountain biking is expected to have minimal impacts since much of the trails that are used are existing ski trails. Where new routes are in wooded areas, these trails will mostly be temporary in nature with the exception of some sections of steep ascents that will be armored with native rock to prevent erosion.

The installation of wax cabins will occur within the area formerly known as Parking Lot 1, now called the Athlete Staging Area, so no environmental impacts are anticipated.

The following are assessments of the project as a whole, inclusive of all new proposed management actions.

A. Impact on Land

The following graphics[6] show the proposed management actions and the natural resources for the entire Intensive Use Area. Resource mapping has been enlarged to focus on the proposed actions' limits of work.

[6] All figures referenced in this section are located at the end of Section 4.

- Soils Map
- Soils Map & Management Actions
- Slopes
- Slopes and Management Actions

The following soils series are mapped within the project limits.[7] See Figures 19 and 20.

Table 1 Soils

Soil Series	Bedrock Depth (in.)	Erosion Potential
Rawson	32	moderate/high
Hogsback	20	moderate/high
Mundalite	>60	low

The Curve 10 site improvements, the new combined timing/operations building, and site improvements in The Heart are all located in Mundalite soils that do not have shallow depth to bedrock that could impede excavations or land grading and/or require bedrock removal. Mundalite soils also have a low erosion potential.

Work higher up on the track will be in soils with shallower depth to bedrock. However, the nature of the work at Start 1 and Start 3 does not require significant earthwork and should not require much, if any, work involving bedrock. Installing water and sewer lines to serve Starts 1 and 3 could involve bedrock along some or all of their pipe lengths. Alternative installation methods have been given consideration depending on the extent of rock in this area that will be revealed by the geotechnical investigations currently underway. Alternatives include saw cutting, directional drilling, or use of shallow bury methods with frost protection.

Soils present in the mountain biking area and their positions in the landscape are the same as those in the area of the track with Mundalite soils in the lower and middle elevations and the Rawsonville-Hogsback complex in the upper elevations.

Much of the proposed track-related work will occur on steep slopes, which is to be expected given the nature of the facility. See Figures 21 and 22.

The site work at Curve and 10 and within The Heart are designed to produce areas of flatter slopes conducive to pedestrian access while at the same time correcting current drainage issues. The combination timing/operations building is also on steep slopes, but as stated previously, this 3-story building will be built into the hillside. Up higher on the track there are areas of less steep slopes that were likely created during construction of the existing sliding track including less steep areas in the vicinity of Starts 1 and 3.
For the mountain biking trails not located on existing ski trails there is potential for soil erosion from repetitive use of steep ascents. Where appropriate, these ascents will have stone tread installed to prevent erosion. For temporary trails in wooded areas that can change from year to year, the forest duff that is removed to create the trails will be replaced once competitions are completed and the trails sections are no longer needed.

[7] Geotechnical investigations that will produce more detailed soils information are currently in progress.

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

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

These standards and specifications will be used to develop a Stormwater Pollution Prevention Plans (SWPPP) for the proposed management actions.

On May 1, 2024 NYSDEC issued an Individual SPDES Permit to ORDA for stormwater discharges from construction activities at the "Mount Van Hoevenberg Sports Complex" (NY0296686). Per Part I.A.2 of that permit, ORDA will need to apply for a permit amendment to obtain coverage for the new management actions in this UMPA. As part of that permit amendment, NYSDEC will need to review and approve a SWPPP prepared for the new management actions.

B. Impact on Geological Features

There are no unique geologic features on the site that could be impacted.

C. Impact on Surface Water

No impacts to surface water are anticipated. No surface waters are anticipated to be physically affected. New management actions will incorporate compliant stormwater management practices where needed. No additional water withdrawals are proposed. Similarly, no wetlands are anticipated to be impacted.

Mapped surface water and wetlands are shown on Figures 23 and 24 and there are no resources mapped within the project work limits. Wetlands/waters that were delineated in 2019 include a small stream section that runs down the hill to the east of the existing refrigeration building before passing under the former maintenance driveway. See Figure 25, Delineated Stream in the Base Area. The stream will be avoided during construction of new management actions. Crossings of existing drainages present within the area for mountain biking will occur on existing trails where crossings already exist.

Additional delineations of wetlands and/or surface waters will occur within the project limits in 2024. Should any resources be mapped in the areas where work is proposed, then designers will evaluate potential design alternatives to avoid the resource(s). If impacts are unavoidable, then permit applications will be made to one or more of the following agencies depending on the nature of the involved resource and agencies' jurisdictions: US Army Corps of Engineers, NYS DEC and/or NYS APA. See section 5 that discusses possible permits required.

D. Impact on Groundwater

No impacts to groundwater are anticipated. Potable water supply for the facility is from multiple on-site wells. The additional water demand from the project can be accommodated by using the existing water supply and storage system.

E. Impact on Flooding

No impacts on flooding are anticipated. New stormwater management practices, where needed, will provide the required attenuation of storm flows.

F. Impact on Air

There are no air emission sources proposed, so no impacts are anticipated. The closed ammonia recirculation system in the replacement refrigeration plant will not produce routine air emissions.

G. Impact on Plants and Animals

No significant natural communities or threatened, endangered, or special concern species are known to occur on the site. There is no potential for impacts to these types of occurrences.

Because the proposed modernization actions will be occurring in currently developed portions of Mt Van Hoevenberg, should any impacts to non-protected plants and animals currently on the site or using the site occur, they are expected to be minimal. Any similar potential impacts are likewise expected to be minimal within the area for mountain biking where trails in wooded areas are sited in a way so tree cutting is avoided and only limited understory removals are necessary for creation of the temporary trails which will be allowed to revegetate after the conclusion of race events.

ORDA is committed to preventing the occurrence and spread of invasive species at its venues, including Mt Van Hoevenberg where they:

- Continue to train staff to identify and document the location of key invasive plant species.
- Work toward a complete comprehensive inventory of the presence and extent of invasive plants in the unit.
- Eliminate any identified populations of invasive plant species that are discovered in the unit. These actions may be carried out by DEC personnel or by members of the Adirondak Park Invasive Plant Program (APIPP) or other volunteers under supervision of DEC through an Adopt-a-Natural Resource Agreement, or by contract with ORDA.

According to the online Invasive Species Database of the New York Natural Heritage Program (Public Map | NY iMapInvasives) there are no confirmed occurrences of invasive species within the Mt Van Hoevenberg Intensive Use Area although there are occurrences of invasive garlic mustard mapped along NYS Route 73 near the northeast corner of the Unit.

H. Impact on Agricultural Resources

No such resources are present so there are no potential impacts.

I. Impact on Aesthetic Resources

Impacts to visual resources are not anticipated. There are limited views into where the action will occur and the locations where views are available are not close to the site. Views may change slightly as a result of the implementation of the proposed management actions. Because of the infill nature of the proposed actions, the appearance of the site from the distant locations from which it is visible is not expected to vary significantly from how it currently appears, even with the addition of the proposed people mover and the new three-story consolidated timing/operations building.

Previously documented views into the site include the following:

View from Adirondack Loj Road approximately 1.9 mile from the sliding track (85 mm photo)

View from Crowne Plaza Hotel parking area approximately 5.4 miles from the sliding track (85 mm photo)

View from NYS Route 86 overlooking the Lake Placid Golf Club approximately 5.1 miles from the sliding track (85 mm photo)

Also see the Lighting section below that describes the very limited additional lighting proposed as well as ORDA's past and ongoing efforts to reduce lighting and the nighttime visibility of the site.

J. Impact on Historic and Archeological Resources

Some previously approved management actions required physical impacts to the State Historic Register listed 1932 track. The NYS Historic Preservation Office (SHPO) was consulted at that time and mitigation measures that were approved by SHPO were implemented.

No such physical impacts to the 1932 track are currently proposed. SHPO has been consulted regarding potential impacts that could result from the implementation of the new management actions proposed in this UMPA via their online Cultural Resources Information System (CRIS) on October 8, 2024. Results of that consultation will be included in the Proposed Final version of this UMPA. Should SHPO identify any impacts (it is expected that they will not) suitable mitigation will be developed and proposed for SHPO's approval.

K. Impact on Open Space Resources

The proposed modernization actions would occur within the currently developed portion of Mt Van Hoevenberg so there will be no change (and no impacts) to open space resources in the Intensive Use Area. The proposed mountain biking area will make use of existing ski trails in some places and new trails created in wooded areas will be temporary, so there will be minimal effects on open space resources.

L. Impact on Critical Environmental Areas

Per APA Regulations (9 CCR-NY 570.3(g)) wetlands on private lands within the Adirondack Park are considered critical environmental areas as are lands within 1/8 mile of lands classified as Wilderness. The Mt Van Hoevenberg Intensive Use Area is not private lands classified as hamlet, moderate, low intensity, rural or resource management. Nonetheless, wetlands and nearby Wilderness lands are evaluated here. No wetlands are proposed to be affected (Section IV.C). The renovation of the Start 1 area is proposed within 1/8 mile of the boundary of the adjacent Wilderness Area. The renovations of the existing Start 1 area are not expected to have any significant long-term impacts on the adjacent Wilderness. Short term noise impacts may occur during the construction phase. See Section "O' that follows that assesses construction noise impacts and provides measures aimed at mitigating potential short-term construction noise impacts.

M. Impact on Transportation

The proposed modernization actions for the sliding track facilities will not result in any potentially significant impacts to transportation. None of the proposed actions are intended to increase the capacity of Mt Van Hoevenberg that could then result in the generation of additional traffic above what currently occurs (i.e., expanded spectator parking). Peak facility use typically occurs during major competitions. It is possible that more competition events could occur, but the levels of traffic generated by individual events will not increase. The people mover will reduce the use of passenger vehicles along the track and in shared pathways with spectators, improving the experience and reducing fuel usage. Similarly, mountain biking race events are not anticipated to impact transportation resources. The UCI event in September 2024 was well attended and there was adequate parking, and the existing road network was capable of accommodating event-generated traffic.

N. Impact on Energy

The single largest energy demand on the Mt Van Hoevenberg site is the refrigeration plant. The projects will include construction of a new replacement facility which will result in a more efficient operation and less energy consumption. The project will also include the consolidation of approximately 3,200 square feet of existing operational uses into a new building designed and constructed to a high level of energy efficiency and sustainability. Based on these improvements, the limited new area of conditioned space and the implementation of renewable energy into the Operations Building, the project is intended to result in no increase in total electrical demand.

O. Impact on Noise, Odor, Light

1. Noise

The action has the potential for producing noise impacts during construction. The Intensive Use Area abuts the High Peaks Wilderness Area including the nearby summit of Mount Van Hoevenberg. There are no project components that will be significant sources of new noise once they are operational.

Geotechnical investigations have not yet been completed for the project, but it is assumed that some shallow bedrock will be encountered on this project based on experience with the construction of the sliding track in 1999.[8]

Changes in sound levels at off-site locations will vary by the distance from the noise producing construction equipment. For example, a piece of construction equipment with a very high sound level of 90 dBA when measured 100 feet away and operating in the vicinity of Start 1 has the potential to produce sound levels of approximately 60 dBA on the top of Mount Van Hoevenberg located approximately 1,800 feet away.[9] Many hikers who access the peak of Mount Van Hoevenberg will have started their hike at the trailhead near the sliding track, so sound that hikers at the summit hear from construction noise would not be startling or totally unexpected. By comparison, the same piece of equipment operating at the same location would cause sound levels on the peak of Cascade Mountain (3.25 miles away) to be 45 dB which may or may not be audible.

During construction ORDA will implement a number of measures to mitigate potential noise impacts. These include:

- Not using processing equipment (i.e., rock crushers) during construction.
- Avoiding blasting and its associated impulse noise that can be startling.
- Using available lower sound producing types of equipment that can effectively accomplish the work.
- Using appropriate mufflers to reduce the frequency of sound of machinery that pulses, such as diesel equipment and compressed air machinery.
- Using muffler selected to match the type of equipment and air or gas flow on mechanical equipment.

[8] During construction of the track there were no work interruptions from having to address noise complaints.
[9] In addition to attenuation from distance, a 5 dbA attenuation from vegetation was included per NYSDEC Assessing and Mitigating Noise Impacts (DEP-00-1).

- Regularly inspecting equipment for properly functioning mufflers and replacing a muffler or piece of equipment found to be not properly muffling sound.
- Operating equipment only when necessary and without unnecessary idling.
- Where feasible, locate materials and/or vehicle staging and storage areas in a manner such that the stored materials and/or equipment could deflect sound from propagating south and east.
- Limiting the days and hours of construction that are currently planned as 6:00 AM to 6:00 PM Monday through Saturday with no construction expected to occur on Sundays or holidays.
- Providing public information prior to initiating construction that alerts people to pending construction activities at the facility.

2. Odor

None of the project components will produce routine odors during operations. No unusual odors are anticipated to be generated during construction.

3. Light

The proposed new lighting is not expected to cause impacts. Proposed lighting is limited to low level bollards for safety along pedestrian routes and shielded LED lights that are mounted in the track cover and directed downward on the track. There is no new lighting associated with the mountain biking area.

ORDA has been instituting measures to reduce site lighting and light emanating from the track area, and its visibility from some remote locations.

- As originally built, the sliding track was without covering. Construction lights and groups of remote pole mounted floods were used to light the track as was the standard lighting approach at the time.
- As the track was covered, permanent lighting was installed under the tarps and shades which helped to control spill. This was a break in the typical design of other bobsled track installations at the time.
- Although improved, the new lighting was mostly forward throw and “semi-cutoff”. The tarps allowed for light transmission.
- Progressively the track was covered by opaque tin on the roof and, where possible, sides. Additional track shading is currently proposed. Efficient LED replacement lighting is selected which targets the light downward on to the track surface; not forward. This change has greatly improved spill and lessened “sky glow” from the facility, as seen remotely.
- Nighttime maintenance of the track is necessary as morning through evening is normally a packed schedule of training, competitive, and recreational sliding sessions. Night operations do not allow for lighting only a particular section of track, while leaving the rest off. Several crews will work to constantly groom the track from top to bottom; in its entirety.
- With dark sky compliance in mind, recent exterior building lighting upgrades include exchanging standard (non-cutoff) HID wall packs to LED fixed cut-off with built in glare shields. Continued use of this style of lighting is planned.
- Nearly all the cobra head style streetlights along the road up the mountain have been converted so that they are able to be switched off in the summer. Further upgrades to street lighting will employ a similar model of dark sky compliance and switching capability.

- A method of switching area and building entrance lighting has been implemented which applies photocells paired with timers; photocell activated lighting in a work/program/public area turns on as natural lighting decreases, the lights turn off at a pre-set time when activity in the area typically ends for the evening.

P. Impact on Human Health

No impacts on human health are anticipated. There is no history of solid waste disposal, hazardous materials disposal, or releases of hazardous materials on or near the site that could result in harmful exposure. Nor will the action generate any such materials.

Q. Consistency with Community Plans

The proposed modernization actions and expansion of mountain biking will not result in a change in the types of facilities or uses that occur at Mt Van Hoevenberg, so the facility's status relative to community plans will not change and there are no potential impacts.

R. Consistency with Community Character

The proposed modernization actions and expansion of mountain biking will not result in a change in the types of facilities or uses that occur at Mt Van Hoevenberg so the facility will remain consistent with the character of the greater Lake Placid community and there are no potential impacts.

Intensive Use Area

SSURGO Soil Type Boundary

Mt Van Hoevenberg
Intensive Use Area

LABEL	SOIL TYPE	LABEL	SOIL TYPE
13A	Burnt Vly-Rumney-Pleasant Lake complex, 0 to 2 percent slopes	CsB	Colton very gravelly loamy sand, 3 to 8 percent slopes
650D	Monadnock-Adams-Colton complex, 15 to 35 percent slopes, bouldery	MhB	Monadnock fine sandy loam, 3 to 8 percent slopes
655B	Sunapee-Monadnock complex, 3 to 15 percent slopes, very bouldery	MkB	Monadnock fine sandy loam, 3 to 8 percent slopes, very bouldery
657C	Monadnock-Tahawus complex, 3 to 15 percent slopes, very bouldery	MkC	Monadnock fine sandy loam, 8 to 15 percent slopes, very bouldery
727B	Skerry-Adirondack complex, 0 to 8 percent slopes, very bouldery	MkD	Monadnock fine sandy loam, 15 to 35 percent slopes, very bouldery
931D	Mundalite-Rawsonville complex, 15 to 35 percent slopes, rocky, very bo	MuC	Mundalite fine sandy loam, 8 to 15 percent slopes, very bouldery
941D	Rawsonville-Hogback complex, 15 to 35 percent slopes, very rocky, very	MwD	Mundalite-Rawsonville complex, 15 to 35 percent slopes, rocky, very bo
941F	Rawsonville-Hogback complex, 35 to 60 percent slopes, very rocky, very	Pd	Pits, sand and gravel
944F	Hogback-Knob Lock complex, 35 to 60 percent slopes, very rocky, very	PkA	Pleasant Lake peat, 0 to 2 percent slopes
AdC	Adams loamy sand, 8 to 15 percent slopes	RaD	Rawsonville-Hogback complex, 15 to 35 percent slopes, very rocky, very
AdE	Adams loamy sand, 25 to 45 percent slopes	RaF	Rawsonville-Hogback complex, 35 to 60 percent slopes, very rocky, very
AkB	Adirondack fine sandy loam, 3 to 8 percent slopes, very bouldery	SnB	Sunapee fine sandy loam, 3 to 8 percent slopes, very bouldery
BeC	Becket fine sandy loam, 8 to 15 percent slopes, very bouldery	SrC	Skerry loam, 8 to 15 percent slopes, very bouldery
BkD	Becket-Tunbridge complex, 15 to 35 percent slopes, rocky, very boulder	W	Water
BvA	Burnt Vly peat, 0 to 1 percent slopes		

Date: 10/07/2024
Project No: 20240712.01

Drawing No: 19

Figure Title: Soils Map

N

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

MT VAN HOEVENBERG

Mt Van Hoevenberg
2025 Unit Management Plan Amendment

Prepared for:
Olympic Regional Development Authority
OLYMPIC REGIONAL DEVELOPMENT AUTHORITY
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LABEL	SOIL TYPE
13A	Burnt Vly-Rumney-Pleasant Lake complex, 0 to 2 percent slopes
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941F	Rawsonville-Hogback complex, 35 to 60 percent slopes, very rocky,
944F	Hogback-Knob Lock complex, 35 to 60 percent slopes, very rocky, v
AdC	Adams loamy sand, 8 to 15 percent slopes
AdE	Adams loamy sand, 25 to 45 percent slopes
AkB	Adirondack fine sandy loam, 3 to 8 percent slopes, very bouldery
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BkD	Becket-Tunbridge complex, 15 to 35 percent slopes, rocky, very bo
BvA	Burnt Vly peat, 0 to 1 percent slopes
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MkB	Monadnock fine sandy loam, 3 to 8 percent slopes, very bouldery
MkC	Monadnock fine sandy loam, 8 to 15 percent slopes, very bouldery
MkD	Monadnock fine sandy loam, 15 to 35 percent slopes, very boulder
MuC	Mundalite fine sandy loam, 8 to 15 percent slopes, very bouldery
MwD	Mundalite-Rawsonville complex, 15 to 35 percent slopes, rocky, ver
Pd	Pits, sand and gravel
PkA	Pleasant Lake peat, 0 to 2 percent slopes
RaD	Rawsonville-Hogback complex, 15 to 35 percent slopes, very rocky,
RaF	Rawsonville-Hogback complex, 35 to 60 percent slopes, very rocky,
SnB	Sunapee fine sandy loam, 3 to 8 percent slopes, very bouldery
SrC	Skerry loam, 8 to 15 percent slopes, very bouldery
W	Water

Wax Cabins Area

Refrigeration Building

Combined Timing/ Operations Building

Curve 10

Start 3

Start 1

Heart

Track-Related Actions

Mountain Biking Area

Limit of UMP Work

Intensive Use Area

SSURGO Soil Type Boundary

MkB

SrC

UlC

SnB

MuC

AkB

MuD

MwD

941F

RaD

RaF

N

0 200 400

1 inch = 400 feet

Date: 10/15/2024
Project No: 20240472.01

Drawing No: 20

Figure Title:
Soils Map & Management Actions

MT VAN HOEVENBERG

Mt Van Hoevenberg
2025 Unit Management Plan Amendment

Prepared for:
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Mt Van Hoevenberg
Intensive Use Area

Intensive Use Area
Contour Line (20ft)

Slope
- 0 - 10%
- 10 - 15%
- 15 - 25%
- 25 - 30%
- 30 - 35%
- 35 - 40%
- 40 - 45%
- 45 - 60%
- 60 - 85%
- >85%

Date: 10/07/2024
Project No: 20240721.01

Drawing No: 21

Figure Title:
Slope Map

N

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

MT VAN HOEVENBERG

Mt Van Hoevenberg
2025 Unit Management Plan Amendment

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Wax Cabins Area

Refrigeration Building

Combined Timing/ Operations Building

Heart

Curve 10

Start 3

Start 1

Track-Related Actions

Mountain Biking Area

1900
2000
2100
2200
2300
2400
2500
2600
2700
2800

Limit of UMP Work
Intensive Use Area
Contour Line (20ft)

Slope
- 0 - 10%
- 10 - 15%
- 15 - 25%
- 25 - 30%
- 30 - 35%
- 35 - 40%
- 40 - 45%
- 45 - 60%
- 60 - 85%
- >85%

Date: 10/15/2024
Project No: 20240721.01

Drawing No: 22

Figure Title:
Slope Map & Management Actions

N

0 200 400
1 inch = 400 feet

MT VAN HOEVENBERG

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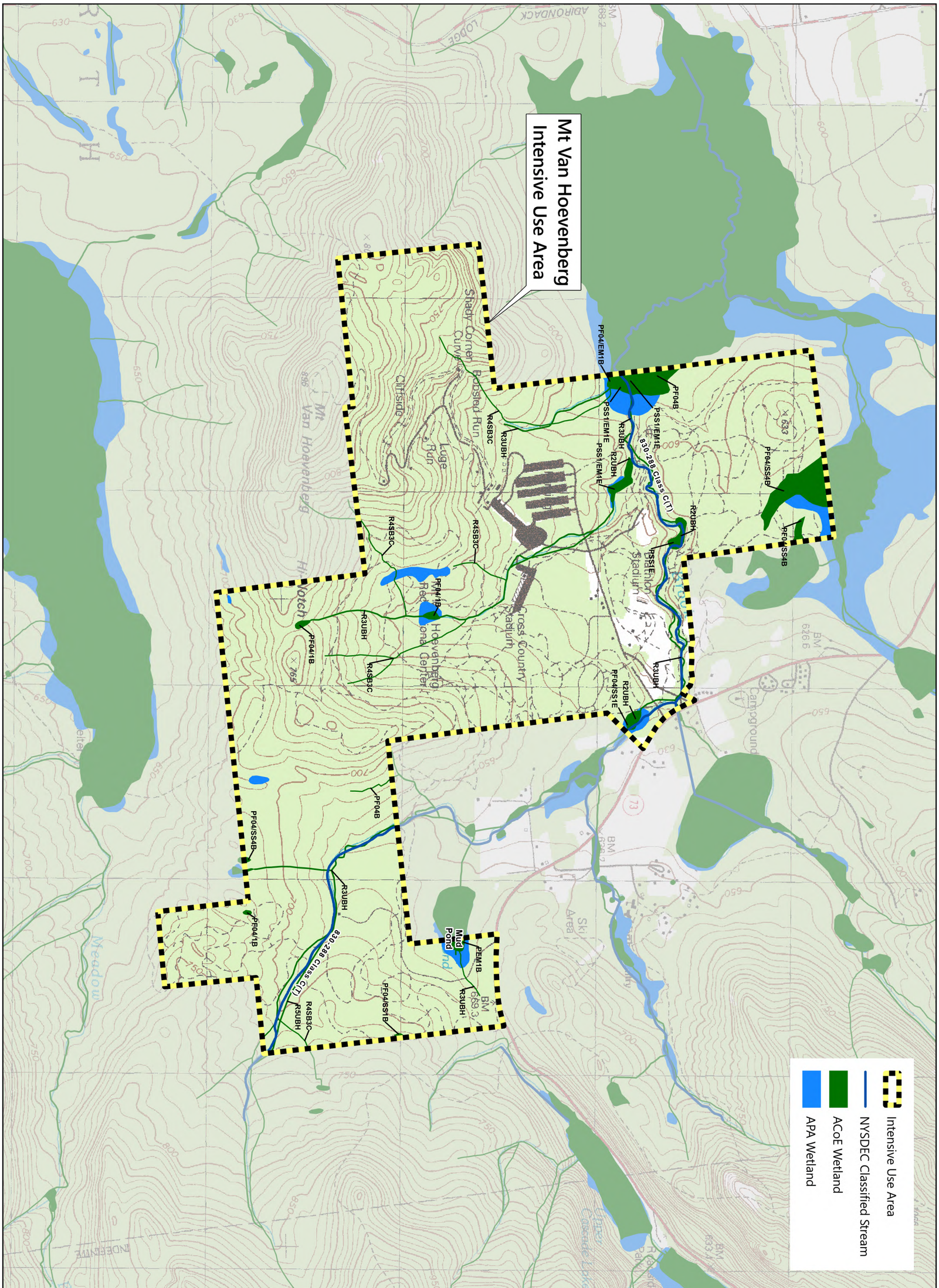

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Olympic Regional Development Authority
2634 Main Street
Lake Placid, New York 12946

MT VAN HOEVENBERG
Mt Van Hoevenberg
2025 Unit Management Plan Amendment

Figure Title:
Surface Water & Wetland Resources

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

Date: 10/07/2024
Project No: 2024072.01

Drawing No:
23

Date: 10/15/2024
Project No: 20240772.01

Drawing No: 24

Figure Title:
Surface Waters & Wetlands & Management Actions

N

0 200 400
1 inch = 400 feet

MT VAN HOEVENBERG

Mt Van Hoevenberg
2025 Unit Management Plan Amendment

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

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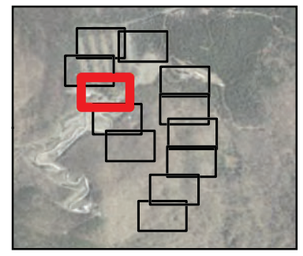
FIGURE 25 DELINEATED STREAM IN BASE AREA

Olympic Sports Complex

Town of North Elba, Essex County, New York State

Figure **25**: Delineated Wetlands and Streams **in Base Area**

- Wetland Flag
- Stream Flag
- Photo Location
- Wetland Continues
- Culvert
- 2 Ft Contour
- Delineated Wetland
- Delineated Stream
- 100 Ft APA Jurisdictional Buffer
- Study Area



Notes: 1. Basemap: ESRI ArcGIS Online "World Imagery" map service, Imagery Photo taken on 04/14/2017. 2. This map was generated in ArcMap on November 13, 2019. 3. 2 Ft. Contours derived from NYS GIS Clearinghouse Town of North Elba Contour Package. 4. Wetland Delineation Occured on 11/04/2019. 5. Data were collected using an Apple Ipad® and ESRI Arc Collector ®. Location information was collected using an EOS Arrow 100 ® GNSS GPS unit which states the nominal DGNSS Horizontal Accuracy as less than 30 centimeters horizontal root mean squared or 11.8 inches. Accuracy is dependent on the quality of satellite signal strength. 6. This is a color graphic. Reproduction in grayscale may misrepresent the data. 7. PFO = Palustrine Forested Wetland. 8. Scale = 1:760

N
W
E
S

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V. Additional Permits/Approvals Possibly Required for Implementation of Management Actions

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

- Based on delineations that occurred in 2019 and the current concept plans, no impacts to waters of the US, including wetlands, are anticipated.
- Areas of proposed site disturbance will be evaluated again for presence/absence of waters of the US as design progresses.
- If it is found that there will be unavoidable impacts, which is not expected, authorization will be obtained from the US Army Corps of Engineers (USACE) prior to construction.

B. NYSDEC Water Quality Certificate

- DEC will issue a blanket 401 Water Quality Certificate to applicants whose project require USACE authorization. Based on the above, it is not expected that this authorization will be needed. If unexpected and unavoidable impacts are identified after further evaluation, a joint application will be submitted to both USACE and DEC for the project.

C. NYSAPA Regulated Wetlands

- See A and B above. No such permit is anticipated to be needed.

D. NYSDEC State Pollutant Discharge Elimination System (SPDES)

1. Wastewater Discharge
    - It is believed that the projected 5,500 gallons per day (gpd) increase in wastewater generation can be accommodated under the limits of the current SPDES permit. An application for permit amendment will be filed if detailed design finds that such an application is warranted.
2. Stormwater from Construction Activities Discharge
    - On May 1, 2024 NYSDEC issued an Individual SPDES Permit to ORDA for stormwater discharges from construction activities at the "Mount Van Hoevenberg Sports Complex" (NY0296686).
    - Per Part I.A.2 of that permit, ORDA will need to apply for a permit amendment to obtain coverage for the management actions in this UMPA.
    - ORDA must additionally obtain approval of the Stormwater Pollution Prevention Plan (SWPPP) from the DEC. If greater than five (5) acres of land is proposed to be disturbed at any one time, ORDA must obtain a 5-Acre Waiver from the DEC.

E. NYSDEC Water Withdrawal Permit

- No additional withdrawals are proposed, and no permit amendment is needed.

F. NYSDEC Petroleum Bulk Storage (PBS) Certificate

- None of the proposed management actions in this UMPA will require modification of ORDA's current NYSDEC Petroleum Bulk Storage Certificate (PBS Number 5-427578).

G. NYSDOH Potable Water Supply and Wastewater Disposal Permits

- The need for applying for or amending NYDOH permits can occur once occupant loadings for the start buildings and the combination timing/operation building are refined.
- NYSDOH approval of the potable water and wastewater engineering plans is required.

EXHIBITS

Exhibit 1. Adirondack Park State Land Master Plan

The Adirondack Park State Land Master Plan (APSLMP), adopted in 1971, provides guidelines and criteria for the preservation, management and use of State Forest Preserve lands in the Adirondack Park by all State agencies. Under the plan, the entirety of Mt Van Hoevenberg is classified as an Intensive Use Area per specific APSLMP language:

"STATE OWNERSHIPS
While the Act does not define the term "state lands," the Agency has interpreted it to mean land held in the name of, owned by or under long-term lease to the State of New York or a state agency. In addition, due to the extensive State control in the form of a permanent easement over the North Elba Park District lands on Mt. Van Hoevenberg, these lands have also been considered State lands for the purposes of the Plan."

Intensive Use Areas are defined as "*an area where the State provides facilities for intensive forms of outdoor recreation by the public*." The APSLMP provides that the primary management guideline for Intensive Use Areas is to provide the public opportunities for a variety of outdoor recreational pursuits in a setting and on a scale in harmony with the relatively wild and undeveloped character of the Adirondack Park.

Mt Van Hoevenberg is also considered a Day Use Area type of Intensive Use Area in the APSLMP. Day Use Areas, as their name imply, do not allow overnight use: "T*he intensive use areas are delineated on the map forming part of this master plan and are described in Chapter III. They include (i) day use areas, which include: boat launching sites, the two downhill ski centers at Gore and Whiteface, one beach not associated with a campground, all of the facilities at the Mount Van Hoevenberg Recreation Area ...."*

Other language pertinent to Mt Van Hoevenberg from the APSLMP are:

"Save for (i) the two existing alpine skiing centers at Whiteface and Gore mountains and the Mt. Van Hoevenberg area; (ii) rustic state campsites, a long accepted intensive use of the forest preserve; (iii) memorial highways, beaches and boat launching sites; and (iv) historic areas (guidelines for which are provided elsewhere in this master plan), the state should rely on private enterprise to develop intensive recreational facilities on private lands within the Park, to the extent that the character of these lands permits this type of development, and should not acquire lands for these purposes."

"*The Mt. Van Hoevenberg Recreation Area should be maintained as a year-round sports facility meeting international standards for such sports as bobsled, luge, biathlon and cross country skiing on improved cross country ski trails under developed, competitive conditions."*

a. Intensive Use Area Guidelines for Management and Use

The text in italics below is taken from the APSLMP and is followed by descriptions of how the actions proposed in this UMPA are consistent with those APSLMP guidelines.

Guidelines for Management and Use

Basic Guidelines

1. *The primary management guideline for Intensive Use Areas will be to provide the public opportunities for family group camping, developed swimming and boating, downhill skiing, cross country skiing under competitive or developed conditions on improved cross country ski trails, visitor information and similar outdoor recreational pursuits in a setting and on a scale that are in harmony with the relatively wild and undeveloped character of the Adirondack Park*.

   The Mount Van Hoevenberg Intensive Use Area will continue to provide opportunities for cross country skiing under competitive or developed conditions on improved cross country ski trails, visitor information, and similar outdoor recreational pursuits in a setting and on a scale that are in harmony with the relatively wild and undeveloped character of the Adirondack Park.

   The new management actions at Mt Van Hoevenberg in this UMP Amendment will not change the current developed setting or scale of the facilities. With the exception of the waxing cabins area, all new management actions are proposed for the interior of the area and within the developed State Easement lands. Short sections of utilities lines (water, sewer, electric) will be installed underground through a currently developed Forest Preserve area to serve the new refrigeration building that will be relocated so that it will be entirely on Town Easement lands. For the waxing cabin area located on Forest Preserve lands on existing parking lot 1 they have been sited so as to be in proximity to the improved cross country trails in the Stadium area.

2. *All intensive use facilities should be located, designed and managed so as to blend with the Adirondack environment and to have the minimum adverse impact possible on surrounding state lands and nearby private holdings. They will not be situated where they will aggravate problems on lands already subject to or threatened by overuse, such as the eastern portion of the High Peaks Wilderness, the Pharaoh Lake Wilderness or the St. Regis Canoe Area or where they will have a negative impact on competing private facilities. Such facilities will be adjacent to or serviceable from existing public road systems or water bodies open to motorboat use within the Park*.

   As discussed in the UMPA, there are very limited views into the area and the views that occur are from afar. This factor, combined with the nature of the proposed development (limited new construction and very little vegetation removal) will not result in increased visibility of the facility.

3. *Construction and development activities in Intensive Use Areas will:*

-- avoid material alteration of wetlands;
Impacts to wetlands have been avoided (Section IV.C).
-- minimize extensive topographic alterations;
No extensive topographic alterations are proposed.
-- limit vegetative clearing;
Vegetative clearing will be limited and there will be no tree cutting on the Forest Preserve lands.
and,
-- preserve the scenic, natural and open space resources of the Intensive Use Area.
See items 1 and 2 above.

4. *Day use areas will not provide for overnight camping or other overnight accommodations for the public*.

   No overnight accommodations, camping or otherwise, are proposed.

5. *Priority should be given to the rehabilitation and modernization of existing Intensive Use Areas and the complete development of partially developed existing Intensive Use Areas before the construction of new facilities is considered*.

   The actions contained in this UMP Amendment are for the modernization of the existing Mt Van Hoevenberg Intensive Use Area.

6. *Additions to the intensive use category should come either from new acquisitions or from the reclassification of appropriate wild forest areas, and only in exceptional circumstances from wilderness, primitive or canoe areas*.

   No such additions are contemplated in this UMP Amendment.

7. *Any request for classification of a new acquisition or reclassification of existing lands from another land use category to an Intensive Use Area will be accompanied by a draft unit management plan for the proposed Intensive Use Area that will demonstrate how the applicable guidelines will be respected*.

   No such requests are contemplated in this UMP Amendment.

8. *No new structures or improvements at any Intensive Use Area will be constructed except in conformity with a final adopted unit management plan for such area. This guideline will not prevent the ordinary maintenance, rehabilitation or minor relocation of conforming structures or improvements*.

   None of the new management actions proposed in this UMP Amendment will be constructed unless and until they are found to be consistent with the APSLMP by the APA and are included in the Final UMP Amendment approved by NYSDEC.

9. *Since the concentrations of visitors at certain intensive use facilities often pose a threat of water pollution, the state should set an example for the private sector by installing modern*

sewage treatment systems with the objective of maintaining high water quality. Standards for the state should in no case be less than those for the private sector and in all cases any pit privy, leach field or seepage pit will be at least 150 feet from the mean high water mark of any lake, pond, river or stream.

The proposed leach field to serve Start 1 and Start 3 is well removed from any lake, pond, river or stream.

10. *Any new, reconstructed or relocated buildings or structures located on shorelines of lakes, ponds, rivers or major streams, other than docks, primitive tent sites not a part of a campground (which will be governed by the general guidelines for such sites set forth elsewhere in this master plan) boat launching sites, fishing and waterway access sites, boathouses, and similar water related facilities, will be set back a minimum of 150 feet from the mean high water mark and will be located so as to be reasonably screened from the water body to avoid intruding on the natural character of the shoreline and the public enjoyment and use thereof*.

No new buildings or structures are proposed near any shorelines.

Exhibit 2. State Environmental Quality Review Act

Part 1 Full Environmental Assessment Form

(Additional content will be added to this Exhibit in the Proposed Final UMPA.)

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: Mount Van Hoevenberg Intensive Use Area 2025 UMP Amendment		
Project Location (describe, and attach a general location map): Approximately 7 miles south of Lake Placid off NYS Route 73 and Bobsled Run Lane - 31 Van Hovernberg Way, Lake Placid, NY. Location map attached.		
Brief Description of Proposed Action (include purpose or need): The 2025 Amendment to the Unit Management Plan for the Mount Van Hoevenberg Intensive Use Area includes the following management actions: (1) Repair Track Curves 6, 7, and 8, (2) Upgrade Existing Track Shading, (3) Expand Elevated Walkways for Track Maintenance and Spectator Access, (4) Extend/Upgrade Water and Sewer Services, (5) Start 1 Building Improvements, (6) Replace Start 3 Building, (7) Replace Refrigeration Building/Infrastructure, (8) New Consolidated Timing/Operations Building, (9) Site Improvements in The Heart, (10) Site Improvements at Curve 10, (11) Install People Mover Between Lodge Area and Curve 10 and Between Curve 10 and Start 1, (12) Alpine Coaster Spectator Improvements, (13) install wax cabins and (14) UCI Mountain Bike Trails on Easement. The purposes of the action are the modernization of the ca. 1999 combined sliding track (bobsled, luge, skeleton) and associated facilities and providing World Cup mountain biking trails on the Easement. The need for the project is to provide modern facilities that will be continued to be used for athlete training and hosting events including national and international competitions.		
Name of Applicant/Sponsor: NYS Olympic Regional Development Authority (ORDA)	Telephone: 518-302-5371 E-Mail: info@orda.org	
Address: 37 Church Street		
City/PO: Lake Placid	State: NY	Zip Code: 12946
Project Contact (if not same as sponsor; give name and title/role): Kirk Bassarab, Director of Environmental, Planning and Construction	Telephone: 518-302-5314 E-Mail: kbassarab@orda.org	
Address: same		
City/PO:	State:	Zip Code:
Property Owner (if not same as sponsor): Town of North Elba*	Telephone: 518-523-9516 E-Mail: clerk@northelba.com	
Address: 2693 Main Street		
City/PO: Lake Placid	State: NY	Zip Code: 12946

* Intensive Use Area also contains lands owned by the State of New York, Fiance Office - Fixed Cost Unit, 100 State St., Albany, NY 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:Adk State Land Master Plan Compliance NYSDEC:UMP Amendment Approval	August 26, 2024 August 26, 2024
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):

NYS controlled lands are subject to Adirondack Park State Land Master Plan conformance

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?
Rural Countryside District

b. Is the use permitted or allowed by a special or conditional use permit? ☑ 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? Lake Placid Central

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

c. Which fire protection and emergency medical services serve the project site?
Lake Placid Fire Department, Lake Placid Ambulance

d. What parks serve the project site?
Adirondack Park

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? 32.9 acres
b. Total acreage to be physically disturbed? 7.5 acres
c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? 1593.8 (IUA) 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)? % 18 Units: building square feet

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: 17 months
ii. If Yes:
- Total number of phases anticipated _____
- Anticipated commencement date of phase 1 (including demolition) _____ month _____ year
- Anticipated completion date of final phase _____ month _____year
- Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: _____

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,

i. Total number of structures 4

ii. Dimensions (in feet) of largest proposed structure: 30 height; 50 width; and 100 length

iii. Approximate extent of building space to be heated or cooled: total of 22,000 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): _____

_____

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: 5,500 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: _____

The small increase in water demand can be met by the sources and storage that currently serves the facility.

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: 86 gallons/minute.

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

If Yes:

i. Total anticipated liquid waste generation per day: 5,500 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): _____

sanitary wastewater

_____

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

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? ☐Yes ☐No

If Yes: n/a action is not commercial or industrial

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

_____

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

_____

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 - 6:00 PM
- Saturday: 6:00 AM - 6:00 PM
- Sunday: not anticipated
- Holidays: not anticipated

ii. During Operations:

- Monday - Friday: 9:00 AM - 5:00 PM
- Saturday: 9:00 AM - 5:00 PM
- Sunday: 9:00 AM - 5:00 PM
- Holidays: not anticipated

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

If yes:

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

Noise from construction equipment operations during the days and hours provided in item l above.

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:

low height and light level bollard lighting along pedestrian walkways for safety, LED track lighting integrated into track shades, shielded and focused on track surface,

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 60 tons ammonia for track refrigeration which is a decrease over the 72 tons in the current system being replaced

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

iii. Generally, describe the proposed storage facilities: The refrigeration system is a closed recirculating system that does not require regular replenishment of ammonia.

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

n/a, not commercial or industrial project

If Yes:

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

- Construction: _____ tons per _____ (unit of time)
- Operation : _____ tons per _____ (unit of time)

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

- Construction: _____
- Operation: _____

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

- Construction: _____
- Operation: _____

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:

No hazardous waste will be generated.

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): Recreational

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	33.2	34.2	+1.0
• Forested	1400	1400	0
• Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)	5	4.75	-0.25
• Agricultural (includes active orchards, field, greenhouse etc.)			0
• Surface water features (lakes, ponds, streams, rivers, etc.)	5.75	5.75	0
• Wetlands (freshwater or tidal)	20	20	0
• Non-vegetated (bare rock, earth or fill)	30	29.25	-0.75
• Other Describe: Ski Trails	99.3	99.3	0

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

i. If Yes: explain: nordic skiing, mountain biking, Alpine coaster, bobsled rides, hiking trails and trailheads, and others

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): 2205796

☐ 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):

this not closed spill involved the release of an unknown quantity of transformer oil from a Lake Placid Electric equipment failure at 79 Bobsled Run Lane which is along the facility entrance drive and removed from the proposed action (0.5 mile away from new lodge)

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: _____

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? varies widely: <2 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? 5 %

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

Mundalite Fine Sandy Loam - MuD	36 %
Mundalite Rawsonville - MwD	30 %
Rawsonville-Hogback - RaD	20 %

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: 100 % of site
☐ Moderately Well Drained: _____% of site
☐ Poorly Drained _____% of site

f. Approximate proportion of proposed action site with slopes:
☑ 0-10%: 4 % of site
☑ 10-15%: 17 % of site
☑ 15% or greater: 79 % of site

g. Are there any unique geologic features on the project site? ☐ Yes ☑ No
If Yes, describe: _____

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
EAF Mapper checked No. Should be Yes. Small section of small stream present.

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 unnamed Classification unclassified
- Lakes or Ponds: Name _____ Classification _____
- Wetlands: Name _____ Approximate Size _____
- 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? ☐ 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: _____

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

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): _____
ii. Source(s) of description or evaluation: _____
iii. Extent of community/habitat:
- Currently: _____ acres
- Following completion of project as proposed: _____ acres
- Gain or loss (indicate + or -): _____ 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: _____

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: _____
no affects anticipated

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:

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

ii. Name: Mt. Van Hoevenberg Olympic Bobsled Run

iii. Brief description of attributes on which listing is based:

This listing is for the original 1932 bobsled track that will not be affected by the proposed action. SHPO has been consulted.

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: (1) NYS Route 86 Scenic Byway (@golf course),(2) NYSAPA Scenic Vista Route 73 near Adirondack Loj Road (meadow)

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

iii. Distance between project and resource: (1) 5 miles, (2) 2 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: _____

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.

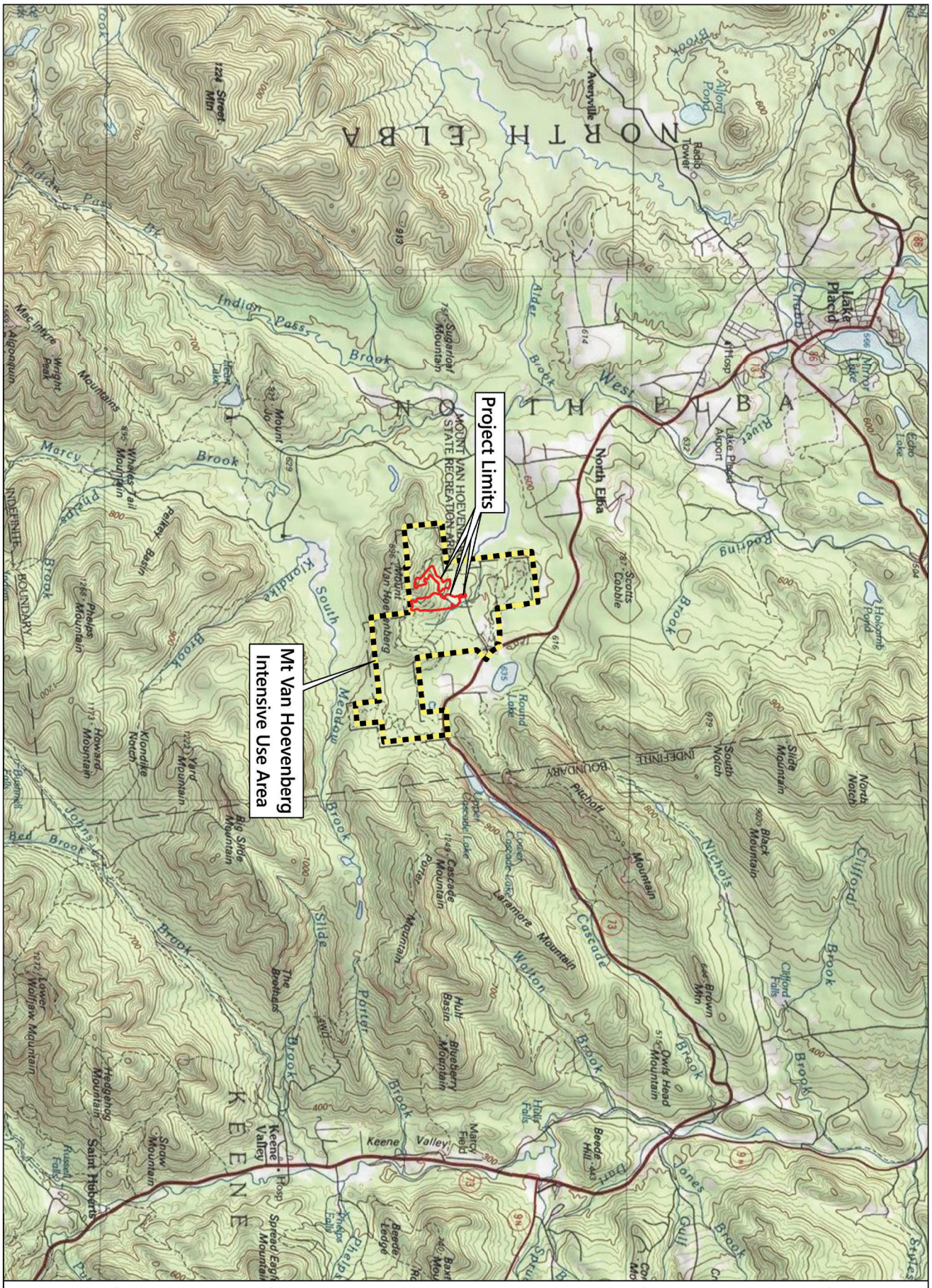
G. Verification

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

Applicant/Sponsor Name _____ Date _____

Signature _____ Title _____

PRINT FORM



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MT VAN HOEVENBERG

Mt Van Hoevenberg
2025 Unit Management Plan Amendment

Figure Title:

Site Location Map

0 2,750 5,500

1 inch = 5,500 feet

N

Date: 10/15/2024
Project No: 2024072.01

Drawing No:

5

Exhibit 3. ORDA-DEC Consolidation Agreement

The DEC and ORDA implement their mutual responsibilities for management of the Mt Van Hoevenberg Intensive Use Area through a Memorandum of Understanding (MOU) dated March 8, 1991. The MOU sets forth mutually agreeable methods and procedures by which managerial requirements are implemented. The MOU also establishes the means by which the existing UMP is implemented. Such means generally involve notification, inspection and review of actions to ensure compliance with the UMP and applicable regulations. In the event of any updates to the MOU, the most current version shall control.

In 2013 DEC and ORDA entered into a Consolidation Agreement that, in part, incorporates the 1991 MOU: *Agreement Consolidating the Management Agreements for the Gore Mountain Ski Center, the Whiteface Mountain Ski Center and Memorial Highway, and the Mt. Van Hoevenberg Recreation Area*. The 2013 Consolidation Agreement reestablishes the procedures for preparation of UMP's including such things as UMP content, UMP conformance with the SLMP, and the roles of ORDA, DEC and the APA in preparation, review and approval of UMPs.

The Consolidation Agreement is included at the end of this online document extapps.dec.ny.gov/docs/lands_forests_pdf/mvh2018ump2.pdf and continues and concludes at the beginning of this online document extapps.dec.ny.gov/docs/lands_forests_pdf/mvh2018ump3.pdf

Exhibit 4. State Historic Preservation Act

The New York State Historic Preservation Act of 1980 was established as a counterpart to the National Historic Preservation Act and declares historic preservation to be the public policy and in the public interest of the State. The act created the New York State Register of Historic Places, the official list of sites, buildings, structures, areas or objects significant in the history, architecture, archeology or culture of the State, its communities or the nation. The act also requires State agencies to consult with the SHPO if it appears that any projects being planned may or will cause any change, beneficial or adverse, in the quality of any historic, architectural, archeological or cultural property that is listed on the National Register of Historic Places or listed on the State Register or that is determined to be eligible for listing on the State Register. It requires State agencies, to the fullest extent practicable, consistent with other provisions of the law, to avoid or mitigate adverse impacts to such properties, to explore all feasible and prudent alternatives and to give due consideration to feasible and prudent plans that would avoid or mitigate adverse impacts to such property. The act also establishes agency preservation officers within state agencies for the purpose of implementing these provisions. In addition, the act reaffirms and expands the role of the State Board for Historic Preservation, which advises and makes recommendations to the State Historic Preservation Officer on preservation programs and activities, including State and National Registers nominations and statewide preservation planning efforts.

NYSDEC and ORDA are required by the New York State Historic Preservation Act (SHPA) (PRHPL Article 14) and SEQRA (ECL Article 8) as well as Article 9 of Environmental Conservation Law, 6NYCRR Section 190.8 (g) and Section 233 of Education Law to include cultural resources in the range of environmental values that are managed on public lands.

Consultation with the State Historic Preservation Office (SHPO) within the New York State Office of Parks, Recreation and Historic Preservation is occurring as part of the preparation of this UMPA.

Exhibit 5. Invasive Species Management Guidance

NYS DEC and APA developed and adopted *Inter-Agency Guidelines for Implementing Best Management Practices to Control Invasive Species on DEC-Administered Lands of the Adirondack Park* (January 2023) (Inter-Agency Guidelines for Implementing Best Management Practices to Control Invasive Species on DEC-Administered Lands of the Adirondack Park (ny.gov)).

The goals and objectives of those Guidelines are to protect and restore native ecological communities on DEC-administered lands in the Adirondack Park and prevent the spread of invasive species off of DEC-administered lands. The guidelines seek to achieve this through early detection and rapid response (EDRR) efforts that address existing or newly identified invasive species infestations, and to manage established invasive species populations which cause, or have the potential to cause, impacts to the ecosystem within which they exist, or elsewhere in the Park. By following these guidelines, the Department and its agents can manage invasive species infestations, and in some cases, locally eradicate them. Eradication, however, is not always an achievable or realistic goal. For large or well-established populations, containment or suppression may be a more appropriate management goal. Implementation of these guidelines and BMPs will help to ensure that the goals are met and that natural processes continue unabated, economic impacts are minimized or avoided, and human health is protected.

The guidelines were developed to define and streamline the process by which the Department and its authorized agents can efficiently treat invasive species through the implementation of BMPs that conform to the guidelines and criteria set forth in the Master Plan and apply the Master Plan's general guidelines for particular classifications of State Land within the Adirondack Park, as well as by meeting permitting requirements.

ORDA is committed to preventing the occurrence and spread of invasive species at its venues, including Mt Van Hoevenberg where they:

- Continue to train staff to identify and document the location of key invasive plant species.
- Work toward a complete comprehensive inventory of the presence and extent of invasive plants in the unit.
- Eliminate any identified populations of invasive plant species that are discovered in the unit. These actions may be conducted by DEC personnel or by members of the Adirondak Park Invasive Plant Program (APIPP) or other volunteers under supervision of DEC through an Adopt-a-Natural Resource Agreement, or by contract with ORDA.

According to the online Invasive Species Database of the New York Natural Heritage Program (Public Map | NY iMapInvasives) there are no confirmed occurrences of invasive species within the Mt Van Hoevenberg Intensive Use Area although there are occurrences of invasive garlic mustard mapped along NYS Route 73 near the northeast corner of the Unit.

Exhibit 6. Americans with Disabilities Act (ADA)

ORDA does not have its own policy pertaining to the ADA. ORDA and DEC follow the "Uniform State Policy" per the NYS Procedures for Implementing Reasonable Accommodation in Programs and Services for Individuals with Disabilities .

Whenever an individual with a disability requests reasonable accommodation with regard to State programs or services, the accommodation should be provided whenever there is no issue of an undue financial or administrative burden, a direct threat to the health or safety of others, or a fundamental alteration to the nature of the program being offered. Individuals who require auxiliary aids or services for effective communication, or are requesting a reasonable accommodation to a program, service, or activity should contact a DEC Regional ADA Accessibility Coordinator located in DEC Regional Offices, or the DEC Statewide ADA Accessibility Coordinator located in the DEC Central Office in Albany, at least 10 business days prior to the event or need.

Whenever a requested reasonable accommodation cannot be immediately granted, the matter should be referred to the Statewide ADA Accessibility Coordinator (Coordinator). The Coordinator shall contact the individual requesting accommodation, and make a bona-fide effort to reach a solution consistent with the Uniform State Policy and applicable legal standards. The Coordinator shall consult, as needed, with DEC's Counsel and Fiscal Officer. Where an accommodation cannot be offered as requested, the Coordinator shall assure that the individual requesting accommodation is aware of DEC's formal grievance procedures.

ORDA does have a June 2024 policy on service animals as a reasonable accommodation: *It is the policy of ORDA to prohibit discrimination against individuals with disabilities, including individuals with disabilities who are accompanied by service animals. Accordingly, subject to certain limitations as set forth in this policy, any guest with a disability who is assisted by a service animal, and any trainer of a service animal whether or not accompanied by an individual with a disability, shall have access to all public areas and activities of ORDA that are open to the general public.* The full policy can be found at: Service Animal Policy (orda.org)

Exhibit 7. Status of Management Actions Table

This Exhibit contains a table of previously approved management actions and their current status. Previously approved, but not yet constructed actions in the table are still proposed actions. The new management actions in this UMPA were added to the table.

Table 1
Mt. Van Hoevenberg Status of UMP Action Items

Item #	Management Action / Improvements	Current Status	Notes
1	**Trails / Biathlon Stadium**		
	Previously Approved Actions		
	Build 4km of new XC ski trails and improve 1.3km of existing XC ski trails to create 5.3km trail network on Town Easement lands. 4km of 5.3km XC ski trail network will be paved for off-season use. All 5.3 km will have lights for evening skiing.	Approved in 2018, Mostly Completed	Lighting partially installed, not yet completed.
	Build new Biathalon Stadium including a shooting range, penalty loop, bleachers, Timing/Competition Building, pedestrian bridge and trails in and out of the stadium area.	Approved in 2018, Mostly Completed	Bleachers pending implimentation
	Build two (2) new XC ski bridges over original access road.	Approved in 2018, Completed	To be built within existing cleared area.
	Construct Steckler and Corwin Bypass Trails	Approved in 2018, pending implimentation	
	Maintain existing Cross-Country (XC) ski trails to applicable International Ski Federation (FIS) and International Biathlon Union (IBU) standards	Approved in 1999, Ongoing.	Where feasible without tree cutting
	XC ski trail homologation (international standardization)	Approved in 1999, deferred pending Article XIV amendment	
	In kind replacement of bridges on XC trails	Approved in 1999, Ongoing as needed	
	Construct mini-stadium bridge to increase safety at high speed trail intersection	Approved in 1999, pending implementation	
	Create a longer straightaway at the start/finish at the current cross-country stadium and relocate timing building	Approved in 1999, deferred pending Article XIV resolution.	
	Upgrade trail signage and trail maps	Approved in 1999, Completed	
	Purchase portable scoreboard	Approved in 1999, Abandoned	
	Purchase additional grooming equipment	Approved in 1999, Ongoing as needed	
	Replace wooden snow fencing on trails	Approved in 1999, Ongoing as needed	
	Create three connector XC ski trails	Presented in 1999, deferred pending Article XIV resolution.	
	Widen XC ski trails trails north of the access road	Presented in 1999, deferred pending Article XIV resolution.	
	Replace two existing ski tunnels under the access road with two new 10' high, 20' wide, 28' long box or arch culverts	Presented in 1999, deferred pending Article XIV resolution.	
	Relocate wax test area to be adjacent to new racer's facility if necessary	Presented in 1999, deferred pending Article XIV resolution, abandoned.	Superseded by 2018 Management Action (Biathalon Stadium)
	Pave Biathlon Trails	Presented in 1986, deferred pending Article XIV resolution.	
	Maintain XC ski trails	Approved in 1986, Ongoing.	

Item #	Management Action / Improvements	Current Status	Notes
2	**Buildings**		
	Replace Refrigeration Building and supporting Infrastructure	New Management Action, 2024 UMP Amendment	Includes demolition of Bobrun Garage
	Install Wax Cabins in Parking Lot 1	New Management Action, 2024 UMP Amendment	
	Previously Approved Actions		
	Build new Sliding Sports Start Building	Approved in 2018, Completed	
	Build new Welcome Center Lodge	Approved in 2018, Completed	
	Build addition to USA Team Garage including restroom facilities	Approved in 2018, pending implimentation	
	Build new Groomer Garage including restroom facilities	Approved in 2018, pending implimentation	
	Build new Snow Storage Building	Approved in 2018, pending implimentation	
	Convert existing Press Bldg into Medical Bldg, add potable water and restrooms.	Approved in 2018, pending implimentation	
	Renovate interior and exterior of Biathlon Lodge/Boxing Bldg. No change in footprint.	Approved in 2018, Completed	
	Rehabilitate the biathlon lodge as a recreational lodge (includes outside deck, berms, and landscaping). Amenities include lockers, fireplace and lounge, ski rental/ski school shop, and ticket sales	Approved in 1999, partially completed. Outside deck and paved parking deferred pending Article XIV resolution.	
	Construct a destination hut (unheated and unmanned) on the Porter Mountain loop	Presented in 1999, deferred pending Article XIV resolution, now abandoned.	
	Build new 6,000 sq. ft. racer's facility/training center to replace the cross-country lodge. Amenities to include fitness and weight training rooms, lockers, showers, mini kitchen, telephones, meeting areas, storage, ventilated waxing rooms, and media facilities.	Presented in 1999, deferred pending Article XIV resolution, abandoned.	Superseded by 2018 Management Action (Welcome Lodge)
	Construct a 50' x 80' pole barn for equipment storage in the westernmost parking area	Presented in 1999, deferred pending Article XIV resolution.	
3	**Combined Track**		
	Start 1 Building Improvements	New Management Action, 2024 UMP Amendment	
	Replace Start 3 Bldg.	New Management Action, 2024 UMP Amendment	
	New Consolidated Timing/Operations Building	New Management Action, 2024 UMP Amendment	Consolidation of existing buildings' functions. Supersedes 2018 Management Action Item.
	Upgrade Existing Track Shading and Install Additional Shading	New Management Action, 2024 UMP Amendment	
	Expand Elevated Walkways for Track Maintenance and Spectator Access	New Management Action, 2024 UMP Amendment	
	Site Improvements in the Heart	New Management Action, 2024 UMP Amendment	
	Site Improvements at Curve 10	New Management Action, 2024 UMP Amendment	
	Previously Approved Actions		
	Expand Start 1 Building and Deck	Approved in 2018, Completed	
	Replace Start 4 Bldg.	Approved in 2018, pending implimentation	
	Build addition to Combined Track Timing Bldg.	Approved in 2018, abandoned.	Superseded by 2024 Management Action (Consolidated Operations Bldg.)
	Construct new combined bobsled/luge track. The lower half of the existing bobsled track will remain in place and operational to provide tourist rides. The upper half of the existing track remain in place and be abandoned, not demolished. The upper portion of the existing bobsled run will be abandoned in place and will be allowed to reforest naturally.	Approved in 1999, Completed	

Item #	Management Action / Improvements	Current Status	Notes
4	**Snowmaking**		
	Previously Approved Actions		
	Build new 7.5 million gallon snowmaking reservoir and pump house on Town Easement lands	Approved in 2018, Completed	
	Construct a snowmaking system on 7. 3 +I- km of XC ski trails on Forest Preserve Lands including an 8 million gallon reservoir, a 30' x 60' building to house pumps and air compressors and controls, two transformers, a pump at the existing pump station where bobsled run icing water is currently withdrawn, and water and air piping with snowmaking gun hydrants and power to run the guns along the trails where snowmaking is planned.	Presented in 1999, deferred pending Article XIV resolution.	
5	**Parking / Circulation**		
	Previously Approved Actions		
	Build new access road from Maintenance to Upper Bob Run Rd., include lighting.	Approved in 2018, Partially Completed	Lighting pending implimentation
	Renovate existing parking adjacent to 1980 Start Building to service Start 1 Building and provide lighting. Abandon existing road to parking and build new access road. Include expanded paved area for athlete warm up.	Approved in 2018, Completed.	
	Replace and improve existing road lighting on Upper Bob Run road.	Approved in 2018, Pending implimentation.	
	Install new lighting in parking lots 2, 3 and 4	Approved in 2018, Completed.	
	Resurface original access road corridor with gravel from Bobsled Lane to current X/C parking lot/future Biathlon Stadium.	Approved in 2018, Completed.	
	Restructure the existing cross-country ski center parking lot to accommodate better traffic flow, drop-off area and parking pods.	Approved in 1999, Abandoned	
	Restructure the existing biathlon lodge parking area to improve traffic flow, accommodate parking spaces, and provide overflow parking.	Approved in 1999, Abandoned	
	Restructure the existing access to the bobsled/luge area by creating a loop road with a vehicle drop-off zone.	Approved in 1999, completed.	
	Pave parking fields with high rate of use (Lots 1-5)	Presented in 1999, deferred pending Article XIV resolution.	
	Pave loop road to bobsled/luge area	Presented in 1999, deferred pending Article XIV resolution.	
	Construct trailhead parking area in conjunction with DEC and DOT to serve those people accessing the trails to Pitchoff, Porter and Cascade Mountains.	Presented in 1999, deferred pending Article XIV resolution.	

Item #	Management Action / Improvements	Current Status	Notes
6	**Utilities**		
	Extend / Upgrade Water and Sewer Services on Town Easement Lands	New Management Action, 2024 UMP Amendment	
	Previously Approved Actions		
	Provide potable water supply to converted press center (Medical Bldg) and all new buildings.	Approved in 2018, Pending implimentation.	
	Install wastewater disposal system to serve the new welcome center/lodge. Connect Press Center (Proposed Medical Building), Groomer Garage and USA Team Garage addition to existing, adequate disposal systems.	Approved in 2018, partially completed.	Groomer Garage (New bldg) and USA Team Garage Addition pending implimentation. Press Center conversion superseded by 2024 Management Action (Consolidated Operations Bldg.)
	Develop maintenance/dredging plan at North Meadow Brook water intake.	Approved in 2018, Pending implimentation.	
	Replace bridge at existing pump station and replace weir as required by DEC and described in UMP	Approved in 1999, Completed	
7	**Miscellaneous**		
	Install Alpine Coaster Spectator Improvements	New Management Action, 2024 UMP Amendment	
	Install Chair Lifts Between Lodge Area and Curve 10 and Between Curve 10 and Start 1	New Management Action, 2024 UMP Amendment	
	World Cup Mountain Biking Trails on Easement Lands	New Management Action, 2024 UMP Amendment	
	Previously Approved Actions		
	Install an Alpine Coaster, including supporting deck systems, ticketing staging buildings and lighting. Remove lighting on 1980 track.	Approved in 2018, mostly completed.	Lighting pending implimentation.
	Install transport coaster or funicular, including loading and unloading platforms.	Approved in 2018, Pending implimentation.	
	Build hiking trail providing connection for Cascade and Porter Mountains, Mount Marcy and Mt. Van Hoevenburg	Approved in 2018, Pending implimentation.	
	Maintain and replace security fencing	Approved in 1999, Ongoing as needed	
	Maintain grounds and physical plant	Approved in 1999, Ongoing as needed	
	Annual review of facility compliance with safety standards and facility modifications as required	Approved in 1986, Ongoing.	
	Development and scheduling of summer/off-season events	Approved in 1986, Ongoing.	
	Acquisition of lands where temporary ski trail easement is located and of interior parcels of private lands	Approved in 1986, Ongoing.	
	Annual review and maintanance of current level of operation.	Approved in 1986, Ongoing.	
	Maintenance of grounds and physical plant		
	Develop and schedule off-season events	Approved in 1999, Ongoing	

Exhibit 8 Mountain Biking Technical Feature Construction Specifications

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Berm Feature with Technical Line Options

Introduction

Berms are fundamental elements of UCI World Cup mountain bike courses, offering riders opportunities to showcase their technical prowess. This construction specification outlines the design and construction of a berm feature with multiple technical lines, providing riders with diverse challenges and strategic choices.

Feature Overview

The berm feature is strategically integrated into the course to enhance flow and technical difficulty. This feature comprises a single or series of banked turns with varying radii, creating a visually dynamic and technically engaging section that demands riders' mastery of cornering techniques.

Technical Line Options

1. Inside Line:
   - This line involves taking the innermost path around the berm, requiring riders to maintain control at higher speeds.
   - Riders need to execute precise turns and control their line to navigate the tighter radius.

2. Outside Line:
   - Positioned on the outer side of the berm, this line provides a slightly wider radius for turns.
   - Riders can carry more speed through the turn, requiring a balance between speed and control.

3. Double Apex Line:
   - This line involves entering the berm on the outside, cutting across to the inside, and then exiting on the outside.
   - Riders must master the technique of shifting their weight and adjusting their line mid-turn.

4. High-Line Berm:
   - On specific berms, a high-line option will be available, with the berm extending higher up the slope.
   - This line requires riders to navigate a steeper and more challenging section of the berm, emphasizing advanced cornering skills.

Berms can be built in sets so that two or more riders can be racing in parallel.

Dimensions

The berm feature is designed with the following dimensions to accommodate diverse technical lines:
- Number of Berms: individual or series
- Radius Variation: Small (6-8 meters), Medium (9-12 meters), Large (13-15 meters)
- Berm Height: 0.5 to 2 meters

Construction Materials and Method

The berms will be constructed using a mix of native soils and gravel and reinforced with natural materials to ensure stability. All materials will be sourced on-site. The construction process will adhere to sustainable practices to minimize environmental impact. Materials will be placed in lifts and compacted. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used as necessary.

Feature Removal

All materials used to construct this feature type will be removed and disposed of on-site. All affected areas will be returned to the condition that existed prior to construction. Timing of removal is dependent on weather conditions that would allow re-establishment of vegetation.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Boulder Feature with Technical Line Options

Introduction

Boulder features are integral components of UCI World Cup Mountain Bike courses, demanding a balance of skill, precision, and strategy from riders. These features contribute to the technical challenge and aesthetic appeal of the course, enhancing the overall spectator experience. This construction specification outlines the design and construction of a boulder feature with multiple technical lines, allowing riders to choose their path through this challenging section.

Feature Overview

The boulder feature is strategically placed within the course to test the riders' technical prowess while adding an element of unpredictability. This feature comprises a cluster of natural and purposefully arranged boulders, seamlessly integrated into the existing terrain.

Technical Line Options

1. Direct Line (Advanced):
   - This line involves navigating the feature's central section, characterized by larger boulders and tighter gaps.
   - Riders must execute precise maneuvers, hopping between boulders, and maintaining momentum to conquer this direct and challenging route.

2. High Line (Intermediate):
   - Positioned to the left of the central section, the high line offers an alternative route with slightly less technical difficulty.
   - Riders will ascend a series of smaller boulders, requiring controlled climbing skills before descending into the latter part of the feature.

3. Low Line (Advanced):
   - Located to the right of the central section, the low line demands riders to navigate a series of narrow gaps and negotiate tight turns.
   - This option provides a more technical challenge, with a mix of rock drops and off-camber sections, requiring a high level of bike control.

Dimensions

- Length: 5 to 30 meters
- Width: 4- 8 meters
- Height Variation: 1 to 2 meters

Construction Materials and Methods

Boulder features will be constructed using natural rocks reinforced with a stable foundation of mineral soil, gravel, and/or stone dust. All materials will be sourced on-site and rocks will not be excavated. The construction process will adhere to sustainable practices to minimize environmental impact. Rocks will be placed on grade and reinforcing materials will be placed in lifts and compacted. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used as necessary.

Feature Removal

All materials used to construct this feature type will be removed and disposed of on-site. All affected areas will be returned to the condition that existed prior to construction. Timing of removal is dependent on weather conditions that would allow re-establishment of vegetation.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Crossing Structure

Introduction

These structures are used to cross depressions or mud and is a key element in UCI World Cup mountain bike courses, adding technical complexity and visual appeal. This construction specification outlines the design and construction of a multi-material crossing structure, incorporating wood, metal, or stone, with multiple technical lines for riders to choose from.

Feature Overview

The multi-material crossing structure is strategically integrated into the course to provide riders with a challenging element for navigating depressions or mud. This feature comprises the use of wood, metal, or stone elements, offering riders varied surfaces and technical choices.

Technical Line Options

1. Wooden Path:
   - The central line involves riding primarily on wooden surfaces.

2. Metal Grate Challenge:
   - The central line involves incorporates metal grates.

3. Stone Section:
   - The central line involves of a stone section with irregular surfaces.

4. Flat Crossing:
   - A flatter path on grade of wood, metal or flat stone.

Materials Used

1. Wood: Sections of the feature may incorporate wooden elements, providing a natural feel and demanding riders to adapt to the dynamic surface.
2. Metal: Metal components, such as bridges or grated surfaces, will be strategically placed, offering technical challenges and varied traction.
3. Stone: Natural stone features will be integrated, requiring riders to navigate uneven surfaces and changes in elevation.

Dimensions

- Length: 3 - 25 meters
- Width: .5 to 4 meters
- Height Variation: grade to 4 meters
- Transition Zones: Flat and Roller Options

Feature Removal

All materials used to construct this feature type will be removed and disposed of on-site. All affected areas will be returned to the condition that existed prior to construction. Timing of removal is dependent on weather conditions that would allow re-establishment of vegetation.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Log Feature with Technical Line Options

Introduction

Log features are integral components of UCI World Cup mountain bike courses, requiring riders to exhibit technical skill and precision. This construction specification outlines the design and construction of a log feature with multiple technical lines, offering riders varied challenges and strategic choices.

Feature Overview

The log feature is strategically placed within the course to add technical complexity, demanding riders' mastery of bike handling skills. This feature comprises a series of logs, varying in size and orientation, integrated into the trail to create an engaging and challenging section.

Technical Line Options

1. Straight Line:
   - This line involves riding directly over the logs in a straight path.
   - Riders need to maintain balance and control while traversing the logs, showcasing their technical riding skills.

2. Zigzag Line:
   - Positioned to the left or right of the straight line, the zigzag line features logs set at alternating angles.
   - Riders must execute precise turns between logs, requiring agility and quick decision-making.

3. Gap Jump Line:
   - This line introduces gaps between certain logs, creating opportunities for riders to jump from one log to another.
   - Riders opting for this line must demonstrate both technical prowess and the ability to execute controlled jumps.

4. Drop-Off Line:
   - On one side of the log feature, riders will find a series of drop-offs where the trail descends from the logs to the ground.
   - This line challenges riders with both log traversal and controlled descent techniques.

Dimensions

The log feature is designed with the following dimensions to accommodate diverse technical lines:
- Length: 5 to 20 meters
- Diameter: Logs ranging from 20 cm to 40 cm
- Height Variation: 0.3 meters to 1 meter

Construction Materials and Methods

Log features will be constructed using logs from on-site log stockpiles generated from the recent MVH Revitalization Project which are reinforced with a stable foundation of mineral soil, gravel, and/or stone dust. All materials will be sourced on-site. The construction process will adhere to sustainable practices to minimize environmental impact. Logs will be placed on grade and reinforcing materials will be placed in lifts and compacted. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used, as necessary.

Feature Removal

All materials used to construct this feature type will be removed and disposed of on-site. All affected areas will be returned to the condition that existed prior to construction. Timing of removal is dependent on weather conditions that would allow re-establishment of vegetation.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Elevated Stone Riding Path Above Snowmaking Reservoir

Introduction

The elevated stone riding path above the snowmaking reservoir stands as a testament to the innovation and integration of natural elements within the UCI World Cup mountain bike course. This unique feature not only challenges the technical skills of riders but also serves a practical purpose in optimizing the protection of the snowmaking infrastructure.

Feature Overview

The elevated stone riding path is a distinct trail segment suspended above the snowmaking reservoir, providing riders with an elevated and challenging course element.

Technical Line Options

1. Widened Central Path:
   - The central line provides a widened riding surface atop the stones.
   - Riders must navigate the varied stone textures while maintaining control.

2. Outer Edge Challenge:
   - Positioned on one side, this line challenges riders to navigate the outer edge of the stone path.
   - Precision and balance are crucial to avoid the reservoir below.

3. Jumping Section:
   - Specific sections may incorporate gaps, rollers, or other challenges.
   - This line demands advanced technical skills, combining precision and aerial control.

Dimensions

- Length: 120 meters
- Width: 1 to 3 meters
- Height Above Reservoir: 8 - 10 meters
- Riding Surface Width: 1 to 2.5 meters

Background, Construction Materials, and Methods

Attached is a picture of the snowmaking reservoir which was constructed during the recent redevelopment of Mt Van Hoevenberg. The reservoir is lined with a watertight membrane to allow for water retention. As part of the construction, shot rock and other smaller stones were placed above the reservoir and a row of large rocks installed to prevent the stones from falling into the reservoir. Should stones fall into the reservoir and tear the liner, replacement would be required and pending the repair, snow could not be made and the venue's sole source of water for fire suppression would be eliminated. As such, Olympic Authority staff have identified the area above the reservoir as an area of concern and intend to enhance the row of large rocks to lessen the chance of an incident occurring.

The existing row of large rocks would be enhanced by anchoring or pinning additional rocks to the existing ledge to ensure stability and safety. Above the enhanced row, natural stones with a flat and durable surface would be placed in lifts and compacted. All materials will be sourced on-site and rocks will not be excavated. The construction process will adhere to sustainable practices to minimize environmental impact. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used, as necessary.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Trail Edge Feature

Introduction

Trail edge features are essential elements in the creation of a challenging and sustainable UCI World Cup mountain bike racecourse. This construction specification outlines the design and construction of a trail edge feature, integrating technical elements to test riders' skills while maintaining the trail's environmental integrity.

Feature Overview

A trail edge feature is strategically designed to use the sloped edge of a trail, adding an element of technical difficulty and excitement to the racecourse. This feature involves creating a level, narrow platform along the contour of the slope, allowing riders to navigate challenging terrain with controlled descents and ascents.

Dimensions

- Platform Width: 0.5 to 1 meters
- Platform Height: Adjustable based on specific headwall characteristics
- Trail Slope: Maximum 20% - Ensures challenging yet rideable conditions

Construction Materials and Method

The trail edge features will be constructed using a mix of native soils and gravel and reinforced with natural materials to ensure stability. All materials will be sourced on-site. The construction process will adhere to sustainable practices to minimize environmental impact. Materials will be placed in lifts and compacted. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used as necessary.

Post-Race Removal

Once constructed and turf established, these features can remain in place as a reconfiguration of the trails edge.

Exhibit 9 2024 UCI Mountain Biking World Series: State Land Consultation Documents

State Land Consultation

File Number: SL2024-0002

NEW YORK STATE OF OPPORTUNITY. Adirondack Park Agency

KATHY HOCHUL
Governor

BARBARA RICE
Executive Director

STATE LAND PROJECT CONSULTATION FORM

Completion of this form is required to receive a determination of Adirondack Park State Land Master Plan (APSLMP) and/or Unit Management Plan compliance and wetland jurisdiction for all DEC State land projects from the Agency. A site visit by Agency staff may be required depending on the complexity of the project, the natural resources involved and the level of documentation provided.

Part 1
(To be completed by DEC staff)

A. Project Identification

Project Name: 2024 UCI World Cup Mountain Bike Event

DEC Contact Person: Kris Alberga

Telephone: 518-897-1291

Email: kristofer.alberga@dec.ny.gov

B. Project Location and Other Information

State Land Unit: Mount Van Hoevenberg Intensive Use Area

Region: 5

Town: North Elba

County: Essex

Is a UMP for this unit completed and approved? Yes ☑ No ☐

(If yes, please attach a copy of the cover page and all pages relevant to this project.)

Is the proposal to replace an existing structure? Yes ☐ No ☑

If yes:

a) When was the structure constructed?

b) Will the new structure be the same size and located in the same place?

Yes ☐ No ☑ (Describe in the narrative, section D.)

C. Prior Agency Contact

Has there been prior contact (including any wetland delineation work) with the Agency regarding this project? Yes ☑ No ☐

If yes, name of contact person(s) and date(s) (approximate, if not known):

Contact person: Megan Phillips Date: 10/31/23

D. Project Description

Provide a brief, narrative description as precisely as possible with any additional location information necessary. Include/attach map(s), photograph(s) and plan(s) whenever possible. (attach another sheet if needed)

See the attached consisting of:
- Narrative
- UCI World Cup Overlay
- Course Features and Points of Interests Lists
- Six (6) Construction Specifications

If the proposed project is determined to be compliant with the APSLMP but jurisdictional for wetlands, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or if an individual Article 24 Freshwater Wetlands permit will be required. If either of these wetlands permits is applied for, additional information about the project will likely be requested. Agency staff can provide the appropriate permit application form with the return of this completed State Land Consultation Form, if requested.

Submitted by: Edward Kowalewski, Jr.

Date: 1/19/24

Return this form to the Agency (preferably electronically) for APA staff completion of Part 2.

Part 2
(To be completed by APA staff)

ADIRONDACK PARK STATE LAND MASTER PLAN COMPLIANCE REVIEW

Planning Status (check one)

A) The project, as planned, is described sufficiently in an approved UMP and *does not require additional consultation* with APA State land staff before being undertaken. ☐

B) The project is proposed in insufficient detail in an approved UMP and so *does require additional consultation* with APA State land staff before being undertaken. ☑

C) The project is not proposed in an approved UMP and – via this submission - *is the subject of consultation* with APA State land staff to determine if it may be undertaken, as per Section V of the DEC/APA MOU. ☐

DEC/APA Consultation Guidelines

Planning Status "A" Projects:

- The proposed project has been determined by the APA Board, via approval of a UMP, to conform to APSLMP guidelines and criteria in all respects *other than* potential wetland impacts.

- IF the result of the "Preliminary APA Wetlands Jurisdiction Assessment" (page 6) is an APA staff conclusion that jurisdictional wetlands:

  - WILL NOT be involved or affected by the proposed project, THEN, the project may be undertaken.

  - MAY BE involved or affected by the proposed project, THEN, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.

Planning Status “B” Projects:

- The proposed project, via review and approval of a UMP, has received conceptual approval by the APA Board but must still be reviewed by APA State land staff in sufficient detail before it may be determined to conform to APSLMP guidelines and criteria in all respects *other than* potential wetland impacts.

- IF the result of the “Preliminary APA Wetlands Jurisdiction Assessment” (page 6) is an APA staff conclusion that jurisdictional wetlands:

  - WILL NOT be involved or affected by the proposed project, THEN, the project may be undertaken.

  - MAY BE involved or affected by the proposed project, THEN, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.

- IF the result of the “APSLMP Compliance Review” is a conclusion that the proposed project:

  - DOES NOT CONFORM to APSLMP guidelines and criteria regardless of wetland impacts, THEN, the project should not be undertaken by DEC staff.

Planning Status “C” Projects:

- The project has NOT been proposed within a UMP approved by the APA Board, and so it has not been determined to conform to APSLMP guidelines and criteria. It must therefore be determined by APA State land staff to meet the definition of “ordinary maintenance,” “rehabilitation” or “minor relocation” of conforming structures or improvements as per Section V of the DEC/APA MOU if it is to be undertaken without being included in such a UMP.

- IF the result of the determination is that the proposed project:

  - CANNOT BE so defined, THEN, the project should not be undertaken by DEC staff at this time.

  - CAN BE so defined, THEN, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.

- IF the result of the “Preliminary APA Wetlands Jurisdiction Assessment” (page 6) is an APA staff conclusion that jurisdictional wetlands:

- WILL NOT be involved or affected by the proposed project, THEN, the project may be undertaken.

- MAY BE involved or affected by the proposed project, THEN, the Agency can determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.

APA State Land Staff Determination Regarding Consistency with the Adirondack Park State Land Master Plan

Staff have determined the proposed project – in all respects other than potential wetlands impacts – conforms ☑ , does not conform ☐ , to the guidelines and criteria of the Adirondack Park State Land Master Plan.

/s/ Megan Phillips	2/29/24
Deputy Director, Planning or designee	Date

Rationale for Determination

Please see attached Rationale for Determination.

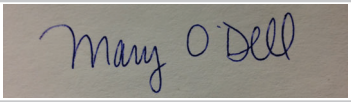
PRELIMINARY APA WETLANDS JURISDICTION ASSESSMENT

1) Is the proposed project located in a wetland?	Yes ☐	No ☑
2) Does the project involve any of the following activities whether or not it is located in a wetland?	Yes ☐	No ☑
Discharge of liquid wastes into (or so as to drain into) a wetland, including sewage treatment effluent within 100' of a wetland?	Yes ☐	No ☑
Any other form of pollution of a wetland?	Yes ☐	No ☑

Any activity that may substantially impair the functions served by, or the benefits derived from, wetlands? Yes ☐ No ☑

APA RASS Staff Preliminary Assessment Regarding Adirondack Park Freshwater Wetlands Jurisdiction

Staff have determined that wetlands subject to the review jurisdiction of the Adirondack Park Agency may ☐, will not ☑ be involved or affected by the proposal.



Supervisor, Natural Resource Analysis or designee

2/27/24

Date

Rationale for Determination

If the project is determined to be jurisdictional for wetlands, the Agency will determine if the project qualifies for *General Permit 2005G-1R* or an individual Article 24 Freshwater Wetlands permit and may request additional information.

Form completed by APA State Land member: Mitchell Jones

Completion Date: 3/4/24

Distribution:

DEC Contact: Kristofer Alberga

Regional Forester:

Natural Resources Supervisor of Region: Kristofer Alberga

Forest Preserve Coordinator, Central Office: Josh Clague

NEW YORK STATE | Adirondack Park Agency

KATHY HOCHUL
Governor

BARBARA RICE
Executive Director

March 4th, 2024

Kristofer Alberga
Via email: Kristofer.alberga@dec.ny.gov

RE: State Land Consultation Determination SL2024-0002

Dear Kristofer:

Pursuant to the Adirondack Park State Land Master Plan (APSLMP), the proposed project at Mt. Van Hoevenberg Intensive Use Area, which entails the use of existing facilities and alteration of existing trails to host a UCI Mountain Bike World Series race event, is considered to be conforming.

The proposed UCIMBWS course utilizes Mt. Van Hoevenberg's existing trail infrastructure. No new trail construction is proposed. All trails have been approved in previous UMP processes and are seasonally managed for mountain bike use. All construction of technical features will be done within the existing footprint of trails. Design specifications for this course do not involve extensive topographic alterations. Features that may interfere with the wintertime use of the facility will be removed after the UCIMBWS race events. No tree cutting is proposed.

Agency staff have determined that the project, as proposed, does not involve or affect wetlands.

If you have any questions, please do not hesitate to contact the Agency.

Sincerely,

Mitchell Jones
Environmental Program Specialist 1

cc: Josh Clague, Chief, Bureau of Forest Preserve and Conservation Easements
Kristofer Alberga, Supervisor of Natural Resources, Region 5

NEW YORK STATE
OLYMPIC REGIONAL
DEVELOPMENT AUTHORITY

Date: January 19, 2024

Mt Van Hoevenberg - UCI World Cup Mountain Bike Course Development

Introduction

Mt Van Hoevenberg, following the recent redevelopment project by the State of New York, stands as an exemplary facility with well-established infrastructure, including an event stadium and multi-use trails. The proposed project seeks to leverage this existing framework to create a UCI World Cup Mountain Bike course, contributing to the region's recreational and economic vitality.

The UCI Mountain Bike World Series stands as the pinnacle of international mountain biking, attracting elite athletes from across the globe to showcase their skills and compete in various formats. Pending required approvals, Mt Van Hoevenberg has been selected as the host for an XCO (Cross Country Olympic) and XCC (Cross Country Short Track) World Cup in September of 2024. The XCO and XCC events will bring together the world's best riders for intense battles on challenging terrains.

World Cup Mountain biking is one of the fastest growing endurance sports globally and is also an Olympic sport supported by the United States Olympic & Paralympic Committee.

Governing Bodies and Broadcast Rights

The UCI (Union Cycliste Internationale) serves as the international governing body for cycling, overseeing various disciplines, including mountain biking. In the United States, the USAC (USA Cycling) acts as the national governing body, coordinating domestic events and ensuring compliance with international standards.

For the broadcast and production of the World Cup Mountain Biking series, Warner Brothers Discovery (WBD) holds the rights, bringing the thrilling competitions to global audiences. The significance of mountain biking as an Olympic sport has elevated its popularity, and the United States boasts some of the most competitive athletes on the global stage.

XCC and XCO Formats

XCC (Cross Country Short Track) This format features a shorter and more intense course, designed to test riders' agility, speed, and technical skills. Races are typically held on a compact loop, encouraging frequent passes and strategic maneuvers.

XCO (Cross Country Olympic) XCO events cover longer and more demanding courses, incorporating diverse terrains and technical features. Riders navigate a series of laps, facing challenging climbs and descents. The format requires a combination of endurance, technical proficiency, and strategic decision-making.

Athlete Fields and Numbers

The Lake Placid World Cup will host both U23 and Elite categories for men and women in XCC and XCO, attracting approximately 230 athletes.

XCC will be held on Friday and the course will be ridden by approximately 90 athletes. The athletes will make eight (8) to twelve (12) laps around the course.

XCO will be held on Saturday and Sunday with approximately 70 male athletes riding on Saturday and approximately 70 female athletes riding on Sunday. All athletes will make four (4) to five (5) laps around the course.

The Course

Working with a course designer sanctioned by UCI, Olympic Authority staff have laid out a proposed course with Course Features and Points of Interest which meet the rigid requirements for World Cup Mountain Bike courses. Attached hereto are the following:

- UCI World Cup Overlay
- Course Features and Points of Interests Lists
- Six (6) Construction Specifications

All proposed features will be constructed on trails used for cross-country skiing and mountain biking with the exception of the portions of the course using the multi-use trail, and the area above the snowmaking reservoir.

Multi-Use Trail: For more than forty (40) years, this trail has been used for hiking and snowshoeing and more recently, for mountain biking. The trail began at the old base lodge and terminated at the 1932 start area where it connected with the Mt Van Hoevenberg (MVH) East Trail. This trail served as the primary access trail to MVH East Trail until the new MVH East Trail was completed in 2021. This trail is currently part of an emergency evacuation route from Start 2 where it is approximately twenty (20) feet wide. This trail has been on the MVH trail maps for at least ten (10) years and the trail map which is part of the UMP includes this trail.

Snowmaking Reservoir: The snowmaking reservoir was constructed during the recent redevelopment of Mt Van Hoevenberg. The reservoir is lined with a watertight membrane to maximize water retention. As part of the construction, shot rock and other smaller stones were placed above the reservoir and a row of large rocks installed to prevent the stones from falling into the reservoir. Should stones fall into the reservoir and tear the liner, replacement would be required and pending the repair, snow could not be made and the venue's sole source of water for fire suppression would be eliminated. As such, Olympic Authority staff have identified the area above the reservoir as an area of concern and intend to enhance the row of large rocks to lessen the chance of an incident occurring. Once reconstructed, the area above the enhanced row of large rocks can ideally be used as part of the proposed course.

Unless otherwise noted in the Construction Specifications, all features constructed for the event will be removed after the event and all affected areas will be returned to the condition that existed prior to construction. Removal in the fall is dependent on weather conditions that would allow re-establishment of turf.

Competition Course Usage

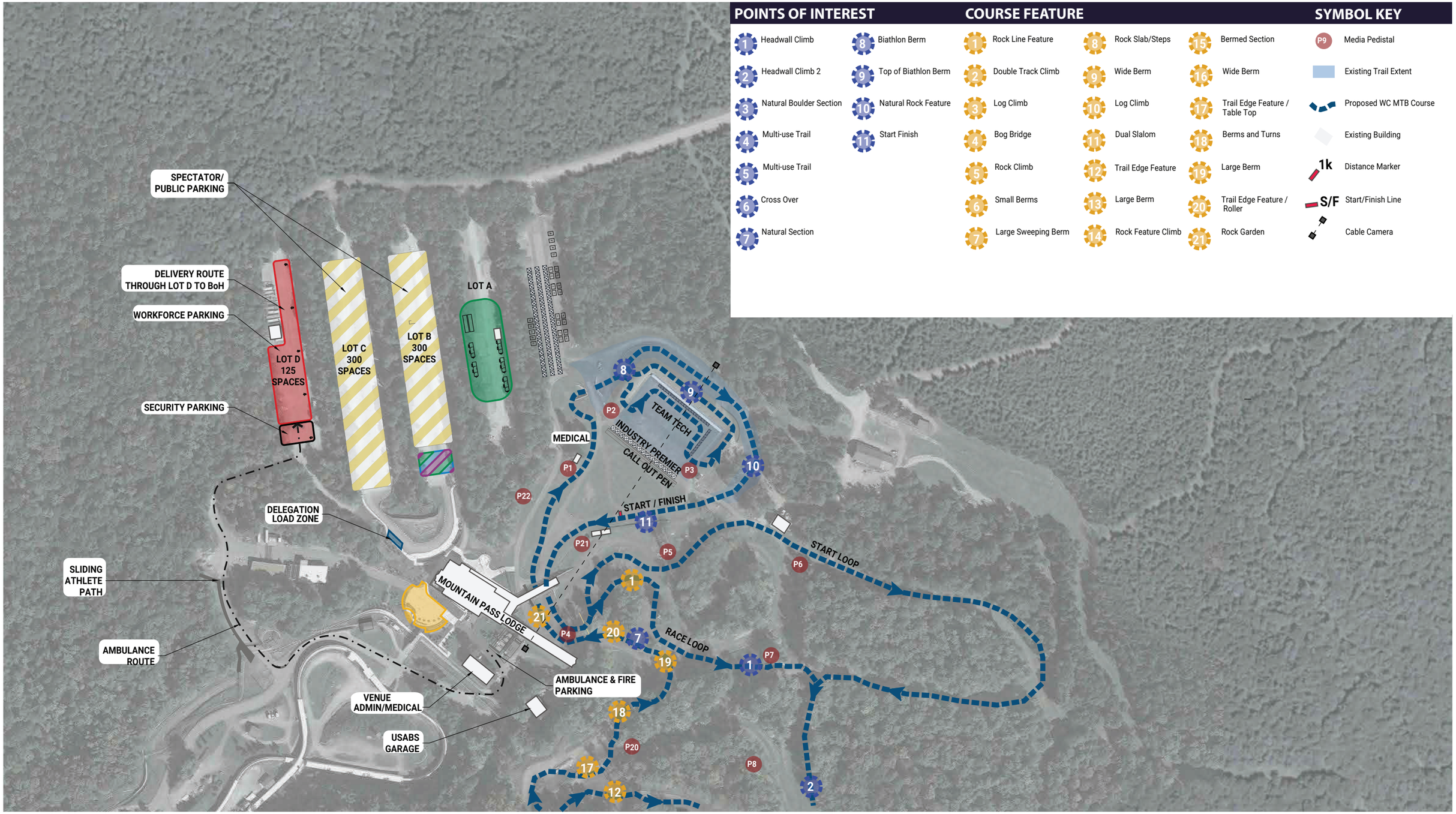
In preparation for the World Cup, professional athletes will utilize the competition course for a test event at the end of August 2024. The course will then be reserved exclusively for the athletes for approximately fourteen (14) days leading up to and during the World Cup. This ensures optimal conditions for training, testing, and the execution of the world-class event, contributing to the success and prestige of the UCI Mountain Bike World Series hosted at Mt Van Hoevenberg. The use of the course is for professional athletes only and use by the general public will be prohibited.

Request

The Olympic Authority is seeking approval from the Adirondack Park Agency to construct the course as presented here, in that course approval is the threshold issue in determining the viability of the event.

Conclusion

The Olympic Authority is committed to working collaboratively with the Adirondack Park Agency to ensure that the proposed UCI World Cup Mountain Bike course aligns seamlessly with environmental regulations and park preservation goals. We believe that the proposed event is compliant with the current UMP for MVH, and that it will not only enhance the appeal of Mt Van Hoevenberg, but also contribute positively to the broader community within the Adirondack Park.



POINTS OF INTEREST

1. Headwall Climb
2. Headwall Climb 2
3. Natural Boulder Section
4. Multi-use Trail
5. Multi-use Trail
6. Cross Over
7. Natural Section
8. Biathlon Berm
9. Top of Biathlon Berm
10. Natural Rock Feature
11. Start Finish

COURSE FEATURE

1. Rock Line Feature
2. Double Track Climb
3. Log Climb
4. Bog Bridge
5. Rock Climb
6. Small Berms
7. Large Sweeping Berm
8. Rock Slab/Steps
9. Wide Berm
10. Log Climb
11. Dual Slalom
12. Trail Edge Feature
13. Large Berm
14. Rock Feature Climb
15. Bermed Section
16. Wide Berm
17. Trail Edge Feature / Table Top
18. Berms and Turns
19. Large Berm
20. Trail Edge Feature / Roller
21. Rock Garden

SYMBOL KEY

- P9 — Media Pedistal
- Existing Trail Extent
- Proposed WC MTB Course
- Existing Building
- 1k — Distance Marker
- S/F — Start/Finish Line
- Cable Camera

Athletes · WBD Partners OC VIP · Workforce · Marketing Partners
UCI Officials · Media · Public Safety · Spectators

MT VAN HOEVENBERG | UCI MOUNTAIN BIKE WORLD SERIES | WBD Sports

Mt Van Hoevanberg
UCI Cross Country World Cup
Lake Placid, New York

EVENT OPERATIONAL LAYOUT
V2.0 January 13, 2024
Kris Cheney Seymour

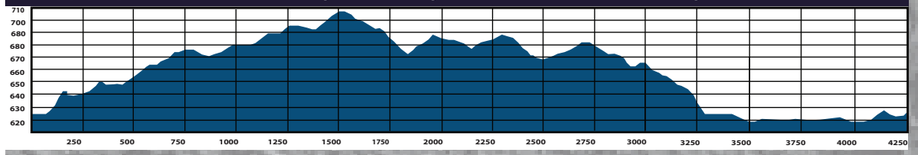
0 35' 70' 140'

OVERALL AREA PLAN
STADIUM A

1.0

COURSE PROFILE

Course Length 4240m | Height Difference 94m | Low Point 614m | High Point 708m



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SYMBOL KEY

- P9 Media Pedistal
- Existing Trail Extent
- Proposed WC MTB Course
- Existing Building
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- Athletes
- WBD Partners OC VIP
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- Marketing Partners
- UCI Officials
- Media
- Public Safety
- Spectators

COURSE DATA

Course Length	4240m
Heigh Difference	94m
Low Point	614m
High Point	706
Stadium Length	1324m
Exisitng Open Area Length (easement)	2686m
Existing Wooded Area Length (easement)	230m
New Wooded Area Length (easement)	0
Start Loop (forest preserve)	460m

MT VAN HOEVENBERG | UCI MOUNTAIN BIKE WORLD SERIES | WBD Sports

Mt Van Hoevanberg
UCI Cross Country World Cup
Lake Placid, New York

EVENT OPERATIONAL LAYOUT
V2.0 January 13, 2024
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OVERALL COURSE PLAN 1.1

COURSE DATA

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Start Loop (forest preserve)	460m


ROCK FIELD
1:24:58


0
35'
70'
140'
ROCK FIELD
Deane's Drop


OPEN COURSE ON EXISTING TRAIL
1:12:03


LOGS Feature


Les Gets
Les Gets
Les Gets
Les Gets
ROCK FIELD


LOG DROP


LOGS


BANKED TURNS

Olympic Regional Development Authority		
Mt Van Hoevenberg		
UCI Cross Country World Cup XCC and XCO Course Features and Points of Interest		
Date:		January 19, 2024
Feature Number	Feature Title	Feature Description
1	Rock Line Feature	In accordance the Boulder Feature Construction Specification, large rocks will be placed to define multiple lines in an otherwise straight forward section of wide grass trail.
2	Double Track Climb	In accordance the Boulder Feature Construction Specification, create a more interesting feel out of a double track climb by adding obstacles and turns in order to force riders to go side to side on the trail instead of in a completely straight line. Trail still remains wide enough for passing.
3	Log Climb	In accordance the Log Feature Construction Specification, logs will be placed so that riders either need to ride over or go around them at a time penalty.
4	Bog Bridge	In accordance the Crossing Structure Construction Specification, a bog bridge will be placed to get riders across marsh area of this turn.
5	Rock Climb	In accordance the Boulder Feature Construction Specification, rocks will be placed to create steps that challenge riders on their climbs. Go-arounds with a time penalty are built for riders who cannot climb over the steps. There are many rocks just off the edge of the existing trail that can be used for this feature.
6	Small Berms	In accordance the Berm Feature Construction Specification, small berms will be built up within existing trail corridor to add interest to the first section of true descent on the course.
7	Large Sweeping Berm	In accordance the Berm Feature Construction Specification, a large berm will be built to direct riders to the next portion of the course.
8	Rock Slab/Steps	In accordance the Elevated Stone Riding Path Above Snowmaking Reservoir Construction Specification, rock steps and rock slabs will be constructed.
9	Wide Berm	In accordance the Berm Feature Construction Specification, a large catch berm leading into uphill section will be constructed. The berm will catches riders after small descent of off reservoir trail.
10	Log Climb	In accordance the Log Feature Construction Specification, logs will be placed to challenge riders on the climb. Go-around options will also be built, but used at a time penalty.
11	Dual Slalom	In accordance the Berm Feature Construction Specification, three matching lines built side-by-side of each other with berms and jumps where riders will have to choose a line and race through. This section is close to the MVH trail and the sky coaster so spectators will be able to easily watch.
12	Trail Edge Feature	In accordance the Trail Edge Feature Construction Specification, a platform will be constructed on the sloped portion of the trail to add elevation and interest.
13	Large Berm	In accordance the Berm Feature Construction Specification, a slight uphill berm will be constructed to direct riders back uphill.
14	Rock Feature Climb	In accordance the Boulder Feature Construction Specification, rocks will be placed to go around and over in order to create a more difficult and interesting climb.
15	Bermed Section	In accordance the Berm Feature Construction Specification, wide berms will be constructed to move riders from one side of the double track to the other and create a more interesting descent. The berms will be wide enough so that the riders can pass each other while riding them.
16	Wide Berm	In accordance the Berm Feature Construction Specification, a berm will be placed to catch and direct riders on their descent.
17	Trail Edge Feature / Table Top	In accordance the Trail Edge Feature Construction Specification, a platform will be constructed on the sloped portion of the trail to keep riders off of the double track. A mellow table top jump can also be created.
18	Berms and Turns	In accordance the Berm Feature Construction Specification, berms will be placed to slow riders before they enter the sharp redirecting corner at the bottom of this downhill section. Possible area for another dual slalom section or can remain wider turns with possible sharper radius than earlier berm section.
19	Large Berm	In accordance the Berm Feature Construction Specification, a wide berm will be placed to catch riders at the end of high speed downhill section. Wide insloped outside line with a tighter inside line. The inside line will not be as insloped but will be a possible passing line.
20	Trail Edge Feature / Roller	In accordance the Trail Edge Feature Construction Specification, a platform will be constructed on the sloped portion of the trails to help riders set up for rock garden section and get them off of double track.
21	Rock Garden	In accordance the Boulder Feature Construction Specification, rocks will be placed to create multiple lines for riders to choose from. Located near the start area and viewable by spectators from the bridge.
	Point of Interest Number	Point of Interest Description
	1	Headwall Climb
	2	Headwall Climb 2
	3	Natural Boulder Section
	4	Enter Multi-Use Trail
	5	Multi-Use Trail
	6	Cross Over
	7	Natural Section
	8	Biathlon Berm
	9	Top of Biathlon Berm
	10	Natural Rock Feature
	11	Start/Finish

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Berm Feature with Technical Line Options

Introduction

Berms are fundamental elements of UCI World Cup mountain bike courses, offering riders opportunities to showcase their technical prowess. This construction specification outlines the design and construction of a berm feature with multiple technical lines, providing riders with diverse challenges and strategic choices.

Feature Overview

The berm feature is strategically integrated into the course to enhance flow and technical difficulty. This feature comprises a single or series of banked turns with varying radii, creating a visually dynamic and technically engaging section that demands riders' mastery of cornering techniques.

Technical Line Options

1. Inside Line:
   - This line involves taking the innermost path around the berm, requiring riders to maintain control at higher speeds.
   - Riders need to execute precise turns and control their line to navigate the tighter radius.

2. Outside Line:
   - Positioned on the outer side of the berm, this line provides a slightly wider radius for turns.
   - Riders can carry more speed through the turn, requiring a balance between speed and control.

3. Double Apex Line:
   - This line involves entering the berm on the outside, cutting across to the inside, and then exiting on the outside.
   - Riders must master the technique of shifting their weight and adjusting their line mid-turn.

4. High-Line Berm:
   - On specific berms, a high-line option will be available, with the berm extending higher up the slope.
   - This line requires riders to navigate a steeper and more challenging section of the berm, emphasizing advanced cornering skills.

Berms can be built in sets so that two or more riders can be racing in parallel.

Dimensions

The berm feature is designed with the following dimensions to accommodate diverse technical lines:
- Number of Berms: individual or series
- Radius Variation: Small (6-8 meters), Medium (9-12 meters), Large (13-15 meters)
- Berm Height: 0.5 to 2 meters

Construction Materials and Method

The berms will be constructed using a mix of native soils and gravel and reinforced with natural materials to ensure stability. All materials will be sourced on-site. The construction process will adhere to sustainable practices to minimize environmental impact. Materials will be placed in lifts and compacted. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used as necessary.

Post-Race Removal

All materials used to construct this feature type will be removed and disposed of on-site. All affected areas will be returned to the condition that existed prior to construction. Removal in the fall is dependent on weather conditions that would allow re-establishment of turf.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Boulder Feature with Technical Line Options

Introduction

Boulder features are integral components of UCI World Cup Mountain Bike courses, demanding a balance of skill, precision, and strategy from riders. These features contribute to the technical challenge and aesthetic appeal of the course, enhancing the overall spectator experience. This construction specification outlines the design and construction of a boulder feature with multiple technical lines, allowing riders to choose their path through this challenging section.

Feature Overview

The boulder feature is strategically placed within the course to test the riders' technical prowess while adding an element of unpredictability. This feature comprises a cluster of natural and purposefully arranged boulders, seamlessly integrated into the existing terrain.

Technical Line Options

1. Direct Line (Advanced):
   - This line involves navigating the feature's central section, characterized by larger boulders and tighter gaps.
   - Riders must execute precise maneuvers, hopping between boulders, and maintaining momentum to conquer this direct and challenging route.

2. High Line (Intermediate):
   - Positioned to the left of the central section, the high line offers an alternative route with slightly less technical difficulty.
   - Riders will ascend a series of smaller boulders, requiring controlled climbing skills before descending into the latter part of the feature.

3. Low Line (Advanced):
   - Located to the right of the central section, the low line demands riders to navigate a series of narrow gaps and negotiate tight turns.
   - This option provides a more technical challenge, with a mix of rock drops and off-camber sections, requiring a high level of bike control.

Dimensions

- Length: 5 to 30 meters
- Width: 4- 8 meters
- Height Variation: 1 to 2 meters

Construction Materials and Methods

Boulder features will be constructed using natural rocks reinforced with a stable foundation of mineral soil, gravel, and/or stone dust. All materials will be sourced on-site and rocks will not be excavated. The construction process will adhere to sustainable practices to minimize environmental impact. Rocks will be placed on grade and reinforcing materials will be placed in lifts and compacted. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used as necessary.

Post-Race Removal

All materials used to construct this feature type will be removed and disposed of on-site. All affected areas will be returned to the condition that existed prior to construction. Removal in the fall is dependent on weather conditions that would allow re-establishment of turf.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Crossing Structure

Introduction

These structures are used to cross depressions or mud and is a key element in UCI World Cup mountain bike courses, adding technical complexity and visual appeal. This construction specification outlines the design and construction of a multi-material crossing structure, incorporating wood, metal, or stone, with multiple technical lines for riders to choose from.

Feature Overview

The multi-material crossing structure is strategically integrated into the course to provide riders with a challenging element for navigating depressions or mud. This feature comprises the use of wood, metal, or stone elements, offering riders varied surfaces and technical choices.

Technical Line Options

1. Wooden Path:
   - The central line involves riding primarily on wooden surfaces.

2. Metal Grate Challenge:
   - The central line involves incorporates metal grates.

3. Stone Section:
   - The central line involves of a stone section with irregular surfaces.

4. Flat Crossing:
   - A flatter path on grade of wood, metal or flat stone.

Materials Used

1. Wood: Sections of the feature may incorporate wooden elements, providing a natural feel and demanding riders to adapt to the dynamic surface.
2. Metal: Metal components, such as bridges or grated surfaces, will be strategically placed, offering technical challenges and varied traction.
3. Stone: Natural stone features will be integrated, requiring riders to navigate uneven surfaces and changes in elevation.

Dimensions

- Length: 3 - 25 meters
- Width: .5 to 4 meters
- Height Variation: grade to 4 meters
- Transition Zones: Flat and Roller Options

Post-Race Removal

All materials used to construct this feature type will be removed and disposed of on-site. All affected areas will be returned to the condition that existed prior to construction. Removal in the fall is dependent on weather conditions that would allow re-establishment of turf.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Log Feature with Technical Line Options

Introduction

Log features are integral components of UCI World Cup mountain bike courses, requiring riders to exhibit technical skill and precision. This construction specification outlines the design and construction of a log feature with multiple technical lines, offering riders varied challenges and strategic choices.

Feature Overview

The log feature is strategically placed within the course to add technical complexity, demanding riders' mastery of bike handling skills. This feature comprises a series of logs, varying in size and orientation, integrated into the trail to create an engaging and challenging section.

Technical Line Options

1. Straight Line:
   - This line involves riding directly over the logs in a straight path.
   - Riders need to maintain balance and control while traversing the logs, showcasing their technical riding skills.

2. Zigzag Line:
   - Positioned to the left or right of the straight line, the zigzag line features logs set at alternating angles.
   - Riders must execute precise turns between logs, requiring agility and quick decision-making.

3. Gap Jump Line:
   - This line introduces gaps between certain logs, creating opportunities for riders to jump from one log to another.
   - Riders opting for this line must demonstrate both technical prowess and the ability to execute controlled jumps.

4. Drop-Off Line:
   - On one side of the log feature, riders will find a series of drop-offs where the trail descends from the logs to the ground.
   - This line challenges riders with both log traversal and controlled descent techniques.

Dimensions

The log feature is designed with the following dimensions to accommodate diverse technical lines:
- Length: 5 to 20 meters
- Diameter: Logs ranging from 20 cm to 40 cm
- Height Variation: 0.3 meters to 1 meter

Construction Materials and Methods

Log features will be constructed using logs from on-site log stockpiles generated from the recent MVH Revitalization Project which are reinforced with a stable foundation of mineral soil, gravel, and/or stone dust. All materials will be sourced on-site. The construction process will adhere to sustainable practices to minimize environmental impact. Logs will be placed on grade and reinforcing materials will be placed in lifts and compacted. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used, as necessary.

Post-Race Removal

All materials used to construct this feature type will be removed and disposed of on-site. All affected areas will be returned to the condition that existed prior to construction. Removal in the fall is dependent on weather conditions that would allow re-establishment of turf.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Trail Edge Feature

Introduction

Trail edge features are essential elements in the creation of a challenging and sustainable UCI World Cup mountain bike racecourse. This construction specification outlines the design and construction of a trail edge feature, integrating technical elements to test riders' skills while maintaining the trail's environmental integrity.

Feature Overview

A trail edge feature is strategically designed to use the sloped edge of a trail, adding an element of technical difficulty and excitement to the racecourse. This feature involves creating a level, narrow platform along the contour of the slope, allowing riders to navigate challenging terrain with controlled descents and ascents.

Dimensions

- Platform Width: 0.5 to 1 meters
- Platform Height: Adjustable based on specific headwall characteristics
- Trail Slope: Maximum 20% - Ensures challenging yet rideable conditions

Construction Materials and Method

The trail edge features will be constructed using a mix of native soils and gravel and reinforced with natural materials to ensure stability. All materials will be sourced on-site. The construction process will adhere to sustainable practices to minimize environmental impact. Materials will be placed in lifts and compacted. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used as necessary.

Post-Race Removal

Once constructed and turf established, these features can remain in place as a reconfiguration of the trails edge.

UCI MTB Course – Mt Van Hoevenberg, Lake Placid, NY
Construction Specification: Elevated Stone Riding Path Above Snowmaking Reservoir

Introduction

The elevated stone riding path above the snowmaking reservoir stands as a testament to the innovation and integration of natural elements within the UCI World Cup mountain bike course. This unique feature not only challenges the technical skills of riders but also serves a practical purpose in optimizing the protection of the snowmaking infrastructure.

Feature Overview

The elevated stone riding path is a distinct trail segment suspended above the snowmaking reservoir, providing riders with an elevated and challenging course element.

Technical Line Options

1. Widened Central Path:
   - The central line provides a widened riding surface atop the stones.
   - Riders must navigate the varied stone textures while maintaining control.

2. Outer Edge Challenge:
   - Positioned on one side, this line challenges riders to navigate the outer edge of the stone path.
   - Precision and balance are crucial to avoid the reservoir below.

3. Jumping Section:
   - Specific sections may incorporate gaps, rollers, or other challenges.
   - This line demands advanced technical skills, combining precision and aerial control.

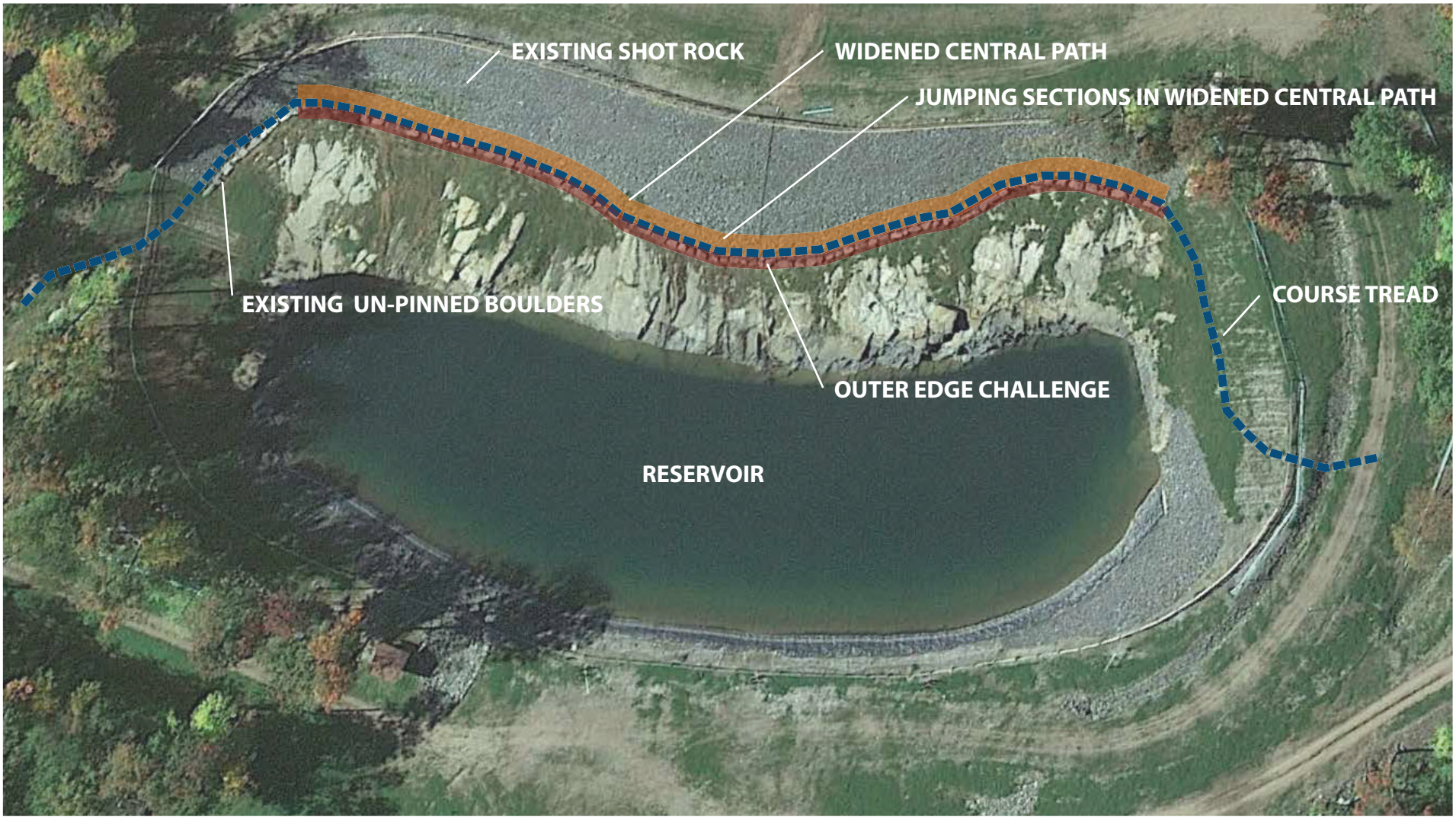
Dimensions

- Length: 120 meters
- Width: 1 to 3 meters
- Height Above Reservoir: 8 - 10 meters
- Riding Surface Width: 1 to 2.5 meters

Background, Construction Materials, and Methods

Attached is a picture of the snowmaking reservoir which was constructed during the recent redevelopment of Mt Van Hoevenberg. The reservoir is lined with a watertight membrane to allow for water retention. As part of the construction, shot rock and other smaller stones were placed above the reservoir and a row of large rocks installed to prevent the stones from falling into the reservoir. Should stones fall into the reservoir and tear the liner, replacement would be required and pending the repair, snow could not be made and the venue's sole source of water for fire suppression would be eliminated. As such, Olympic Authority staff have identified the area above the reservoir as an area of concern and intend to enhance the row of large rocks to lessen the chance of an incident occurring.

The existing row of large rocks would be enhanced by anchoring or pinning additional rocks to the existing ledge to ensure stability and safety. Above the enhanced row, natural stones with a flat and durable surface would be placed in lifts and compacted. All materials will be sourced on-site and rocks will not be excavated. The construction process will adhere to sustainable practices to minimize environmental impact. Erosion control measures such as water bars, grade dips, and strategically placed vegetation will be used, as necessary.



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Mt Van Hoevanberg
UCI Cross Country World Cup
Lake Placid, New York

RESERVOIR PLAN

Kris Cheney Seymour

Exhibit 10. Public Comments Received

Content will be added to this Exhibit in the Proposed Final UMPA that will be provided after the close of the public comment periods.

Exhibit 11. Responses to Public Comment

Content will be added to this Exhibit in the Proposed Final UMPA that will be provided after the close of the public comment periods.