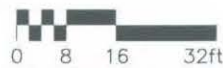
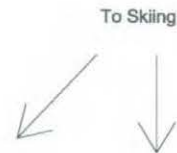


LEGEND

- Food and Beverage
- Customer Service
- Restrooms
- Operations
- Circulation, Storage, Mechanical



WHITEFACE

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COMPREHENSIVE MANAGEMENT
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TITLE:
**MAIN LODGE PROPOSED
SPACE-USE SCHEMATIC**
PROPOSED GROUND FLOOR

PROJECT NUMBER: 01102

FILE: [whiteface]

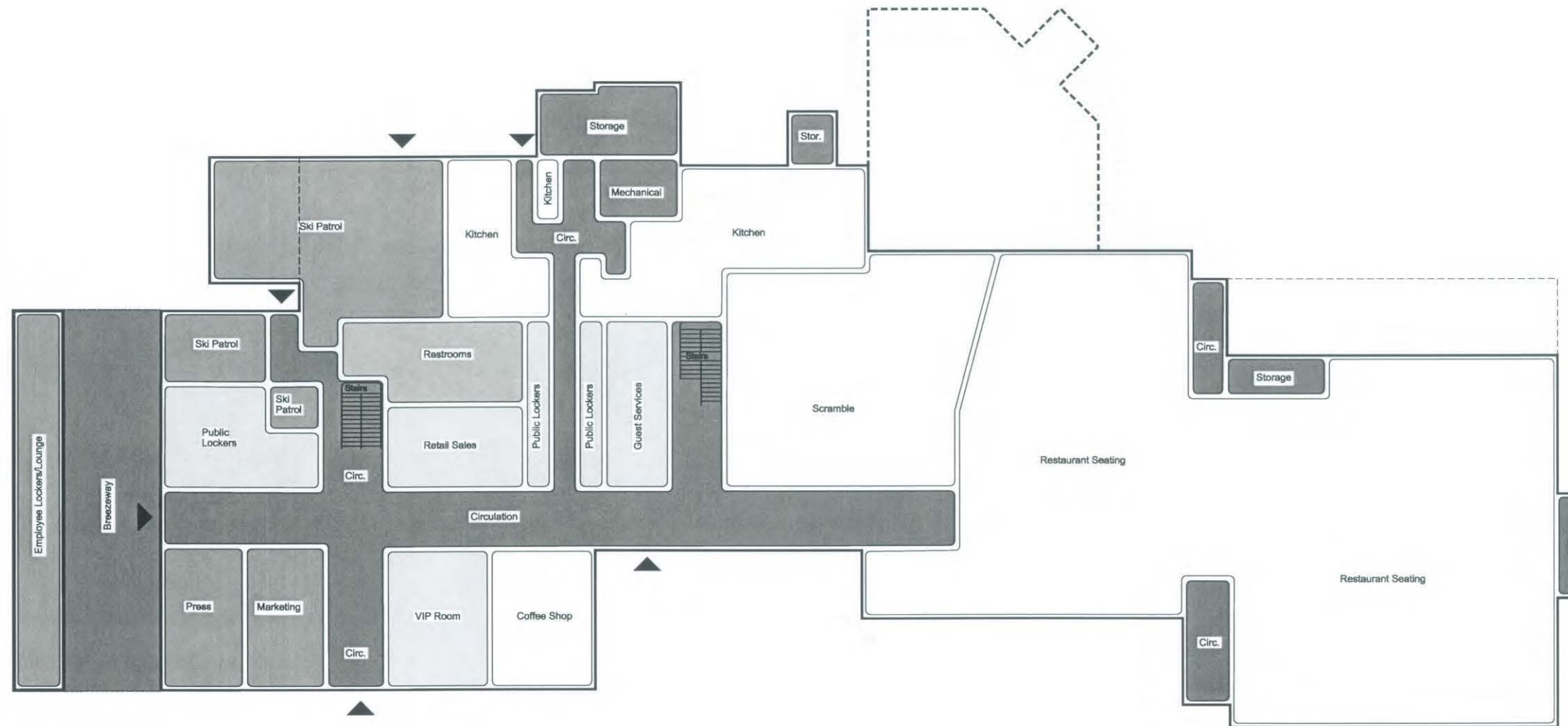
DATE:
MARCH 2002

FIGURE #:

IV-6

LEGEND

- Food and Beverage
- Customer Service
- Restrooms
- Operations
- Circulation, Storage, Mechanical



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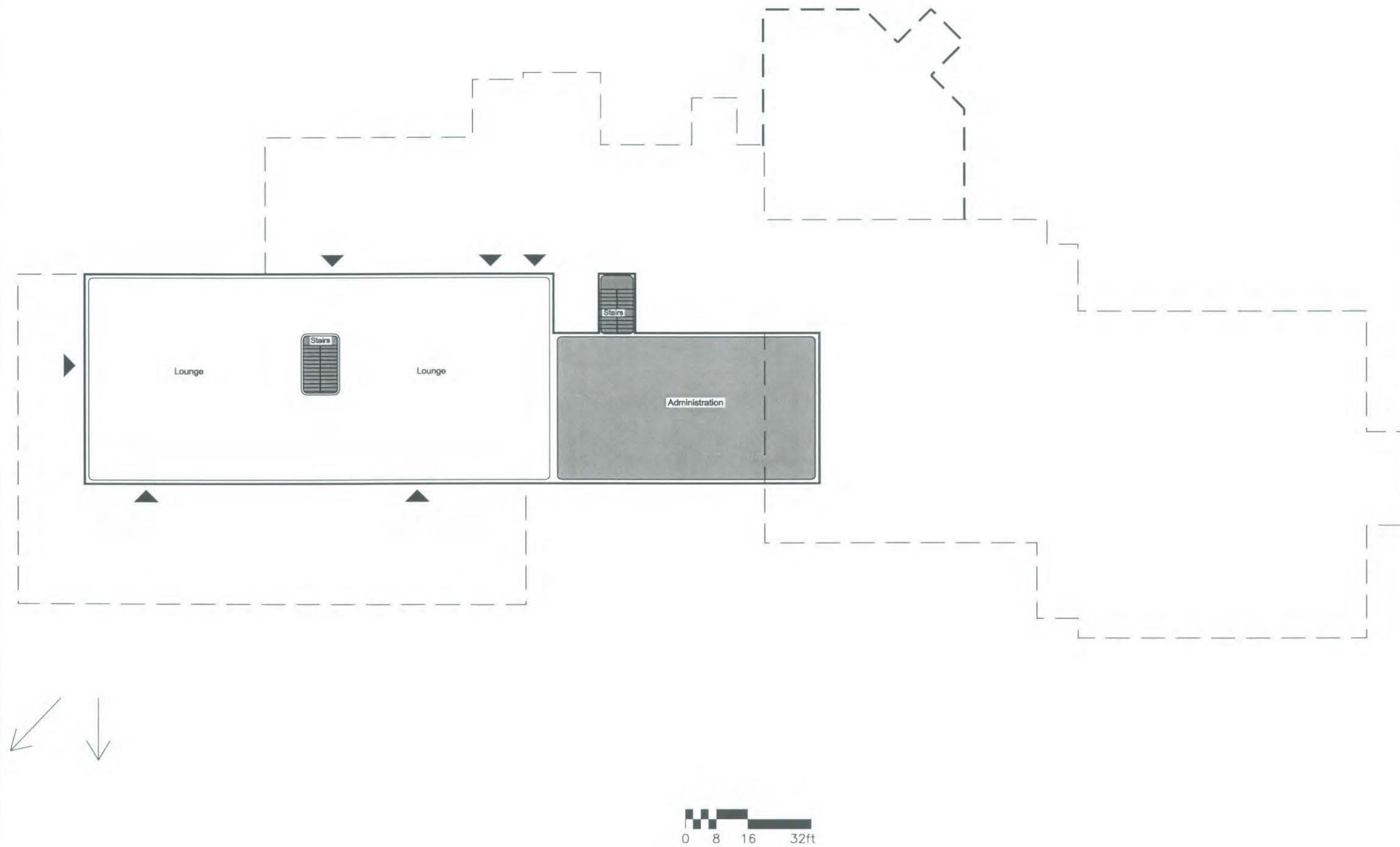
COMPREHENSIVE MANAGEMENT
AND PLANNING REVIEW
AND UNIT MANAGEMENT PLAN

TITLE:
**MAIN LODGE PROPOSED
SPACE-USE SCHEMATIC**
PROPOSED SECOND FLOOR

PROJECT NUMBER: 01102 FILE: [whiteface]

DATE:
MARCH 2002

FIGURE #:
IV-7



LEGEND

- Food and Beverage
- Customer Service
- Restrooms
- Operations
- Circulation, Storage, Mechanical



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<p>TITLE:</p> <p>MAIN LODGE PROPOSED SPACE-USE SCHEMATIC</p> <p>PROPOSED THIRD FLOOR</p> <p>PROJECT NUMBER: 01102</p>	<p>DATE:</p> <p>MARCH 2002</p> <p>FIGURE #:</p> <p>IV-8</p> <p>FILE: [whiteface]</p>
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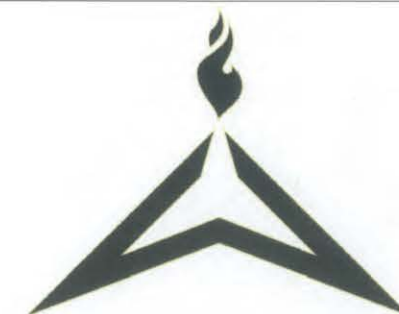
LEGEND

EXISTING

PROPOSED

WATER

SEWER



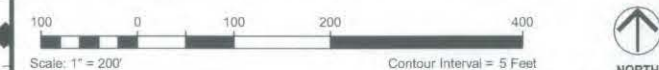
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TITLE:
GENERAL LOCATION MAP
PROPOSED NYSEF BUILDING
AT WHITEFACE SKI CENTER

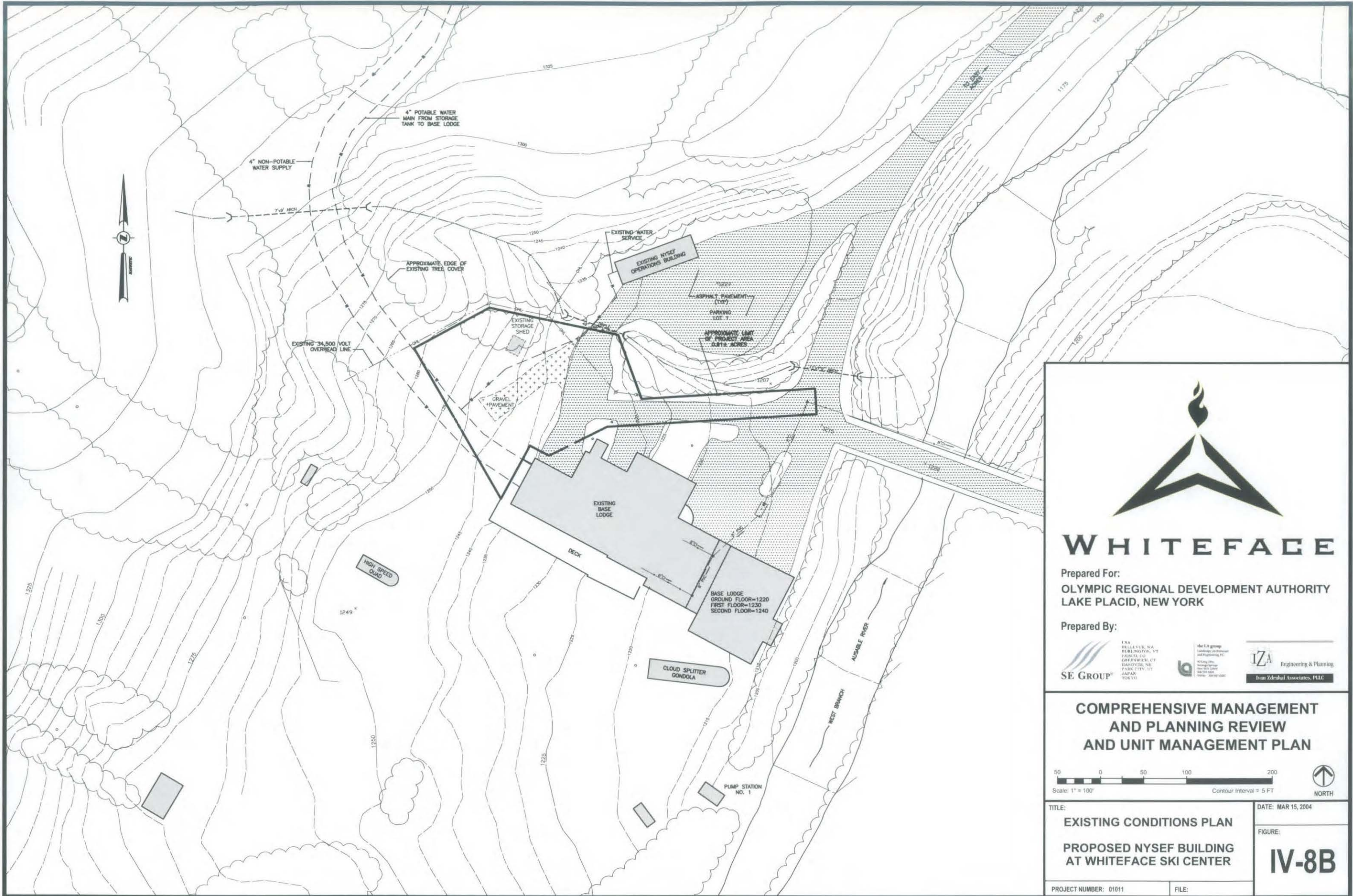
DATE: MAR 15, 2004

FIGURE:

IV-8A

PROJECT NUMBER: 01011

FILE:



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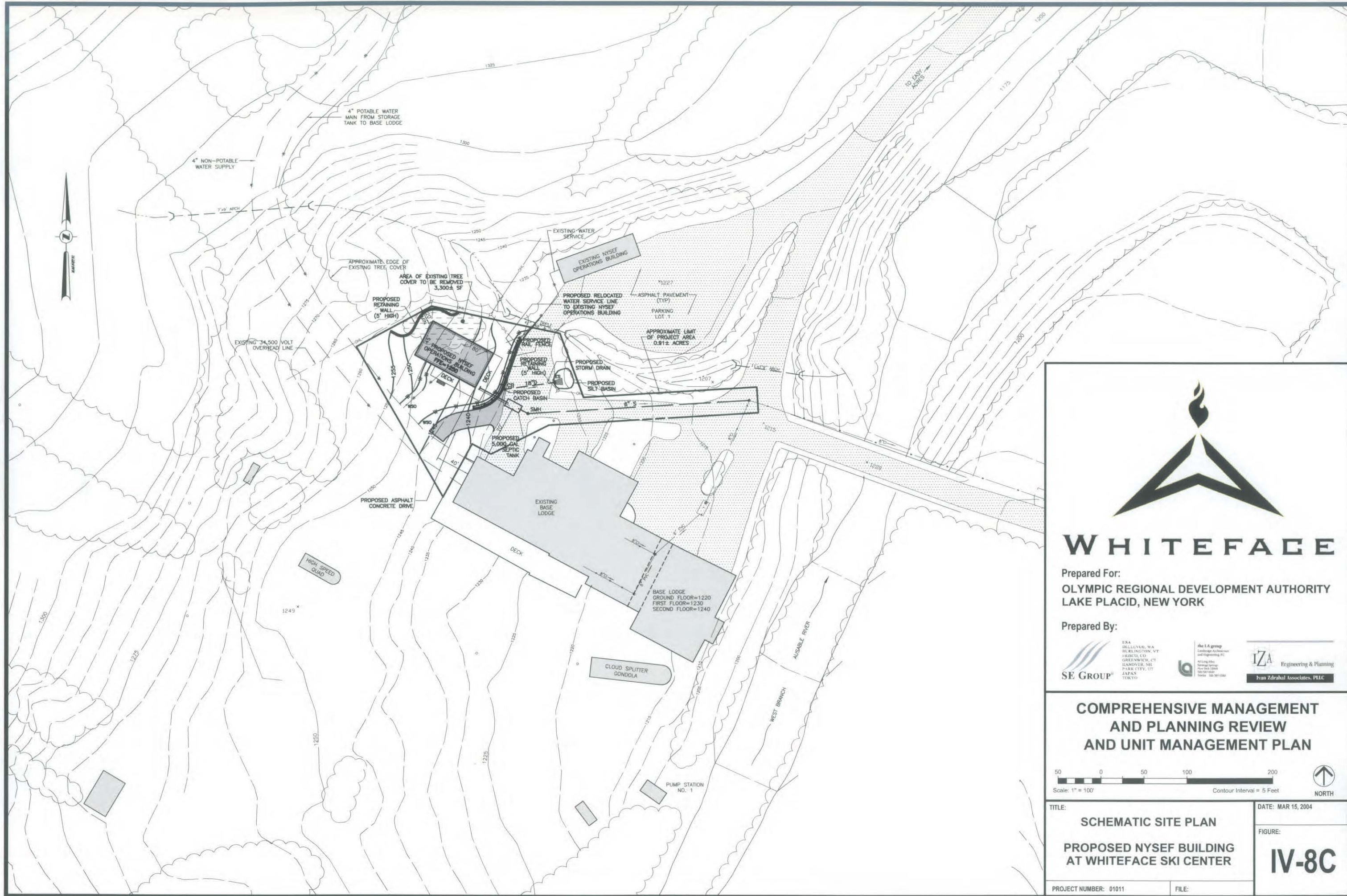
COMPREHENSIVE MANAGEMENT AND PLANNING REVIEW AND UNIT MANAGEMENT PLAN

Scale: 1" = 100'
Contour Interval = 5 FT

50 0 50 100 200

NORTH

TITLE: EXISTING CONDITIONS PLAN PROPOSED NYSEF BUILDING AT WHITEFACE SKI CENTER	DATE: MAR 15, 2004 FIGURE: IV-8B
PROJECT NUMBER: 01011	FILE:



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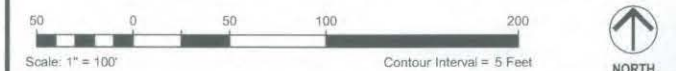
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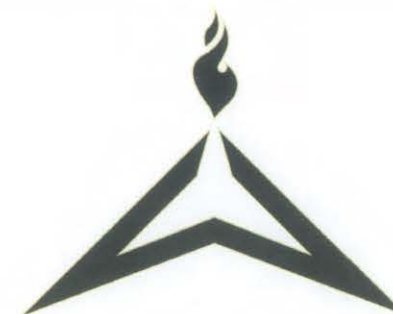


**COMPREHENSIVE MANAGEMENT
AND PLANNING REVIEW
AND UNIT MANAGEMENT PLAN**



TITLE: SCHEMATIC SITE PLAN PROPOSED NYSEF BUILDING AT WHITEFACE SKI CENTER	DATE: MAR 15, 2004 FIGURE: IV-8C
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PROJECT NUMBER: 01011	FILE:
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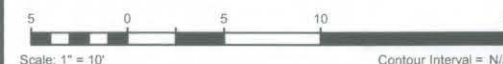
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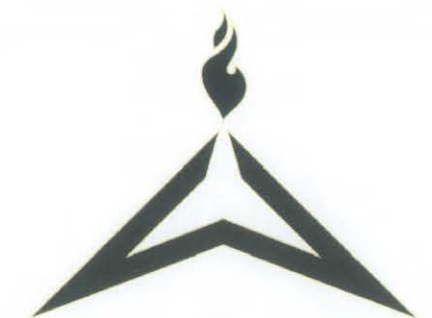
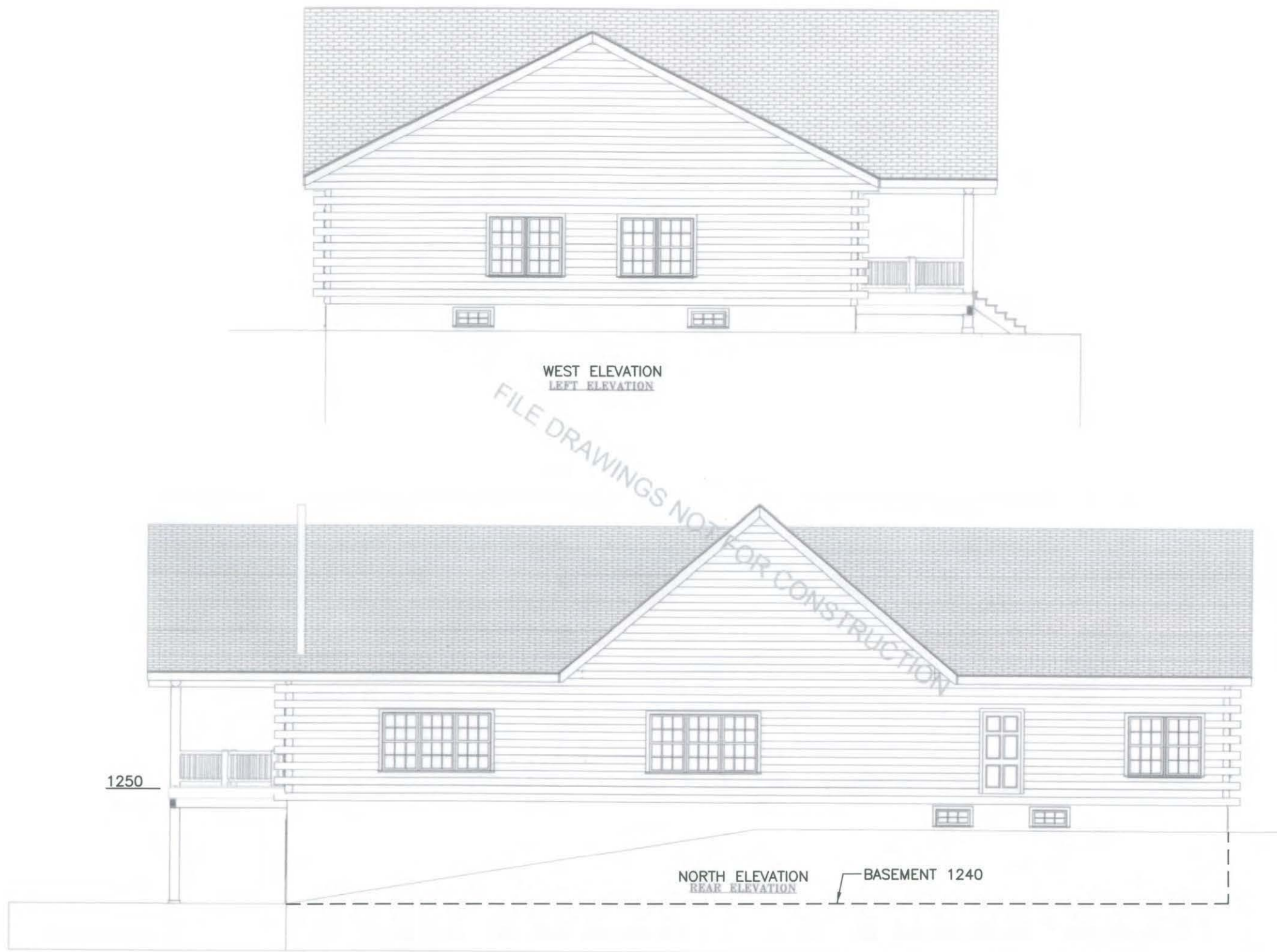
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TITLE:	DATE: MAR 15, 2004
FIGURE:	FIGURE:
ELEVATION 1 PROPOSED NYSEF BUILDING AT WHITEFACE SKI CENTER	IV-8D
PROJECT NUMBER: 01011	FILE:



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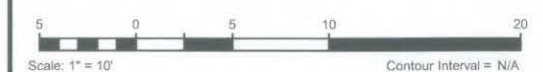
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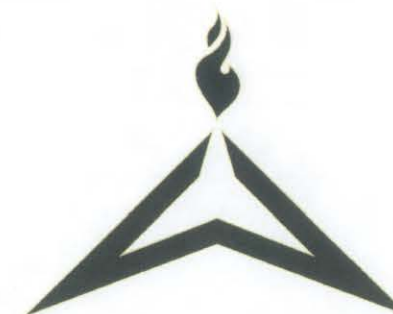
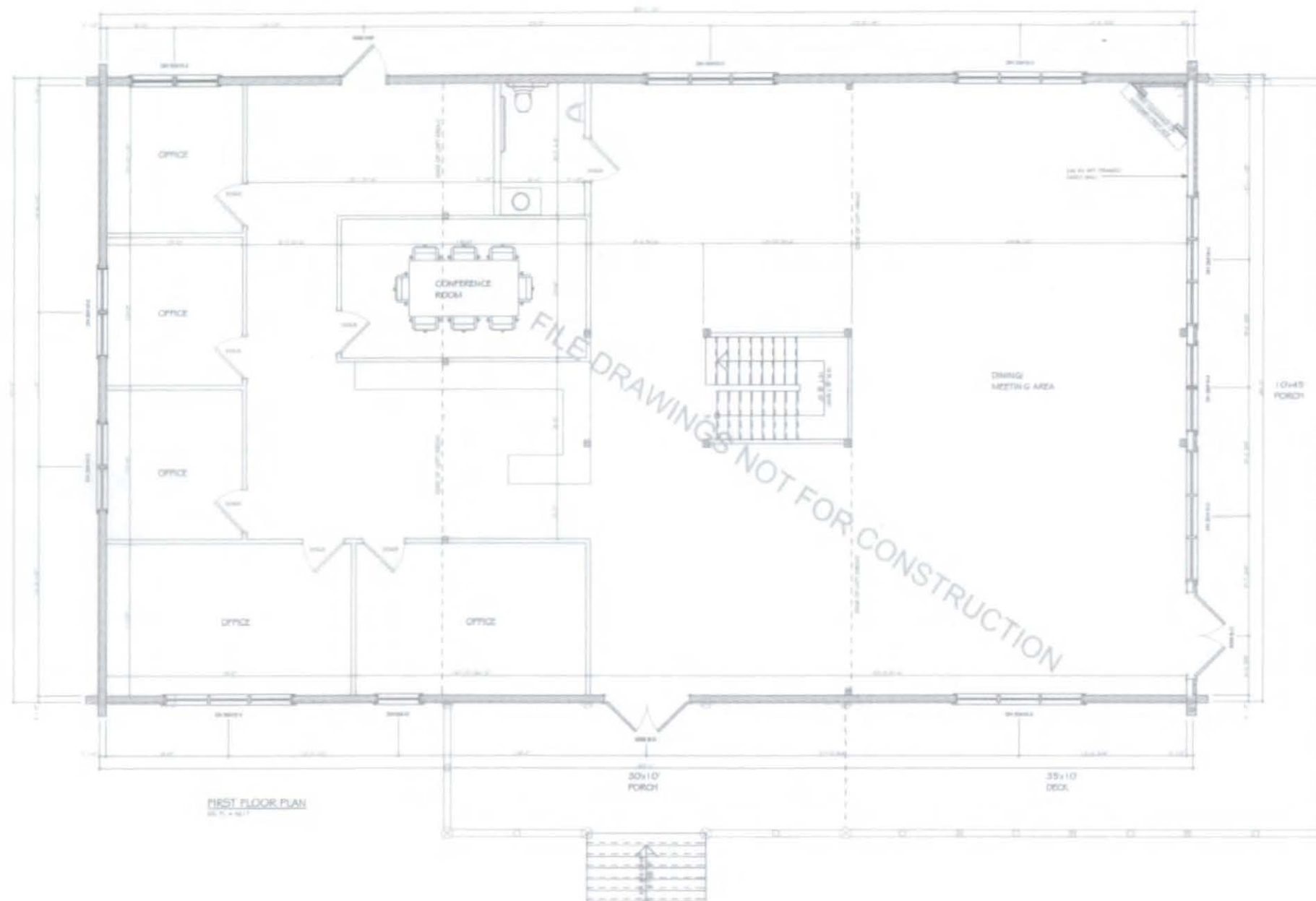
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TITLE: ELEVATION 2	DATE: MAR 15, 2004
PROPOSED NYSEF BUILDING AT WHITEFACE SKI CENTER	FIGURE:
PROJECT NUMBER: 01011	FILE:

IV-8E



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TITLE:
FLOOR PLAN 1
PROPOSED NYSEF BUILDING
AT WHITEFACE SKI CENTER

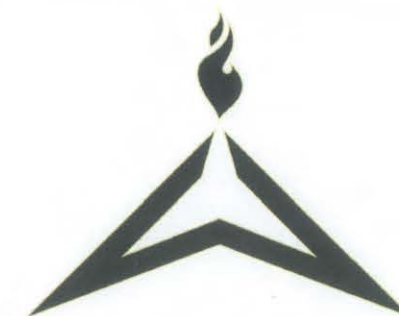
DATE: MAR 15, 2004

FIGURE:

IV-8F

PROJECT NUMBER: 01011

FILE:



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Scale: 1" = 10'
Contour Interval = N/A

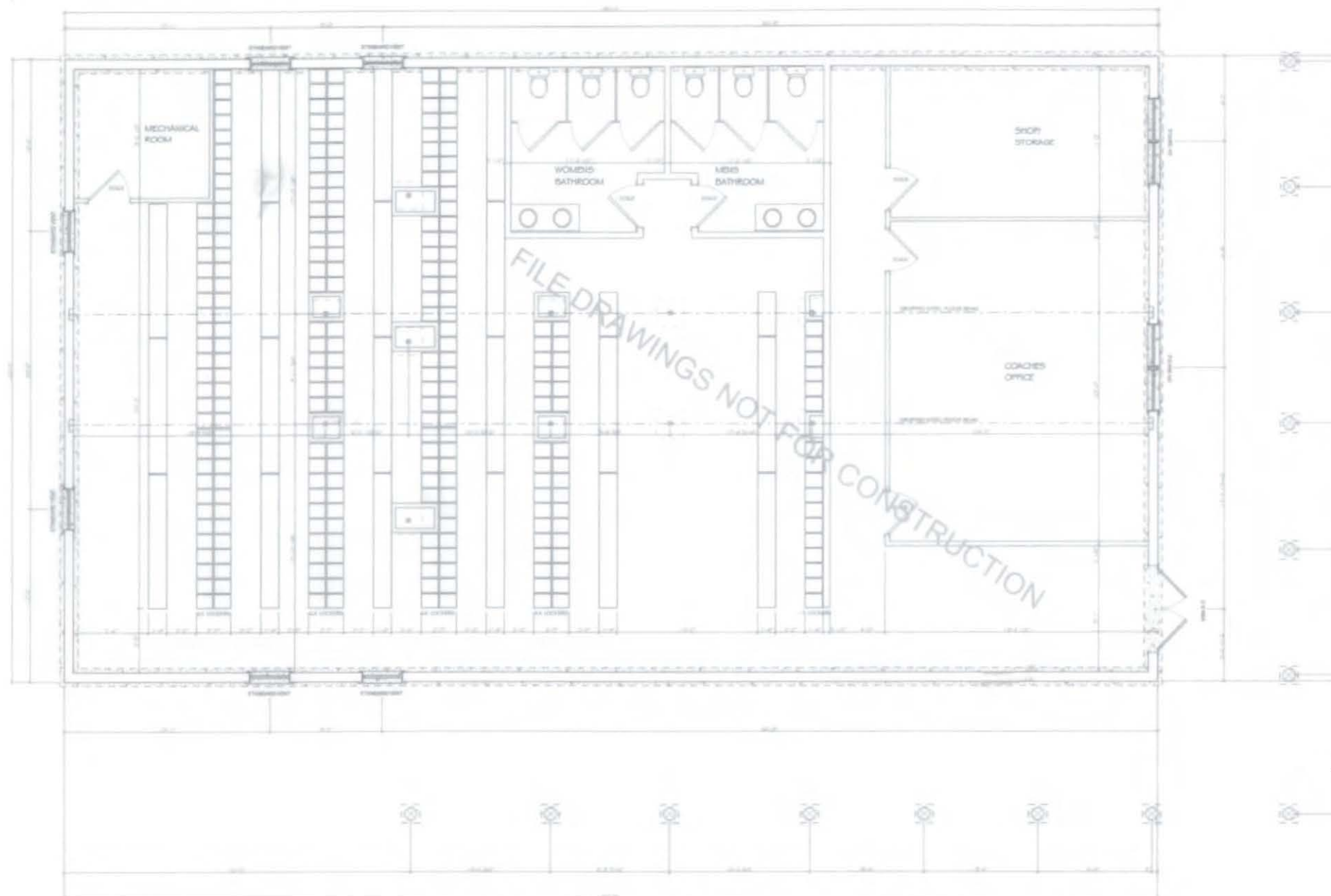
TITLE:
FLOOR PLAN 2
**PROPOSED NYSEF BUILDING
AT WHITEFACE SKI CENTER**

DATE: MAR 15, 2004

FIGURE:
IV-8G

PROJECT NUMBER: 01011

FILE:



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AND UNIT MANAGEMENT PLAN**

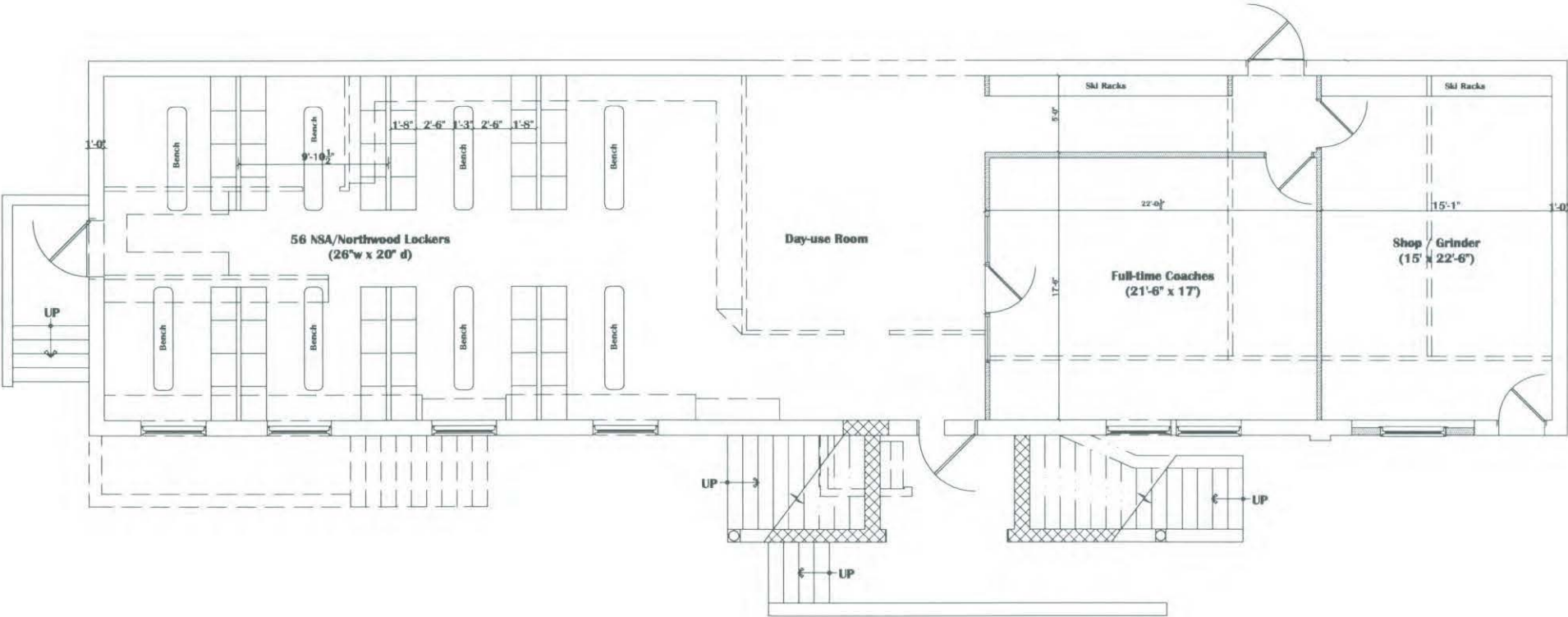


TITLE: FOUNDATION PLAN	DATE: MAR 15, 2004
FIGURE: PROPOSED NYSEF BUILDING AT WHITEFACE SKI CENTER	FIGURE: IV-8H

PROJECT NUMBER: 01011

FILE:

ARCHITECTURAL PLAN
PREPARED BY:
DAVE TERWILLIGER, A.I.A.
ARCHITECT
UPPER JAY, NY
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Lower Level Floor Plan

720 SF Proposed Addition
2,374 SF Existing
3,094 SF Total Proposed this Floor

1" = 10'



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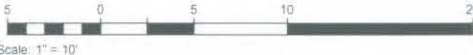


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TITLE:
ALPINE TRAINING CENTER
FIRST FLOOR PLAN

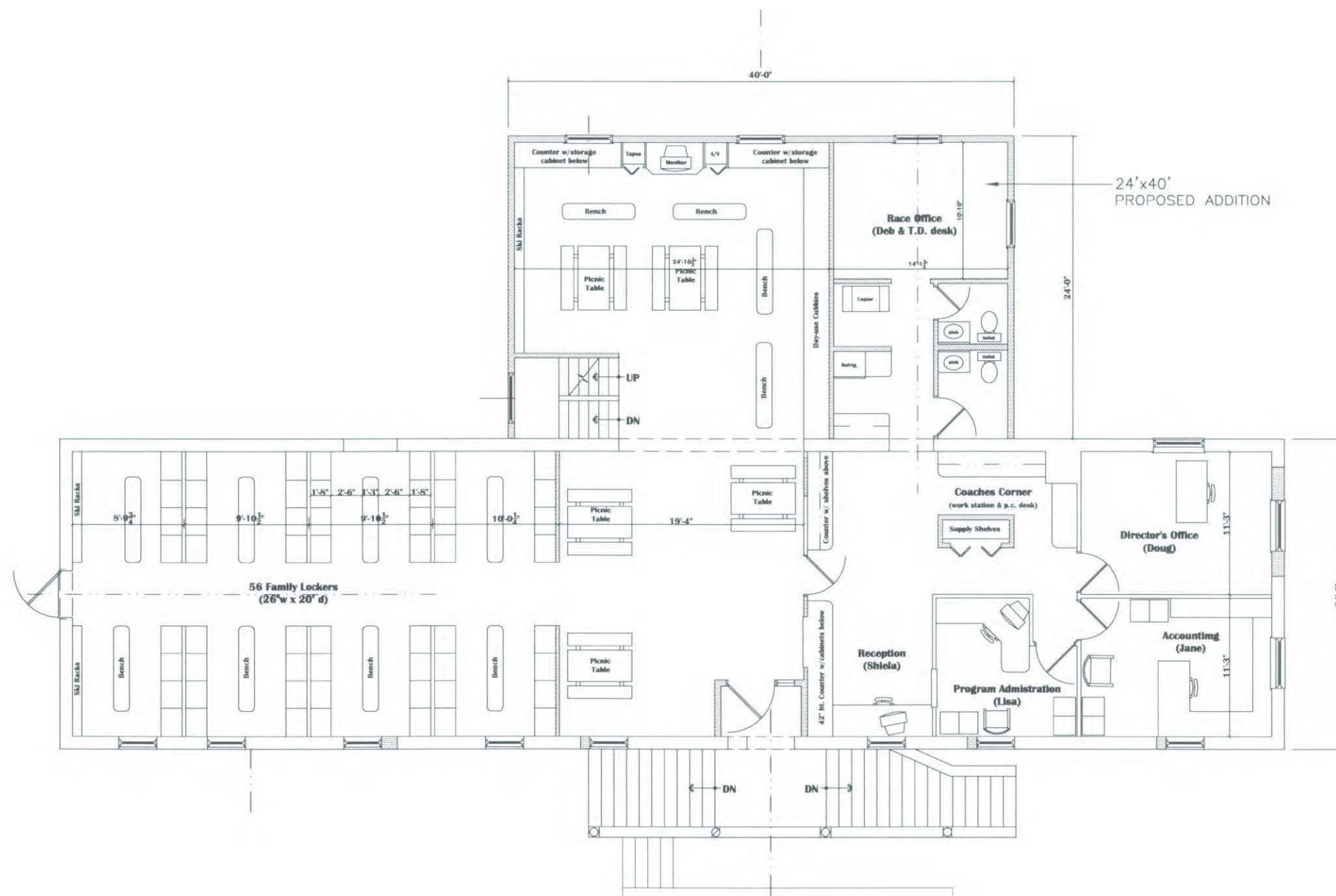
DATE: JAN 27, 2003

FIGURE:

IV-9

PROJECT NUMBER: 01102

FILE:



Main Level Floor Plan

1" = 10'

ARCHITECTURAL PLAN
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TITLE:
**ALPINE TRAINING CENTER
MAIN LEVEL FLOOR PLAN**

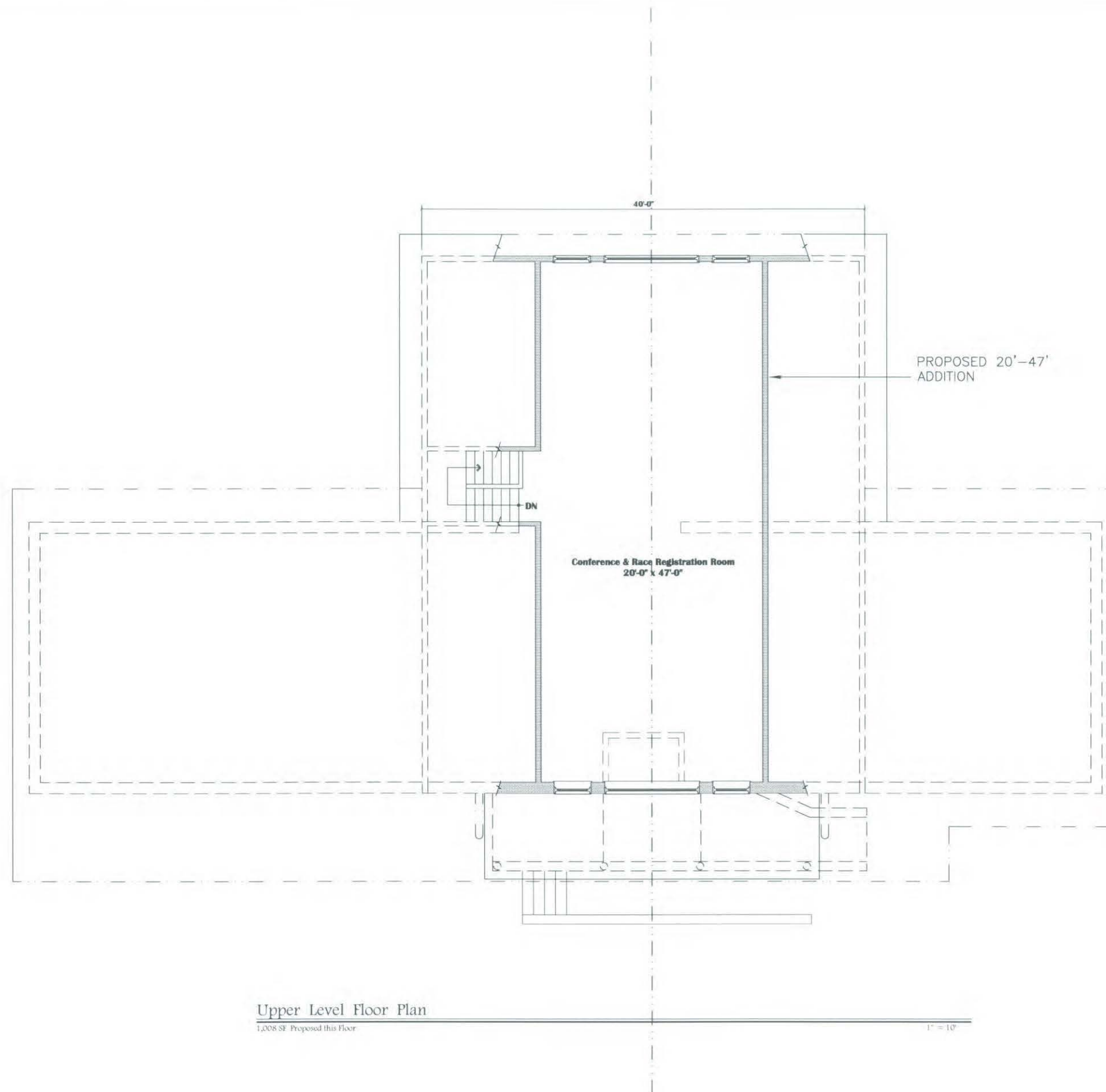
DATE: JAN 27, 2003

FIGURE:

IV-10

PROJECT NUMBER: 01011

FILE:



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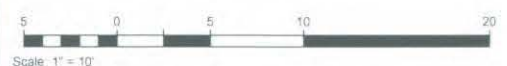
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TITLE:
**ALPINE TRAINING CENTER
 UPPER LEVEL FLOOR PLAN**

DATE: JAN 27, 2003

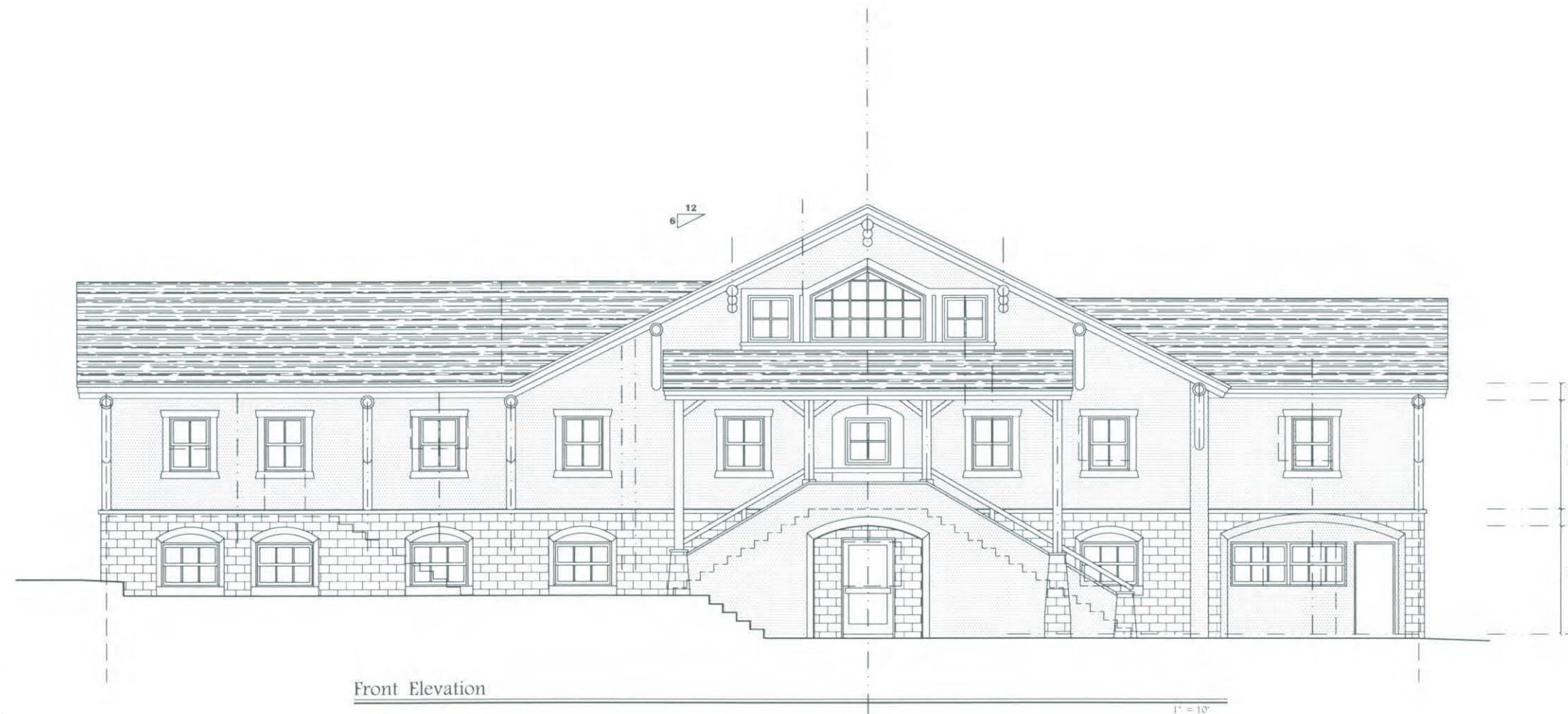
FIGURE:

IV-11

PROJECT NUMBER: 01011

FILE:

ARCHITECTURAL PLAN
 PREPARED BY:
 DAVE TERWILLIGER, A.I.A.
 ARCHITECT
 UPPER JAY, NY
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Front Elevation

1" = 10'



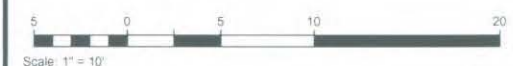
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TITLE:
**ALPINE TRAINING CENTER
 PROPOSED ELEVATION**

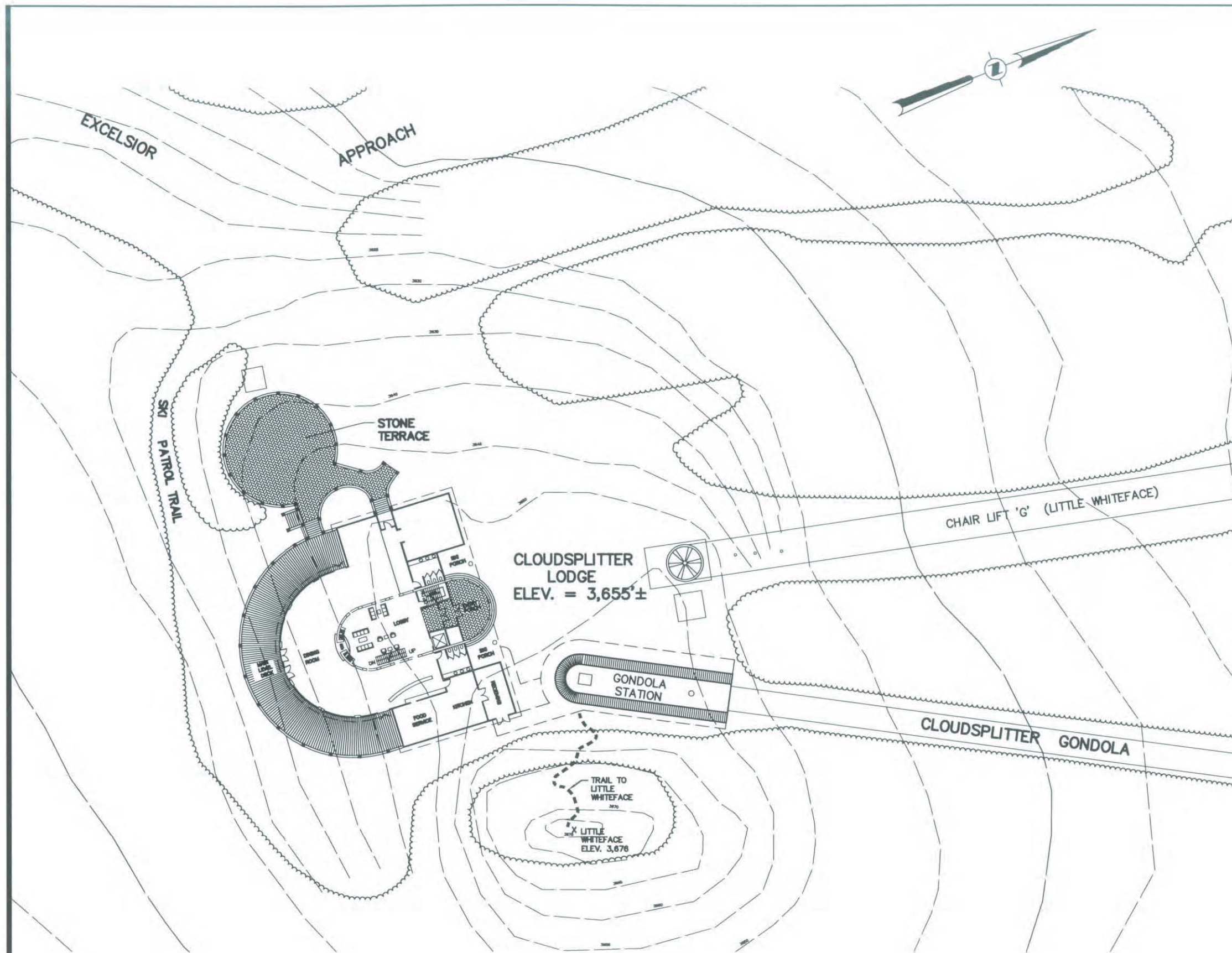
DATE: JAN 27, 2003

FIGURE:

IV-12

PROJECT NUMBER: 01011

FILE:



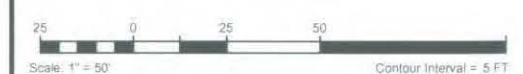
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LITTLE WHITEFACE
CLOUDSPLITTER LODGE

DATE: MARCH 2002

EXHIBIT:
IV-13

PROJECT NUMBER: 01102

FILE: WHITEFACE



PERSPECTIVE

LITTLE WHITEFACE CLOUDSPLITTER LODGE

WILMINGTON

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

NEW YORK
FEBRUARY 4, 2000

IVAN ZDRAHAL ASSOCIATES
TRUEX CULLINS & PARTNERS ARCHITECTS



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TITLE:

PERSPECTIVE 1

DATE:

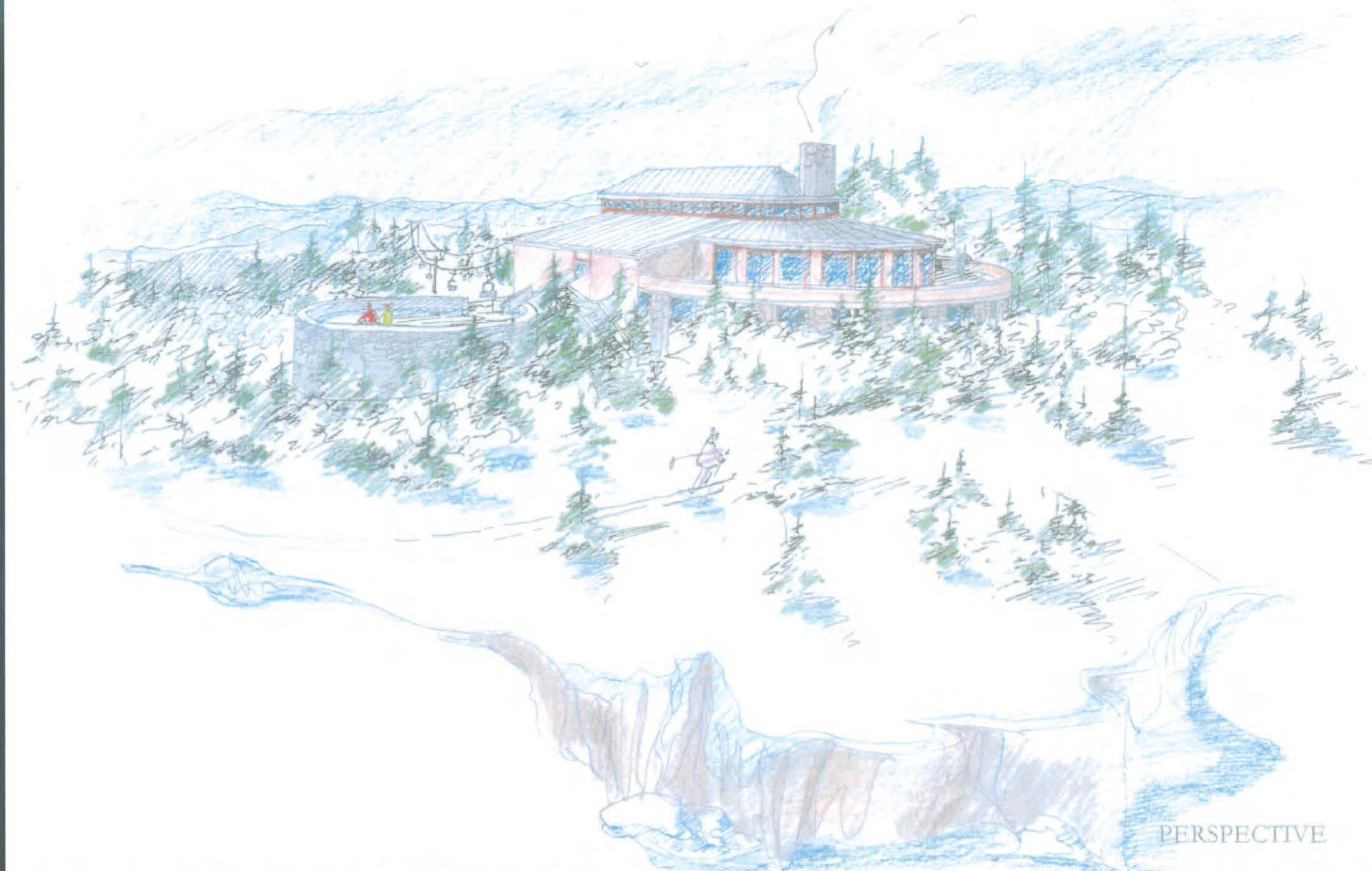
MARCH 2002

FIGURE #:

IV-14

PROJECT NUMBER: 01102

FILE: [whiteface]



LITTLE WHITEFACE CLOUDSPLITTER LODGE

WILMINGTON

OLYMPIC REGIONAL DEVELOPMENT AUTHORITY

NEW YORK
FEBRUARY 4, 2000

IVAN ZDRAHAL ASSOCIATES
TRUEX CULLINS & PARTNERS ARCHITECTS



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TITLE:

PERSPECTIVE 2

DATE:

MARCH 2002

FIGURE #:

IV-15

PROJECT NUMBER: 01102

FILE: [whiteface]

b) Location and Size of Functions

Industry space use allocation standards have been applied along with a consideration of the feasibility of building alterations to arrive at the total spatial requirement for each facility. The recommended size of all upgraded visitor services and operations functions for Whiteface, based on the upgraded mountain capacity of 5,640, is shown in Table IV-19.

TABLE IV-19
TOTAL SPACE USE REQUIREMENTS (SQ.FT.) CCC = 5,640

Space Use Functions	Existing	Industry Average - Low	Industry Average - High	Difference - Low	Difference - High
Restaurant Seating	21,063	25,380	31,020	-4,317	-9,957
Kitchen/Scramble	6,452	6,091	7,445	361	-993
Bar/Lounge	5,504	3,553	4,343	1,951	1,161
Restrooms	2,064	3,299	4,033	-1,235	-1,969
Retail Sales	1,280	1,777	2,171	-497	-891
Rental/Repair Shop ⁹	4,570	4,500	6,500	70	-1,930
Ski School	1,814	4,061	4,963	-2,247	-3,149
SkiWee/Drop-in Center	3,684	4,568	5,584	-884	-1,900
Public Lockers	4,468	1,015	1,241	3,453	3,227
Ticket Sales/Guest Services	3,550	4,061	4,963	-511	-1,413
Ski Patrol/First Aid	1,803	2,030	2,482	-227	-679
Administration	2,731	2,538	3,102	193	-371
Employee Lockers	1,050	1,523	1,861	-473	-811
Storage/Mechanical	2,536	1,269	1,551	1,267	985
Circulation/Waste	10,788	7,106	8,686	3,682	2,102
TOTAL SQ. FT.	73,357	78,610	97,078	-5,253	-23,721

Source: SE GROUP, Whiteface

⁹Approximately 5% of rental/repair space should be allocated to the repair shop.

The space use functions are then distributed to the appropriate facility locations to accommodate the various user requirements and patterns throughout the day.

Table IV-20 shows the recommended size, in square feet, of all upgraded Visitor Services and Ski Center Operations functions for the Base Lodge.

**TABLE IV-20
UPGRADED SPACE USE REQUIREMENTS
BASE LODGE (SQ.FT.)**

Space Use Functions	Existing	Space to be allocated to another function	Reallocated Space (from another function)	Additional Space Proposed	Total Recommended Space
Restaurant Seating	12,792	0	700	0	13,492
Kitchen/Scramble	5,312	0	0	0	5,312
Bar/Lounge	5,304	0	0	0	5,304
Restrooms	1,408	0	750	0	2,158
Retail Sales	1,280	750	860	0	1,390
Rental/Repair Shop	3,770	0	0	0	3,770
Ski School	1,408	1,408	875	770	1,645
SkiWee/Drop-in Center	0	0	0	0	0
Public Lockers	4,318	635	0	0	3,683
Ticket Sales	2,686	240	0	4,000	6,446
Ski Patrol/First Aid	1,488	0	0	680	2,168
Administration	2,731	0	708	350	3,789
Employee Lockers/Lounge	1,050	860	950	666	1,806
Storage/Mechanical	1,659	950	0	150	859
Circulation	7,642	0	0	0	7,642
TOTAL SQ. FT.	52,848	4,843	4,843	6,616	59,464

Source: SE GROUP, Whiteface

The following table shows the recommended size, in square feet, of all upgraded Visitor Services and Ski Center Operations functions for the Easy Acres guest service facilities.

**TABLE IV-21
UPGRADED SPACE USE REQUIREMENTS
EASY ACRES (SQ.FT.)**

Space Use Functions	Existing	Recommended
Restaurant Seating	1,638	3,000
Kitchen/Scramble	260	730
Bar/Lounge	0	0
Restrooms	296	520
Retail Sales	0	200
Rental/Repair Shop	800	1,500
Ski School	406	450
SkiWee/Drop-in Center	3,684	6,000
Public Lockers	0	100
Ticket Sales	864	1,200
Ski Patrol/First Aid	0	0
Administration	0	300
Employee Lockers/Lounge	0	200
Storage/Mechanical	400	800
Circulation	1,391	740
TOTAL SQ. FT.	9,739	15,740

Source: SE GROUP, Whiteface

Table IV-22 shows the existing size, in square feet, of all Visitor Services and Ski Center Operations functions for the Mid-station Lodge.

**TABLE IV-22
UPGRADED SPACE USE REQUIREMENTS
MID-STATION LODGE (SQ.FT.)**

Space Use Functions	Existing
Restaurant Seating	6,633
Kitchen/Scramble	880
Bar/Lounge	200
Restrooms	360
Retail Sales	0
Rental/Repair Shop	0
Ski School	0
SkiWee/Drop-in Center	0
Public Lockers	150
Ticket Sales	0
Ski Patrol/First Aid	315
Administration	0
Employee Lockers/Lounge	0
Storage/Mechanical	477
Circulation	1,755
TOTAL SQ. FT.	10,770

Source: SE GROUP, Whiteface

Table IV-23 shows the recommended size, in square feet, of all Visitor Services and Ski Center Operations functions for the Cloudsplitter Lodge.

**TABLE IV-23
UPGRADED SPACE USE REQUIREMENTS
CLOUDSPLITTER LODGE (SQ.FT.)**

Space Use Functions	Proposed
Restaurant Seating	4,300
Kitchen/Scramble	2,000
Bar/Lounge	1,900
Rest Rooms	500
Retail Sales	0
Rental/Repair Shop	0
Ski School	0
SkiWee/Daycare	0
Public Lockers	0
Ticket Sales	0
Ski Patrol/First Aid	800
Administration	0
Employee Lockers/Lounge	0
Storage/Mechanical	2,000
Circulation/Waste	2,000
TOTAL SQ. FT.	13,500

Source: Whiteface

c) Description of Functions

Restaurant Seating

Table IV-24 shows the distribution of restaurant seating by lodge based on the capacity of the mountain. The existing 1, 059 seats in the Base Lodge would be retained, and 30 additional seats would be provided in the new coffee shop. The

mountain capacity for the upgraded Easy Acres lift/trail system is 504¹⁰, and based on the seating turnover rate of 3, the number of seats required for the lodge is 170. The new Cloudsplitter Lodge would have 355 seats. The seating and capacity of the Mid-station Lodge would remain 333. The total number of seats at the Ski Center would be 1,917. At a turnover rate of 3, this would more than accommodate the upgraded CCC of 5,640 guests.

**TABLE IV-24
UPGRADED RESTAURANT SEATING**

Location	Facility	Existing	Upgraded
Base Lodge	Cafeteria	368	
	Ausable Room	362	
	Cloudspin Lounge	299	
	Coffee Shop		30
	Total Base Lodge	1029	1059
Easy Acres	Cafeteria	94	170
Mid-station Lodge	Cafeteria	238	
	Bistro Restaurant	95	
	Total Mid-station	333	333
Cloudsplitter Lodge	Cafeteria/Bar		355
	TOTALS	1,456	1,917

Source: SE GROUP, Whiteface

Kitchen and Scramble

Kitchen space and food serving (scramble) areas would remain the same in the Base Lodge, and be expanded to correspond to the increase in restaurant seating for the Easy Acres Lodge. Kitchen and scramble facilities would also be provided in the new Cloudsplitter Lodge.

¹⁰ The mountain capacity for the Easy Acres lift/trail system is 420. This number has been increased by 20% to accommodate non-skiing guests who will spend time in the lodge.

Bar/Lounge

No expansion of the Base Lodge bar/lounge is recommended, and no bar/lounge is recommended for the Easy Acres Lodge. The new Cloudsplitter Lodge would have bar/lounge facilities.

Rest Rooms

The number and distribution of rest rooms has been derived by distributing the capacity for the mountain to the appropriate lodges and applying industry standards. Table IV-25 shows the required rest room facilities. The existing facilities are shown in brackets.

**TABLE IV-25
REQUIRED REST ROOM FACILITIES**

Facility	Men			Women	
	Urinals	Toilets	Sinks	Toilets	Sinks
Base Lodge	12 (9)	10 (7)	8 (6)	25 (12)	15 (8)
Easy Acres Lodge	2 (2)	2 (4)	2 (3)	5 (6)	3 (3)
Mid-station Lodge	7 (3)	6 (4)	4 (4)	15 (8)	9 (4)
TOTAL	21 (14)	18 (15)	14 (13)	45 (26)	27 (15)

Source: SE GROUP, Whiteface

Additional rest rooms will be created in the current retail shop location, on the first floor of the Base Lodge, and in the Easy Acres Lodge. The new Cloudsplitter Lodge would have rest room facilities.

Retail Sales

The primary retail shop will be relocated to the ground floor of the Base Lodge. This location will be adjacent to the new ticketing/guest services area adjacent to the main entrance to the lodge. A secondary retail shop will be located in the current shop location on the first floor of the Base Lodge. A small retail shop will be created in the expanded Easy Acres facilities.

Rental/Repair Shop

A new rental area, in the new enclosure directly beneath the cafeteria, is in the final stages of completion. Consisting of 3,770 square feet, this facility will be adjacent to the Phase II 'one-stop shopping' area, which is conveniently adjacent to the main entrance to the lodge from the drop-off area.

The new location of the rental facility within the Base Lodge has greatly improved guest service, especially for beginners and first time guests. The rental shop is now conveniently located adjacent to the main ticketing area. There will be ample room for filling out forms and purchasing equipment within this ticketing area. The shop is laid out to expedite the rental process, both at the beginning and end of the day. The rental shop exits directly onto the slopes, close to the gondola terminal. The repair shop is also located adjacent to the slopes.

The number of rental units should be increased to 1,200 skis, 200 snowblades and 200 snowboards, in response to the proposed increase in mountain capacity.

Ski School

Phase II of the Base Lodge renovations include moving the ski school to the first level of the Base Lodge, near the present ticket sales area. This ground level area faces the Mixing Bowl and the lesson reservations window will be very visible to customers going to, or coming from, the slopes. Access from the ski school staff space into the Base Lodge will provide a convenient connection with the new ticket sales area where ski school personnel plan to meet, greet and educate potential customers.

The vacated space on the first floor will be transformed into a VIP space and coffee shop/lounge area. This area has windows that face the slopes, making it an ideal location for these uses.

SkiWee/Drop-in Center

The SkiWee and Drop-in Center facilities are critical components for accommodating families. The operations for both will continue to be located at

Easy Acres. A new building, located on the south side of the existing lodge, should be created to house the SkiWee/drop-in center facility.

Public Lockers

Public lockers will be provided in the Base Lodge with a small number available in the Mid-station Lodge. The spatial requirement includes an area for bench space and changing rooms. Lockers will be easily accessible to the relocated rental shop in the Base Lodge.

The majority of public lockers (membership and public) are located on the ground and first levels of the Base Lodge. There are a small number of public lockers in the Mid-station Lodge. An additional locker and changing area has recently been created in the old rental shop location. The number of lockers and amount of floor space allocated to them is adequate for the proposed mountain capacity.

Ticket Sales

Phase II improvements will include the development of a larger reception and ticket area adjacent to the drop-off area of the Base Lodge, for the purpose of a one-stop shopping area for all lift ticket, rentals and ski school packages. Additional tickets will be available at automated ticket machines located in the pedestrian tunnel (between the drop-off area and slope side) and at a small kiosk located on the north side of the Cloudsplitter Gondola terminal.

The Guest Services desk will continue to be located on the second level of the Base Lodge, adjacent to the cafeteria. This is a highly visible location.

An expansion to the Easy Acres Lodge ticket area is also recommended to accommodate the increase in capacity of this area.

Ski Patrol/First Aid

Ski Patrol has been expanded in the northwest corner of the Base Lodge. This location is convenient to the ski slopes as well as to ambulance access.

Administration

Administrative offices will be maintained in the upper floor of the Base Lodge. This area will be expanded to accommodate two additional offices and a small conference room. The marketing and sales functions of administration will continue to be located on the second floor. Centerplate administrative space will continue to be located on the ground floor of the Base Lodge.

Employee Lockers/Lounge

Employee lockers/lounge will be relocated to the south side of the breezeway that is on the south side of the second floor of the Base Lodge. This space was formerly utilized for storage. Additional space will be created on the east side of the lodge, adjacent to operations. Space for ski school employees will be located within the ski school space on the ground floor.

Storage/Mechanical

Adequate storage and mechanical space should be provided in all buildings, including the expanded Easy Acres Lodge and the conceptual Cloudsplitter Lodge.

Circulation/Mechanical

Adequate circulation space for each building has been identified in the preceding tables.

d) Maintenance Buildings

The maintenance buildings include the maintenance garage, the Don Straight building, and two pole barns. The maintenance garage and the Don Straight building contain a total of 9,660 square feet and 360 square feet, respectively. The two pole barns contain a total of 2,900 square feet with 1,700 square feet located near the Fox Trail (Fox Pole Barn) and 1,200 square feet at the bottom of parking lot #4 (Pole Barn Lot 5).

The breakdown of this available space and a comparison with what is required is shown in Table IV-26 below.

**TABLE IV-26
MAINTENANCE FACILITIES**

Use	Available Square Feet	Required Square Feet
Major maintenance, repair and vehicle storage – 4 vehicles	5,940 ¹¹	4,800
Parts, supplies, storage, office, toilets, etc.	0 ¹²	800
Other vehicle repair and storage	0 ¹¹	2,200
Shop space - lifts, carpentry, electrical, etc.	4,080	3,000
TOTAL	10,020	10,800

Source: SE GROUP, Whiteface

Storage space is needed for many items including race supplies that were purchased for the Goodwill Games. Over 4.5 miles of B netting and thousands of fiberglass net poles, 4-5 meter wide A nets, safety pads, etc., are all currently jammed into shipping containers which makes it difficult to access and inventory. In addition, not all of the items fit into these containers.

The current location of the Fox Pole Barn is in the middle of the proposed 31a trail. When this trail is built the Fox Pole Barn should be relocated into the 'pit' area and doubled in size (to 3,400 square feet). The Lot 5 Pole Barn and the Don Straight building should also be doubled in size (to 2,400 square feet and 720 square feet respectively). When the proposed parking area (#5) is constructed the Lot 5 Pole Barn should be relocated to the maintenance facility.

An additional two bays for vehicle and Snow Cat maintenance bays are needed to accommodate the existing fleet. An additional 60 foot by 20 foot maintenance building would provide for equipment storage and increase the length of Snow Cat and equipment life spans.

¹¹Includes 5,580 square feet in the garage and 360 square feet in the Don Straight building.

¹²Included in the 5,940 square feet.

9. Roads and Parking

a) Roads

Currently, the entrance to the Whiteface Ski mountain area operates at good levels of service during the AM and PM peak hours. With the increase in traffic volumes as a result of the expansion, skiers will experience longer delays during the PM peak hour. Several circulation conflicts exist between Route 86 and the base lodge. Most significant is the merge of the main entrances and the main access road and the loading area at the base lodge.

Several alternatives are described in the Traffic Assessment (see Appendix I) which will improve circulation, and may be implemented in combination with others or as stand-alone projects. These include:

1. Provide proper signing and pavement markings at the two separate entrance points to the ski area. This will channelize traffic flow and improve operations to and from Route 86.
2. Add signing and intersection control to the merge point of the two entrances. Stop sign control should be installed on the westbound approach to this intersection from the north entrance due the lower traffic volumes on this leg.
3. Reconfigure the main entrance by reducing the median width between the north and south entrance, and create a standard entrance with one lane entering and two exit lanes on the eastbound approach to Route 86.
4. Provide means to allow buses (shuttle and coach) to turn around without turning out onto Route 86 and back into the site. This can be accomplished by installing a mini-roundabout at the entrance merge and parking lot intersections, or by some other means. This will improve the circulation on the main access road at the entrance and parking lot intersections.
5. Remove pedestrian conflicts along the main access road by providing a 10-foot wide sidewalk along one or both sides of the road.

6. Widen the access road (on the downhill side) from the base lodge to Easy Acres to provide approximately 30 feet from the edge of pavement and allow perpendicular parking on this side rather than parallel parking. This will increase the parking capacity along this access road and provide enough shoulder to allow pedestrians to walk and an area for vehicles to back out of a parking space without backing into the roadway completely.
7. Create a bus loading area and/or move the bus parking to lot #2. This will remove the need for buses to access the existing loading area next to the lodge but will require pedestrians to cross the bridge and will displace some vehicles currently using lot #2.
8. Minimize parking in the loading area to handicap vehicles only. This will create additional space for loading but will displace some employee vehicles.
9. Remove parking between the base lodge and the NYSEF building and modify the area to increase the size and performance of the current loading area. This will displace vehicles but could triple the loading area and improve traffic flow significantly.

These alternatives are not proposed for construction as part of this UMP/GEIS. Construction of any one of the alternatives will require a future update to this UMP with an associated SEQRA review.

It is recommended that the configuration of the entrance to the mountain be modified to provide a single access point with separate left and right turn lanes exiting onto Route 86. Additionally, it may not be feasible to increase the available sight distance looking right from the site driveway. Therefore adding a supplemental distance sign is recommended to supplement existing warning of the conflict area ahead for approaching drivers.

b) Parking

The skier parking requirements are directly related to the upgraded ski area CCC of 5,640 skiers. To prevent parking restrictions when peak day crowds exceed the CCC by up to 10%, or 6,204 skiers, Whiteface needs to provide adequate parking to accommodate this demand. Unlike many resorts of its size, Whiteface has no

on-mountain accommodations. On-site accommodations typically reduce day-use parking requirements, since parking is provided for at accommodation units and guests can walk to the on-mountain facilities. Because Whiteface has no overnight accommodations it needs to provide day-use parking for the total peak day capacity, or 110% of the upgraded CCC.

In addition to day-use parking requirements, parking must also be provided for employees. Employees typically represent about 8% of ski area capacity.

Based on an average of three people per car and an average of 25% of all skiers arriving by bus, the total parking requirements for skiers and employees at full upgraded CCC would be 1,700 cars and 35 buses.

In summary, the following calculations have been used to derive the ski area related parking requirements.

Daily Capacity (CCC)	5,640 Skiers
Peak-Day Capacity (1.10 x CCC)	6,204 Skiers
Car Parking Requirements for Skiers on Peak-Days (75% of Skiers Arriving by Car @ 3 skiers per car)	1,550 Cars
Car Parking Requirements for Employees	150 Cars
Bus Parking Requirements for Skiers on Peak-Days (25% of Skiers Arriving by Bus at 44 skiers per bus)	35

The upgraded parking requirements for Whiteface are noted below in Table IV-27. A new parking area (Lot #5) will be constructed beyond the existing Easy Acres parking area. This parking area will accommodate an additional 350 cars, and is approximately 2.7 acres in size. The total land disturbance due to grading outside the parking surface, including a proposed stormwater basin is estimated at four (4) acres. The parking surface will be gravel.

TABLE IV-27
UPGRADED PARKING¹³

Total skier capacity arriving by auto (75% of the 6,204 peak capacity)	4,653
Number of skiers per auto	3
Total auto parking spaces required	1,550
Plus: employee parking (8% of 5,640 @ 3 per car)	150
Total auto parking spaces required (skiers and employees)	1,700
Autos per acre	133
Total acres required for autos	12.8
Total skier capacity arriving by bus (25% of the 6,204 peak capacity)	1,550
Number of skiers per bus	44
Total buses	35 (20) ¹⁴
Buses per acre	35
Total acres required for buses	1.0
<i>Total acres required for cars and buses</i>	<i>13.8</i>
Total acres available (existing)	11.2
Total acres available (proposed)	2.7
<i>Total acres available (existing and proposed)</i>	<i>13.9</i>

Source: SE GROUP, Whiteface

Any overflow parking required for special events will be accommodated in the Fox Farm lots. In addition, guests staying in Lake Placid will be encouraged to use the public transportation shuttles to get to and from the mountain.

An additional bus staging area will be designated in a location prior to the bridge along the existing access road. Lot #2 may be utilized as a bus lot, allowing busses to park, unload and pick-up guests from this accessible location.

10. Potable Water

a) Base Lodge/Easy Acres/Maintenance Building/Alpine Training Center (former NYSEF Building)/New NYSEF Building

It is recommended that the present potable water system which serves the Base Lodge, Easy Acres and the Maintenance area be completely evaluated for its

¹³Figures rounded to the nearest 10.

¹⁴Historically only up to 20 buses remain parked at the resort, while the rest go to Lake Placid. The number of 20 has been used for calculations.

present water demand and projections made for future needs with respect to existing water source improvements.

To determine present demands during a typical season, a water meter should be installed for the above referenced uses and water consumption accurately documented. The following actions should be undertaken:

Safe yield of the existing drilled well should be established.

Use of non-potable water for flushing of toilets should be maximized. A water consumption savings program should be developed and implemented. Future source expansion alternatives should be evaluated. This includes utilization of existing drilled well No. 2, treatment of surface water, and potential utilization of shallow groundwater sources.

The proposed construction of water service of the Alpine Training Center (former NYSEF) building will not increase daily consumption of potable water in this system. There is no potable water currently in this building; the occupants of this building utilize the Base Lodge for all potable water needs. The proposed construction will alter the location of use, but not the demand.

The new NYSEF Training Center building will be served from existing 4" diameter potable and non-potable water mains located to the south of the proposed building. Non-potable water will be used for flushing of toilets. Since the existing NYSEF operation is using existing water facilities at the Ski Center, there will be no additional demand on water supply systems above the present demand levels.

b) Mid-station Lodge

It is anticipated that the present water source is adequate for the present and future needs of this facility.

c) Cloudsplitter Lodge

The Little Whiteface Cloudsplitter Lodge is not proposed for construction as part of this UMP/GEIS. Plans for this lodge are only conceptual at this time. Construction of this lodge will require a future update to this UMP with an associated SEQRA review.

This conceptual on-the-mountain facility would be located at the gondola station on top of Little Whiteface and would be a 355 seat facility for providing guest services. Using Department of Environmental Conservation design standards of flow at 35 GPD/seat the projected daily water demand of this building is estimated at 12,425 gallons.

Two alternatives are available for providing a source of water supply for the lodge.

Alternative A – Ground Water Source

This alternative would involve undertaking a hydrogeological study to establish potential sites for drilling. After a development of a well with adequate yield, a piping system will need to be constructed from the well to a storage tank at the lodge site. The minimum safe yield of such a well will need to be 13 GPM (50% more than minimum requirement).

Alternative B – Filtration of Water from the West Branch of the Ausable River

Water from the West Branch of the Ausable River could possibly be pumped through the existing snowmaking lines to a storage tank near or within the day lodge building. Filtration equipment would be installed to produce potable water of acceptable quality as approved by the New York State Department of Health. Before this alternative is given serious consideration, a determination would need to be made that the river water is treatable as it leaves the snowmaking line at the top of Whiteface.

A water storage facility which provides one-day storage of projected potable water daily demand together with fire flow storage volume would be required to be constructed for this project. This facility would be incorporated into and camouflaged with the building or site development features. There would be no freestanding water storage tank, which would be visible.

11. Sanitary Wastewater

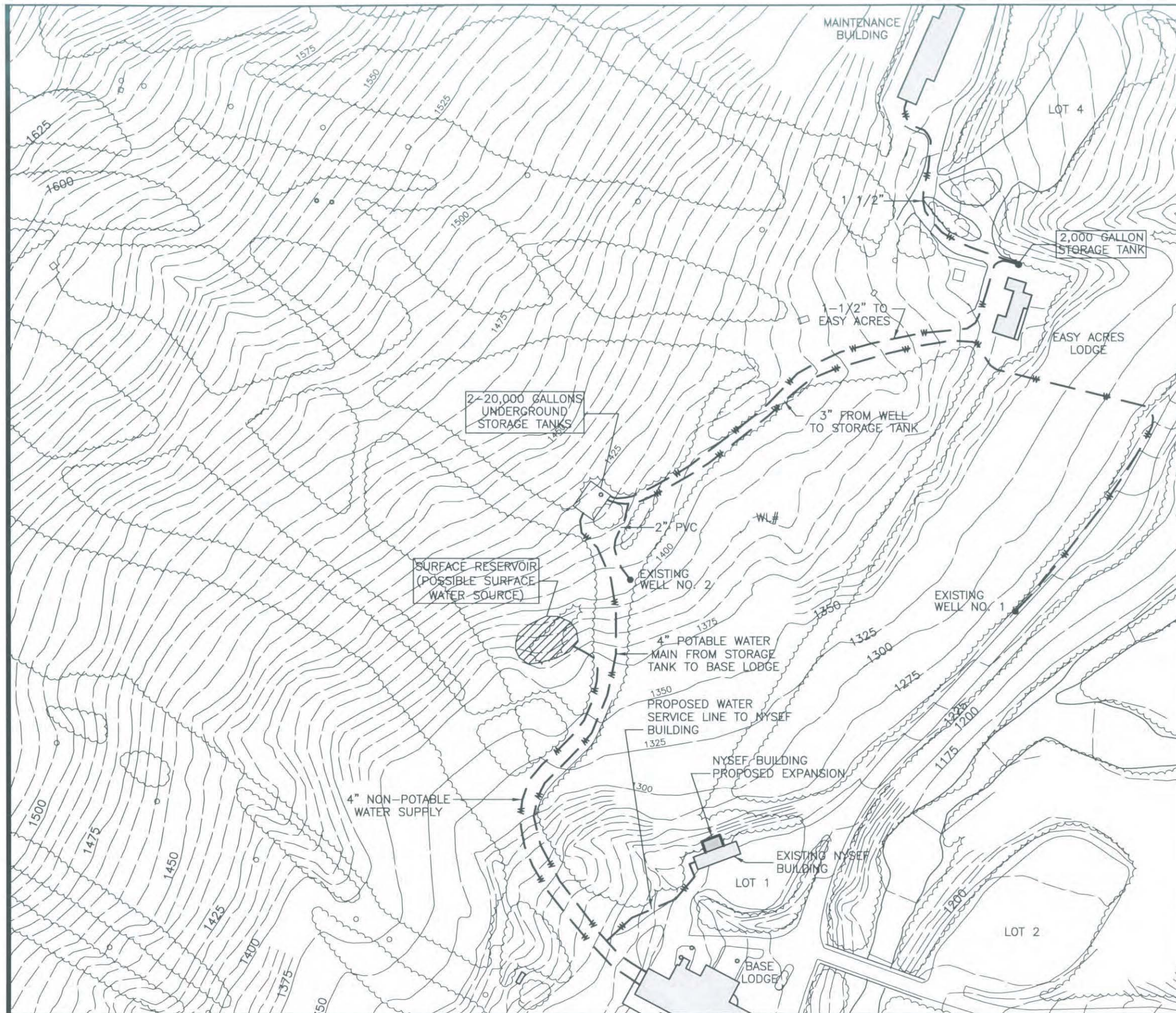
a) Base Lodge/Alpine Training Center/NYSEF Training Center

The present wastewater disposal system is functioning adequately. At the present time no accurate data is available on the volume of flows which are entering the system. It is recommended that the present discharge into the disposal system be monitored.

At the site of the present disposal field an adequate space is available for possible system expansion.

Addition of a sanitary sewer service connection to the Alpine Training Center (former NYSEF building) will not increase the load on this system. This building does not have toilet facilities at the present time, and occupants of this facility are using the facilities in the Base Lodge building. The proposed connection will change the location of use, but not the load.

The NYSEF Training Center building wastewater disposal system will be connected to the existing ski center base lodge system. A septic tank will be installed to provide pre-treatment prior to connection to the existing sewer line. Since the existing NYSEF operation is using existing sewer facilities at the Ski Center, there will be no additional demand on wastewater disposal systems above the present demand levels.



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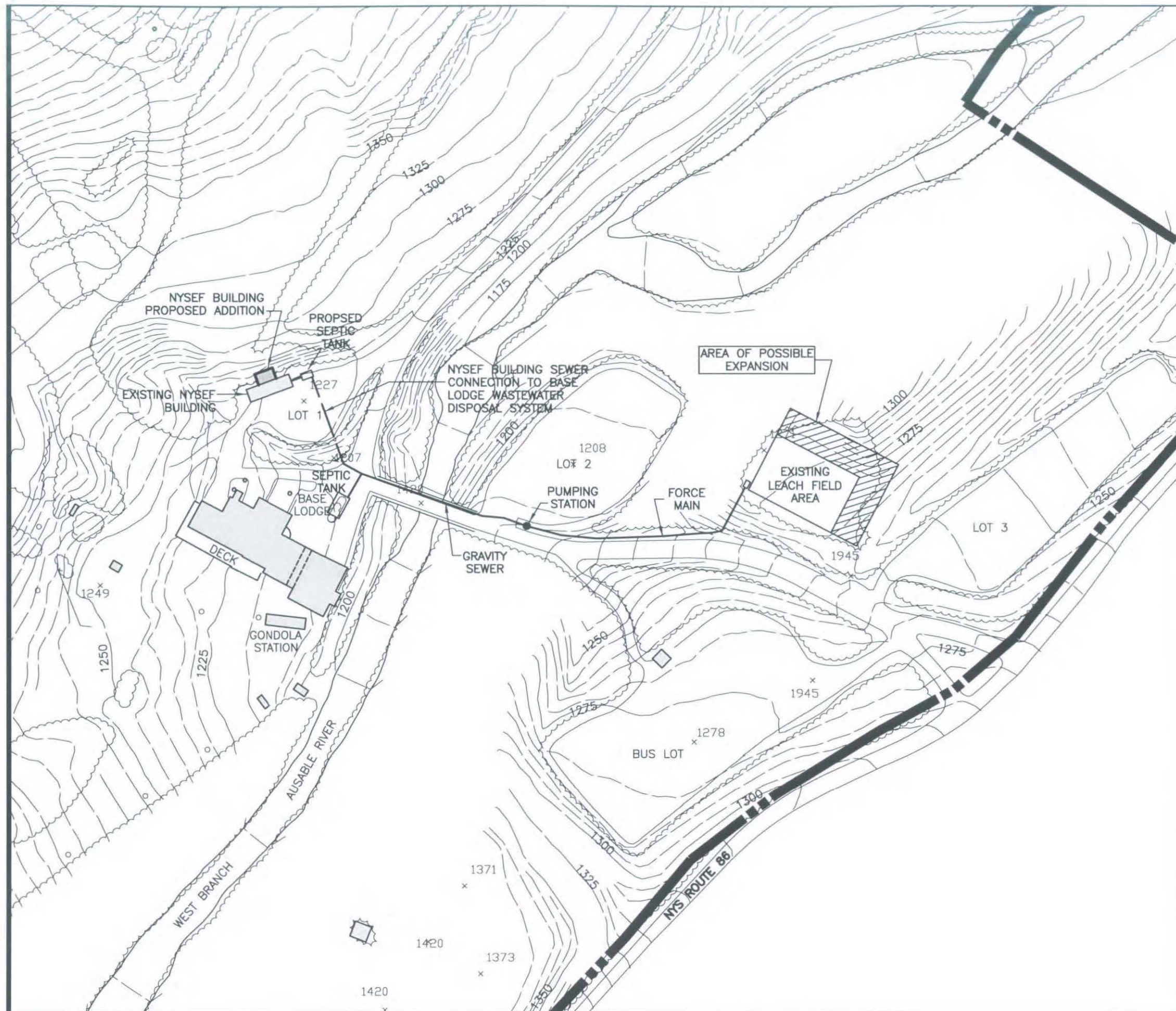
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**COMPREHENSIVE MANAGEMENT
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AND UNIT MANAGEMENT PLAN**



TITLE: POTABLE WATER SUPPLY SYSTEM • BASE LODGE • NYSEF BUILDING • EASY ACRES • MAINTENANCE BUILDING	DATE: NOV 6, 2001 FIGURE: IV-16
PROJECT NUMBER: 01011	FILE:



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<p>TITLE: WASTEWATER DISPOSAL SYSTEM BASE LODGE & NYSEF BUILDING</p>	<p>DATE: NOV 6, 2001 FIGURE: IV-17</p>
<p>PROJECT NUMBER: 01011</p>	<p>FILE:</p>

b) Easy Acres

The projected expansion to 170 seats at the restaurant facility would require a system which will accommodate daily flows of 5,950 gallons. The present permit is for 2,000 GPD.

System improvements in 2000 upgraded pumping capacity in such a manner that the above referenced future flows can be accommodated. More capacity will need to be provided in the septic tank and in the absorption capacity of the present seepage pit system to accommodate the projected increase of daily flow from 2,000 to 5,950 gallons. Adequate area exists in the vicinity of the present disposal area to accommodate additional septic tank and seepage pits.

Modification of the existing SPDES permit will be required from the New York State Department of Environmental Conservation to allow expansion of the system.

c) Mid-Station Lodge

The present system is adequate to accommodate present and future needs of this facility. A meter should be considered to measure flows into the lodge to determine the loading volume on the present system. After additional consultation between ORDA and NYSDEC it was agreed that metering the water flow into the building is preferred as the method to confirm loading volume to the present system.

d) Cloudsplitter Lodge

The Little Whiteface Cloudsplitter Lodge is not proposed for construction as part of this UMP/GEIS. Plans for this lodge are only conceptual at this time. Construction of this lodge will require a future update to this UMP with an associated SEQRA review.

Providing a safe, reliable and environmentally safe wastewater disposal system would be a considerable challenge. A soil investigation was conducted and revealed a suitable site location in the existing gravel pit near Lift 7.

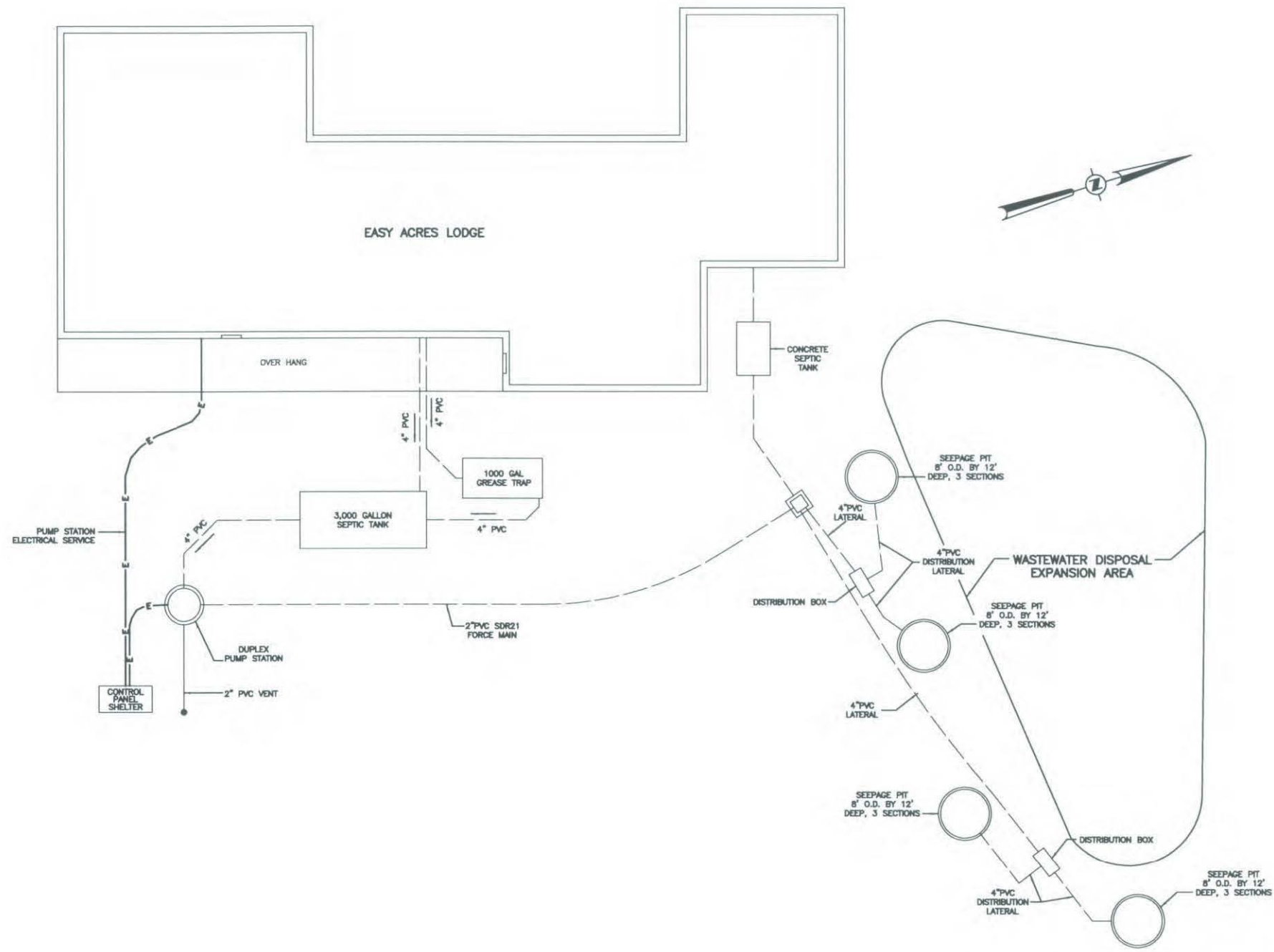
It is suggested that a grinder pump may be used to convey wastewater from the lodge through a steel pipe to this disposal area. Where pipe cannot be buried below frost level due to rock conditions, an above-ground insulated pipe with a heat tracer wire will be required.

The wastewater disposal system would need to satisfy design criteria of the New York State Department of Environmental Conservation and its operation will require a SPDES permit. Every effort will need to be made to minimize water consumption at the Lodge to control the size of this wastewater disposal system. Potential alternate technologies for wastewater treatment and disposal should be considered and evaluated during the project schematic design phase.

12. Drainage

The following actions are planned for the present system:

- Culvert No. 1 should be extended to provide additional roadway space for the proposed bus drop-off area.
 - Culvert No. 2 should be replaced with a single large diameter culvert.
- Culverts should be protected to prevent clogging with debris during major storms.



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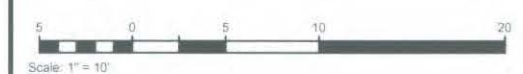
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TITLE:
**WASTEWATER DISPOSAL
EASY ACRES LODGE**

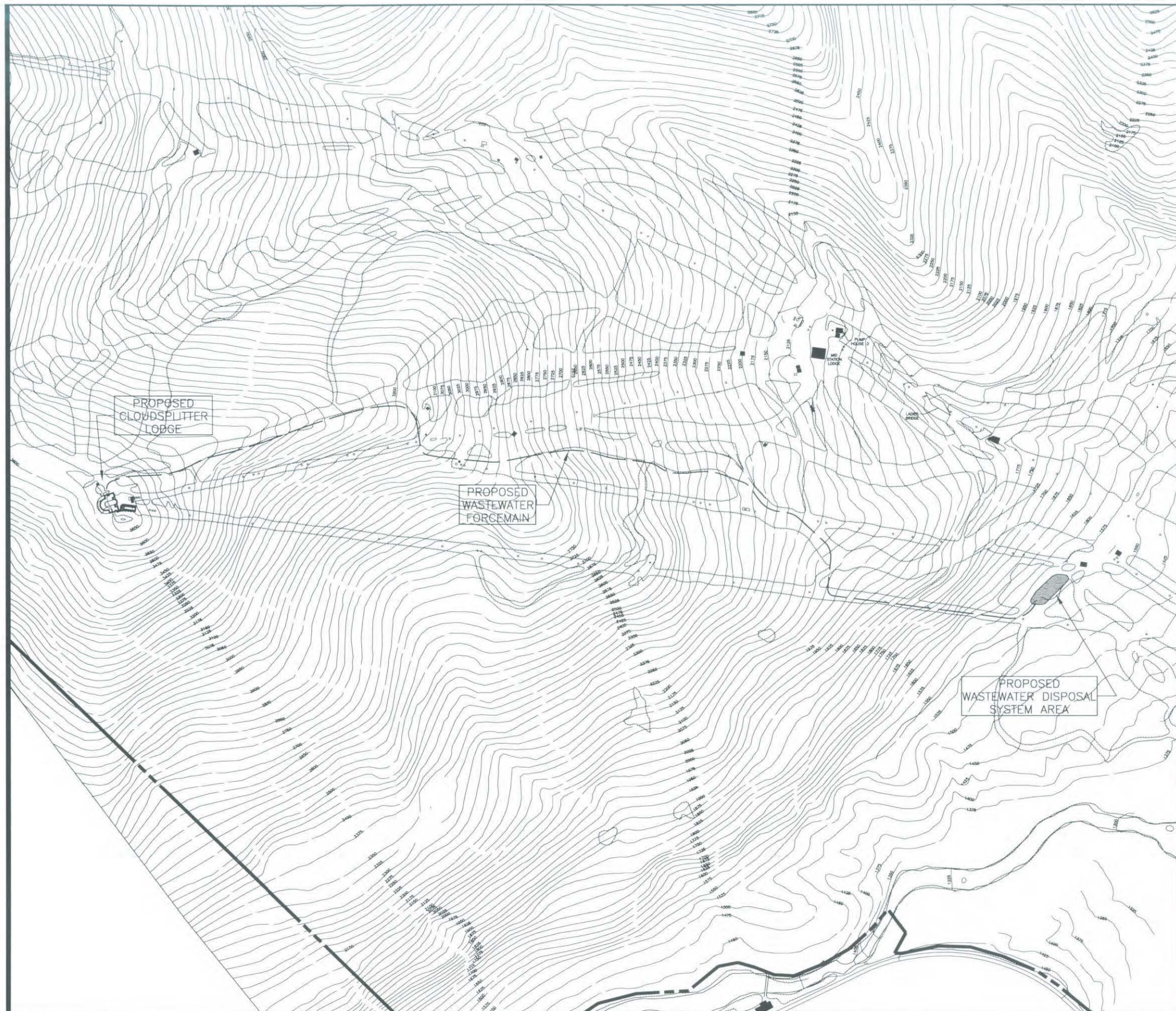
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FIGURE:

IV-18



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TITLE:
**WASTEWATER DISPOSAL
CLOUDSPLITTER LODGE**

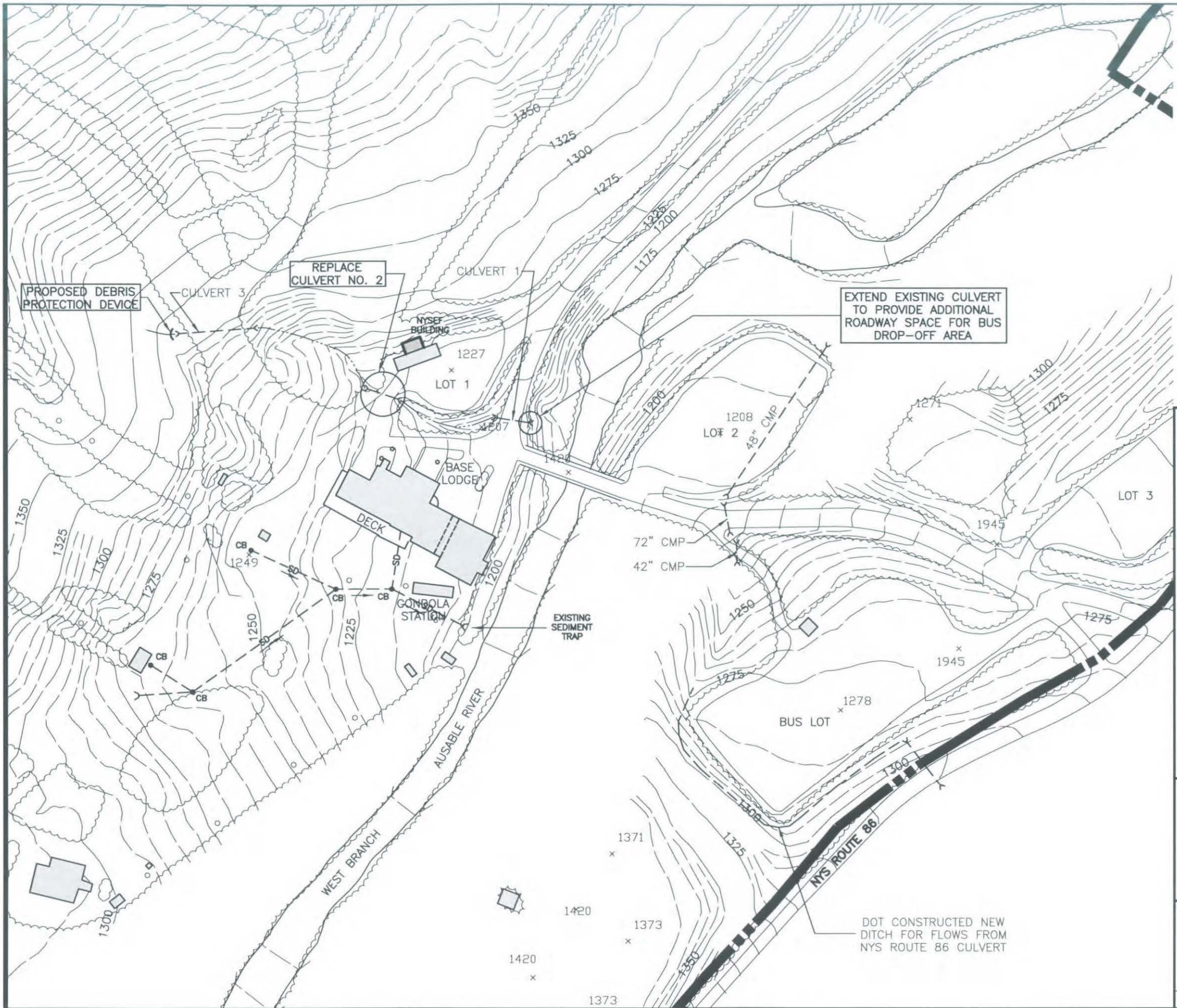
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FIGURE:

IV-19

PROJECT NUMBER: 01102

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NOTES:

CULVERT 1:

7'x9' CMP ARCH PIPE

CULVERT 2:

TRIPLE - 42", 48" & 72" CMP (42" & 48" PARTIALLY CLOGGED WITH STONES). CULVERT IS IN BAD SHAPE, CAN'T TAKE HIGH FLOWS, WATER RISES TO A POINT THAT IT OVERTOPS ROAD.

CULVERT 3:

11'x7'9" CMP ARCH PIPE



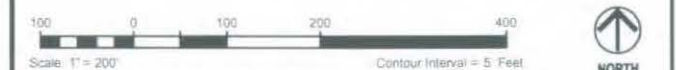
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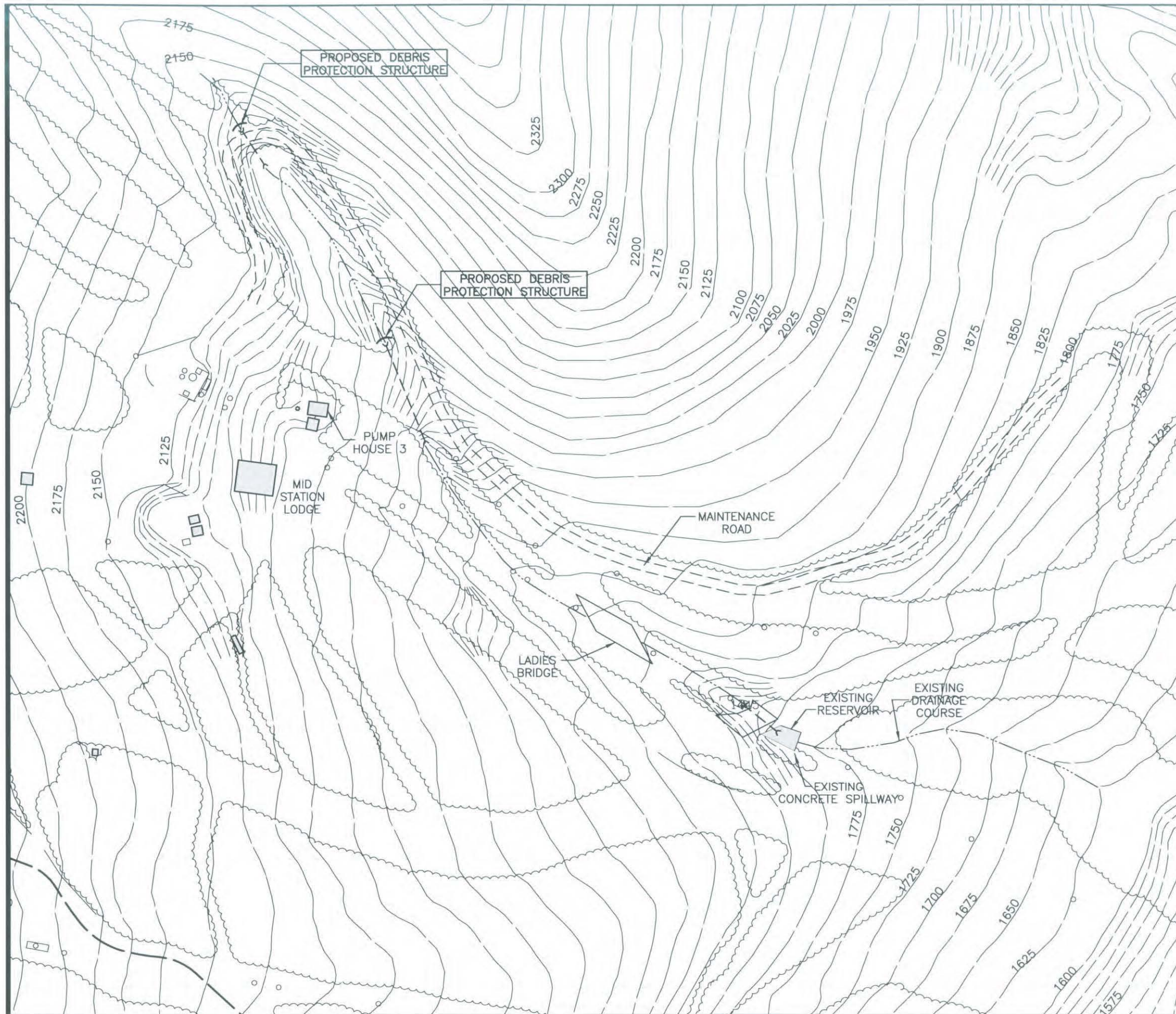
TITLE:
**DRAINAGE SYSTEM
BASE LODGE**

DATE: MARCH 2002

FIGURE:
IV-20

PROJECT NUMBER: 01102

FILE:



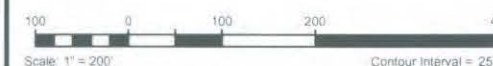
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**COMPREHENSIVE MANAGEMENT
AND PLANNING REVIEW
AND UNIT MANAGEMENT PLAN**



TITLE:
**DRAINAGE SYSTEM
MID-STATION LODGE**

PROJECT NUMBER: 01102

FILE:

DATE:
MARCH 2002

FIGURE:

IV-21

13. Electrical Distribution

The following actions are identified to be implemented to upgrade the present distribution system:

- Isolation switches should be installed for each circuit in the distribution system to prevent complete mountain shutdowns.
- Isolation switches should be installed in the pump house No. 1 for transformer and the main line.
- “Kamlock” switches in pump houses 1 and 3 should be replaced.
- Repair and replace switch gear units A and B.

For future expansion there is space capacity at the service entrance equipment.

Testing should be undertaken to determine exactly how such space capacity exists.

14. Alternative Recreation

A number of mountain resorts throughout the U.S. and Canada have implemented alternative recreation venues, including mountain biking, hiking, fly fishing, cross country skiing and snowshoeing. These alternative sports allow the resorts to diversify within the recreation market, as well as become more of a four-season attraction.

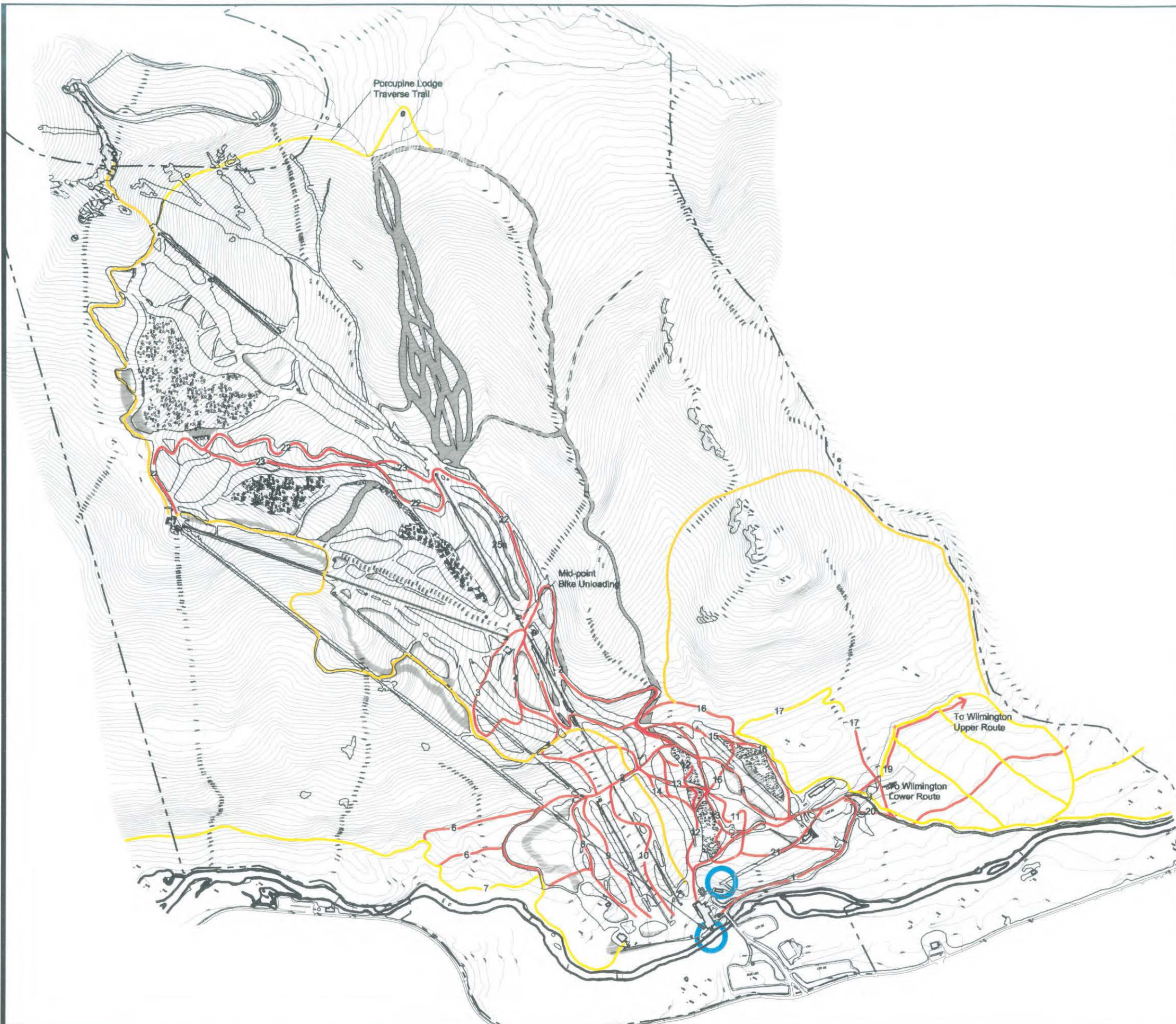
The following exhibit illustrates the trail networks and locations of alternative recreation at Whiteface. The trail network at Whiteface will, for the most part, use a combination of existing ski trails, work roads, abandoned logging roads and other single-track paths. Hiking trails may include interpretive signage, maps, benches, etc. Trail use will vary depending on season, hiking and mountain biking in summer, and snowshoeing and cross country skiing in the winter.






The new reception/ticketing area and rental shop in the Base Lodge will be utilized during the summer months as a staging area for summertime activities.


Mountain biking on terrain in and around Whiteface is an existing conforming use at Whiteface Mountain Ski Center. Mountain biking is regulated in the Adirondack Park and the Whiteface Intensive Use Area is currently zoned for such activity.

ORDA will pursue a mountain biking venue at Whiteface. Furthermore, detailed planning will be necessary to develop the specific program and trail routes.

ORDA also intends to take the opportunity to provide interpretive signage and displays to its patrons, as part of the adoption of the NSAA Sustainable Slopes Charter. Refer to FGEIS Appendix T. Also, the use of educational displays for the public was identified in the 1996 UMP and this action will be continued in the 2004 UMP. One of the important aspects of the Ski Center is the connection to the area via existing hiking trails. There are hiking trails from Whiteface Landing and Connery Pond from the west, through McKenzie Mountain Wild Forest, to the summit of Whiteface Mountain, and from the base of the former Marble Mountain Ski Center through the Wilmington Wild Forest from the east.




-  Mountain Biking Trails
-  Hiking Trails - NO BIKES
-  Multi-Use Trails
-  Recreation Area
 - Rock Climbing
 - Fly Fishing
 - Kayaking
-  Proposed Ski Trails




WHITEFACE

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COMPREHENSIVE MANAGEMENT AND PLANNING REVIEW AND UNIT MANAGEMENT PLAN



Scale: 1" = 1200' Contour Interval = 5 Feet



NORTH

TITLE: PROPOSED ALTERNATIVE RECREATION PLAN	DATE: JUNE 2004
PROJECT NUMBER: 01102	FIGURE #: IV-22

FILE: [whiteface]

D. Priorities Phasing

The Whiteface Unit Management Plan Update outlines 5 phases that makes up an overall direction for the resort to become more competitive in an increasingly competitive market. The following recommended management actions will provide better balance between uphill capacity and downhill acreage, and improved circulation and safety for vehicles, pedestrians and skiers on the mountain. The plan is to be implemented as capital becomes available. The following pages outline the 5 phase program and describe each activity in each phase.

Naturally, these recommendations have flexibility built in so that management has the option of stretching out a phase or delaying the implementation of later phases. Management of Whiteface and ORDA may also wish to overlap certain items from one phase to another. In this context, SE GROUP's suggestions should be viewed as a set of guidelines that outline a logical, sequential approach to upgrading, but in no way can they be interpreted as a rigid process. The most critical concern though is that balance among all the components of the resort is achieved and maintained throughout the upgrading program.

As a result of the phased upgrading program the Comfortable Carrying Capacity (CCC) of the Ski Center would increase from the current 5,070 skiers at one time to 5,640.

1. Phase 1 - Immediate Improvements

a. Improvements of Ski Lifts

Lifts D and E – The existing Mid-Station Shuttle double chair and the Valley triple chair should be replaced with a high-speed detachable quad (L). The mid-station should be eliminated.

This action was proposed in the 1996 UMP. (The new lift was installed summer 2002.)

Lift J – The beginner Handle Tow should be replaced with a surface conveyor lift, realigned with the bottom terminal extended to a point where it is more easily accessible (in terms of elevation) to the first day skier.

This action was proposed in the 1996 UMP.

Estimated Capital Costs

Lifts D, E (replace with detachable quad) - \$3,044,550

Lift J (realign and extend bottom terminal) - \$100,000

Total (+ 15% contingency) – \$3,616,233

b. Improvements of Ski Trails

Upper Mountain: The upgrading to occur on the Upper Mountain focuses on the Downhill/FIS trail homologation standards. Trail 3a (conceptual), Niagara, would be used to connect Upper Skyward to Upper Cloudspin. A new 9.8-acre expert glade, Trail 5a (conceptual), would be constructed in the forest between Paron's Run, Excelsior, Connector and Upper Cloudspin.

Little Whiteface: One of the high priority goals of the upgrading program for Little Whiteface is the addition of an intermediate trail from the summit. This will start from the top terminal of Cloudsplitter Gondola and run parallel to the upper section of Approach. The new trail will cross Approach twice as it descends the ridge to the previous top terminal of the Freeway double chair, which will be lowered ~500 feet to accommodate the new traffic flow. The trail will continue towards the gondola lift line and then return to join Lower Parkway.

This improvement will not only *directly* add nearly 5 acres of intermediate skiing on Little Whiteface, but it will effectively lower the ability level of Approach to an intermediate rating, as users of Approach will now have an intermediate option. As such, this single new trail construction will effectively add *two* intermediate runs from Little Whiteface, bringing the total to three (including Excelsior). This much-needed improvement should significantly improve the intermediate skiing experience for round-trip Gondola passengers, and all skiers on Little Whiteface.

A new glade, Trail 36a, should be constructed in the area between Gold and Bronze. This 3.8-acre low-intermediate glade will provide a very exciting skiing experience that low ability level skiers rarely have the opportunity to enjoy.

It is also recommended that a children's snow play area be constructed on the south side of the lodge. This area should be fenced off and it should be set up with learning and play stations for children 3-6 years old. A "magic carpet" type of surface conveyor should be installed.

Estimated Capital Costs

Upper Mountain - \$82,600

Little Whiteface - \$103,600

Easy Acres - \$9,500

Total (+ 15% contingency) – \$225,055

c. Snowmaking System Improvements

Water System Improvements

Reconfigure PH1 Intake

Increase System Pumping Capacity

PH 2 Water, Electrical Revisions to achieve 6000 gpm

Monitoring and Control Revisions

Air System Improvements

Replace Existing Rotary Screw Compressors

Air-to-Air Aftercooler Repair

Mountain Infrastructure

Piping

VH

Fan Support

Snowguns and Hose

Fan Guns

Tower Guns

Hose

Estimated Capital Costs

Total (+5% engineering and design fees and 15% contingency) – \$1,433,293

d. Base Area/On-mountain Guest Services Improvements

Easy Acres Lodge – The Easy Acres Lodge should be renovated to increase the size of the restaurant facility, kitchen/scramble, restrooms, rentals, ticket sales, storage and administration. An additional building (6,000sf. total) should be constructed to accommodate SkiWee/Drop-in Center functions.

The 1996 UMP indicated that the Kid's Kampus Lodge (recently renamed the Easy Acres Lodge) should be expanded to 10,500sf.

- **Alpine Training Center (former NYSEF Building)** – Improvements to the Alpine Training Center building will focus on the following:
 - Improvements to first floor level without increasing floor space;
 - Addition of approximately 960 SF to the second floor plan;
 - Addition of an approximately 940 SF conference space to the upper level floor;
 - Improvement to the façade of the existing building;
 - Providing water and sewer service to the building. This building does not have toilet facilities; occupants are currently using the facilities in the Base Lodge building.

All improvements will be funded by NYSEF.

Parking – An additional parking facility (350 cars) is proposed near the Easy Acres base area. A bus drop-off area is proposed along the existing access road to the right after the bridge.

Maintenance – Improvements to the maintenance facilities include:

- The relocation of the Fox Pole Barn. Double the size of the barn to 3,400sf.

- Relocate the Lot 5 Pole Barn to the maintenance facility. Double the size of the barn to 2,400sf.
- Double the size of Don Straight's building to 720sf. This action was proposed in the 1996 UMP.
- Create an additional maintenance building (1,200sf.) to accommodate two vehicle bays for equipment storage.

Alternative Recreation – Additional recreation trails include:

- A 0.7-mile hiking/cross country skiing/snowshoeing trail along the Ausable River on the south side of the base area.
- 0.5 miles of hiking trails on the north side of the Easy Acres base area.

Estimated Capital Costs

Easy Acres Lodge - \$876,510

Easy Acres – Kids Center Lodge (new) - \$800,000

Alpine Training Center (NYSEF) – n/a

Parking - \$500,000

Maintenance - \$401,400

Trail development - \$19,020

Total (+5% engineering and design fees and 15% contingency) – \$3,116,316

e. Utilities

Potable Water – An additional source of water should be developed for the Base Lodge area. The most likely solution will involve utilization of surface water with filtration as approved by the New York State Department of Health.

A new source of water would need to be developed for Cloudsplitter Lodge. The Lodge was proposed under the 1996 UMP.

Drainage – Culvert No. 2 should be replaced with a single large diameter pipe.

Debris control structures will need to be installed upstream from large culverts to prevent potential clogging with debris during flood conditions.

Estimated Capital Costs

Potable Water - \$90,000

Drainage - \$30,000

Total (+5% engineering and design fees and 15% contingency) – \$144,000

2. Phase 2 - Immediate Improvements

a. Improvements of Ski Lifts

Lifts G and H - The removal of the Mountain Run lift (H) double chair and the replacement of the Little Whiteface (G) double chair with an 1800 per hour fixed grip quad is recommended. This will balance uphill and downhill capacities and still provide acceptable service to the Little Whiteface ski terrain. As a means of making the popular lower portion of Little Whiteface directly accessible to skiers using Lift G, the mid-station unload should be retained and redesigned to accommodate the four passenger chairs.

This action was proposed in the 1996 UMP.

Lift I – The top terminal of the Freeway double chair should be lowered approximately 60 vertical feet and the lift should be shortened approximately 500 feet. This will help accommodate the intermediate skiers on the new trail from Little Whiteface (Trail 73), and allow smooth access from the Freeway chair to Parkway, Thruway, Draper's Drop, and associated terrain.

This action was proposed in the 1996 UMP.

Lift M - The former Mid-Station Shuttle double chair would be relocated to service a new "Tree Island" pod of expert terrain north of the Summit Quad. The bottom terminal will be situated in the vicinity of the bottom terminal of the Summit Quad and the top terminal of the new detachable quad.

Estimated Capital Costs

Lifts G, H (replace with quad) - \$1,454,165

Lift I (lower top terminal and shorten +/- 500 ft) - \$75,000

Lift M (relocate mid-station double to service Tree Island pod) - \$449,204

Total (+ 15% contingency) – \$1,978,369

b. Improvements of Ski Trails

Little Whiteface: An additional intermediate trail, 12a (conceptual), would be added, beginning at Approach near the top of Upper Mackenzie.

Lower Mountain: Selective widening on the Lower Mountain terrain should include Broadway, Upper Valley and Lower Valley A, Lower Thruway, Danny's Bridge and Mixing Bowl. A new trail – Fox – will be built between Wolf and Wolf Run. A new 5.7-acre intermediate glade will be built along the northern edge of Boreen. This area will span the entire area between Boreen and Medalist, providing a unique and exciting glade-skiing experience for many intermediate skiers and riders.

Tree Island pod: This conceptual new pod would be established north of the Summit Quad pod. Situated around a double chair, the trail network would consist of several weaving, intertwined, and interconnected narrow (40 – 80 foot wide) expert trails, utilizing the natural terrain and tree cover as much as possible. The trails would incorporate tree islands, traditional glades, and open, narrow trails to create a unique skiing experience unlike anything in the northeast. There would also be a long, scenic intermediate run following the primary ridge down towards Easy Acres. Snowmaking would be installed on this pod to allow consistent conditions for the entire season.

Estimated Capital Costs

Little Whiteface - \$21,600

Lower Mountain - \$102,850

Tree Island Pod - \$398,500

Total (+ 15% contingency) – \$1,666,293

c. Snowmaking System Improvements

Water System Improvements

Increase System Pumping Capacity

PH 1 Water Pressure Increase

PH 3 Water, Electrical Revisions to achieve 6000 gpm

Air System Improvements

Install New Centrifugal Compressor

Install Additional Cooling Water System

Mountain Infrastructure

Piping

VH

Fan Support

Snowguns and Hose

Fan Guns

Tower Guns

Hose

Estimated Capital Costs

Total (+5% engineering and design fees and 15% contingency) – \$1,322,893

d. Base Area/On-mountain Guest Services Improvements

Base Lodge – Improvements to the Base Lodge will include:

- a larger reception and ticket area for the purpose of a one-stop shopping area for all lift ticket, rentals and ski school packages (4,000sf. additional space);
- a second retail shop adjacent to the new reception and ticket area (replacing 860sf. administration space);
- the relocation of the ski school operations and desk from the second level to the first floor of the Base Lodge near the present ticket sales location (replacing 880sf. of locker and ticketing space and adding 770sf.);
- a VIP room (700sf.) and coffee shop (700sf.) to be established in the relocated ski school space;
- additional rest rooms created at the rear of the existing retail shop (utilizing 750sf. of the retail shop space);
- an expansion of the ski patrol/first aid space (680sf.);

- additional offices, storage and conference space for administration 350sf.);
- the relocation of employee lockers/lounge space to the breezeway storage space (950sf.);
- an expansion of employee lockers/lounge space, located on the north side of the lodge adjacent to the operations space (336sf.);
- updating the computer ticketing system, creating more efficient sales points.
- Updating the drop-off area to reflect the reception/ticketing area addition.

The 1996 UMP indicated that several changes should be made to the Base Lodge to improve space use and internal circulation.

Cloudsplitter Lodge (conceptual) – A new on-mountain restaurant with 355 seats (13,500 sf) would be built at the summit of Little Whiteface.

Alternative Recreation – Additional recreation trails will include:

- A 2.5-mile hiking loop trail to Bear Den Mountain.

Estimated Capital Costs

Base Lodge - \$1,441,630

Cloudsplitter Lodge - \$2,970,000

Trail development - \$39,600

Total (+5% engineering and design fees and 15% contingency) – \$5,341,476

e. Utilities

Sanitary Wastewater

A new wastewater disposal system will need to be constructed for the proposed Cloudsplitter Lodge.

Estimated Capital Costs Sanitary Wastewater - \$1,205,000

Total (+5% engineering and design fees and 15% contingency) – \$1,446,000

3. Phase 3 - Immediate Improvements

a. Improvements of Ski Lifts

Lift A – It is recommended that the existing Mixing Bowl lift be upgraded from a double chair to a triple chair.

This action was proposed in the 1996 UMP.

The lift will be lengthened 200' and the top station will be re-aligned towards the southeast to allow for more beginner terrain and better unloading capability.

Estimated Capital Costs

Lift A (upgrade double to triple) - \$266,100

Total (+ 15% contingency) – \$266,100

b. Improvements of Ski Trails

Little Whiteface: Selective widening to Empire, Upper Mackenzie, Upper Wilderness, Upper and Lower Parkway and Upper Thruway.

Estimated Capital Costs

Little Whiteface - \$28,800

Total (+ 15% contingency) – \$33,120

c. Snowmaking System Improvements

Water System Improvements

New Tree Island Pod Pump House (Conceptual Action)

New Water Storage Reservoir (Conceptual Action)

Mountain Infrastructure

Piping

VH

Snowguns and Hose

Tower Guns

Hose

Estimated Capital Costs

Total (+5% engineering and design fees and 15% contingency) – \$2,180,003

d. Base Area/On-mountain Guest Services Improvements

No proposed actions.

e. Utilities

No proposed actions

4. Phase 4 - Immediate Improvements

a. Improvements of Ski Lifts

Lift B – The existing Bear double chair lift should be replaced with a fixed grip quad chair, and the bottom terminal should be relocated as shown on the drawings to make it more easily accessible to the novice and low intermediate skiers.

This action was proposed in the 1996 UMP.

Estimated Capital Costs

Lift B (replace double with quad) - \$719,040

Total (+ 15% contingency) – \$826,896

b. Improvements of Ski Trails

Lower Mountain: The improvements on the lower mountain consist mainly of the widening of certain low intermediate, and intermediate trails in order to satisfy FIS requirements for Downhill homologation. A minimum 40 meter-wide route must be established through the mid-mountain area. Routing the Downhill course down Broadway, Ladies Bridge, and Lower Gap,

circumventing the mid-station/ mid-mountain lodge intersection is also recommended. Each of these trails will be widened to a minimum of 40 meters. This solution will allow downhill races to occur without disturbing the traffic patterns on Lower Valley, allowing intermediate skiers to descend Little Whiteface and upper mountain areas without interfering with race events.

Estimated Capital Costs

Lower Mountain - \$50,400

Total (+ 15% contingency) – \$57,960

c. Base Area/On-mountain Guest Services Improvements

No proposed actions.

d. Utilities

No proposed actions.

5. Phase 5 - Immediate Improvements

a. Improvements of Ski Lifts

No proposed actions.

b. Improvements of Ski Trails

Easy Acres pod (formerly Kid's Kampus): Selective widening of Bronze, Gold, Silver, and Silver Shoot in order to lower the effective ability levels of these trails and improve traffic flow patterns in this designated novice learning pod is recommended. These suggestions were approved in the 1996 UMP, however most but not all improvements have been implemented.

Estimated Capital Costs

Easy Acres - \$16,500

Total (+ 15% contingency) – \$18,975

c. Base Area/On-mountain Guest Services Improvements

Mid-station Lodge – The Mid-station Lodge will be relocated approximately 150 feet to the south of its current position to improve skier circulation in this area and particularly on the Lower Valley trail.

This action was proposed in the 1996 UMP.

Estimated Capital Costs

Mid-Station Lodge relocation - \$385,000

Total (+5% engineering and design fees and 15% contingency) – \$462,000

d. Utilities

No proposed actions.

E. Future Planning

Although the content of any UMP is dictated by the Adirondack Park State Land Master Plan, and it is not required to identify future projects and activities that are conceptual in nature, in a effort to forecast future projects, information concerning a number of projects that are conceptual in nature has been included in the GEIS.

The inclusion and discussion of these conceptual actions, such as the snowmaking reservoir, the Cloudsplitter Lodge, and the Tree Island Pod, in this GEIS as potential future actions to be covered by separate UMP amendments and accompanying SEQRA reviews, demonstrates ORDA's commitment to long range future planning.

The 1996 UMP for Whiteface called for creation of additional downhill trails. As can be seen in Section I.E., Table I-1, "Status of 1996 UMP Update and Amendment," much of this work remains to be completed and is incorporated into the 2004-2009 management actions. Similarly, the improvements proposed within the 2004 UMP will be realized over time, as time and budget constraints are prioritized.

Whiteface staff work hard to maintain the Ski Center and to provide some of the best ski terrain in the country, for recreational and ski racing teams, serving beginning through expert skiers and snowboarders. The economic benefits realized by the community as a result of patronage at

Whiteface is due in large part to the quality experience enjoyed by skiers at Whiteface, and is based on much hard work and skilled management by ORDA's staff.

With regard to future planning, there are no plans to increase the constitutional limit on the total length of ski trails allowed at Whiteface. The long term goal is to improve the skier experience while not expanding the ski slopes beyond the allowable limit. Whiteface is unique in the northeast as the former site of two Olympics. The available terrain has challenged the best skiers in the world, and modifications since 1980 have made the mountain skiable for the recreational skier. Recent improvements to lifts, including the installation of the gondola, improve the capacity of the mountain while simultaneously improving the skier experience. These types of upgrades have been and will continue to be the focus of mountainside improvements.

This UMP represents the continuation of a planning process for Whiteface that takes into account the Adirondack Park State Land Master Plan and Article XIV of the NYS Constitution, including the special provisions of Article XIV that authorize the construction and operation of ski facilities on Whiteface Mountain. Whiteface is quite unique because it is a designated Intensive Use Area within the Forest Preserve. As an Intensive Use Area, Whiteface's basic management guidelines include providing facilities for intensive forms of outdoor recreation by the public. At the same time, Whiteface is still required to blend with the Adirondack environment and have minimum adverse impacts on surrounding State lands.

The project has not been segmented since the known or likely programs and construction projects have been disclosed in the UMP/DGEIS. Therefore, SEQRA has not been avoided by dividing the UMP into smaller segments not subject to SEQRA. Further, the UMP/DGEIS recognizes that further management actions will be subject to either a UMP update or a site specific EIS as may be required to adequately evaluate the potential environmental impacts. Critical to the success of an EIS is the availability of adequate factual information, plans, and reports in order to make as full as possible an evaluation of impacts. At this time that level of documentation is not available for substantive discussion of the Cloudsplitter Lodge, the snowmaking reservoir or the Tree Island pod, therefore, future analyses of these currently conceptual actions will be required. Refer to GEIS Section V for the discussion of the potential environmental impacts and mitigation measures and alternatives.