New York State
Department of Environmental Conservation

Division of Lands & Forests
Region 5

Jessup River Wild Forest

Unit Management Plan
Environmental Impact Statement

Towns of Arietta, Indian Lake, Lake Pleasant and Wells in Hamilton County

August 2006

GEORGE E. PATAKI, Governor

DENISE M. SHEEHAN, Commissioner

Lead Agency: (in consultation with the Adirondack Park Agency)
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FEIS Accepted on August 28, 2006

"In every view that is to refresh the memory, there must remain one chief delight. And from Snowy it is not the tumble of green rollers, not even the timber blanket that I would climb to see most of all. There is a little ledge on the western side from which the slope swoops down into a perfect amphitheater. The soaring sides sing evenly to rest. From the ledge the arms of mountains appear to enclose it. ...Long did we lie on the moss of the ledge, steeping in the sunshine, and the calm of the marvelous bowl below. It was a vision of serenity worth far greater struggle to attain. We forgot for a moment that we were on a planet that was mad."

T. Morris Longstreth, adventurer and author

"Those areas classified as wild forest are generally less fragile, ecologically, than the wilderness and primitive areas. Because the resources of these areas can withstand more human impact, these areas should accommodate much of the future use of the Adirondack forest preserve. The scenic attributes and the variety of uses to which these areas lend themselves provide a challenge to the recreation planner. Within constitutional constraints, those types of outdoor recreation that afford enjoyment without destroying the wild forest character or natural resource quality should be encouraged. Many of these areas are under-utilized. For example the crescent of wild forest areas from Lewis County south and east through Old Forge, southern Hamilton and northern Fulton Counties and north and east to the Lake George vicinity can and should afford extensive outdoor recreation readily accessible from the primary east-west transportation and population axis of New York State."

Adirondack Park State Land Master Plan, November 1987, Updated 2001

Clearly, a delicate balancing act is called for, and yet just as clearly, the Department's management focus must remain on protecting the natural resources. "[F]uture use" is not quantified in the above statement, but it is generally quantified and characterized in the definition of Wild Forest as only "a somewhat higher degree of human use" when compared to Wilderness. And whereas certain "types of outdoor recreation... should be encouraged," they must fall "[w]ithin constitutional constraints... without destroying the wild forest character or natural resource quality" of the area.

A central objective of this plan is to lay out a strategy for achieving such a balance in the JRWF.

ELIOT SPITZER
GOVERNOR

STATE OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
ALBANY NEW YORK 12233-1010

ALEXANDER B. GRANNIS
COMMISSIONER

M E M O R A N D U M

JUL 26 2007

TO: The Record

FROM: Commissioner Alexander B. Grannis ABG

SUBJECT: Rescission of Portions of the 2006 Jessup River UMP/FEIS

As explained below, I hereby rescind those portions of the 2006 Jessup River Wild Forest Unit Management Plan/Final Environmental Impact Statement (Jessup River UMP/FEIS) and those portions of the accompanying SEQRA Findings (attached) related to the use of snowmobiles, including but not limited to the construction, modification or relocation of snowmobile trails, bridges and other facilities, and the use of motorized tracked grooming machines (other than snowmobiles) on snowmobile trails.

My rescission is being executed in accordance with the Honorable John C. Egan's Stipulation and Order in the matter of *Adirondack Mountain Club, et al. v. APA, DEC and OPRHP* dated June 27, 2007, wherein the New York State Department of Environmental Conservation was directed to rescind those portions of the Jessup River UMP/FEIS and accompanying SEQRA Findings as noted above within 30 days of the effective date of the Stipulation. All the parties in this matter agreed that the Jessup River UMP/FEIS is being rescinded pending APA conformance determinations with the Adirondack Park State Land Master Plan, after which the Jessup River UMP/FEIS will be amended and reissued to reflect the determinations(s) in accordance with applicable law, including SEQRA.

The remainder of the 2006 Jessup River UMP/FEIS is not affected by this revised approval.

Attachments

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GEORGE E. PATAKI
GOVERNOR

STATE OF NEW YORK
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
ALBANY, NEW YORK 12233-1010

DENISE M. SHEEHAN
COMMISSIONER

M E M O R A N D U M

AUG 28 2006

TO: The Record

FROM: Denise M. Sheehan

SUBJECT: Jessup River Wild Forest Final Unit Management Plan/FEIS

The Final UMP for the Jessup River Wild Forest Final Unit Management Plan/FEIS (Final UMP) has been completed. The Final UMP is consistent with the guidelines and criteria of the Adirondack Park State Land Master Plan, the State Constitution, Environmental Conservation Law, and Department rules, regulations and policies. The Final UMP/FEIS includes management objectives and a five year budget and is hereby approved and adopted.

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RESOLUTION AND SEQRA FINDINGS
ADOPTED BY THE ADIRONDACK PARK AGENCY
WITH RESPECT TO
JESSUP RIVER WILD FOREST
UNIT MANAGEMENT PLAN
July 14 2006

WHEREAS, section 816 of the Adirondack Park Agency Act directs the Department of Environmental Conservation to develop, in consultation with the Adirondack Park Agency, individual management plans for units of land classified in the Master Plan for Management of State Lands and requires such management plans to conform to the general guidelines and criteria of the Master Plan; and

WHEREAS, in addition to such guidelines and criteria, the Adirondack Park State Land Master Plan prescribes the contents of unit management plans and provides that the Adirondack Park Agency will determine whether a proposed individual unit management plan complies with such general guidelines and criteria; and

WHEREAS, the Department of Environmental Conservation has prepared a unit management plan for the Jessup River Wild Forest; and

WHEREAS, this action is a Type I action pursuant to 6 NYCRR Part 617 for which the Department of Environmental Conservation is the lead Agency and the Adirondack Park Agency is an involved Agency; and

WHEREAS, a final environmental impact statement was completed by the Department of Environmental Conservation in May, 2006, with notice of completion published in the Environmental Notice Bulletin June 21, 2006; and

WHEREAS, the Department of Environmental Conservation has consulted with the Adirondack Park Agency staff in the preparation of the proposed plan; and

WHEREAS, the Agency is requested to determine whether the final Jessup River Wild Forest Unit Management Plan, dated May, 2006, is consistent with the general guidelines and criteria of the Adirondack Park State Land Master Plan; and

WHEREAS, the Adirondack Park Agency has reviewed the proposed Jessup River Wild Forest Unit Management Plan; and

WHEREAS, the Department has committed to provide the Agency with campsite analysis, relocation, stabilization and erosion management plans for primitive tent sites within the Indian Lake Islands Administrative Camping Area which will be implemented within the next three years and on which the Department has committed to provide the Agency with a report on the status of campsite analysis and relocation by December, 2006 to allow the Agency to review the campsite configuration for compliance with the State Land Master Plan; and

WHEREAS, the Department intends to stabilize shoreline access points, evaluate site conditions and implement corrective measures at Indian Lake campsites; and

WHEREAS, the Department intends to develop Limits of Acceptable Change (LAC) standards for primitive tent sites, monitor primitive tent sites annually, designate Master Plan compliant sites by Year Three of the plan, close and revegetate camping sites that do not comply with SLMP guidelines, restore closed campsites to a natural condition, adopt group size regulations and designate group camping locations; and

WHEREAS, the Department had committed to provide an update on implementation progress of the Indian Lake campsite analysis within three years; and

WHEREAS, the Department has committed to closing fourteen campsites in the vicinity of Mason Lake due to over-crowding and deteriorated site conditions, and committed to continued consultation with Agency staff on primitive tent site design standards; and

WHEREAS, the Department intends to obtain better use data through the more frequent monitoring of existing trail registers and installation of additional registers at known access points; and

WHERAS, the Plan has been developed to insure compliance with the Americans with Disabilities Act in the design and construction of all structures and improvements and to provide opportunities for access by people with disabilities; and

WHEREAS, the Department intends undertake an inventory to determine the presence and extent of invasive plant species, conduct periodic monitoring for invasive plant populations,

prevent the establishment of non-native invasive vegetation, develop standards for vegetative conditions in camping and riparian areas, monitor conditions to insure compliance with standards, and facilitate containment and eradication work through the Adirondack Park Invasive Plant Program; and

WHEREAS, the Department intends to identify all known cultural, historical and archaeological resources in the Unit, to enhance public knowledge about these resources and coordinate activities affecting them with the State Museum and NYS Office of Parks, Recreation and Historic Preservation; and

WHEREAS, the Department intends to insure that areas adjacent to travel corridors and Scenic Byways are managed in compliance with SLMP travel corridor guidelines, to identify potential scenic or recreational pull-offs, and to assist the Department of Transportation with the preparation of travel corridor unit management planning efforts; and

WHEREAS, the Department intends to prevent illegal motorized use; research and clarify private legal access rights in the unit; close road sections that serve no public motor vehicle purpose; inventory open roads to determine maintenance needs and priorities; and provide for adequate maintenance of open roads in order to enhance access to recreational opportunities consistent with SLMP requirements; and

WHEREAS, the Department has committed to evaluate appropriate motorless primitive tent site opportunities along the Indian Lake shoreline within the Siamese Pond Wilderness and Jessup River Wild Forest; and

WHEREAS, the Department and the Office of Parks, Recreation and Historic Preservation, in consultation with the Agency, will be working to complete the snowmobile planning effort for the Adirondack Park, and will continue to consult with Agency staff on snowmobile trail guidelines; and

WHEREAS, the issue of no material increase of snowmobile trail mileage will be calculated on a Park-wide basis; and

WHEREAS, the Jessup River Unit Management Plan commits the Department and the Agency to address the issue of snowmobile trail guidelines within two years of adoption of this plan or through the completion of the Adirondack snowmobile planning process; and

WHEREAS, the Department has agreed to further consultation with Agency staff and a future Plan amendment to determine the final configuration of snowmobile trails in the area of Route 30; and

WHEREAS, the Department has agreed to monitor equestrian trails for the possible spread of invasive species; and

WHEREAS, the Department has committed to further consultation with Agency staff regarding maintenance of an area on the summit of Pillsbury Mountain for helicopter use; and

WHEREAS, the Department has committed to continued consultation with Agency staff regarding the configuration of group camping tent sites for the Northville-Placid Trail in the vicinity of Piseco Airport; and

NOW, THEREFORE, BE IT RESOLVED, that pursuant to Section 816 of the Adirondack Park Agency Act, the Adirondack Park Agency finds the Jessup River Wild Forest Unit Management Plan, dated May, 2006, conforms with the general guidelines and criteria of the Adirondack Park State Land Master Plan; and

BE IT FURTHER RESOLVED, that consistent with the social, economic and other essential considerations, from among the reasonable alternatives, the proposed Final UMP seeks to minimize or avoid adverse environmental effects to the maximum extent practicable, including the effects disclosed in the environmental impact statement; and

BE IT FINALLY RESOLVED, that the Adirondack Park Agency authorizes its Executive Director to advise the Commissioner of Environmental Conservation of the Agency’s determination in this matter.

AYES: R. Beach (DED), S. Buchanan (DEC), R. Hoffman (DOS), A. Lussi, J. Townsend, L. Ulrich, C. Wray, R. Whaley

NAYS: None

ABSTENTIONS: None

ABSENT: K. Roberts

Acknowledgments

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OTHER CONTRIBUTORS:
This Unit Management Plan (UMP) represents a mosaic of contributions which have come from many people, both inside and outside of State government. Although much of the information contained within this document was developed by NYS Department of Environmental Conservation (DEC) staff, public input via meetings and general correspondence was important during several stages of the planning process. The plan has benefitted significantly from this valuable input from citizens, local government and organization representatives. Ultimately, the plan is the collective achievement of all the people who participated in the process.
Disclaimer: The listing of a named contributor does not imply that the individual or group supports the management recommendations in the plan.

DEC Staff: Bob Inslerman-retired, John English-retired, Joe Dematties-retired, Robert Gosson-retired, Kurt Armstrong-Senior Wildlife Biologist, Brian Finlayson- Cartographic Technician III, Scott Orr-Land Surveyor, Jim McEnaney-Conservation Operations Supervisor III, Paul Dunham-General Mechanic, Tom Atwell-Conservation Operations Supervisor II, John Garrigan-Maintenance Assistant, and Fred Midgley-Laborer. Additional thanks to: Pete Gradoni, Al Breisch, Tim Post, Sheila Tuttle, Ed Reed, Dave Winchell, Tom Martin, Karyn Richards, Rob Messenger, Charles Vandrei, Stephanie Schmid, Tad Norton, Eric Kasza, Ken Hamm, and Carol Fraser.

APA Staff: Richard Weber, Sunita Halasz, Henry Savarie, and Charles Scrafford-retired.

For a public participation summary and UMP mailing list see Section III-E and Appendix 11. Some of the individuals and organizations that contributed detailed information or comments on the plan include:
Adirondack Council - Jaime Ethier
The Association for the Protection of the Adirondacks - Kevin Prickett
Adirondack Mountain Club (ADK) - Neil F. Woodworth, Bill Coffin, Tim Tierny, Betty Lou Bailey, and Bill Ingersoll.
Adirondack Nature Conservancy - Hilary Oles and Steven Flint
Adirondack Ski Touring Council - Tony Goodwin
Forest Preserve Advisory Committee Member - Barbara McMartin

Hudson River Black River Regulating District - Robert Foltan
International Paper (IP) - Robert Stegemann and Mike Gersten
Indian Lake Chamber of Commerce - Paul Tinney
Local snowmobile club - Dave Turner (Pleasant Riders)
NYS Snowmobile Association - Paul Allen
North Country Trail Association - Albert Larmann
Residents' Committee of the Adirondacks - Peter Bauer
SUNY College of Environmental Science and Forestry - Chad Dawson and Jennifer Gagnon
Local Government - Special thanks to: Town of Arietta Supervisor - Jim Bernier, Dick Amadon (previous supervisor), Town of Indian Lake Supervisor - Barry Hutchins, Town of Lake Pleasant Supervisor - Frank Mezzano, Town of Wells Supervisor - Brian Towers, and other town staff.
Adjoining landowners - Nancy Randall (Back Log Camp), Dick and Bruce Catlin (Timberlock) and Chuck Gieser (Deerfoot Lodge), Indian Lake Association - Jon Voorhees, other members of the lake association and lakefront owners.

PREFACE

The Jessup River Wild Forest (JRWF) Unit Management Plan has been developed pursuant to, and is consistent with, relevant provisions of the New York State Constitution, the Environmental Conservation Law (ECL), the Executive Law, the Adirondack Park State Land Master Plan (APSLMP or "Master Plan"), Department of Environmental Conservation ("Department") rules and regulations, Department policies and procedures and the State Environmental Quality and Review Act.

Most of the State land which is the subject of this Unit Management Plan (UMP) is Forest Preserve land protected by Article XIV, Section 1 of the New York State Constitution. This Constitutional provision, which became effective on January 1, 1895 provides in relevant part:

> *"The lands of the state, now owned or hereafter acquired, constituting the Forest Preserve as now fixed by law, shall be forever kept as wild forest lands. They shall not be leased, sold or exchanged, or be taken by any corporation, public or private, or shall the timber thereon be sold, removed or destroyed."*

ECL §§3-0301(1)(d) and 9-0105(1) provide the Department with jurisdiction to manage Forest Preserve lands, including the Jessup River Wild Forest.

The APSLMP was initially adopted in 1972 by the Adirondack Park Agency ("APA"), with advice from and in consultation with the Department, pursuant to Executive Law §807, now recodified as Executive Law §816. The APSLMP provides the overall general framework for the development and management of State lands in the Adirondack Park, including those State lands which are the subject of this UMP.

The APSLMP places State land within the Adirondack Park into the following classifications: Wilderness; Primitive; Canoe; Wild Forest; Intensive Use; Historic; State Administrative; Wild,

Scenic and Recreational Rivers; and Travel Corridors. The lands which are the subject of this UMP are classified by the APSLMP and described herein as the Jessup River Wild Forest.

For all State lands falling within each major classification, the APSLMP sets forth management guidelines and criteria. These guidelines and criteria address such matters as: structures and improvements; ranger stations; the use of motor vehicles, motorized equipment and aircraft; roads, jeep trails and State truck trails; flora and fauna; recreation use and overuse; boundary structures and improvements and boundary markings.

Executive Law §816 requires the Department to develop, in consultation with the APA, individual UMPs for each unit of land under the Department's jurisdiction which is classified in one of the nine classifications set forth in the APSLMP. The UMPs must conform to the guidelines and criteria set forth in the APSLMP. Thus, UMPs implement and apply the APSLMPs general guidelines for particular areas of land within the Adirondack Park. Executive Law §816(1) provides in part that *"(u)ntil amended, the master plan for management of state lands and the individual management plans shall guide the development and management of state lands in the Adirondack Park."*

PURPOSE AND NEED

Without a UMP, the management of these public lands can easily become a series of uncoordinated reactions to immediate problems. No new facility construction, designation, or major rehabilitation can be undertaken until a UMP is completed and approved, with current management limited to routine maintenance and emergency actions. A written plan stabilizes management despite changes in personnel and integrates related legislation, legal codes, rules and regulations, policies, and area specific information into a single reference document. Other benefits of the planning process that are valuable to the public include the development of area maps, fishing information handouts, and a greater awareness of recreational opportunities and needs within specific areas of the Adirondack Park. In view of tight budgets and competition for monetary resources, plans that clearly identify area needs have greater potential for securing necessary funding, legislative support, and public acceptance.

This document provides a comprehensive inventory of natural resources, existing facilities and uses, while identifying the special values which justify the protection of this area in perpetuity for future generations. The process involved the gathering and analysis of existing uses and conditions, regional context and adjacent land considerations, future trends, and the identification of important issues. Ordinarily, the plan will be revised on a five-year cycle, but may be amended when necessary in response to changing resource conditions or administrative needs. Completion of the various management actions within this UMP will be dependent upon adequate manpower and funding. Where possible, the DEC will work with volunteer groups, local communities, town and county governments, and pursue alternative funding sources to accomplish some of the proposed projects or maintenance.

ORGANIZATION OF THE PLAN

This UMP is intended to be a working document, easily used by both State personnel and the public. Footnotes are placed at the bottom of the page and provide more detailed information. Specific references are cited and are included in the bibliography. The content of each section is briefly summarized below:

Section I introduces the area, provides a general description with information on the size and location of the unit, access, and a brief chronology of the history of the general area.

Section II provides an inventory of the natural, scenic, cultural, fish and wildlife, and associated resources along with an analysis of the area's ecosystems. Existing facilities for both public and administrative use are identified, along with an assessment of public use and carrying capacity . Adjacent land uses, access, and impacts are also discussed.

Section III includes descriptions of past management activities, existing management guidelines, management principles important for achieving the classification objectives for the unit, and an outline of issues identified through the inventory process with input from the planning team and public. This section lays the foundation for the development of specific management strategies necessary to attain the goals and objectives of the APSLMP. An assessment of needs and projected use are also discussed.

Section IV will identify specific management proposals as they relate to natural resources, uses, or facilities. These proposed actions will be consistent with the management guidelines and principles and will be based on information gathered during the inventory process, through public input and in consultation with the planning team. This section also identifies management philosophies for the protection of the area while providing for use consistent with its carrying capacity.

Section V includes a schedule for implementation and identifies the budget needs to carry out the work described in the UMP.

Section VI deals specifically with areas of major concern that require special attention in Special Area Management Plans. These subplans were developed for locations identified during the inventory and assessment phase of the planning process, public comment, or through dialogue with the planning team. Factors considered in defining these special areas included recreational impacts, significant biological or physical features, and patterns or degree of public use. This section will identify and discuss specific, alternative management recommendations, when needed for the Fawn/Sacandaga Lakes, Fall Lake/Fall Stream, Mason Lake, Watch Hill, Indian Lake Islands Administrative Camping Area, and Indian Lake/Lewey Lake/Lake Abanakee locations.

At the end of the text is a list of cited references, general bibliography, and various technical appendices. Relevant definitions and APSLMP quotations used within this document are from the approved November 1987, Updated 2001 edition. Map inserts show detailed area information.

WHAT THE PLAN DOES NOT DO

The proposed management actions identified in this plan are primarily confined to the Jessup River Wild Forest lands and waters. Activities on adjacent State lands or private property are beyond the scope of this document and will only be discussed as they relate to uses and impacts to the JRWF. In addition, this UMP cannot suggest changes to Article XIV, Section 1 of the New York State Constitution or conflict with statutory mandates or DEC policies. All proposals must conform to the guidelines and criteria set forth in the APSLMP and cannot propose to amend the Master Plan itself.

RECENT UPDATES

Town of Arietta Reclassification

In 2004, a 145 acre portion of the Silver Lake Wilderness was reclassified to JRWF in the town of Arietta. Changes due to this process and information concerning the relocation of an existing snowmobile trail on the reclassified lands have been documented in this plan.

International Paper Company Lands (Perkins Clearing/Speculator Tree Farm Areas)

In celebration of 2004 Earth Day, Governor George E. Pataki announced the largest land conservation project in New York State history. The Department of Environmental Conservation, International Paper Company (IP) and The Conservation Fund have partnered to preserve nearly 260,000 acres encompassing nine counties and 34 towns within the Adirondack Park. This conservation easement will provide the public with new recreational opportunities and permanently conserve the property as a working forest under sustainable forestry guidelines while continuing to support local economies.

As a part of the acquisition process, DEC is required to develop a Recreation Management Plan for IP lands subject to a Conservation Easement. This includes part of the Crotched Pond tract, Speculator Tree Farm and Perkins Clearing. To facilitate and manage the recreational activities of the general public until a full plan can be prepared, the Department will prepare an Interim Recreation Plan, for approval by IP. In addition, the Interim Plan will identify uses and interim stewardship proposals for adjacent lands to be acquired fee title. While the scale and extent of recreational activities on IP lands are still being decided, this UMP will acknowledge the relationship between JRWF and adjacent IP lands.

State Environmental Quality Review Act (SEQRA)

The State Environmental Quality Review Act requires that all agencies determine whether the actions they undertake may have a significant impact on the environment. The intent of the legislation is to avoid or minimize adverse impact on the resource. The guidelines established in the APSLMP for developing unit management plans express these same concerns. Any development within the JRWF presented in the plan must take into consideration environmental factors to insure that such development does not degrade that environment. The overall intent of this UMP is to identify mitigating measures to avoid or minimize adverse environmental impacts to the natural resources of the State within the unit. Any reconstruction or development within the confines of this unit will take environmental factors into account to ensure that such development does not degrade the resource.

As required by SEQRA, during the planning process a range of alternatives were formulated to evaluate possible management approaches for dealing with certain issues or problem locations. Department staff considered the no-action and other reasonable alternatives, whenever possible. Potential environmental impacts, resource protection, visitor safety, visitor use and enjoyment of natural resources, user conflicts, interests of local communities and groups, and short and long-term cost-effectiveness were important considerations in the selection of proposed actions. Efforts were made to justify reasons for the proposals throughout the body of the UMP so the public can clearly understand the issues and the rationale for Department decision making.

Due to the significance of potential environmental and/or social impacts, a positive declaration was determined to be necessary. A Positive Declaration was issued through a press release/Notice of Intent document. This UMP constitutes the Environmental Impact Statement (EIS).

The initial draft UMP is reviewed internally by DEC and APA staff, with necessary changes made prior to the draft UMPs distribution for public review. At this time, a press release is issued and a public meeting scheduled to receive public comments on the draft plan/draft EIS. A Notice of Hearing will then be published in the Environmental News Bulletin and local newspapers, and the public meeting held in conjunction with a public hearing to comply with SEQRA requirements.

A minimum 30-day public comment period follows the public meeting, during which time written comments may also be submitted regarding the plan. At the end of the public comment period, all public comment received on the draft plan is assessed, and appropriate changes are made to the plan. If a DEIS has been prepared, a Final EIS is prepared, along with a SEQRA Findings Statement. The final UMP/final EIS is then reviewed by the APA staff and Commissioners to determine its consistency with the Adirondack Park State Land Master Plan. Subsequently, the final UMP/final EIS is approved by the Commissioner of Environmental Conservation, printed and distributed. A Notice of Completion of final EIS is issued and SEQRA findings are then filed.

No Action Alternative or Need for a Plan

From a legal perspective, the No Action alternative of not writing a UMP is not an option. DEC is required to prepare a management plan for the JRWF pursuant to the APSLMP and Executive Law § 816. In addition a UMP serves as a mechanism for the Department to study and identify potential areas for providing access to the JRWF for persons with disabilities in accordance with the Americans with Disabilities Act (ADA of 1990). The UMP also serves as an administrative vehicle for the identification and removal of nonconforming structures as required by the APSLMP.

From an administrative perspective, the “No Action” alternative is not an option. The NYS Department of Environmental Conservation has the statutory responsibility under Environmental Conservation Law (ECL) §§3-0301(1)(d) and 9-0105(1), to provide for the care, custody, and control of these public lands. The UMP will provide the guidance necessary for staff to manage the area in a manner that protects the environment while at the same time providing for suitable outdoor recreation opportunities for the public. Without the development and future

implementation of the UMP, sensitive environmental resources of the unit could be impacted negatively and it is highly likely that the public enjoyment of such resources would decrease. Public use problems would continue to occur.

Management of the JRWF via a UMP will allow the Department to improve public use and enjoyment of the area, avoid user conflicts and prevent over use of the resource (e.g., through trail designations, access restrictions, placement of campsites and lean-tos away from sensitive resource, etc.). Management Alternatives were developed for some of the UMP proposals that may: (1) have significant environmental impacts, (2) involve facility closures, or (3) involve controversial actions changing existing public use, and can be found in Section IV and VI of this document.

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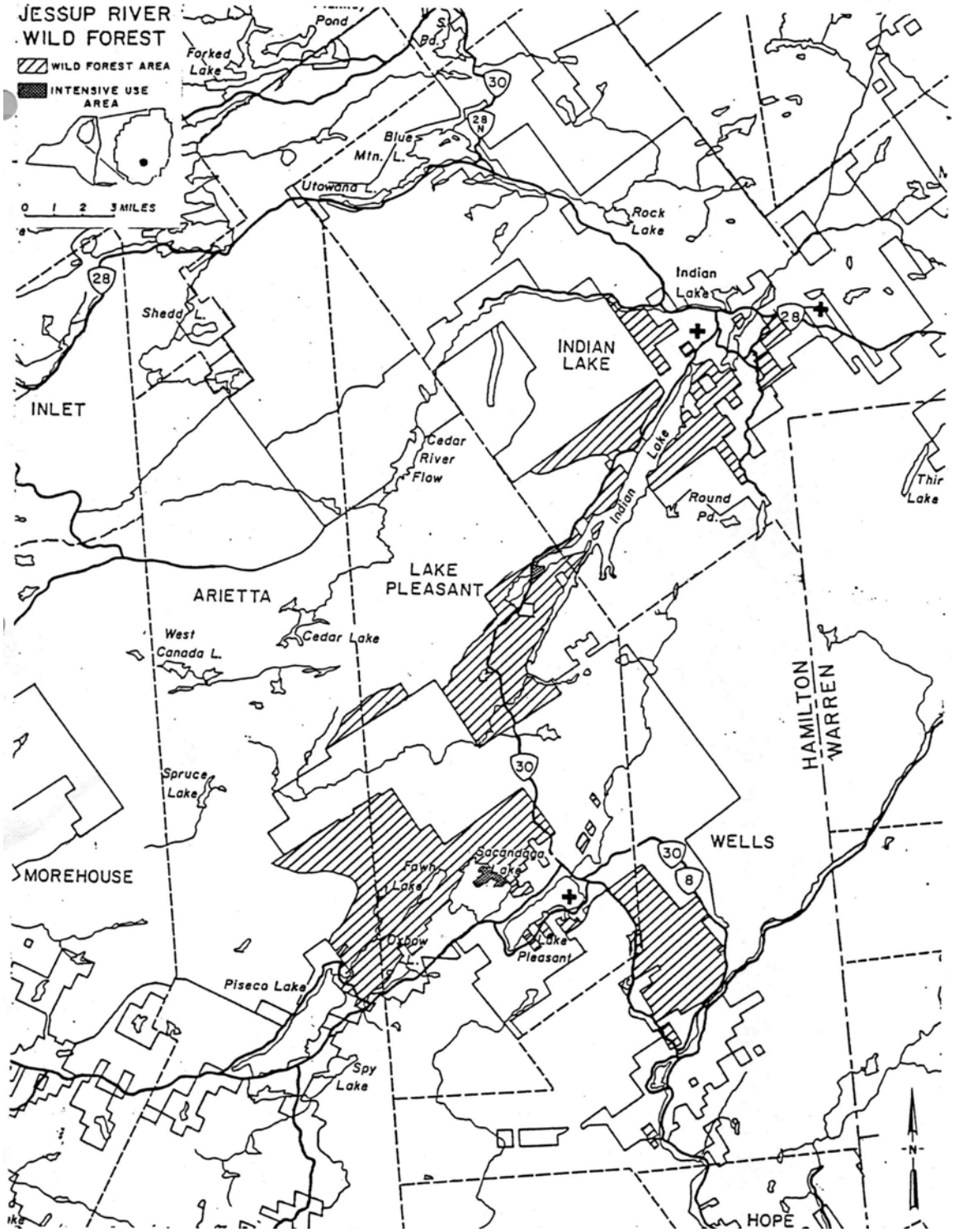
JESSUP RIVER
WILD FOREST
WILD FOREST AREA
INTENSIVE USE AREA
0 1 2 3 MILES
Pond
Forked Lake
Blue Mtn. L.
Utowana L.
Rock Lake
Indian Lake
Shedd L.
INDIAN LAKE
INLET
Cedar River Flow
Indian Lake
Round Pd.
Thir Lake
LAKE PLEASANT
ARIETTA
West Canada L.
Cedar Lake
HAMILTON
WARREN
Spruce Lake
WELLS
MOREHOUSE
Sacandaga Lake
Fawn Lake
Crow L.
Lake Pleasant
Piseco Lake
Spy Lake
HOPE
N

I. INTRODUCTION

A.Planning Area Overview

The Adirondack Park is the largest park in the contiguous United States, with a total land area of approximately six million acres in upstate New York. This Park consists of a patchwork of 2.7 million acres of publicly-owned Forest Preserve surrounded by and interspersed with private lands. Of the five major categories of State lands, nearly half is classified under the category of Wild Forest. This plan will focus on the wild forest classified lands within the irregular shaped Jessup River planning area located in the south-central portion of the Adirondack Park. (See planning area boundary on location map in Appendix 1.)

While the overall planning area boundary outlines an area of 231 square miles and a total of approximately 148,000 acres of public and private lands, this plan only addresses the use and management of the 47,350 acres of Forest Preserve land classified as Wild Forest. (See management complex unit* boundary shown as a green line in the fold out facilities map.) One parcel was acquired within the incorporated village of Speculator and is considered "non-forest preserve" land. (The definition of “forest preserve” provided in § 9-0101(6) of the ECL specifically excludes “lands within the limits of any village or city.”) Three parcels within the planning area boundaries are unclassified. (See Section II-F-5.) For ease of discussion, the wild forest lands north of the Speculator Tree Farm and Perkins Clearing lands of International Paper Company (IP) will be referred to as the northern portion of the JRWF. State lands to the south will comprise the southern portion. (See 11" x 17" fold-out maps in the Appendix at the end of this document.)

The mix of public and private lands within the planning area results in approximately 110 miles of common boundary between JRWF land and private property. International Paper and Finch, Pruyn and Co., Inc. are the largest adjoining landowners sharing approximately 32 and 10 miles of boundary respectively with the JRWF lands within the planning area. One parcel of private land is completely surrounded by JRWF land. This inholding is located east of the Piseco Airport. A few other private parcels within the planning area, while not "inholdings" are entirely bordered by NYS land (without road access) with shoreline and water frontage on Lewey, Indian, or Sacandaga lakes.

Private land within the unit, whether owned by individuals or organizations, is under the control of the owner(s). Opportunities and resources exist on these private lands for uses that may not be available on public land and vice versa. This UMP will attempt to acknowledge the inter-relationship between private land and/or services and related impacts to natural resources or recreational activities on JRWF land.

All NYS lands under the jurisdiction of DEC within the planning area will be addressed in this document with the exception of one administrative area (Indian Lake DEC Facility) and two intensive use areas (Moffitt Beach and Lewey Lake Campgrounds). Separate site specific management plans along with a generic intensive use area UMP have previously been

**Throughout this plan, the term “unit” will be used to describe the state-owned lands comprising the Jessup River Wild Forest, whereas the phrase “planning area” will be used to refer to the public as well as private lands in the area. The planning area boundary is used for administrative and planning purposes and does not have any legal connotation .*

developed for these campground areas. While this UMP focuses mainly on the JRWF parcels, the proximity to adjoining water bodies, other State land classifications, recreational interconnections, and complementary management requirements justify brief discussions of other State lands and/or facilities within this document. More information on adjacent State lands and facilities can be found in Section II-F-5.

B.Unit Geographic Information

Boundaries of the JRWF are depicted on the official Adirondack Park Land Use and Development Plan Map and State Land Map (APA, 2001). The wild forest lands within the planning area are situated entirely within Hamilton County in the towns of Arietta, Wells, Indian Lake, and Lake Pleasant, along with the village of Speculator. The lands involved include State-owned portions of Townships 1, 2, 3, 8, 9, 10, 15, 17, 32, and 33 of the Totten and Crossfield's (T&C) Purchase. The remainder of the wild forest lands are located in Township 9 of the Moose River Tract and portions of the Oxbow Tract, Jones Gore, and Bergen's Purchase.

JRWF topography and trails can also be seen on the United States Geological Survey (USGS) 15 minute (Blue Mountain, Newcomb, West Canada Lakes, Indian Lake, Lake Pleasant, Thirteenth Lake, and Piseco Lake) or National Geographic 1:75,000 scale Northville/Raquette Lake map.

C.General Location

The JRWF is generally bounded by NYS Route 28 and the Cedar River Road on the north, the Big Brook Road, Kunjamuk, and Sacandaga rivers on the east, NYS Route 8 and the Gilmantown Road on the south, and the Northville-Lake Placid trail on the west. The wild forest parcels that comprise this unit are generally located east of West Canada Lake Wilderness, north of Silver Lake Wilderness and Wilcox Lake Wild Forest, west of Siamese Ponds Wilderness, and south of Blue Ridge Wilderness and Blue Mountain Wild Forest. The actual wild forest boundaries follow public roads, water courses, lakes and individual property lines. JRWF land boundaries, where surveyed, are marked with yellow blazes and posted with “Forest Preserve” or “Wild Forest” signs.

D.Acreage

This wild forest area encompasses approximately four percent of the total land base in Hamilton County and consists of scattered blocks of State land that vary in size and distribution with a combined total of approximately 47,350 acres excluding waters. A few isolated parcels are less than 100 acres while some contiguous tracts exceed 7,000 acres in size.

Table I - Jessup River Wild Forest Acreage

TOWN	ACRES	JRWF ACRES [1]	PERCENTAGE OF JRWF BY TOWN	PORTION OF JRWF WITHIN EACH TOWN
Indian Lake	170,100	10,546	22 %	6 %
Lake Pleasant	127,800	21,983	47 %	17 %
Arietta	211,100	7,553	16 %	4 %
Wells	114,400	7,268	15 %	6 %
TOTAL		**47,350**		

[1]Surface area acreage of JRWF calculated using ArcView software (1996 Environmental Systems Research Institute) from land classification information published by the Adirondack Park Agency (APA) for the Adirondack Park, New York State. Metadata on APA-Disk1/Administrative/metadata/apalandclass.html. This figure does not include underwater State lands where the lake bed is publicly owned. Total land and water acreages from statistics generated from the Adirondack Park Agency Land Classification Geographic Information System database (August 2000). Approximately 2,155 acres of the JRWF within the town of Lake Pleasant are also part of the village of Speculator.

E.General Access

Most of the State lands and waters within the JRWF are fairly accessible to the public due to the abundance and proximity of public roads, watercourses, and trails. Public entry method includes a mix of different types of transportation including automobile, foot, bicycle, horse, boat, plane, and other means of travel. The northern portion of the unit is bisected by NYS Route 30, with additional access possible from several town roads. NYS Route 8, along with associated secondary roads, provides ready access to the southern portion of the unit. This road network includes approximately 34 miles of maintained public highways adjacent to JRWF classified lands and enables vehicular access to within three to four miles of any JRWF land. The proximity of JRWF lands to roads and waters lends itself to a variety of outdoor opportunities for those recreationists seeking a higher level of facility and trail development as compared to remote wilderness areas. Recreationists in this group include visitors seeking short outings to mountains and lakes, boaters, anglers and hunters, older and less physically-able people, and those people desiring mechanical and/or motorized forms of recreation such as mountain bicycling and snowmobiling. This is not to suggest that public access to all JRWF lands is easily available. Private property in some cases may limit public access either by vehicle or by foot, or restrict it to certain seasons of the year. (See Section IV-D-2.)

Waterway access is possible from Lewey Lake, Sacandaga Lake, Oxbow Lake, and Lake Pleasant, with Indian Lake having all of its islands and a large portion of its shoreline classified as JRWF. Segments of the Cedar, Miami, and Jessup rivers, along with Fall Stream, can provide additional points of entry to JRWF lands. DEC provides public boat launch facilities at the campgrounds adjacent to Lewey, Indian, and Sacandaga lakes.

Trailheads located on both State and private lands can provide entry points to the numerous trails within the JRWF. While a large portion of JRWF trails are designated for snowmobile

use, they are also used by skiers, hikers, hunters, anglers, and occasionally by all terrain bicycle or horseback riders.

F.General History

Long before the first European colonist set foot upon the American continent, Native Americans frequented the Adirondacks. Visual evidence of their passage, including traces of camps, has been found at Piseco Lake, Lake Pleasant, and the inlet of Sacandaga Lake. Around the time of the American Revolution, a member of the Abanakee tribe, Sabael Benedict, is believed to be the first permanent settler in Hamilton County.

By the middle of the 1800's, lumbermen had reached the central Adirondacks with new settlers following in their wake. Communities were slow to develop due to harsh living conditions and difficulty of travel. Individuals and families had to be self reliant, utilizing local resources for food and income. Early attempts at agriculture and mining were often unsuccessful. Various wood product industries, tourism, and recreation proved more stable and continue to influence the local economy today.

After the first land purchases, many inaccessible Adirondack lands were returned to State ownership through defaults in payment of taxes. The lands comprising this unit were acquired by the State between 1853 and 1990. Additional information on land purchases, abandonment, and exchanges can be found in Section III under the heading “Acquisition history.”

A comprehensive treatment of the interesting history of this area or the Adirondacks in general is not practical here. Consult the bibliography for additional sources of information. Relevant historical events that directly affected these lands are as follows (Information summarized from town historian reports, Aber and King,1965, and VanValkenburg,1985):

1771 - Joseph Totten and Stephen Crossfield, New York City shipwrights, acting on behalf of the brothers Edward and Ebenezer Jessup, petitioned the Governor-in-Chief of the Province of New York for "lysence" (sic) to purchase a parcel of 800,000 acres from the Native Americans in what is now Essex, Hamilton, Herkimer, and Warren Counties. Later surveys determined that the Totten and Crossfield's Purchase contained 1,150,000 acres. The majority of Jessup River Wild Forest lands lie within the T&C Purchase.

1779 - New York State enacted an Act of Attainder which declared that all lands belonging to the Crown of Great Britain on July 9, 1776, were thereafter vested in the State. This included all of the Adirondacks.

1784 - The State legislature passed a law establishing easy procedures and cheap prices under which the State could effect the sale of *"waste and unappropriated lands within the State,"* including lands in the Adirondacks.

1812 - Authorization of the Albany Road as a State road. From Lake Pleasant, this route followed an old road to Perkins Clearing and Sled Harbor, continuing through the pass north of Pillsbury Mountain.

1845 - Construction of the first log dam on Indian Lake by the Indian River Company. This dam raised the water level in the lake between five and six feet and assured a supply of water

for driving logs down the Indian River, into the Hudson River and on to the mills at Glens Falls.

1860 - Indian Lake Dam replaced with a new structure that raised the water level between 10 and 11 feet above level of the first dam.

1870 - Verplanck Colvin recommended *"...these forests should be preserved; and for posterity should be set aside, this Adirondack region, as a park for New York..."*

1871 - The opening of Dr. Thomas C. Durant's Adirondack Railroad, Saratoga to North Creek. This permitted access to the south-central Adirondacks and enabled the development of stagecoach routes to hotels and resort accommodations in the communities of Indian Lake, Blue Mt. Lake, and Raquette Lake.

1883 - A law was enacted to prohibit further sale of State lands in the counties of Clinton, Essex, Franklin, Fulton, Hamilton, Herkimer, Lewis, St. Lawrence, Saratoga, and Warren, and money was appropriated to purchase additional forest lands in the Adirondacks.

1885 - The Forest Preserve was created by statue. This was one of the earliest attempts at land preservation in the United States. The 1885 legislation required that, *"The lands now or hereafter constituting the Forest Preserve...shall be forever kept as wild forest lands. They shall not be sold nor shall they be leased or taken by any person or corporation, public or private."* Early concerns that lead to the creation of Preserve lands centered around providing recreational opportunities, watershed protection, and a future timber supply.

1886 - A law provided for assessment and taxation of Forest Preserve lands at the same rate as private lands.

1892 - The Adirondack Park established by statue. Boundary delineated on official maps by a blue line.

1894/1895 - Constitutional Convention and electorate revised the State's Constitution. An amendment to the New York State Constitution gave constitutional direction that Forest Preserve lands be "*forever kept as wild forest lands*", and also directed that such lands *"shall not be leased, sold or exchanged, or be taken by any corporation, public or private, nor shall the timber thereon be sold, removed or destroyed."* This mandate, now Article XIV, Section 1 of the New York State Constitution, applies to both the Adirondack (approximately 2.72 million acres of public lands) and Catskill Forest Preserve. New York is the only state where citizens have agreed to give such constitutional protection to their lands. Its original wording survives today, although another constitutional change in 1938 recodified its provisions as Article XIV, Section 1.

1898 - Construction of the existing Indian Lake Dam. This structure increased the size of Indian Lake to more than five times its original size.

1903 - A combination of drought, high winds, and other conditions produced major forest fires across the Adirondacks. These and equally destructive forest fires in the next few years

brought about an expansion of the State forest fire control force and more stringent laws to prevent such fires. The last major forest fire occurred in 1908.

1909 - The first fire observation towers were placed on the higher Adirondack and Catskill mountain peaks. The Snowy Mountain Fire Observation Station, established in August, was one of the first five stations in Hamilton County.

1917 - The original wooden tower on Snowy Mountain was replaced with the existing steel tower.

1923 - The Northville-Lake Placid trail was completed. Approximately six miles of this popular trail adjoins the JRWF.

1925 - Speculator incorporated as a village.

1933 - Constitutional amendment allowing the NYS Route 30 highway connecting Indian Lake to Speculator.

1947 - Last pulp wood river drive down the Jessup River.

1950 - Hurricane force winds cause severe damage and blowdown. Fire hazard reduction projects removed some of the salvageable trees in the vicinity of Mason Lake, Jessup River, and Hatchery Brook.

1951 - Dam was completed for Lake Abanakee.

1955 - Completion of a paved road (NYS Route 30), from the southern end of Hamilton County, near Northville, to the Town of Long Lake, opening the area for easy north-south travel.

1960 - Opening of Indian Lake Islands Campground. Development of the campground was started in 1959 to provide controlled facilities and to clean up the area. Over 40 years of heavy camping had resulted in large deposits of refuse, uncontrolled cutting of trees, and numerous forest fires. These problems ceased to exist after the campground was opened in 1960.

1962 - NYS Route 30 officially named the Adirondack Trail by the State Legislature.

1965 - Exchange of 27.6 acres of Forest Preserve land for Piseco Lake Airport expansion in the Town of Arietta, Hamilton County, for 43.7 acres of town-owned land, pursuant to a Constitutional amendment.

1972 - The Jessup River Wild Forest was created as a result of the completion of the Adirondack Park State Land Master Plan by the Adirondack Park Agency in consultation with the Department of Environmental Conservation.

1972 - Creation of a state wild, scenic, and recreational rivers system on both State and private lands under the Wild, Scenic, and Recreational Rivers Act. Included in this system are the Cedar, Sacandaga and Indian Rivers which traverse a portion of the JRWF.

1976 - Completion of a ten mile reconstruction of NYS Route 28 and 30 between Indian Lake and Blue Mountain Lake. A paved bicycle path, the first of its kind in the Adirondack Park, adjoins the regular road pavement.

1980 - Constitutional amendment allowing exchange of International Paper and Forest Preserve lands in the vicinity of Perkins Clearing.

1983 - Official exchange of International Paper and Forest Preserve lands.

1987 - Extensive modernization and restoration of the Indian Lake Dam by the Indian River Dam Holding Company.

1988 - Indian Lake Dam turned over to the Hudson River-Black River Regulating District.

1995 - July 15, 1995 Northeastern US Derecho (in-line windstorm) affects parts of the JRWF.

2004 - Reclassification of 145 acres of Silver Lake Wilderness to JRWF in the town of Arietta.

II. INVENTORY, USE AND CAPACITY TO WITHSTAND USE

A.Natural Resources and Processes

The APSLMP requires that each unit management plan contain an inventory, at a level of detail appropriate to the area, of the natural, scenic, cultural, fish and wildlife (including game and non-game species) and other appropriate resources of the area and an analysis of the area's ecosystems. This inventory process is important to identify, search and survey the resources of an area so that existing and future management activities or public uses do not adversely impact them.

1. Physical

Geology - (Information summarized from NYS Museum bulletins [Cannon, 1937; Krieger, 1951; and Miller, 1916]covering the geology of the Piseco Lake, Lake Pleasant, Wells, and Indian Lake 15 minute USGS quadrangles, along with assistance from the New York State Geological Survey Unit.)

The Adirondacks are a roughly domical uplifted region where erosion has cut through younger, flat-lying sedimentary rocks to expose extremely deformed metamorphic rocks over one billion years old. These rocks are a southeasterly extension of the Grenville Province of the Canadian Shield.

The JRWF is located within the south central highlands region of the Adirondack Mountains. The bedrock comprises both metamorphosed igneous rocks, principally granitic and syenitic gneisses, and metamorphosed sedimentary and volcanic rocks of the "Grenville Series" including marbles, quartzites, amphibolites, and assorted mica-quartz-feldspar gneisses, with locally abundant garnet.

The rocks of the Grenville Series were deposited between 1.3 and 1.15 billion years ago, and intruded by the igneous rocks between 1.15 and 1.10 billion years ago. Both were metamorphosed at temperatures on the order of 1,300 - 1,400 degrees Fahrenheit, and pressures about 7,000 - 8,000 times atmospheric. These conditions were necessary to form the minerals now found in these rocks, and the fact that these rocks are now exposed at the surface indicates that over 15 miles of overlying rocks have been removed by erosion. Bedrock within the unit is covered in many places by a thin layer of unconsolidated glacial moraine and lake deposits of Pleistocene age.

Syenite is the most common intrusive rock in the area with granite following in abundance. The largest mass of anorthosite outside the main central part of the Adirondacks lies in the Indian Lake and adjacent Thirteenth Lake 15 minute USGS quadrangles.

Excepting the glacial and postglacial deposits, the rock formations in the JRWF, in regular geologic order (youngest to oldest), are as follows:

Anorthosite: Typically a gray, coarse-grained rock consisting of both crushed and crystalline bluish-gray andesine. Large milky-white feldspar is a common component of the anorthosite near the summit of Snowy Mountain. A large anorthosite mass underlies seven square miles extending across Squaw Brook Valley from the southeast of the Snowy Mountain-Squaw Mountain range to the Panther Mountain range. It extends to within three-fourths of a mile of Indian Lake near Beaver and Willow Brooks. A large roadcut and ledges southwest of the intersection of Route 30 and Lakeshore Drive exhibit this rock type overlain by various gneisses.

Syenite and Granite: They include augite and hornblende syenite to diorite, granitic syenite, granite, and granite porphyry. Some good exposures of granite porphyry occur on the hill just east of Echo Lake. Syenite and granite can be found in a strip west-northwest across the upper part of the north slope of Willis Mountain. Along Dunning Pond Creek, approximately one-fourth to one-half of a mile below the pond, ledges of granitic syenite to red granite can be seen with numerous inclusions of gray Grenville gneiss.

Granite blocks for the dam wall, as well as the stone covering for the east shore embankment were quarried near the Indian Lake Dam. A good exposure of granite porphyry occurs at the dam site. The fresh rock appears greenish-gray, weathering to a pinkish color.

Grenville Series: Thoroughly crystalline, highly metamorphosed stratified rocks, including various gneisses, marbles, and quartzite. They are classified with the most ancient known rocks in the crust of the earth. The Grenville just west of Echo Lake is but the southern end of a considerable area of dark, hornblende-feldspar-garnet-gneiss. The small Grenville inclusions on the west shore of Sacandaga Lake and the top of Fish Mountain are mostly of hornblende gneiss, usually garnetiferous.

Soils

Soils provide the basic support, nutrient, and water reservoir for plant and animal communities. Soil type is an important consideration for the planting of trees, but is generally not the limiting factor for trail layout. Topography, water and existing wetlands are normally more important considerations for most trail projects considered within the JRWF. Physical features such as drainage, slope, and vegetative cover also influence the degree of soil disturbance, especially compaction created by public use. The present day soils of the JRWF were formed as a result of extensive alteration of preglacial soils, topography, and drainage by glaciation during the Pleistocene Epoch. General soils maps and information provided by the Hamilton County Soil and Water Conservation District (SCS, 1992) were used to document 15 broad soil associations within the JRWF. Meso soils maps and information for the Adirondack Park published by the Adirondack Park Agency (APA-Disk2/Geologic/metadata/surficial.html) were reviewed for the special area management parts of the JRWF. (See Section VI.) Additional information on area soils may be obtained from the Hamilton County Soil & Water Conservation District office in Lake Pleasant, New York. Examples of the most frequently encountered associations are:

Deep Soils with Fragipans Developed in Glacial Till

This group is the predominant one for the area consisting of six associations within the unit. Derived mainly from granitic material, the soils are deep and vary from well drained to poorly drained, with gently sloping to steep slopes. The most frequently encountered associations are:

Becket-Canaan: Well-drained and coarse textured upland soils; the landform is sloping to moderately steep with many stones and boulders on the surface. Examples - Found throughout the area.

Becket-Peru: Well-drained and medium textured upland soils; the landform consists dominantly of sloping hillsides that contain areas of broad flats and few depressions. There are many stones and boulders on the surface. Examples - Found throughout the area.

Moderately Deep and Shallow Soils

Only one soil association in this group is on bedrock-controlled landscape within the JRWF. Derived from granitic material, these soils are typically shallow, well drained to somewhat excessively drained, and medium textured. Slopes range from gently sloping through steep.

Canaan-Rock Outcrop: Exposed bedrock, developed in a thin mantle of glacial till; this association occupies the mountain tops with the dominant landform of moderately steep hillsides with smaller areas of steep hillsides.

Deep Soils Developed in Glacio-Lacustrine Deposits

Two associations in this group occur in the wild forest area and represent old glacial lake beds. They are deep, excessively drained, coarse textured soils. The most common association is:

Adams: Occupies gently sloping and sloping, sandy terraces. The dominant landform is gently undulating terraces that contain short, steeper breaks.

Deep Soils Developed in Organic Deposits

This group occurs mostly in the southern portion of the unit. They are nearly level, very poorly drained soils. Two associations occur within the unit, the most common one is:

Greenwood-Cathro: Level bogs and swamps in glaciated upland till plains, lake plains, and outwash terraces; extreme acidity and high water table characterize these areas with a slow rate of organic decomposition (Miami River, Fall Stream, Mud Lake, and Dunning Pond).

Non-Soil Areas

This group consists solely of the Rock Outcrop-Canaan association and occurs mainly in the higher elevations of the unit. Rock outcrop, exposed rocks and boulders are typical. A thin (10 to 20 inches deep) layer of soil may have developed over bedrock. Slopes are generally very steep.

Rock Outcrop-Canaan: Very steep, shallow, moderately coarse textured soils, excessively drained. Bare rock is the dominant feature of the landscape (Squaw, Snowy, and Pillsbury mountains).

Terrain/Topography

Many independent factors have contributed to the past terrain and drainage patterns of the JRWF. Various bedrock qualities (erosion resistance, linear structure of the gneisses), joints, shear zones, and faults illustrate the adjustment of the topography to the “grain” of the underlying rock. The metamorphosed sedimentary rocks tend to be softer than their igneous

counterparts, and more readily removed by erosion, which accounts for some topographic relief in the area.

The influence of faulting upon the topography of the planning area is evident in nearly all the major relief features, such as the northwest-southeast orientation of mountain ridges and many of the more prominent valleys. These ridges have been considerably modified by weathering and erosion subsequent to the faulting. Aside from these major features, many stream channels have developed along fault lines or zones of weakness. Other external forces such as warping and glaciation have also contributed to the development of the current land forms.

A line of topographic depression (Piseco Lake trough line) extends north-northeastward through Piseco Lake. From Mud Pond (Silver Lake Wilderness) to Piseco Lake, it occupies a small valley, continuing northeasterly along the steep front of the northern highland area. On one side is the great Panther-Potash Mountain mass and on the other, the Speculator-Hamilton mass, each rising to an altitude of approximately 3,000 feet, while the wide intervening region is decidedly lower evidently due to downfaulting. From Mud Pond, this trough line extends for 50 miles in a north-northeasterly direction to Newcomb Lake with nearly geometrical straightness.

Glacial boulders and ground moraine can be found even on the tops of the highest peaks in the JRWF. The moraine tends to be thick in the valleys and thin on steeper slopes and mountain tops. Numerous outcrops and bare rock scars have resulted from earth slides after heavy rains on the thin soils of some of the steeper slopes. The south side of Snowy Mountain demonstrates this erosion with scars extending down the slope for several hundred feet from the summit area.

Most of the area waters were created after glacial till composed of clay, silt, sand, and stone were deposited in lowland areas. Delta deposits located above their present levels provide evidence that many of the lakes were originally much larger. The surface of Piseco Lake was at one time twenty feet higher and reached several miles farther northward. The lake is contained by a dam of loose glacial debris across its southern end.

Lake Pleasant and Sacandaga Lake are separated by a low narrow neck of glacial deposit. These two lakes at one time combined to form a much larger lake with an elevation approximately 20 feet higher than the present water surface. Sacandaga Lake originally extended northwest into Mud Lake and easterly to Echo Lake encompassing the adjacent wetland area.

The topography within the JRWF is quite variable with numerous low lying areas adjacent to low, rolling hills with only a few mountain summits exceeding 2,500 feet. Of the nearly 300 named summits of Hamilton County*, 14 are partially or wholly within the JRWF. Snowy and Pillsbury mountains are also included within the Adirondack Mountain Club's "100 Highest Mountain Peaks" list. Snowy Mountain represents the southern Adirondacks highest peak at 3,899 feet. Other points of significant elevation within the JRWF include portions of Pillsbury (3,597 feet) and Squaw (3,239 feet) Mountains. The lowest recorded elevation occurs at approximately 932 feet on the river surface at the junction of the West and Main branches of

Data extracted from USGS Geographic Names Database.

the Sacandaga River. Detailed information on area topography can be found on the Dutton Mt., Blue Mt. Lake, Indian Lake, Page Mountain, Three Ponds Mountain, West Canada Lakes, Wells, and Piseco Lake 7.5 minute x 15 minute (1:25,000 scale) USGS maps.

Water

The water resources are an important component of the natural ecosystem within the JRWF providing a wide range of aquatic environments along with opportunities for public recreation.

Ponded Water*

More than 24 ponds and lakes occur within or adjacent to the JRWF with a total surface area of 9,182 acres. Eighteen are named on USGS 7.5 minute topographic maps. JRWF interior waters are dispersed throughout the unit and range in size from less than an acre to Fawn Lake which has a surface area of 289 acres. Most of these waters have all, or a majority of their shoreline within the wild forest boundary. A few smaller waters located along the boundary of JRWF, such as Jerry Pond have sections of their shoreline in private ownership.

Several larger water bodies are located adjacent to the wild forest boundaries and have a portion of JRWF shoreline. These waters include Indian Lake, Lewey Lake, Lake Abanakee, Sacandaga Lake, Lake Pleasant, Echo Lake, Piseco Lake, Oxbow Lake and Gilman Lake. The shoreline of these waters have a mixed ownership pattern consisting of various State land classifications and private lands. The ownership of the underwater lands is vested with the State on portions of Indian Lake and some other waters within the unit. Since the majority of Piseco Lake is outside of the unit, the acreage and management of this lake will not be addressed in this UMP.

Appendix 7 lists the major ponded waters in and bordering the JRWF with a brief narrative statement pertaining to their important features, including past and current management, accessibility, size, water chemistry, and fish species composition. Appendix 7, Table 1 gives additional statistical information about ponded waters of the area, including watershed, fisheries management classification, and depth. The most recent biological/chemical data is summarized in Appendix 7, Table 2. Definitions of fisheries management classifications are listed in the Individual Pond Descriptions in Appendix 7.

**For purposes of this plan, only waters officially recognized (those with P numbers) by the NYS Biological Survey are included. The Jessup River Wild Forest contains several small (less than 1 acre), wetland/beaver ponds which have not been assigned P numbers. In some years these pond-wetland complexes may be a nearly dry wetland, while during some wet years or during years when beaver are active they contain a small impoundment. The surface area of JRWF waters used throughout this document and pond narratives was provided by DEC Fisheries. This acreage differs slightly from the GIS calculated acreage in Table II.*

Table II - Interior Waters within the JRWF

WATERBODY	ACRES	ELEVATION (Feet)	SHORELINE (MILES)[1]
Dunning Pond	5	1,566	0.4
Fall Lake	24	1,670	1.3
Fawn Lake	289	1,701	3.6
Mason Lake	90	1,796	2.6
Mud Lake	13	1,730	0.6
Mud Lake (Pond)	9	1,675	0.5
Panther (Mtn) Pond	4	1,730	0.5
Lake Sound	21	1,730	0.8
Vly Lake	38	1,671	1.9

[1] Shoreline length in miles of JRWF calculated using ArcView software from DEC Fisheries Lakes and Ponds shapefile. Five other unnamed ponds **(**total 7.4 acres) are also in the interior.

A comprehensive survey was conducted in many Adirondack waters between 1984 and 1987 by the Adirondack Lakes Survey Corporation (ALSC,1984-1987). Within the JRWF, four waters were sampled. They included Fall Lake, Fawn Lake, Mason Lake, and Lake Sound. Data collected for the survey waters such as physical location, morphometrics, watershed, shoreline, and substrate characteristics likely remain similar to their values at the time of sampling during the mid-eighties. Other information such as water chemistry and fish/vegetation species assemblages may have changed since the survey reflecting the dynamic nature of these parameters. Additionally, the survey yielding this information was conducted one time only and thus represents a snapshot in time of the environment of these waters. For more information refer to the ALSC Pond Data Information Site: http://www.adirondacklakessurvey.org/index.html.

Impoundments

Within the planning area, a few waters with JRWF shoreline are the result of man-made impoundments. Water releases from dams can greatly influence downstream flow and is dependent on the ownership of the dam/splashboards and purposes of release.

Indian Lake is a reservoir impoundment that helps regulate the streamflow of the Hudson River Basin. The dam is controlled by the Hudson River/Black River Regulating District. In some cases water releases are determined by a municipality (Town of Indian Lake-Lake Abanakee Dam) or by private entities (Piseco Fish and Game Club in the case of Piseco Lake and Algonquin Power in the case of Christine Falls Dam).

Watercourses

The JRWF also contains hundreds of miles of small, coldwater and warmwater beaver flows and streams. Prominent streams include parts of the Sacandaga, Cedar, Indian, Jessup, and Miami rivers, and Fall Stream. Approximately 73 miles of named watercourses pass through or adjacent to JRWF lands.

Table III - Whitewater/Fastwater Opportunities (derived from Adirondack Canoe Waters)

RIVER	MILES [1]	NYS [2]	ACCESS	CLASS [3]
Cedar	5	2	County Route 12	▬
Indian	1	1	Dam Road	III
Jessup	▬	4	NYS Route 30	I
Miami	11	5	Lewey Lake	I
Sacandaga (Old Route 8)	3	▬	NYS Route 8/30	▬
Sacandaga (Auger Flats)	3	3	NYS Route 8/30	I
Sacandaga (Black Bridge)	▬	.7	Hernandez Road	I-II
Fall Stream	5	4	County Route 24	I

▬ Undetermined
[1]Estimated Miles
[2]Approximate miles over JRWF land.
[3]Dependant on suitable water levels. River class based on the International scale of difficulty:
Class I - Moving water with a few riffles and small waves. Few or no obstructions.
Class II - Easy rapids with waves up to three feet and wide, clear channels that are obvious without scouting. Some maneuvering is required.
Class III - Rapids with high, irregular waves often capable of swamping an open canoe. Narrow passages that often require complex maneuvering. May require scouting from shore.

Wild, Scenic, and Recreational Rivers

In 1972, State legislation was passed creating a wild, scenic, and recreational rivers system on State and private lands to protect and maintain certain designated rivers in their free-flowing condition and natural setting. As described below, within the JRWF different portions of Indian, Cedar, Kunjamuk, and Sacandaga rivers are classified under this Wild, Scenic, and Recreational Rivers System Act. Pursuant to 6 NYCRR §666.6(f), upon the designation of a river in this system and until final boundaries are established, the provisions of 6 NYCRR Part 666 (the regulations implementing the Wild, Scenic and Recreational Rivers program) are applicable within one-half mile of each bank of the river. None of the JRWF portions of these rivers are known to have a current use which is in conflict with either the Wild, Scenic and Recreational Rivers Act (ECL Article 15, Title 27) or the implementing regulations. 6 NYCRR Section 666.7 provides that *"management plans will be developed by Department of Environmental Conservation for designated river areas to recommend specific actions to protect and enhance all river corridor resources."* This UMP will serve as the management plan for those segments of designated rivers located within the JRWF planning area.

A recreational river is *"a river or section of river that is readily accessible by road or railroad, that may have development in the river area and that may have undergone some diversion or impoundment in the past."* (APSLMP, page 44) Recreational river boundaries include a one-half mile corridor from each bank. The following rivers within the JRWF have been designated as recreational rivers:

Cedar (ECL §15-2714(3)(h)) - approximately two miles from the western boundary of Lot 6 to the eastern boundary of Lot 17, Township 17, Totten and Crossfield's Purchase. An additional small river section flows near the southwest corner of Lot 28, Township 33, Totten and

Crossfield's Purchase. The streambed is composed almost entirely of cobblestones and boulders with stillwater portions consisting of sand with pockets of gravel and light silt in some locations. A few primitive campsites can be found in this area.

Indian (ECL §15-2714(3)(m))- approximately one mile from the Indian Lake Dam to the southern boundary of Lot 16, Township 15, Totten and Crossfield's Purchase. At the headwaters at the Indian Lake Dam, the river is approximately 75 feet wide and about one foot deep. A USGS water gauging station is maintained 0.8 mile downstream of the dam.

Sacandaga (Main Branch -ECL §15-2714(3)(v)) - approximately six miles in the southwest corner of Township 9 and center of Township 10, Totten and Crossfield's Purchase, between Duck Bay and Auger Falls. The streambed in the first three miles out of Lake Pleasant is mostly silt and sand. Rocks and gravel predominate areas with steep gradients. Approximately six miles of river frontage along NYS Route 30 occurs adjacent to the JRWF, including parts of Austin Falls and Auger Flats, notable attractions in the area.

Sacandaga (West Branch -ECL §15-2714(3)(w)) - approximately 0.7 miles in Lots 2 and 3, Bergen's Purchase. Only a small portion of the west branch of the Sacandaga River is within the JRWF. The streambed is composed predominantly of rocks, cobbles, and gravel in moderate flow and rapid sections. At the confluence with the Main Branch, the stream was 120 feet wide and one foot deep when this section was studied in mid-February.

A scenic river is *"a river or section of river that is free of diversions or impoundments except for log dams, with limited road access and with a river area largely primitive and undeveloped, or that is partially or predominantly used for agriculture, forest management and other dispersed human activities that do not substantially interfere with public use and enjoyment of the river and its shore."* (APSLMP, 2001, page 44). Scenic river boundaries include a one-half mile corridor from each bank. The following rivers within the JRWF have been designated as scenic rivers:

Kunjamuk (ECL §15-2714(3)(o)) - although no part of the river adjoins JRWF lands the three small wild forest parcels along the Elm Lake Road are partly within the one-half mile river corridor.

There are no rivers within the JRWF that are designated as Wild Rivers.

Watershed and Aquifer Information

All of the planning area waters are part of the Upper Hudson watershed. Drainage from the southern portion passing into the Sacandaga River, the most important tributary of the Hudson River basin in the Adirondack region. The northern portion drains primarily into the Cedar and Indian rivers before entering the Hudson River. Portions of the planning area are within areas mapped by the Department as principal aquifers.

An unusual drainage feature occurs in the vicinity of Fawn Lake and Sacandaga Lake. These lakes are only one half-mile apart and yet the outlets travel in opposite directions. The drainage from Fawn Lake flows westward and southward through Fall Stream, Piseco Lake, Piseco Outlet, and the West Branch of the Sacandaga River to its mouth, for a distance of over 30 miles, before meeting the drainage from Sacandaga Lake.

Water Monitoring Programs

At the present time, there are several water sampling efforts by both DEC and private groups that collect information on waters within the Adirondacks. These include lake associations reports, basin studies, and other special projects.

The Hamilton County Water Monitoring Program includes 21 lakes that are sampled three times each year. Within the unit, seven area waters (Indian Lake, Lake Abanakee, Lake Pleasant, Lewey Lake, Oxbow Lake, Piseco Lake, and Sacandaga Lake) are monitored. Within the unit, no waters are monitored as part of the Adirondack Lake Assessment Program, a joint effort of the Residents' Committee to Protect the Adirondacks and the Adirondack Watersheds Institute at Paul Smiths College.

Lake Associations

Within the planning area various lake associations have been formed for Indian, Lake Abanakee, Lake Pleasant-Sacandaga, and Oxbow lakes.

USGS Surface-water Gaging Stations

A Statewide network of stations collect data for assessment of water resources, operation of reservoirs, forecasting of stage or discharge, defining the properties and trends of water in streams and lakes for use in planning and design. Of the surface stations located within the Adirondack Park, three are located within the planning area. One is located on wild forest lands near the Indian River approximately one-half mile downstream from the Indian Lake Dam. Additional stations are located at the Indian Lake Dam and on private land next to the main branch of the Sacandaga River in the town of Wells. (See Section VI.)

Water Classification

The protection of streams and waters* is set forth in the Environmental Conservation Law, Title 5 of Article 15. In addition to the provisions of the Protection of Waters program which regulates dams and navigable waters, certain waters are classified and protected on the basis of the existing or expected best usage of these waters. The highest classifications, “AA” or “A”, are assigned to protect waters for uses including drinking and cooking. Waters in the next category, “B”, are protected for uses including swimming and other contact recreation, but not for drinking water. Classification “C(t)” indicates water protected at a level which will support trout populations. This classification applies to the stream portions that traverse adjacent private lands, the portions of streams through State lands are not specifically classified. The classification of planning area water bodies with JRWF shoreline are listed in the following table:

**The policy of New York State is to preserve and protect waters including streams. Protected streams are those classified AA, A, and B (all with or without the trout (T) parenthetical). Class C waters with the trout parenthetical (T) are also protected.*

Table IV - Classification of Adjacent Waters

WATER BODY	ACRES	CLASS	ELEVATION(Feet)	SHORELINE MILES [2]
Echo Lake	50	D	1,729	Total 2.2, JRWF-0.7 (32%)
Gilman Lake [3]	50	C (t)	1,673	Total 1.5, JRWF-0.3 (20%)
Indian Lake	4365	AA	1,650	Total 49.4, JRWF-23 (47%)
Jerry Pond	5	▬	1,630	Total 0.5, JRWF-0.3 (60%)
Lake Abanakee	480	B	1,598	Total 9.6, JRWF-1.2 (13%)
Lake Pleasant	1504	AA	1,725	Total 9.4, JRWF-0.9 (10%)
Lewey Lake	365	AA	1,650	Total 4.4, JRWF-1.6 (36%)
Oxbow Lake	314	B	1,704	Total 4.3, JRWF-2.1 (49%)
Piseco Lake [1]	2835	B	1,661	Total 5.7, JRWF-0.5 (9%)
Sacandaga Lake	1589	AA	1,726	Total 12.1, JRWF-3.2 (26%)

[1]Only a small fraction of Piseco Lake's shoreline is part of the JRWF.
[2] Shoreline length in miles of JRWF calculated using ArcView software from DEC Fisheries Lakes and Ponds shapefile, corrected when necessary.
[3] Approximately 1,200 feet of the northeastern shoreline of Gilman Lake is unclassified State lands within the JRWF unit. An additional 0.4 miles of the northwest shoreline is classified as Silver Lake Wilderness.

Table V - Classification of JRWF Streams (▬ Unclassified portions crossing JRWF lands)

WATERCOURSE	LENGTH (MILES)[1]	CLASS [2]
Bear Trap Brook	2.3	C
Beaver Brook	2.3	▬
Beaver Meadow Brook	1.3	C
Beatty Creek	2.2	C
Brister Brook	1.0	D
Burnt Place Brook	1.0	▬
Canon Brook	1.0	▬
Cedar River	2.1	AA
Cherry Brook	0.3	▬
Doherty Brook	1.5	▬
Dug Mountain Brook	1.4	D
Dunning Creek	4.2	D
Elbow Creek	0.8	C
Fall Stream	11.0	▬
Forks Brook	0.5	▬
Griffin Brook	0.7	C
Hatchery Brook	3.9	C

Indian River	0.8	C
Jessup River	4.8	▬
Johnson Vly Stream	2.0	▬
Lawrence Brook	1.5	▬
Miami River	6.5	▬
Mossy Vly Brook	3.0	▬
Nicholas Brook	0.4	C
Oxbow Lake Inlet	0.3	C
Oxbow Lake Outlet	0.9	C
Pease Brook	0.6	▬
Place Brook	0.1	D
Round Pond Brook	5.4	▬
Sacandaga River (Main branch)	6.0	C
Sacandaga River (West branch)	0.7	▬
Shanty Brook	0.6	▬
Sprague Pond Outlet	0.1	C
Squaw Brook	0.8	C
Sucker Brook	0.8	▬
Vly Creek	0.3	▬
Whitaker Lake Outlet	0.5	D

[1]Approximate length through JRWF lands scaled from 7.5 x 15 minute USGS maps.
[2]A listing of stream classifications can be found in 6NYCRR Parts 800-941.

Flood Plains

The effect of climate on evaporation, transpiration, precipitation, runoff, and stream flow results in visible phenomena within the unit such as drought, flooding, etc. With the exception of altering natural flows by the construction of dams, these processes generally continue unhampered by human actions. Occasional floods have occurred in the past and portions of the JRWF are within flood plains. Article 36 of the ECL requires the identification of flood prone areas for the purposes of reducing flood hazards and losses and to qualify communities for the national flood insurance program. A listing of flood prone communities and affected rivers and streams is on file in the Ray Brook DEC office.

Wetlands

A wetland is defined as: "*any land that is annually subject to periodic or continual inundation by water and commonly referred to as a bog, swamp or marsh, which is one acre or more in size or located adjacent to a body of water, including a permanent stream, with which there is a free interchange of water at the surface...*" (APSLMP, page 19).

Wetlands* within the JRWF have been partially inventoried and mapped, and are protected by law. In the Adirondack Park, regulations cover wetlands of one acre or larger and include a buffer of 100 feet. Wetlands under an acre in size are also regulated if they border a body of water. Federal regulations do not have a minimum size requirement, nor do they include a buffer distance.

The total area in the JRWF classified as wetlands includes 6,943 acres (counting 799 acres of interior open water) or approximately 15% of the wild forest area. This is within the average for the rest of the Adirondacks where wetland areas range from 12-16% (APA, personal communication). The total area in the JRWF classified as megawetlands includes 2,832 acres, primarily consisting of the Fall Stream Wetland, Fawn Lake Vly, Lewey Lake Bog, and Mossy Vly. Wetlands within the unit are primarily concentrated in the southern portion, along major drainages and in association with many area lakes and ponds. With the exception of portions of JRWF snowmobile trails, impacts from use of existing facilities on wetlands have been minor since many of the wetlands and buffer areas are small and scattered or are not located near area facilities.

Wetland vegetation can be variable and may include trees and shrubs along with bog, emergent, and aquatic vegetation. Among the numerous wetland values are erosion and flood control, nutrient cycling, fish and wildlife habitat, in addition to providing open space and areas for public use and recreation. With the possible exception of moose, no other S1 or S2 (See explanation of Natural Heritage Program State Ranks in Appendix 4) wildlife species are believed to occur within the JRWF that would have special wetland related habitat requirements. Exemplary wetlands within the JRWF are described in Section II-4.

APAs map of "Wetlands in the Greater Upper Hudson River Watershed" identifies wetlands mapped from aerial photographs that were taken between 1985 and 1995. The wetlands data for the JRWF is summarized in the table below and is shown on the two wetland maps in Appendix 22.

Table VI - JRWF Wetlands

COVER TYPE	AREA ACRES	AMOUNT OF JRWF BY WETLAND TYPE
Forested Needle-Leaved Evergreen	3231.9	46.5%
Scrub/Shrub Broad-Leaved Deciduous	1307.7	18.8%
Open Water	798.7	11.5%
Scrub/Shrub Needle-Leaved Evergreen	648.7	9.3%
Scrub/Shrub Broad-Leaved Evergreen	379.6	5.4%

* *Wetlands are inventoried, mapped and protected under the 1975 Freshwater Wetlands Act by the Adirondack Park Agency. Wetland maps were promulgated pursuant to Article 24 of Environmental Conservation Law by the Commissioner of the Department of Environmental Conservation. Using the Cowardin National Wetlands Inventory and Classification System, the Adirondack Park Agency has completed a comprehensive wetlands inventory including the filing of final maps for Hamilton County in 1986. Coverage for the JRWF is on the following 7.5 minute inventory sheets: Blue Mountain, Indian Lake, Kunjamuk Creek, Lewey Mountain, Page Mountain, Wells, Cathead Mountain, Bad Luck Mountain, Bullhead Mountain, Rock Lake, and Piseco Lake available at the APA offices in Ray Brook, NY.*

COVER TYPE	A R E A ACRES	AMOUNT OF JRWF BY WETLAND TYPE
Emergent Persistent	325.2	4.7%
Forested Broad-Leaved Deciduous	161.7	2.3%
Forested Dead	57.3	0.8%
Forested Needle-Leaved Deciduous	21.8	0.3%
Aquatic Bed Rooted Vascular	8.5	0.1%
Scrub/Shrub Dead	1.7	<0.1%
Unconsolidated Shore Sand	0.1	<0.1%

Note: This wetland information was collected in specific Adirondack watersheds as a part of a larger database designed to help evaluate watershed/wetland relationships. The project was funded by a grant from the U.S. Environmental Protection Agency to NYS Adirondack Park Agency. Wetland vegetation is quite variable among and within wetlands of the JRWF.

JRWF Megawetlands*:
Fall Stream Wetland (1370 acres) - Large complex occupying the riparian zone of Fall Stream. Coniferous forested and deciduous shrub swamp.
Fawn Lake Vly (614 acres) - Occupies riparian zone of Willis and Fawn Lake Vly. Predominantly coniferous forested swamp and emergent marsh.
Lewey Lake Bog (715 acres) - Large peatland at inlet to Lewey Lake. Includes Miami River.
Mossy Vly (451 acres) - Occupies riparian zone of Mossy Vly. Predominantly coniferous forested swamp with emergent marsh.

Air Resources

Climate

The Adirondack region climate is characterized by short cool summers and long cold winters. Elevation differences produce considerable variation in climate and wide ranges in both daily and annual temperature. Annual total precipitation averages range from 45 to 50 inches per year. Of this precipitation, snowfall can range from 80 to over 130 inches annually and covers the ground from December through March. Although precipitation is distributed over the year, April is generally the month with the highest runoff, due to a combination of snow melt and rain.

Climatological factors, such as snow cover and rain affect seasonal use trends, trail locations, accessibility and public use management. The amount of snowfall and length of snowcover have a direct bearing on the ability of the public to use the JRWF for snowmobiling and cross

Charismatic Megawetlands were selected from the Cover Type Wetlands data based on visual clues of large cover type agglomerations. The extent of polygons comprising each Megawetland complex is intended to be functionally inclusive from the perspective of wildlife. Many of the Charismatic Megawetlands are made up of lowland boreal habitats, such as peatlands, which create habitat for many unique-to-NYS species such as Spruce Grouse, Gray Jay, Black-backed Woodpecker, and Three-toed Woodpecker. For more information on Charismatic Megawetlands, including descriptions of each of the megawetlands shown on the map, refer to the "Wetlands Effects Data and GIS for the Adirondack Park" report and the "Charismatic Megawetlands" slideshow at http://www.apa.state.ny.us/Research/epa_projects.htm

country skiing in the winter . Due to the availability of direct sunlight, southern slopes tend to be drier than northern slopes. The latter tend to retain more moisture. Ice storms, tornados, micro bursts, fires, and insect outbreaks all occur and affect area flora and thereby fauna.

The prevailing wind direction at Indian Lake is from the west except for the months of October, November, and December, when it is from the north. Extensive damaging winds (hurricane force) are rare, but do occur when coastal storms move inland. Windthrow of trees may be attributed to shallow soils, high water tables, and shallow rooting, individually or in combination. On November 25, 1950, the biggest 'wind' in recorded history hit the Adirondacks, leveling trees in scattered locations of the Adirondack Park from Franklin County to Fulton County. The storm caused extensive damage over much of the area. Surface area acreage calculated using ArcView software from GIS coverage containing the 1950 Adirondack Blowdown Map of the Adirondack Park, New York State published by the Adirondack Park Agency indicated that approximately 20,750 acres were affected within the JRWF. Approximately 16,500 acres comprised blowdown within the range of 50 - 100% in the vicinity of Indian Clearing, and large portions of the southern portion of the unit in the vicinity of Willis Mountain, Oxbow Mountain, Echo Lake, Dunning Pond, and the Gilmantown Road area. An additional 4,250 acres were impacted at a level of 25 - 50% in the Round Pond Outlet, Pillsbury Mountain, and Jessup River areas. A more recent wind event occurred across northern New York on July 15, 1995. While GIS coverage of storm damage resulting from the Derecho wind event did not identify impacts within the JRWF, portions of the eastern shoreline and islands of Indian Lake and Watch Hill were affected.

In 1996 a slide occurred, exposing a large rock face, which is visible from NYS Route 30. This occurred on a southern exposure of Snowy Mountain. In 1997, a forest fire just to the north of Porter Mountain was discovered. It probably started by a lightning storm and was contained to a 1/4 acre ground fire and extinguished by forest ranger staff.

Air Quality/Atmospheric Deposition

The effects on JRWF air quality have not been sufficiently measured nor determined. Air quality and visibility in the JRWF appears to be good to excellent, rated Class II (moderately well controlled) by Federal and State standards. The region receives weather flowing south from the Arctic Circle that tends to be cleaner than weather emanating from the west and southwest. Summit visibility can be obscured by haze caused by air pollutants when a large number of small diameter particles exist in the air. Air quality may be more affected by particulate matter blown in from outside sources than from activities within the Adirondack Park.

The adverse effects of atmospheric deposition on the Adirondack environment has been documented by many researchers over the last two decades. Loons, eagles, otters and mink, all of which prey on fish, are impacted by the loss of fish populations. Hikers, campers, anglers, bird watchers, and others may be less likely to travel and vacation in some parts of the Adirondacks because of acid rain impacts. While only one permanent monitoring site has been established next to the JRWF, general observations of the effects of acidic deposition on the regional ecosystem are numerous and well documented.

Recent results of lake chemistry monitoring by NYS DEC from 1992 through 1999, sulfates declined in 92 percent of a representative sample of lakes, selected by the Adirondack Lakes

Survey Corporation (ALSC), but nitrates increased in 48 percent of those lakes. The decrease in sulfates is consistent with decreases in sulfur emissions and deposition, but the increase in nitrates is inconsistent with the stable levels of nitrogen emissions and deposition.

Continued monitoring by collection and analysis of acid deposition will allow the monitoring network to determine if improvements will continue as a result of reductions of SO_2 and NO_4 legislated in the 1990 Clean Air Act Amendments.

Effects of Acidic Deposition on Forest Systems

In complex interactions with soils, general forest health may be reduced by reduced nutrient availability and by reduced capacity of trees to use what nutrients are available. At present, the mortality and decline of red spruce at high elevations in the Northeast and observed reductions in red spruce growth rates in the southern Appalachians are the only cases of significant forest damage in the United States for which there is strong scientific evidence that acid deposition is a primary cause (National Science and Technology Council Committee on Environment and Natural Resources, 1998). The following findings of the National Acid Precipitation Assessment Program (NAPAP) provide a broad overview of the effects of acidic deposition on the forests of the Adirondacks.

The interaction of acid deposition with natural stress factors has adverse effects on certain forest ecosystems. These effects include:

•• Increased mortality of red spruce in the mountains of the Northeast. This mortality is due in part to exposure to acid cloud water, which has reduced the cold tolerance of these red spruce, resulting in frequent winter injury and loss of foliage.

•• Reduced growth and/or vitality of red spruce across the high-elevation portion of its range.

•• Decreased supplies of certain nutrients in soils to levels at or below those required for healthy growth.

Nitrogen deposition, in addition to sulfur deposition, is now recognized as an important contributor to declining forest ecosystem health both at low and at higher elevations. Adverse effects occur through direct impacts via increased foliar susceptibility to winter damage, foliar leaching, leaching of soil nutrients, elevation of soil aluminum levels, and/or creation of nutrient imbalances. Excessive amounts of nitrogen cause negative impacts on soil chemistry similar to those caused by sulfur deposition in certain sensitive high-elevation ecosystems. It is also a potential contributor to adverse impacts in some low-elevation forests.

Sensitive receptors

High-elevation spruce-fir ecosystems in the eastern United States epitomize sensitive soil systems. Base cation stores are generally very low, and soils are near or past their capacity to retain more sulfur or nitrogen. Deposited sulfur and nitrogen, therefore, pass directly into soil water, which leaches soil aluminum and minimal amounts of calcium, magnesium, and other base cations out of the root zone. The low availability of these base cation nutrients, coupled with the high levels of aluminum that interfere with roots taking up these nutrients can result in plants not having sufficient nutrients to maintain good growth and health. In 1985, a study (United States Department of Agriculture, 1993) and aerial photographic assessment project was initiated to determine the extent and condition of red spruce and balsam fir in the

mountainous areas of the northeast United States. Areas identified with heavy to moderate spruce-fir mortality included parts of Snowy and Pillsbury mountains.

Sugar maple decline has been studied in the eastern United States since the 1950s. One of the recent studies suggests that the loss of crown vigor and incidence of tree death is related to the low supply of calcium and magnesium to soil and foliage (Driscoll, 2002).

Exposure to acidic clouds and acid deposition has reduced the cold tolerance of red spruce in the Northeast, resulting in frequent winter injury of current-year foliage during the period 1960-1985. Repeated loss of foliage due to winter injury has caused crown deterioration and contributed to high levels of red spruce mortality in the Adirondack Mountains of New York, the Green Mountains of Vermont, and the White Mountains of New Hampshire. Acid deposition has contributed to a regional decline in the availability of soil calcium and other base cations in high-elevation and mid-elevation spruce-fir forests of New York and New England and the southern Appalachians. The high-elevation spruce-fir forest of the Adirondacks and Northern New England are identified as one four areas nationwide with a sensitive ecosystem and subject to high deposition rates.

Reductions in sulfur and nitrogen deposition will be necessary to reverse these damages. The 1998 NAPAP Integrated Assessment Report to Congress includes information on red spruce decline in the northeast and the role of acidic deposition. Calcium concentrations in forest soils have also been reduced as a result of acid rain, and this adversely affects the growth and health of forests. In the Canadian 1997 National Acid Rain Strategy, areas with the slowest tree growth are the areas where the total acidic deposition exceeds the critical load for that area. Reduced tree growth and health of the forest ecosystem are very important factors on both State and private lands in the Adirondacks.

Effects of Acidic Deposition on Hydrologic Systems

New York's Adirondack Park is one of the most sensitive areas in the United States affected by acidic deposition. The Park consists of over six million acres of forest, lakes, streams and mountains and is a tremendous natural resource enjoyed by millions of visitors each year. Unfortunately, however, due to its geography, it is one of the regions of the United States most sensitive to acidic deposition and has been impacted to such an extent that significant fish populations have been lost and high elevation signature forests have been damaged. The phenomenon of acid ion deposition, popularly known as "acid rain" is not a fisheries issue in the JRWF.

There are two types of acidification which affect lakes and streams. One is a year-round condition when a lake is acidic all year long, referred to as chronically or critically acidic. The other is seasonal or episodic acidification associated with spring melt and/or rain storm events. A lake is considered insensitive when it is not acidified during any time of the year. Lakes with acid-neutralizing capability (ANC) values below 0 μeq/L are considered to be chronically acidic. Lakes with ANC values between 0 and 50 μeq/L are considered susceptible to episodic acidification; ANC may decrease below 0 μeq/L during high-flow conditions in these lakes. Lakes with ANC values greater than 50 μeq/L are considered relatively insensitive to inputs of acidic deposition (Driscoll et al. 2001).

Watersheds which experience episodic acidification are very common in the Adirondack region, and an EPA Report to Congress (Acid Deposition Standard Feasibility Study, EPA 430-r-95-001a, October 1995) estimates that 70% of the target population lakes are at risk of episodic acidification at least once during the year. In that Report to Congress, EPA reported that 19% of their target population of Adirondack lakes were acidic in 1984, based on their surveys of waters larger than 10 acres. In another report, the Adirondack Lakes Survey Corporation (ALSC) included lakes of less than 10 acres in an extensive survey of 1,469 lakes in the Adirondacks, and found that 24% of Adirondack lakes are critically acidic, meaning that they have a pH of less than 5.0 and approximately half of the waters in the Adirondacks can be classified as sensitive to acidic deposition. This is significant in that it demonstrates that a high percentage of watersheds in the Adirondacks are unable to neutralize current levels of acid rain.

A lake that is "critically acidified" has lost all buffering capacity or natural protection against incoming acid. Extrapolating the results of the sample monitoring to the entire Adirondacks, and using EPA computer projections, the number of lakes observed to be critically acidified in 1984 (19% or roughly 520 lakes) could increase to between 700 (26%) and 1200 (43%) by the year 2040, depending upon how much watershed resilience to nitrogen loading exists.

Mercury derived from atmospheric deposition accumulates in fish more quickly in acidic lakes than in neutral pH lakes. Acidification of a lake due to acidic deposition can cause increased methylation of mercury, which then bioaccumulates up the food chain. Each year additional lakes are identified which have high levels of mercury in the fish, resulting in fish consumption advisories from the NYS Health Department.

Recent results of lake chemistry monitored by NYS DEC

From 1992 through 1999, sulfates declined in a majority of selected lakes by the Adirondack Lake Survey Corporation, but nitrate patterns were less clear with a few lakes improving and most lakes not changing. The decrease in sulfates is consistent with decreases in sulfur emissions and deposition, but the nitrate pattern is not explained by the unchanged levels of nitrogen emissions and depositions of recent decades.

In addition to sensitive lakes, the Adirondack region includes thousands of miles of streams and rivers which are also sensitive to acidic deposition. While it is difficult to quantify the impact, it is certain is that there are large numbers of Adirondack brooks that will not support native Adirondack brook trout. Over half of these Adirondack streams and rivers may be acidic during spring snowmelt, when high aluminum concentrations and toxic water conditions adversely impact aquatic life.

Permanent Long Term Monitoring sites

The effects of outside pollutants, e.g. acid precipitation, are under investigation by various researchers. A DEC atmospheric deposition monitoring research trailer is stationed at the Piseco Airport adjacent to JRWF lands. The Adirondack Long-Term Monitoring program managed by the ALSC has been sampling chemistry in 52 lakes across the Adirondack Park on a monthly basis. Summaries of the data can be found at (http://www.adirondacklakessurvey.com)

Although the reductions in SO_2 emissions under Phase I of the 1990 Clean Air Act Amendments have led to reductions in sulfate deposition and a decrease in sulfate concentrations in water samples, there has been little change in the acidity of Adirondack lakes and streams. Decreases in the amount of calcium and other basic chemicals in atmospheric deposition have also occurred and partly negate the benefits of sulfate reductions. The decrease in both basic and acidic compounds has meant that there has been little change in the pH of Adirondack surface waters.

Both sulfate and nitrate are important factors in causing the acidic deposition problem in the Adirondacks. Sulfate is responsible for the year round continuous acidification of ecosystems, and nitrate is responsible for the peaks and extremes in acidity because of its seasonal nature. During the growing season nitrate acts as a plant nutrient and is actively taken up by vegetation; but during the winter and spring snowmelt period nitrate plays a major role in acidifying streams and lakes, resulting in the most acidic conditions of the year. However, episodic acidification of streams associated with nitrate can occur any time of the year. Nitrate deposition has changed very little over the past 10 years, and nitrate concentrations in Adirondack surface waters also show no significant trends.

2. Biological

Vegetation

The lands within the JRWF are almost entirely forested with species composition that are the result of past historical events and differences in site factors, including soil type, soil moisture and climatic conditions determined by elevation, slope and aspect. Not much is known about the original forests of the JRWF, but they are believed to have been a mixture of mature, old growth northern hardwoods, spruce-fir, and eastern white pine forest types.

The influence of logging (Eschner,1965) during the nineteenth century along with a number of natural forces have wrought visible effects on the area's vegetative cover. Early logging activity was almost completely restricted to conifers removing much of the overstory of pine and spruce for sawlogs and hemlock for bark. Hardwood logging occurred primarily in areas close to roads or with level topography. Eventually, about 1880, spruce pulp wood began to be utilized. On the better drained soils the softwood removal has accelerated the succession of the hardwoods that were left standing by the landowners.

The clear cutting of softwoods for pulp left great piles of flammable limbs and slash throughout the Adirondack forest. Subsequent fires ignited by sparks from trains caused the destruction of forest cover at the turn of the 19th Century. Review of the 1916 fire protection areas of the Adirondack Park revealed that approximately 1,663 acres were burned within the JRWF (APA GIS-CD, 2002). These wildfires impacted portions of the JRWF in the vicinity of Round Pond Outlet, Willis Mountain, Oxbow Mountain, Echo Lake, and in the Gilmantown Road area.

Vegetative Cover Types

No detailed cover type inventory is available for the JRWF. Surface area acreage of JRWF calculated using ArcView software from coverage containing the land cover of New York State identified the predominant cover types to be: sugar maple mesic (37%), evergreen/northern hardwoods (28%), spruce/fir (24%), and evergreen wetland (11%). (See

Appendix 14 for additional information on land cover classification descriptions and Appendix 9 for a list of common and scientific names for tree species.)

The predominant, broad vegetative types occurring within the JRWF are northern hardwoods, mixed woods, pine and upper spruce slopes. Information on wetland covertypes (hardwood and coniferous swamps, bogs, etc.) and common associated plants was discussed previously. The list of most common forest types that follows has been developed mostly through staff observation, supplemented with information from other Forest Preserve UMPs, USDA Forest Service publications, and the Natural Heritage Program Ecological Communities of NYS (Reschke,1990).

Northern Hardwoods Forest - This type is the most common throughout the unit and usually consists of sugar maple *(Acer saccharu*m), American beech, and yellow birch *(Betula alleghaniensi*s). Other associated tree species may include northern red oak *(Quercus rubr*a) on warmer and drier sites, eastern hemlock *(Tsuga canadensi*s), black cherry *(Prunus serotin*a), white ash *(Fraxinus american*a), red maple *(Acer rubru*m), and less frequently American basswood *(Tilia american*a). Characteristic understorey vegetation includes hobblebush *(Viburnum lantanoide*s), striped maple *(Acer pennsylvanicu*m), and overstorey tree saplings. This type is normally found at elevations up to 2,500 feet on moderately well-drained sites. Examples of this type can be seen throughout the unit and adjacent to West Canada Lake Wilderness. A small component of the northern hardwood/oak type can be found on the south facing slopes of Fish Mountain, Oxbow Mountain, and Rudeston Hill.

Mixed Coniferous and Deciduous Forest - This type is generally composed of northern hardwoods with a major red spruce and/or balsam fir component. It usually occurs at elevations above spruce-fir swamps and eventually fades into northern hardwoods above. Scattered areas of natural red pine occur along the northeast shoreline of Indian Lake.

Lowland Coniferous Forest - This type is quite common and typical of low lying areas, where soils are generally high in moisture content and exhibit poor drainage. Can also be found on some mountaintops and north facing slopes. It is often composed of balsam fir *(Abies balsame*a) and red spruce *(Picea rubr*a) and occasionally has an eastern white pine*(Pinus strobu*s) component. Infrequent associated species include black spruce *(Picea mariana)* and tamarack *(Larix laricin*a). Often tree canopy is very dense and subsequently the herbaceous layer is quite sparse.

The Upper Spruce Slopes begin at approximately 2,500 feet in elevation. These forests are dominated by balsam fir and red spruce. Ground cover is sparse, primarily due to the dense shading and harsh growing conditions. Club mosses and lichens occur on exposed ground and near rock outcrops. Example(s) - Summit areas of Pillsbury and Snowy mountains.

Unforested Areas

A few areas are unsuitable for the growth of trees due to exposed bedrock, or shallow infertile soils. These locations, (e.g., Snowy Mountain summit), support limited plant species with fragile patches of moss and lichens.

Threatened, Rare, and Endangered Plants

A 2005 review of the MHDB for the JRWF identified historic records of endangered and threatened plant species within the area (See Section II-A-4-Critical Habitat). Other species that are not rare, but are identified as "exploitably vulnerable" because of their beauty or economic value and tendency to be picked may occur within the unit and include: ginseng, bloodroot, species in the orchid family, nearly all the ferns, and many species in the lily family.

Forest Health

A combination of many factors can influence the health of a plant community. Physical factors tend to be weather related with notable examples being lightning fires, drought, ice damage, severe winds, and flooding. Pockets of the JRWF were severely impacted by the "Blowdown of 1950" and the 1995 wind event. More recently the effects of drought during 2001 and 2002 impacted some tree species, ranging from slowed growth to weakened resistance to secondary pests. The harsh winter of 2003 resulted in the use of more salt than usual on area roads, evidenced by salt damage to roadside conifers, especially Eastern white pines.

Biological factors are variable and include the effects of disease, insects, and wildlife (beaver impoundments and deer wintering areas) on the forest environment. Three major forest insects and two major diseases have had a significant effect on this area (DEC-Forest Health Reports, NYS Forest Health: Summary Report of Conditions for 2003, personal communication - Joseph DeMatties). The effects of acidic deposition were discussed previously.

Blister Rust: During the early 1940's a blight appeared in Hamilton County with many of the white pines affected. The disease was diagnosed as white pine blister rust, caused by the introduced fungus *Cronartium ribicola*. A control program to reduce the number of alternate hosts (currants and gooseberries) was initiated by county, state, and federal governments. This program was discontinued in the mid 1970's. New York's quarantine law was amended in 2003 to allow the planting of disease-resistant black currant cultivars. The levels of blister rust infection (no reports in 2003), will be watched for potentially significant changes in the future.

Beech Bark Disease: Beech bark disease is an important insect-fungus complex that has caused extensive mortality of American beech throughout portions of the Adirondacks. The primary vector, a scale insect, *Cryptococcus fagi*, attacks the tree creating entry sites for the fungus, *Nectria coccinea var. faginata*. Changes in the percent of beech in the cover type can stimulate shifts in animal populations that utilize beech mast extensively as a food source. On the other hand, dead and/or dying beech trees may benefit other wildlife species by providing abundant nesting, feeding, and potential den locations.

Eastern Spruce Budworm: The Eastern spruce budworm, *Choristoneura fumiferana*, is considered to be one of the most destructive conifer defoliators in North America. Host species include balsam fir in addition to red, white, and black spruce. The last significant incidence of this pest within the Adirondack Park occurred in the mid 1970's. Populations of this insect, while currently not a problem, are being monitored throughout the northeast.

Forest Tent Caterpillar: The forest tent caterpillar, *Malacosoma disstria*, a native insect, may be found wherever hardwoods grow. Outbreaks have occurred at 10 to 15 year intervals with the last widespread outbreak in the late 1970's. While portions of St. Lawrence County were

moderately to severely defoliated in 2003, no widespread outbreaks were reported for Hamilton County. Favored hosts are sugar maple and aspen with birch, cherry, and ash also being utilized. A pheromone trap is located within the JRWF that samples both forest tent caterpillar and gypsy moth.

Balsam Woolly Aphid: The balsam woolly aphid, *Adelgaes piceae*, a pest of true firs was introduced into the United States from Europe or Asia around the turn of the century. Since that time it has spread throughout the United States and Canada. This insect has had a significant impact on much of the fir within the unit on both State and adjacent private property, including International Paper (IP) Company lands.

In addition to the major insect and disease problems listed above, Eastern spruce bark beetle, *Dendroctonus piceaperda*, Eastern larch beetle, *Dendroctonus simplex*, along with various forest declines, have impacted the vegetation within the unit and the surrounding areas. More recently in 2003, Pine shoot beetles (*Tomicus piniperda*) have been trapped in Hamilton County. This insect is a pest of many pine species but Scots pine is preferred. Serious damage and mortality from this insect has been reported from Halifax, but in New York and neighboring New England states, damage has been less. Federal quarantines restrict the movement of pine products from infested to non-infested counties.

To provide a factual basis for public policy and private ownership decisions, permanent forest health monitoring plots have been established within the JRWF. These plots document, evaluate, and provide information on forest changes that might be caused by atmospheric deposition, soil nutrient loss, global warming, and/or various insect and disease factors. From 1985 to the present, significant research efforts have been underway to study the effects of atmospheric deposition on forest species, with support from federal and state agencies, forest industry, and other institutions. Data are still being evaluated to determine the link between air pollution and forest health.

Invasive/Exotic Plants

There are a variety of exotic plant species found throughout New York State, some of which are invasive. Chicory, spotted knapweed, wild parsnip, and many others are frequently found along roadsides. In most cases they are not a major concern, but under the right conditions, they pose a significant threat.

Non-native, invasive species directly threaten biological diversity and the high quality natural areas in the Adirondack Park. Invasive plant species can alter native plant assemblages, often forming monospecific stands of very low quality forage for native wildlife, and drastically impacting the ecological functions and services of natural systems. Not yet predominant across the Park, invasive plants have the potential to spread - undermining the ecological, recreational, and economic value of the Park's natural resources.

Because of the Adirondack Park's continuous forested nature and isolation from the normal "commerce" found in other parts of the State, its systems are largely functionally intact. In fact, there is no better opportunity in the global temperate forested ecosystem to forestall and possibly prevent the alteration of natural habitats by invasive plant species.

Prevention of nonnative plant invasions, Early Detection/Rapid Response (ED/RR) of existing infestations, and monitoring are primary objectives in a national strategy for invasive plant management and necessitates a well-coordinated, area-wide approach. A unique opportunity exists in the Adirondacks to work proactively and collaboratively to detect, contain, or eradicate infestations of invasive plants before they become well established, and to prevent further importation and distribution of invasive species, thus maintaining a high quality natural landscape. The Department shares an inherent obligation to minimize or abate existing threats in order to prevent widespread and costly infestations.

The Department has entered into a partnership agreement with the Adirondack Park Invasive Plant Program (APIPP). The mission of APIPP is to document invasive plant distributions and to advance measures to protect and restore native ecosystems in the Park through partnerships with Adirondack residents and institutions. Partner organizations operating under a Memorandum of Understanding are the Adirondack Nature Conservancy, Department of Environmental Conservation, Adirondack Park Agency, Department of Transportation, and Invasive Plant Council of NYS. The APIPP summarizes known distributions of invasive plants in the Adirondack Park and provides this information to residents and professionals alike. Specific products include a geographic database for invasive plant species distribution; a central internet website for invasive plant species information and distribution maps; a list-serve discussion group to promote community organization and communication regarding invasive species issues; and a compendium of educational materials and best management practices for management.

Terrestrial Invasive Plant Inventory - In 1998 the Adirondack Nature Conservancy's Invasive Plant Project initiated Early Detection/Rapid Response (ED/RR) surveys along Adirondack Park roadsides. Expert and trained volunteers reported 412 observations of 10 plant species throughout the area surveyed, namely NYS DOT Right-of-Ways (ROW). In 1999 the Invasive Plant Project was expanded to include surveying back roads and the "backcountry" (undeveloped areas away from roads) to identify the presence or absence of 15 invasive plant species. Both surveys were conducted under the auspices of the Invasive Plant Council of New York "Top Twenty List" of non-native plants likely to become invasive within New York State. A continuum of ED/RR surveys now exists under the guidance of the Adirondack Park Invasive Plant Program (APIPP).

Assessments from these initial ED/RR surveys determined that four terrestrial plant species would be targeted for control and management based upon specific criteria such as geophysical setting, abundance and distribution, multiple transport vectors and the likelihood of human-influenced disturbance. The four priority terrestrial invasive plants species are Purple loosestrife (Lythrum salicaria), Common reed (*Phragmites australis*), Japanese knotweed (*Polygonum cuspidatum*) and Garlic mustard (*Alliaria petiolata*).

The Adirondack Park is susceptible to further infestation by invasive plant species intentionally or accidentally introduced to this ecoregion. While many of these species are not currently designated a priority species by APIPP, they may become established within or in proximity to a Unit and require resources to manage, monitor, and restore the site.

Infestations located within and in proximity to a Unit may expand and spread to uninfected areas and threaten natural resources within a Unit; therefore it is critical to identify infestations located both within and in proximity to a Unit and then assess high risk areas and prioritize Early Detection Rapid Response (ED/RR) and management efforts.

In 2004 and 2005, GIS data and maps acquired from the Adirondack Park Invasive Plant Program* were reviewed to document the presence of invasive species within or near the unit. (See Section IV-A-3 and map in Appendix 23.) To date, APIPP has not documented terrestrial invasive plant species occurring directly within the Forest Preserve of the Unit. Existing terrestrial invasive plant infestations occur within proximity to the Unit or within the fringe of Forest Preserve and road right-of-way. Three terrestrial invasive plant species have been documented in, or within proximity to the JRWF. Purple loosestrife and Japanese knotweed have been observed adjacent to NYS Route 30 in the towns of Lake Pleasant, Indian Lake, and Wells. Phragmites has been identified adjacent to NYS Route 30 in the town of Indian Lake. (See terrestrial invasive plant species distribution map in Appendix 23.) Japanese knotweed, purple loosestrife, and common reed are three species that are invasive and can cause serious ecological harm.

Aquatic Invasive Plant Inventory** - A variety of monitoring programs collect information directly or indirectly about the distribution of aquatic invasive plants in the Adirondack Park including the NYS DEC, Darrin Fresh Water Institute, Paul Smiths College Watershed Institute, lake associations, and lake managers. In 2001, the Adirondack Park Invasive Plant Program (APIPP) compiled existing information about the distribution of aquatic invasive plant species in the Adirondack Park and instituted a regional long-term volunteer monitoring program. APIPP trained volunteers in plant identification and reporting techniques to monitor Adirondack waters for the presence of aquatic invasive plant species. APIPP coordinates information exchange among all of the monitoring programs and maintains a database on the current documented distribution of aquatic invasive plants in the Adirondack Park.

Infestations located within and in proximity to a Unit may expand and spread to uninfected areas and threaten natural resources within a Unit; therefore it is critical to identify infestations located both within and in proximity to a Unit to identify high risk areas and prioritize Early Detection Rapid Response (ED/RR) and management efforts.

The JRWF has an assemblage of both remote and easily accessible lakes and ponds. Access points include hand launches and boat launches. Aquatic invasive plants are primarily spread via human activities, therefore lakes with public access, and those connected to lakes with public access, are at higher risk of invasion. While a comprehensive survey for the presence of aquatic invasive plant species has not been completed at present, APIPP volunteers monitored Lake Pleasant, Lake Sacandaga, Indian Lake, Lewey Lake, Lake Abanake, Mason Lake,

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* *Information and maps of invasive plant species were obtained from Hilary Oles and Steven Flint, Adirondack Park Invasive Plant Program.*

** *Aquatic invasive plant species documented in the Adirondack Park are Eurasian watermilfoil (Myriophyllum spicatum), Water chestnut (Trapa natans), Curlyleaf pondweed (Potamogeton crispus), Fanwort (Cabomba caroliniana), European frog-bit (Hydrocharus morsus-ranae), and Yellow floating-heart (Nymphoides peltata). Species located in the Park that are monitored for potential invasibility include Variable-leaf milfoil (Myriophyllum heterophyllum), Southern Naiad (Najas guadalupensis), and Brittle Naiad (Najas minor). Additional species of concern in New York State but not yet detected in the Park are Hydrilla (Hydrilla verticillata), Water hyacinth (Eichhornia crassipes), and Brazilian elodea (Egeria densa).*

Whitaker Lake, and Oxbow Lake, and no aquatic invasive plant infestations in those lakes are documented to-date. The APIPP Park-wide volunteer monitoring program aims to maintain a long-term monitoring program on these and other lakes. . No aquatic invasive plant infestations are documented to-date. In 2002, The DEC Citizens Statewide Lakes Assessment Program confirmed the presence of Eurasian watermilfoil (*Myriophyllum spicatum*) in Algonquin Lake. The DEC CSLAP and Darrin Fresh Water Institute identified occurrences of Eurasian watermilfoil (*Myriophyllum spicatum*) and Fanwort (*Cabomba caroliniana*) in the adjacent Wilcox Wild Forest.

The Lake Pleasant-Sacandaga Association, coordinating with the town of Lake Pleasant developed a Lake Steward Program in 2003. Signage has been erected at all know water put in sites. In addition, volunteers working with the lake steward have inspected area shoreline and boats for the presence of invasive aquatic species. For more information refer to the following website: http://www.adkinvasives.com/Aquatic/Maps/Maps.asp.

Wildlife

This unit is located within the Central Adirondack Mountain Ecological Zone (Will, Gotie, and Smith,1982) of New York State. Terrestrial fauna are represented by a wide range of mammal and bird species, and an undetermined number of other vertebrate and invertebrate species. The distribution and abundance of wildlife species is basically determined by physical factors such as elevation, topography, climate, biological factors such as forest types, population dynamics, each species' habitat requirements, and the social land uses. Over time, the forest will become old growth, with limited early successional habitats, and the species that rely on these habitats. Species that prefer old growth forests will be most benefitted. Comprehensive field inventories of wildlife species have not focused specifically on the JRWF. Critical habitats such as deer wintering areas, waterfowl concentration areas and raptor nesting areas are discussed in Section II-A-4-Critical Habitat.

The NYS Constitution calls for limitations in the types of management actions that can occur on Forest Preserve lands that fall within the Adirondack Park. All such lands are considered forever wild, and habitat management options are severely limited. Silvicultural activities and prescribed fires are prohibited on Forest Preserve lands. Without these options the land will eventually revert to old growth forest, with limited areas of early successional habitat. This is the overriding factor that determines the state of the natural ecosystem of the JRWF, and will have great influence on the species and abundance of wildlife that will be present. While some species of wildlife prefer old growth forests, many more do not, or at least will not reach their maximum potential and will be only found in low densities. Natural forces (wind storms, ice storms, etc), along with beaver activity, and insect outbreaks will help shape the forest structure also. However, these areas are usually limited in size. Private lands adjacent to public lands may provide some habitat for these species that prefer early successional habitats, if silvicultural practices are properly conducted.

Birds (See Appendix 6)

The avian community varies seasonally. Some species remain within the area all year round, but the majority of species utilize the area during the breeding season and for migration. The five-year Breeding Bird Atlas Project (Andrle and Carroll,1988), Breeding Bird Survey, and a Second Atlas Project initiated in 2000, are the primary sources used to develop a list of birds believed to be present in the JRWF. In addition, direct observation and several other sources of

information (Beehler,1978 and Bull,1974) including knowledgeable people, were used as sources of information. The JRWF is comprised of a variety of habitats, but is predominated by maturing forest. Over time, the forest will mature into old growth forest and the bird species utilizing the area will be predominated by species that utilize that habitat type. Other habitats types of importance include lakes, ponds, streams, bogs, beaver meadows, and shrub swamps.

Birds associated with marshes, ponds, lakes, and streams include: common loon, pied-billed grebe, great blue heron, green-backed heron, American bittern, and a variety of waterfowl. The most common ducks include the mallard, American black duck, wood duck, hooded merganser, and common merganser. Other species of waterfowl migrate through the region following the Atlantic Flyway.

Bogs, beaver meadows, shrub swamps, and any areas of natural disturbance provide important habitat for species that require or prefer openings and early successional habitats. Species such as alder and olive-sided flycatchers, American woodcock, Lincoln sparrow, Nashville warbler, chestnut-sided warbler, brown thrasher, blue-winged warbler, yellow warbler, common yellowthroat, indigo bunting, Eastern towhee, and field sparrow rely on these habitats and are rarely found in mature forests. These species, as a suite, are declining more rapidly throughout the Northeast than species that utilize more mature forest habitat. Habitat for these species will be very limited within JRWF.

Birds that prefer forest habitat are numerous, including many neotropical migrants. These species have adapted to habitats with varying specific conditions. Some like large blocks of contiguous forest (northern goshawk), others prefer blocks of forest with adjacent openings, and many prefer forest with a relatively thick shrub layer. The forest currently is maturing, and will eventually become old growth forest dominated by large trees. When one of these larger trees falls it creates a large opening in the canopy that will allow sunlight to reach the ground and that will create areas of dense regrowth.

Songbirds are a diverse group filling different niches in the Adirondacks. The most common species found throughout the deciduous or mixed forest include the ovenbird, red-eyed vireo, yellow-bellied sapsucker, black-capped chickadee, blue jay, downy woodpecker, brown creeper, wood thrush, black-throated blue warbler, pileated woodpecker, and black and white warbler. The golden-crowned kinglet, purple finch, pine sisken, red and white-winged crossbill and black-throated green warbler are additional species found in the coniferous forest and exhibit preference for this habitat. Birds of prey common to the area include the barred owl, great horned owl, eastern screech-owl, northern goshawk, red-tailed hawk, sharp-shinned hawk, and broad-winged hawk.

Cooperators working with the NYS Breeding Bird Atlas (BBA; Andrle and Carroll 1988) have identified 141 species as being present in the 32 atlas blocks that include portions of the JRWF. Blocks were selected even if they had only a small percentage of State lands in them.(see Appendix 6). Atlas blocks overlap and extend beyond the land boundary of JRWF. Therefore, BBA data does not necessarily reflect what is found on the JRWF, but on the atlas blocks. It is probable that some species determined to be present by BBA were found only on private lands adjacent to the State lands. Still the BBA data should provide a very good portrayal of the species found throughout the JRWF. Sites that are appealing places for bird

watching enthusiasts within the JRWF have not currently been identified but will be researched during the term of the plan.

The North American Breeding Bird Survey (BBS, Sauer et al. 1999) is a cooperative effort between the U.S. Geological Survey Patuxent Wildlife Research Center and the Canadian Wildlife Service's National Wildlife Research Center to monitor the status and trends of North American bird populations. Following a rigorous protocol, BBS data are collected by thousands of participants along randomly established roadside routes throughout the continent. BBS coordinators and data managers work closely with researchers and statisticians to compile and deliver population data and population trend analyses on more than 400 bird species.

The BBS data contain information on presence/absence, as well as relative abundance of bird species, allowing for a more robust estimation of ecological diversity than just the Breeding Bird Atlas. The BBS is an annual roadside survey conducted along predetermined survey routes every summer since 1966. One BBS survey route (NY-085: Speculator) is found within the unit. Detailed information is available at: http://www.mp2-pwrc.usgs.gov/bbs/

Game species include upland species such as turkey, ruffed grouse and woodcock, as well as a variety of waterfowl. Ruffed grouse and woodcock prefer early successional habitats and their habitat within the area is limited due to the lack of timber harvesting. Turkey are present in low numbers and provide some hunting opportunities. Waterfowl are fairly common along the waterways and marshes and will provide hunting opportunities.

Mammals (See Appendix 4)
Large and medium-sized mammals (Burt and Grossenbeider,1964; Sanders, 1989) occurring in the Central Adirondacks are also believed to be common inhabitants of the JRWF, including white-tailed deer, black bear, coyote, bobcat, raccoon, red fox, gray fox, fisher, mink, muskrat, river otter, beaver, moose, porcupine, striped skunk, snowshoe hare, and American marten.

Important big game species within the area include the white-tailed deer and black bear. Generally, white-tailed deer can be found throughout the JRWF. From early spring (April) to late fall (November), deer are distributed generally on their "summer range". When snow accumulates to depths of 20 inches or more, deer travel to their traditional wintering areas. This winter range is characteristically composed of lowland spruce-fir, cedar, or hemlock forests. To a lesser degree, a combination of mixed deciduous and coniferous cover types are used as wintering areas. Often found at lower elevations along water courses, this habitat provides deer with protective cover from adverse weather and easier mobility in deep snows. Black bears are essentially solitary animals and tend to be dispersed throughout the unit. Occasionally, bears will congregate around waste transfer stations, or will pair up during the mating season.

Harvest records are collected for several wildlife species by town and/or wildlife management unit. This information can be useful for determining relative population levels and is discussed in Section III-B-2-Past and Present Management.

A variety of small mammals are also present in the JRWF. The various habitats that occur within the Adirondack Park are home to an impressive diversity of small mammals. These mammals inhabit the lowest elevations to those as high as 4400 feet (Southern bog lemming).

Most species are found in forested habitat (coniferous, deciduous, mixed forest) with damp soils, organic muck, or soils with damp leaf mold. However, some (hairy-tailed mole) like dry to moist sandy loam soils and some (white-footed mouse) prefer the drier soils of oak-hickory, coniferous, or mixed forests. Adirondack small mammals are found in alpine meadows (long-tailed shrew), talus slides and rocky outcrops (rock vole), grassy meadows (meadow vole, meadow jumping mouse), and riparian habitats (water shrew). It is likely that many, if not most, of the small mammal species listed below inhabit the Jessup River Wild Forest. An exception may be the Northern bog lemming, a species whose southernmost range extends just into the northern Adirondack Park. Only one recently-verified specimen exists (Saunders, ca.1989). All listed species are known to occur within the Adirondack Park.

Small mammal species recorded within the Adirondack Park (data based on museum specimens) (Saunders, ca. 1989). Number of towns represents the number of towns in which each species was recorded.

Common Name	Scientific Name	Number of Towns
Star-nosed mole	(*Condylura crestata*)	6
Hairy-tailed mole	(*Parascalops breweri*)	11
Short-tailed shrew	(*Blarina brevicauda*)	31
Pygmy shrew	(*Sorex hoyi*)	1
Long-tailed shrew	(*Sorex dispar*)	7
Smoky shrew	(*Sorex fumeus*)	18
Water shrew	(*Sorex palustris*)	10
Masked shrew	(*Sorex cinereus*)	25
Deer mouse	(*Peromyscus maniculatus*)	26
White-footed mouse	(*Peromyscus leucopus*)	14
Southern red-backed vole	(*Clethrionomys gapperi*)	32
Meadow vole	(*Microtus chrotorrhinus*)	31
Rock vole	(*Microtus pennsylvanicus*)	6
Woodland vole	(*Microtus pinetorum*)	1
Southern bog lemming	(*Synaptomys cooperi*)	12
Northern bog lemming	(*Synaptomys borealis*)	1
Meadow jumping mouse	(*Zapus hudsonicus*)	22
Woodland jumping mouse	(*Napaeozapus insignis*)	25

Amphibians and Reptiles (See Appendix 5)

Reptile and amphibian species recorded during the New York State Amphibian and Reptile Atlas Project confirmed the presence of 24 species of reptiles and amphibians located within some or all of the JRWF. These include two species of turtles, five species of snakes, nine species of frogs and toads, and seven species of salamanders. Of these, none are listed as endangered or threatened. Only one species, the wood turtle is listed as a Special Concern species. The other species are either unprotected at both the State and federal level or are classified as a protected game species which may be hunted only during their respective open seasons. Species observed during the ten-year span of the project (1990-1999) include:

	Common Name	Scientific Name
Toads and Frogs:	Eastern American Toad	*Bufo americanus*
	Gray Treefrog	*Hyla versicolor*
	Northern Spring Peeper	*Pseudacris crucifer*
	Bullfrog	*Rana catesbeiana*
	Green Frog	*Rana clamitans*
	Pickerel Frog	*Rana palustris*
	Northern Leopard Frog	*Rana pipiens*
	Mink Frog	*Rana septentrionalis*
	Wood Frog	*Rana sylvatica*
Salamanders:	Spotted Salamander	*Ambystoma maculatum*
	Northern Dusky Salamander	*Desmognathus fuscus*
	Allegheny Dusky Salamander	*Desmognathus ochrophaeus*
	Northern two-lined Salamander	*Eurycea bislineata*
	Northern Spring Salamander	*Gyrinophilus porphyriticus*
	Red-spotted Newt	*Notophthalmus viridescens*
	Northern Redback Salamander	*Plethodon cinereus*
Snakes:	Common Garter Snake	*Thamnophis sirtalis*
	Northern Red-bellied snake	*Storeria occipitomaculata*
	Northern Brown Snake	*Storeria decayi*
	Northern Water Snake	*Nerodia sipedon*
	Eastern Milk Snake	*Lampropeltis triangulum*
	Smooth Green Snake	*Liochlorophis vernalis*
Turtles:	Common Snapping Turtle	*Chelydra serpentina*
	Painted Turtle	*Chrysemys picta*
	Wood Turtle*	*Glyptemys insculpta*

Endangered, Threatened, Special Concern, and Other Unique Species

New York has classified critical species into three categories, endangered, threatened, and special concern species (*6 NYCRR* §*182*). The following section indicates the protected status of some vertebrates that may be in the unit:

Endangered: any species that is either native and in imminent danger of extirpation or extinction in New York; or is listed as endangered by the US Department of Interior. Except for seasonal migrants, there are no known reports of species recognized as endangered (golden eagle, peregrine falcon, and Indiana bat) in the unit. Squaw Mountain is a historical peregrine falcon eyrie believed to be currently occupied by ravens. The Indiana bat is the only species listed on the New York State endangered species list that may be found in the JRWF.

**While the wood turtle was not specifically identified in the herp atlas data it is listed in the table as a potential species within the JRWF. The inclusion as a potential species is important due to the likelihood of its occurrence within the management unit (it is recorded from areas surrounding the unit), its vulnerability, and its special concern status.*

Indiana Bat (myotis) - The Indiana bat (*Myotis sodalis*) is classified as an endangered species in New York State. Its presence has not been documented in the unit, but species distribution maps indicate that it may exist in the Adirondacks wherever there are suitable conditions. Preferred habitats include caves in winter, man-made structures such as mines and possibly hollow trees in summer. The most serious problem for hibernating bats is believed to be disturbance by people exploring caves. Since the most vulnerable period in the life-cycle of the Indiana bat is during winter hibernation, management efforts will be concentrated on protecting bat wintering sites. If a bat hibernaculum is discovered within the JRWF, all facilities in that immediate area may be closed.

Threatened: any species that is either native and likely to become endangered within the foreseeable future in New York; or is listed as threatened by the US Department of the Interior. No confirmed breeding birds that are threatened were listed for BBA blocks that comprise the JRWF. Bald Eagle and Northern harrier are listed as possible breeders and are believed to only use the area as seasonal migrants.

Bald Eagle - The bald eagle (*Haliaeetus leucocephalus*) is classified as threatened in New York State. They generally prefer undeveloped waterways with a good fishery and abundant large trees for nesting. Fish makes up a significant portion of an eagle's diet. Bald eagle activity has been observed in the area in recent years, but a nesting site has not been confirmed. If nests are discovered, management efforts will concentrate on protecting eagle nesting sites, which may include the establishment of a 100 to 300 meter buffer around the nest if necessary. This buffer zone may or may not be posted. A determination will be based on attracting the least amount of attention to the nest while providing protection to the eagles.

Northern Harrier - Northern harriers (*Circus cyaneus*) are classified as Threatened in New York. The northern harrier is a bird of open country in associated wet to mesic habitats (Johnsgard,1990). Results of a 1979 survey showed that bogs and other wetland habitats provided nesting sites for northern harriers in the Adirondacks (Kogut, 1979 *In*: Andryle and Carroll 1988). Unlike most New York raptors, harriers nest on the ground, either on hummocks or directly on the ground in nests that are woven from grass and sticks (Andryle and Carroll, 1988). This species has been observed in the unit, but not confirmed as nesting. Open wetland types are present in the JRWF. If a northern harrier nest is discovered, all facilities in that immediate area may be closed.

Special Concern: native species not yet recognized as endangered or threatened, but for which documented concern exists for their continued welfare in New York. Unlike the first two categories, these species do not receive additional legal protection under the Environmental Conservation Law; but, they could become endangered or threatened in the future and should be closely monitored. Six confirmed breeding birds of special concern were listed for BBA blocks that comprise the JRWF, including common loon, American bittern, osprey, sharp-shinned hawk, red-shouldered hawk, and Bicknell's thrush. Additional species of special concern include the spotted salamander, wood turtle, small-footed bat, Cooper's hawk, northern goshawk, and common nighthawk are listed as probable breeders and may be present.

Spotted Salamander - The spotted salamander (*Ambystoma maculatum*) uses vernal pools for breeding, but its jelly-like globular egg masses are found in a variety of wetland habitats. Because of its fossorial habits the spotted salamander is rarely encountered except during the

breeding season. Then they may be found under rocks, logs, and debris near the edges of the breeding pools. Although more common than its congener, the Jefferson salamander, the spotted salamander also is a species threatened by habitat degradation.

Wood Turtle - The wood turtle (*Glyptemys insculpta*) is a semiaquatic turtle found in streams with sandy-pebbly substrates that are deep enough so that they do not freeze during hibernation, are well-oxygenated, and have good water quality. Streams used by wood turtles may flow through upland deciduous or coniferous forest, upland successional fields, forested wetlands, low compact shrub swamps, bushy shrub swamps, and emergent wetlands. Ideal habitat includes dense alder swamp and forested wetland habitat bordering the streams where the turtles can bask in filtered sunlight, yet have adequate cover from predators (Quinn and Tate, 1991; Kaufmann, 1992; Tuttle and Carroll, 1997; Compton et al., 2001). Turtles will often seek out open areas in forested habitat for basking. Wood turtles will use less desirable habitat for foraging on food items such as fungi and sparse herbaceous vegetation. Some researchers consider wood turtles an edge species, but this is more a function of seeking out suitable foraging or basking areas. Primary habitat also includes suitable nesting habitat in sandy open areas that is just moist enough for successful egg development. Wood turtles select both slopes and level areas for nest sites. Historically (and presently where suitable habitat exists) wood turtles nested on naturally-occurring sand banks along streams and rivers. Now many nests are excavated in man-made sandpits.

Small-footed Bat - The small-footed bat (*Myotis subulatus*) is a Species of Special Concern in New York State. Preferred habitats include caves, mine tunnels, crevices in rocks, and buildings in or near forested areas. Like most bats, the small-footed bat's most serious problem is believed to be human disturbance during hibernation. Too many disturbances and the animals will not survive until spring. The same management efforts will apply to this species as with the Indiana bat.

American Bittern - In the Adirondacks, the American Bittern (*Botaurus lentiginosus*) is a bird of freshwater emergent wetlands where it typically nests on a grass tussock or among the cattails. Here it lays its eggs from 4 to 18 inches above the water (Bull, 1974) in scanty nests made from sticks, grass, and sedges. Separate paths are made in the tall vegetation for entering and exiting the nest (Erlich et al., 1988).

Common Loon - The common loon (*Gavia immer*) is a species of special concern in New York State. Common loons use small and large freshwater lakes in open and densely forested areas for breeding and nest on lakes as small as two acres. Special habitat requirements include bodies of water with stable water levels with little or no human disturbance. Loons use islets for nesting and shallow coves for rearing their young. Nests are constructed on the ground at the water's edge on sand, rock, or other firm substrates. Loons prefer small islands for nesting (to avoid predators) but will also nest along protected bays and small peninsulas of the shoreline.

In an extensive project undertaken to determine the status of the common loon in New York, DEC staff surveyed 557 lakes in the northern part of the state during 1984 and 1985. According to the Atlas, loons were confirmed breeders in some of the atlas blocks that overlap the majority of the JRWF. Adult loons have been observed on Indian Lake, Airdwood Lake, Fawn Lake, Fletcher Pond, Hamilton Lake, Lewey Lake, and Sacandaga Lake. Adult loons

and/or nests and chicks have been observed on Charley Lake, Lake Abanakee, Oxbow Lake, Whitaker Lake, and Mason Lake. A more recent census in 2001, conducted by the Adirondack Cooperative Loon Program and volunteers, determined the presence/absence of common loons on 130 lakes and ponds throughout the Adirondack Park. Within the unit, Indian Lake, Oxbow Lake, and Piseco Lake were surveyed. Final analysis of the census data is still in process. Results of the census and a map indicating the lakes included in the census will be posted on the Adirondack Cooperative Loon Program website (http://www.adkscience.org/loons/) upon completion.

Osprey - The osprey (*Panion haliaetus*) is a Species of Special Concern in New York State. Ospreys have been observed in the unit, but no known nests have been found to date in the JRWF. Management efforts will concentrate on protecting osprey nesting sites. If a nesting site is discovered within the JRWF, all facilities in that immediate area may be closed.

Sharp-shinned Hawk - Sharp-shinned hawks (*Accipiter striatus*) prefer breeding habitats that consist of open or young woodlands that support a large diversity of avian species, the hawk's primary prey (Johnsgard, 1990). Although Sharp-shinned hawks use mixed conifer-deciduous forest for nesting, most nests recorded in New York State have been located in conifers, with 80% of the nests found in hemlocks (Bull, 1974).

Red-shouldered Hawk - Red-shouldered hawks (*Buteo lineatus*) breed in moist hardwood, forested wetlands, bottomlands and the wooded margins of wetlands, often close to cultivated fields, red-shouldered hawks are reported as rare in mountainous areas. Special habitat requirements include cool, moist, lowland forests with tall trees for nesting. Red-shouldered hawks forage in areas used as nesting habitat as well as drier woodland clearings and fields.

Bicknell's Thrush - Throughout the range of Bicknell's thrush (*Catharus bicknelli*), montane forest dominated by stunted balsam fir and red spruce is the primary habitat. Bicknell's thrush utilizes fir waves and natural disturbances as well as the dense regenerated ecotones along the edges of ski slopes. The breeding habitat of Bicknell's thrush is located in the Adirondacks at elevations > 2800 feet. The species is most common on the highest ridges of the Adirondacks, preferring young or stunted dense stands of balsam fir up to nine feet in height. Here they lay their eggs above the ground in the dense conifer thickets.

Cooper's Hawk - Cooper's hawks (*Accipiter cooperii*) use a variety of habitat types, from extensive deciduous or mixed forests to scattered woodlots interspersed with open fields. Floodplain forests and wooded wetlands are also used by Cooper's hawks. Cooper's hawks construct nests typically at a height of 35 to 45 feet in both conifer (often white pine) and deciduous trees (often American beech). Nests are commonly constructed on a horizontal branch or in a crotch near the trunk. Cooper's hawks have been known to use old crow nests as well. Foraging areas are usually located away from the nest in forested areas or open areas adjacent to forest.

Northern Goshawk - The northern goshawk (*Accipiter gentilis*) is a species of special concern in New York State. Goshawks generally prefer coniferous forests, but can also be found around farmland, woodland edges, and open country in the winter. It is an uncommon visitor from the North, remaining mostly in the northern coniferous forests unless forced to move south by a periodic decline in the populations of the grouse that are a staple of its diet. They

are fearless in defense of their nest and will boldly attack anyone who ventures too close. Goshawk populations seem to be directly influenced by prey abundance, (i.e grouse populations). Since there are no specific provisions for wildlife management on Forest Preserve lands, vegetation manipulation for grouse propagation is not permissible. Therefore, management efforts will concentrate on protecting identified nesting sites whenever possible.

Common Nighthawk - Two distinct habitats are used by nesting common nighthawks (*Chordeiles minor*): bare flat rocks or bare ground in open fields and pastures, and, more recently (since the mid-late 1800s), on flat, gravel rooftops (Bent, 1989). In upstate New York nighthawks also nest in mountainous areas, provided woods are interspersed with clearings or openings (Bull, 1974).

Typical Adirondack Species: There are a number of wildlife species found in New York State whose habitat requirements include extensive areas of forest relatively undisturbed by human development. Often these are northern species that find the habitat conditions of the central Adirondacks similar to the boreal spruce-fir forests of Canada. A list of species whose range in New York is generally confined to the Adirondacks and may be found within the JRWF include:

Birds : Northern raven, ruby-crowned kinglet, mourning warbler, rusty blackbird, and evening grosbeak.

Mammals: Black bear (also in the Catskills), fisher, marten, moose, and bobcat. While all of these species require large forested tracts, the marten is the only one confined to the Adirondacks.

Extirpated and Formerly Extirpated Species

The moose, eastern timber wolf, eastern cougar, Canada lynx, bald eagle, golden eagle, and peregrine falcon all inhabited the Adirondacks prior to European settlement. All of these species disappeared from the Adirondacks, mostly as a result of habitat destruction during the nineteenth century. Unregulated harvest also led to the decline of some species, such as moose. More recently some birds fell victim to the widespread use of DDT.

Moose - In the northeastern United States, moose (*Alces alces*) use seasonal habitats within boreal and mixed coniferous/deciduous forests. The southern distribution of moose is limited by summer temperatures that make the regulation of body temperature difficult. Moose select habitat primarily for the most abundant and highest quality forage (Peek 1997). Disturbances such as wind, fire, logging, tree diseases, and insects create openings in the forest that result in regeneration of important hardwood browse species such as white birch, aspen, red maple, and red oak. Typical patterns in moose habitat selection during the summer include the use of open upland and aquatic areas in early summer followed by the use of more closed canopy areas (such as upland stands of mature aspen and white birch) that provide higher quality forage in late summer and early autumn. After the fall rut and into winter, moose intensively use open areas again where the highest biomass of woody browse exists (i.e., dormant shrubs). In late winter when browse quantity and quality are lowest, moose will use closed canopy areas that represent the best cover available within the range (e.g., closed canopy conifers in boreal forest). From late spring through fall, moose commonly are associated with aquatic habitats such as lakes, ponds, and streams. However, their use of aquatic habitats can vary

geographically over their range. It is believed that moose use aquatic habitats primarily to forage on highly palatable plants, however, moose may also use these areas for relief from insects and high temperatures.

Within the last decade a small moose population has regained a foothold within the Adirondack Park. Moose occasionally have migrated from the north and east into the Adirondack region for decades. Since 1980, they have arrived in numbers that are leading to the establishment of a scattered resident population. Recent estimates indicate that approximately 200 moose reside in northern New York, many within the Adirondacks. Confirmed sightings of moose within and adjacent to the JRWF have occurred over the past few years.

Other Species - Projects to reestablish the peregrine falcon, bald eagle, and Canada lynx have been implemented. Canada lynx were released into the Adirondack Park by the State University of New York College of Environmental Science and Forestry as part of their Adirondack Wildlife Program. Several releases, totaling 83 animals were made between 1989 and 1991. Wide dispersal from the release area occurred with high mortality rates, especially mortality caused by vehicle collision. It is generally accepted that the lynx restoration effort was not successful and that there are no lynx from the initial releases or their offspring remaining in the Adirondacks. The lynx is considered to be extirpated and is rarely encountered in the Adirondacks but because there are populations within dispersal distance of New York, they are legally protected as a game species with no open season as well as being listed as threatened on both the Federal and State level.

Efforts to reintroduce the peregrine falcon and the bald eagle through "hacking" programs began in 1981 and 1983, respectively. These projects have been remarkably successful within NYS. Bald eagles are becoming much more common, and peregrines are recovering. Both species are now found in portions of the Adirondacks, although they are not believed to be common residents within the JRWF. Golden eagles are generally considered to have always been rare breeders within NYS.

The timber wolf and eastern cougar are still generally considered to be extirpated from NYS. Periodic sightings of cougars are reported from the Adirondacks, but the source of these individuals is believed to be from released captive individuals. Reports of timber wolves are generally considered to be misidentified coyotes, although there is some evidence to suggest that the Eastern coyote found in the Adirondacks may be a hybrid between the red wolf and coyote. No true timber (gray) wolves are believed to exist in the Adirondacks.

Invasive/Exotic Wildlife

As with invasive plant species, these organisms do not occur naturally in New York State. While some species go relatively unnoticed, the spiny water flea for example, other introductions such as the zebra mussel have caused great concern. During the summer of 1999, the Hamilton County Soil and Water Conservation District completed a study to determine the presence of zebra mussels in twenty lakes in Hamilton County. Within the planning area, water was sampled on Fawn Lake, Indian Lake, Piseco Lake, Lake Abanakee, Lake Pleasant, Oxbow Lake, and Sacandaga Lake. The samples were analyzed for veligers, the juvenile planktonic form of the zebra mussel. No veligers were found in any of the lakes sampled. In addition, the calcium levels measured in the lakes proved to be too low for the existence of the

zebra mussels. Wild populations of "domestic" canines and felines may also have an impact on native deer, rodents, and birds.

Other Fauna

Other animals occur within the JRWF, including numerous invertebrate species. Insects are the most notable and abundant form of animal life. Some species can cause human health concerns (Giardia, swimmer's itch, etc.) or are generally considered a nuisance (black flies, mosquitoes, no see um's, etc.) to individuals that recreate in the area.

Fisheries (See Appendix 7)

The aquatic communities of the Adirondacks are a result of geological and human influences. Prior to human influences relatively simple fish communities were common. Human-caused changes in habitat and introduction of fishes have altered those natural communities. Nonnative fishes now are widespread and many native species are more widely distributed than historically. Other natives, notably brook trout and round whitefish, have declined.

Geological History

The Fishes of the Adirondack Park, a DEC publication (August 1980) by Dr. Carl George of Union College, provides a summary of geological events which influenced the colonization of the Adirondack ecological zone by fishes. A limited number of cold tolerant, vagile, lacustrine species closely followed the retreat of the glacier. Such species presumably had access to most Adirondack waters. About 13,000 BP (before present), glacial retreat exposed much of the southern Adirondacks. Formation of glacial Lake Albany and inundation of the great falls at Cohoes, Glens Falls, Hudson Falls, and other barriers resulted in recolonization of the Upper Hudson watershed by cold-tolerant Atlantian and eastern Boreal fishes. Barriers and high gradient streams kept some lowland boreal species such as northern pike, lake whitefish, and burbot from colonizing the area. In general, waters low in the watersheds would have the most diverse communities. The number of species present would have decreased progressing towards headwater, higher elevation sections. Chance and variability in habitat would have complicated the trends. Consequently, a diversity of fish communities, from no fish to monocultures to numerous species, would have occurred.

Acid Precipitation

Acid precipitation is a serious threat to the aquatic communities of certain areas of the Adirondacks but has not caused serious harm to the waters of the JRWF. In the 16 waters with chemistry data, pH values range from 6 to 7; however, six of the waters have not had recent (since 1975) water chemistry surveys. Because rainbow trout are sensitive to low pH and because a number of the larger waters bordering the unit have a long history of good rainbow trout angling, it is unlikely that any of the waters in the JRWF are presently impacted by acid precipitation.

Early fish introductions

By 1932 the first large scale biological survey established widespread introductions of nonnative fishes throughout most of the Jessup River Wild Forest and border waters. By 1932 most of the lakes and ponds in the unit often contained from 2 to 6 nonnative species. Apparently, during the late 19th and early 20th century, fishes such as smallmouth bass, chain pickerel, yellow perch, and golden shiner were introduced in the unit.

Brook Trout
At the time of the 1932 biological survey native brook trout were not a historically important component of the fisheries in the unit, except for Mason Lake, Panther Pond, and Oxbow Lake which contained a brook trout population prior to 1932 according to historical reports. By 1932 a survey of Oxbow Lake documented the presence of a number of nonnatives including smallmouth bass, chain pickerel, yellow perch, and golden shiner, but no brook trout. Brook trout occur in fishable numbers in only one JRWF pond (Panther Pond) at the present time. Nearby Mason Lake once contained a thriving brook trout population, but management efforts for this species have been abandoned because of the unauthorized introduction of yellow perch, large wetland complex, and site limitations for barrier dam improvement.

Lake Trout
Lake trout occur in five JRWF lakes. Occasionally, lakers are caught in Lake Abanakee, but these fish are undoubtedly emigrants from Indian Lake. They survive in a deep basin near where the Indian River flows into the southern end of the lake. Lake trout were reported in Sacandaga Lake and Lake Pleasant in the 1930's; however, it is uncertain if lake trout remain in these two lakes. The most notable lake trout fisheries are the self-sustaining population at Fawn Lake and the lake trout population at Indian Lake which is maintained by annual stocking.

Streams
Although the unit contains a number of larger fishable streams which are stocked by DEC, recent biological survey information is not available. A segment of the Miami River has been stocked historically, and portions of the Jessup River serve as nursery areas for landlocked salmon which emigrate to Indian Lake. Segments of the Jessup River are stocked with trout and salmon.

3. Visual/Scenic Resources/Land Protection

Visibility is probably the most important air quality feature and it is the most easily affected by activities that generate dust (especially fine particulates) and sulfur dioxide. The lack of nearby heavy industry and associated air borne pollutants allows New York State lands and waters within the planning area to provide a diverse visual resource consisting of unbroken forested lands, lakes and ponds, wetlands, and scenic panoramic summit areas.

Travel Corridors

NYS Routes 28, 30, and 8 - Portions of these public highways within the planning area and the State lands immediately adjacent to and visible from these roads are designated travel corridors. These State lands are the most noticed by the traveling public and provide Adirondack Park visitors with a variety of aesthetic settings and occasional scenic vistas. This UMP will identify the relationship between these NYS Department of Transportation (DOT) lands and the adjoining JRWF, and address concerns such as State land access, viewsheds, and parking needs.

State Routes 28, 30, and 8 represent major scenic travel corridors within the planning area. A DOT rest/picnic area is located on NYS Route 30 on the east side of Mason Lake. A scenic pull-off is also located in the highway right-of-way on NYS Route 30 just south of the

community of Indian Lake. Additional information on adjacent JRWF lands involving travel corridors can be found in Section II-F-5.

Observation Points

Snowy Mountain is the dominant landform within the unit and the highest peak in Hamilton County. Baldface and Pillsbury Mountains also provide summit views accessible by marked foot trails. There are no maintained scenic vistas on JRWF lands. Generally the mountain summits are forested with aesthetic observation points often isolated requiring a bushwhack to reach. Some rock outcrops offer fine views from Porter, Oxbow, and Fish mountains along with Watch Hill.

Snowy Mountain (Ascent, 2106 feet over a 3.9 mile trail, last 2.9 miles in JRWF):
Parking is available for the red-marked hiking trail to this scenic attraction approximately four miles south of the hamlet of Indian Lake on NYS Route 30. The first overlook is approached at a distance of 3.2 miles from the trailhead at 3,400 feet elevation. Views of Colden, Marcy, and other peaks in the High Peaks Wilderness Area are visible on clear days. A clearing where the ranger cabin once was located (removed in 1990) is reached at 3.8 miles. From this location, views to the north and east are possible. The fire tower is located further to the west in the summit area (3,899 foot elevation). The vegetation at the summit limits most views from ground level, however the tower has recently been rehabilitated and the views from it are unobstructed.

Pillsbury Mountain (Ascent, 1417 feet over a 1.6 mile trail):
A DEC trailhead is located approximately one mile north of Sled Harbor on the Old Military Road. From this rustic parking area a red-marked foot trail provides access to this scenic mountain summit. The grade of this hiking trail varies from moderate to steep. Below the fire tower, Lake Pleasant and Sacandaga Lake are visible to the south. From the tower a panorama of the surrounding area is possible.

Baldface Mountain (Ascent, 580 ft. over a 1 mile trail):
Located on the northeast shore of Indian Lake, this mountain is readily accessible only by water. The blue marked hiking trail starts at Norman's Cove and continues over moderate to moderate-steep grades to the summit elevation of 2,230 feet. Views of Indian Lake and the surrounding area are possible.

Other Natural Areas

Sand Beaches - portions of Indian Lake, Sacandaga Lake, and Fawn Lake.

Islands - Indian Lake (23 islands greater than 0.25 acre in size); Of the wild forest islands, 13 have developed facilities (picnic tables, fireplace, privy) that are managed as the Indian Lake Islands Administrative Camping Area from May to Labor Day. Additional small islands occur on Mason Lake and Lake Abanakee.

Waterfalls - Austin Falls, Hatchery Brook, Beaver Brook, Dunning Creek, and Dug Mountain Brook.

Other Open Space Values - Some information from The Adirondack Park in the 21st Century, Report 24, 1990

Open space is defined in the Open Space Plan (DEC, 2002) as "*land which is not intensively developed for residential, commercial industrial or institutional use*." The quality and character of the lives of the people of NYS depend upon the condition of the natural landscapes where much of their leisure time is spent. The JRWF provides a setting away from the normal daily routine offering outstanding opportunities for outdoor recreation and relaxation, a place for enjoyment and study, and most importantly, a place for interacting with the natural world around us. How we manage, change, and protect or conserve open space has a profound impact on future generations.

Night Sky

It has been estimated in the First World Atlas of Artificial Night Sky Brightness that 99% of people in the continental USA never see a truly dark starry sky from where they live because of light pollution. For many, the sky never gets darker than it would during natural twilight because so much artificial light brightens the atmosphere. More than two thirds of the US population live where they no longer have the possibility of seeing the Milky Way with the naked eye.

The night sky of the JRWF is dark and offers visitors the chance to enjoy stargazing mostly untainted by artificial light reflection. However, areas close to the developed hamlets and villages or in proximity to the more heavily used highways are affected by light pollution to a slight degree.

Sound Environment

The natural sound environment is a valuable resource given that the pervasiveness of human made noise is increasing in our society. Motor vehicle, aircraft, vessel, or motorized equipment noise can be heard in a large portion of the planning area. The sound environment adjacent to roads, Watch Hill and Hatchery Brook, for example, and within corridors or areas popular for motorized recreational activities will be intermittently less quiet than the more remote interior locations. Commercial and noncommercial aircraft are also occasionally heard, in particular near the Piseco Airport. In addition, some visitors bring portable audio equipment, power generators, and other devices that may affect the sound environment, especially at or near water locations where the sound can be accentuated.

Generally, vehicle noise is not a major issue within the JRWF in spite of the many roads that help provide access. The most heavily used highways (Hamilton County Adirondack Trail Scenic Byway Draft Corridor Management Plan, 2003) include NYS Route 30 and 8 which pass through the planning area and NYS Route 28 at the northern unit boundary. For example, the section of NYS Route 30 between Speculator and Indian Lake has an annual average daily traffic volume (number of vehicles that travel in both directions daily) of between 860 and 870 vehicles. The section of NYS Route 30 between Wells and NYS Route 8 intersection has an annual average daily traffic volume of 1560 vehicles. The section of NYS Route 30/8 between Wells and Speculator has an annual average daily traffic volume of 3130

vehicles. Peak traffic along these State highways is greater on the weekends, especially during the busy tourist season.

Many of the popular interior attractions such as Snowy and Pillsbury mountains and Fawn Lake are well away from traffic and its noise. There have been some public complaints where localized intermittent noise occurs in proximity to motorized lakes and ponds. Additional information on sound issues can be found in II-G.

Military Overflights

Military aircraft occasionally use JRWF airspace. The unit is within a low-level training route, part of a "linear corridor" that originates south of the Park. Although aircraft noise does not appear to affect wildlife, visitors to the area are sometimes surprised by the aircraft noise and low-level overflights. Level of miliary training use is probably low since eastern Hamilton County is at the edge of the majority of identified training routes associated with the Air National Guard's 174th Fighter Wing, stationed in Syracuse.

4. Critical Habitat

The New York Natural Heritage Program (NYNHP) is a statewide biodiversity inventory that develops, maintains, and interprets an integrated system of conservation databases. The NYNHP is a cooperative effort between The Nature Conservancy and DEC to identify, inventory, and manage the occurrence of rare plants and animals in New York State. High quality (A or B rank) examples of common communities and all examples of rare types called exemplary natural communities are also identified. Some of this information is available to Department staff via Geographic Information Systems (GIS) using the DEC Master Habitat Data Bank (MHDB). In an effort to maintain confidentiality and to protect these critical resources, the specific locations of sensitive species will not be identified in this UMP. Although the specific location of these species is exempted from public Freedom of Information Laws (FOIL) to protect the species, this information is used and integrated by DEC in all resource planning activities.

All plant species that are classified as rare, endangered, threatened, or exploitably vulnerable are protected by the New York Protected Native Plants Regulations (6 NYCRR §193.3) and the Environmental Conservation Law (Section 9-1503). Any facilities or improvements that have the potential to directly impact a protected plant species will be closed or relocated immediately. See Appendix 5 - Heritage Program Element Ranks for an explanation of the various ranks.

Rare Plants and Exemplary Communities

The JRWF has not had a complete survey for rare, threatened, or endangered plants. The Significant Habitat Unit and NY Natural Heritage Program files were reviewed through the MHDB for biological information on the JRWF. A 2005 review of the MHDB point data files indicated the presence of one endangered plant species and one old growth vegetative community (floodplain forest) within the JRWF.

Northern Wild Licorice (*Galium kamtschaticum*, G5, S1, Endangered, EO rank-F) - Last observed-1964. Field inspection in 1989 did not find evidence of plant.
Floodplain Forest (G5, S1, unprotected, EO rank-F) - First observed 1968, Last observed - 1997
Occurs on mineral soils on low terraces of river flooplains and river deltas. Red maple dominated forest in floodplain of a nice marsh, one of the largest in northern New York, consisting of a band up to 0.1 mile wide bordering Fall Stream north of Vly Lake. Intact, moderate-sized with unusual mixed conifer-hardwood association, in a large old-growth landscape. Unusual northern variant of community with relatively deep peat, apparently seasonally flooded.

Other rare plants and exemplary communities have been documented (MHDB region data) adjacent to the unit and may also be located within the JRWF boundaries. Since these plants have not been observed for a long period of time, it is recommended that NYNHP perform a survey to determine if these plants are present in the JRWF and what measures, if any, should be taken to protect them.

Cloud Sedge (*Carex hayenii*, - G5, S1, Endangered, EO rank-H) Last observed in 1927
Mitchell (1986) lists this taxon as rare in New York. This species is also on the Rare Plant Status List of the New York Natural Heritage Program (Clemants, 1989).

Rocky Mountain Sedge - (*Carex backii*, - G4, S2, Threatened, EO rank-H) Last observed in 1869
This species is on the Rare Plant Status List of the New York Natural Heritage Program (Clemants, 1989). If this plant is found in the JRWF, management efforts will concentrate on protecting this species by maintaining at least a 100 foot buffer zone around areas where this species is known to exist.

Cliff Community (G5, S4, unprotected, EO rank-AB) - First observed1957, Last observed - 1989 A sparsely vegetated cliff community that occurs on vertical exposures of resistant, non-calcareous bedrock or consolidated materials; these cliffs often include ledges and small areas of talus. Occurs at or just below the summit of Snowy Mountain.

Beech-Maple Mesic Forest (G4, S4, unprotected, EO rank-A) First observed1957, 1968 (Piseco Area) Last observed -1989 and 1997(Piseco Area).
Occurs on moist, well-drained, usually acid soils. Hardwood forest with sugar maple and American beech codominant. Found along the beginning of the Snowy Mountain trail and portions of the southern part of the unit between NYS Route 8 and the Northville-Lake Placid trail. At higher elevations and in ravines the forest grades into more mixed northern forest including areas of hemlocks and spruce.

Hemlock-Hardwood Swamp - (G4-G5, S4, unprotected, EO rank-B)- First observed 1996
A mixed forest that typically occurs on middle to lower slopes of ravines, on cool, mid-elevation slopes, and on moist, well-drained sites at the margins of swamps. Lowest part of Sucker Brook Valley, concentrated near the Lewey Lake Campground. Hemlock co-dominated swamp at the edge of a large old growth forest. The swamp drains into small intermittent

streams and is surrounded by Hemlock-Northern Hardwood forest and Beech-Maple mesic forest.

A written inquiry to NHP staff for the Silver Lake Wilderness and information from APA staff for the JRWF, revealed an additional endangered plant and three communities within the Wild Forest.

Northeastern Sedge (*Carex cryptolepis*, G4, S2,S3, Endangered, EO rank-H) Last observed 1920.
Riverside Ice Meadow (G2-G3, S1, EO rank-AB) - Last observed -1998
Meadow community that occurs on gently sloping cobble shores and rock outcrops along large rivers in areas where winter ice floes are pushed up onto the shore, forming an ice pack that remains until late spring. Found along parts of the Main Branch of the Sacandaga River near the Sacandaga campground. Within this community there is a gradient of two to three vegetation zones that vary with elevation above the river and soil moisture. Along the river there is often a narrow zone of seepy, wet meadow. Where the cobble shores are broad and the soil is coarse and dry, there is a zone of grassy meadow. Farthest from the river there may be a shrubby zone that includes some tree saplings and seedlings.

Spruce-Fir Swamp (G3-G4, S4, unprotected, non-exemplary, EO rank-B) - 100 acres east of Fall Stream.

Red Maple-Hardwood Swamp (G5, S4, unprotected, non-exemplary, EO rank-F) - small scattered stands west of Fall Stream.

An additional exemplary vegetative community partially within the JRWF that is not in the MHDB representing a swamp hardwood covertype was identified in a report (2020 Vision,1988).

Auger Flats Floodplain Forest (2020 Vision Report, Exemplary Community) - Located along NYS Route 30, southeast of Speculator, this 160 acre Sacandaga River Floodplain contains a stand of large silver maple with scattered black ash. Associated tree species include butternut and yellow birch with the ground cover dominated by cinnamon and ostrich fern, bedstraw, bluejoint grass, and tussock sedge.

Significant Habitats

A “significant habitat” is a specific place, area, or location in New York State for which the value for wildlife or fish extends beyond its own borders. New York’s Natural Heritage Program (NYNHP) is responsible for completing inventories of rare plants, rare animals, and natural communities of ecological significance. The program maintains a computerized biological inventory and conducts field surveys of sensitive habitats. This information is used in environmental reviews and analysis of any proposed project on the natural resources of an area including vegetation, water, wetlands, and other wildlife. The Significant Habitat Unit and NYNHP files were reviewed for biological information on the JRWF. The following sites were identified:

Bicknell's thrush

Upper elevation stands of young and stunted spruce stands and dense stands of balsam fir. Surveyed and confirmed nesting locations within the JRWF for Bicknell's thrush, a species of special concern in NY, include Pillsbury Mountain and Snowy Mountain. Other peaks over 2,800 feet, and some areas below 2,800 feet may support Bicknell's thrush, if they have appropriate habitat. See detailed discussion in bird conservation areas section.

Deer Wintering Areas

Information provided by regional wildlife staff identified several historic deer wintering areas are wholly or partially contained within the JRWF. Using ArcView software and GIS coverage containing deer wintering areas for the general area, it was calculated that approximately 2,300 acres of the JRWF contains identified historic wintering locations. The largest area was in the northern portion of the planning area in the vicinity of the Cedar River and Bear Trap Brook. Smaller isolated wintering areas were scattered in the southern portion of the unit, including areas near Fawn Lake and Dunning Pond. The boundaries of these areas can change depending on winter weather and vegetative succession, so some of these areas may not hold deer every winter, and other areas may not have been identified as yet.

A GIS model of potential deer wintering habitat based on forest type, elevation, and slope and was recently developed for the Adirondacks (J. Gagnon and S. McNulty, Adirondack Ecological Center, 2005). The GIS potential deer yard habitat model was applied to the JRWF and surrounding areas. Initial results suggest that most of the potential deer wintering habitat lies outside historical area boundaries, primarily on nearby private or other State land. Deer selection of wintering areas is not completely understood. However, the identification of areas of potential wintering habitat in the unit, combined with the recent findings of Hurst (2004), suggest that the current sizes and locations of deer yards within the unit may not reflect historical deer yard boundaries delineated by the Department in the 1960s and 1970s. Therefore, planning for the protection of deer wintering areas relative to recreational activities in the unit should consider the dynamic nature of these areas rather than the static representation of historical boundaries, and seek to update our understanding of wintering areas currently used by deer.

Common Raven Nesting Sites

The raven generally is confined to the more remote areas of the Adirondack Park. It is a mountain bird, favoring areas with cliffs and crags suitable for nesting locations. One nest site has been documented in the past in the vicinity of Squaw Mountain.

Waterfowl Nesting Areas

Shoreline characteristics of certain water bodies can provide suitable nesting areas for loons and other waterfowl. One potential location includes Mason Lake.

Raptor Nesting Areas

While osprey have been sighted in the general area, nesting has occurred infrequently. In 2003, osprey used a nesting platform on top of a power pole on the Big Brook causeway over Lake Abanakee. The following raptors were confirmed or probable breeders in the unit: northern harrier, sharp-shinned hawk, red-shouldered hawk, broad-winged hawk, red-tailed hawk, American kestrel, great horned owl, and barred owl.

Heron Rookery
A great blue heron rookery (current status unknown) is located between Sacandaga Lake and Fawn Lake. Such rookeries are scattered throughout the Adirondacks, often located in the same vicinity as osprey nests.

Spruce Grouse Potential Habitat
In addition to deer wintering habitat, GIS models were also developed for potential spruce grouse habitat (APA/Suny Plattsburg, 2004). Although potential spruce grouse habitat was identified within the JRWF and on nearby private or State lands, no spruce grouse have actually been observed within the JRWF based upon BBA data. The spruce grouse model is important not only for this species, but theoretically the whole suite of boreal forest birds and other wildlife that use lowland spruce-fir habitats.

BIRD CONSERVATION AREAS
Important Bird Areas or (IBAs) represent the most important habitats for the survival of birds and the conservation of bird species. They can be important only in their home state or province, or can be of national and even global significance. They have to have a high level of bird use, such as a large number or individuals or a high diversity of species, or they must be home to species of high conservation priority.

Audubon inaugurated the IBA Program in New York State in 1996. The IBA Program was formally adopted as one of a triad of habitat conservation strategies that make up the Partners in Flight (a loose coalition of conservation organizations, wildlife agencies, and other groups cooperating to further the aims of bird conservation in the United States and Canada) Bird Conservation Strategy, or "Flight Plan." In New York State especially, Audubon has collaborated with Partners in Flight, state and regional coordinators to fit the IBA Program into the larger context of the Flight Plan, which includes developing physiographic area conservation plans, habitat goals for species and habitat types, and management recommendations for large landscape-level units. No identified IBAs occur within the JRWF.

In 1997, New York State created a model Bird Conservation Area (BCA) program based on Audubon's IBA program under §11-2001 of the Environmental Conservation Law of New York.

The program is designed to safeguard and enhance bird populations and their habitats on selected state lands and waters. In November of 2001, New York State designated the Adirondack mountain summits above 2,800 feet in Essex, Franklin, and Hamilton counties as the Adirondack Subalpine Forest Bird Conservation Area (BCA). The site was nominated because of its diverse species concentration, individual species concentration and its importance to species at risk, in particular the Bicknell's thrush (special concern). Included in the designation were lands over 2,800 feet elevation in the JRWF.

The vision for the Adirondack Subalpine Forest BCA is to *"continue to maintain the wilderness quality of the area, while facilitating recreational opportunities in a manner consistent with conservation of the unique bird species present"* (NYSDEC, 2001). The

Department has developed Management Guidance Summary to identify education and research needs, and to outline operational management considerations.

Using ArcView software and elevation data from the APA's digital elevation model it was determined that approximately 300 acres of the JRWF is above 2,900 feet*, mostly in the vicinity of Pillsbury and Snowy mountain summits. GIS coverage containing the land cover of New York State identified the vegetative cover types on these mountains to be predominately spruce/fir and evergreen/northern hardwoods with sugar maple mesic occurring below the summits.

Operation and Management Considerations for the Adirondack Subalpine Forest BCA: The BCA is comprised of approximately 69,000 acres within the Adirondack Forest Preserve with only a small portion within the JRWF. The wilderness area portion is subject to relatively stringent regulations and use limitations. Portions of the BCA within the JRWF may have less stringent use limitations, in particular group size limits. Access to the summits of Pillsbury and Snowy mountains is limited to foot trails.

- To ensure disturbances are kept to a minimum, trail maintenance and construction activities should be accomplished outside of the breeding season, when possible. If, in accordance with Department policy, motorized equipment use is necessary, such use shall be minimized during the breeding or nesting periods. Should maintenance be needed during the nesting season, the use of non-motorized equipment would help to minimize the impacts. Whenever possible, routine maintenance on the fire towers and inspections using helicopters should be scheduled outside the nesting season for Bicknell's thrush (May through July).

Education, Outreach and Research Considerations:

- There is a need to identify to the public the distinctive bird community present in subalpine forests over 2,800 feet. The potential impacts of human intrusion need to be portrayed to the public, and a "please stay on the trails" approach may be beneficial. Continue partnerships with the National Audubon Society, Adirondack Mountain Club and other groups involved in education and conservation of birds in New York State.

- Acid deposition may be having an impact on nesting success of songbirds at high elevations by causing die-offs of high altitude conifer forests, and killing snails and other sources of calcium needed for egg production. More research is needed on this. The curtailment of sulphur dioxide emissions and the reduction of acid rain is currently a significant New York State initiative.

- A detailed inventory and standardized monitoring of special concern species is needed for the area. In particular, all peaks above 2,800 feet should be surveyed for Bicknell's thrush.

**The contour data is only available in meters, with acreage calculations within the JRWF based upon the portion of land area greater than 2,900 feet in elevation. An additional undetermined acreage within the BCA would include the lands between 2,800 and 2,900 feet.*

- There has been little research on what effect normal use of hiking trails have on nesting birds. Recreational use in some areas of the BCA is relatively high. More research is needed on whether there is significant impact to bird populations from current level of human visitation. The impact of the current levels of human use on nesting success needs to be assessed.

Old Growth Sites

With the exceptions of portions of a floodplain forest, the presence of old growth forest remnants of the Adirondacks has not been documented within the JRWF. Recent research (McMartin, 1994) indicates the potential for old-growth sites but not virgin stands within the unit. Using ArcView software and GIS coverage containing old growth timber areas of the Adirondack Park it was calculated that approximately 10,000 to 11,000 acres of the JRWF was acquired between 1871 and 1885. The largest tract included the area around Mason Lake and Jessup River in the northern part of the unit. Potential old growth tracts were smaller and scattered in the southern portion of the unit, including areas near Fall Lake, Fawn Lake, and Mud Lake.

Lands acquired by the state in the late 1800s and subsequently included in the Forest Preserve may have a higher potential for the occurrence of old growth stands, since no timber would have been harvested from them after their acquisition by the state. However, some parcels acquired by the state via tax sale during this period were previously harvested of most or all of the timber. 140 years may or may not be sufficient time for lands that were heavily cut over to develop forest communities that exhibit old growth characteristics. Identification of old growth is complicated since there are different definitions of the term “old growth.”

Biosphere Reserve

Individual ecosystems or lands that are components of regional ecosystems believed to be internationally significant examples of natural regions may be nominated for designation as biosphere reserves. The Champlain-Adirondack region was designated a Biosphere Reserve in 1989. The inclusion within a biosphere reserve does not alter the purposes for which the Forest Preserve was established or change the management of JRWF lands. The primary goal of the Champlain-Adirondack Biosphere Reserve is to establish a non-regulatory, non-advocacy program that uses education, research, and demonstration projects to encourage social and economic vitality and to preserve and improve the environmental health in the region.

B.Man-Made Facilities

The following is a summary listing of the man-made physical objects and features on or adjacent to JRWF lands and waters. (See Existing and Proposed Facilities Maps and Appendix 2 for a more comprehensive listing.) N/A - denotes where information was incomplete or not available. The APSLMP provides guidance for those facilities that are allowed (conforming) in Wild Forest and those which are not (non-conforming) in Wild Forest.

Existing Structures and Improvements
Barriers (23) - Numerous barriers, primarily associated with roads or trails. Includes rock/earth berms and pipe or cable gates.
Boundary Lines (± 110 miles) - Property line with associated monumentation. Does not include mileage of State shoreline, JRWF road frontage or administrative boundaries.
Bridges/Trail Hardening Facilities (total number N/A) - A wide variety of bridging including road, foot and snowmobile bridges, boardwalks, drytread, trail ditching, native rock stepping stones and stairs, and waterbars.
Buildings (7) - Ranging in size from small water gauge structures to large residences.
Buoys (user placed, N/A)
Camping Sites - Consists of primitive tentsites (76) and the more developed sites (35) associated with Indian Lake Islands Administrative Camping Area . Group Sites - Other locations include non-designated sites where camping by groups larger than nine people has occurred.
Communication Facility (1) - Radio repeater on Pillsbury Mountain.
Dams (1 existing, 3 remains) - Indian Lake and old tannery dam remains at Piseco.
Docks (1) - Use by HRBRRD caretaker at Indian Lake Dam facility.
Fireplaces, excluding campground sites (3, remains). Other scattered fire rings not inventoried.
Helicopter Landing Sites (1, undeveloped - painted X on rock) - Pillsbury Mountain. Additional FAA approved site on town lands at Arietta Airport and Indian Lake DEC administrative facility.
Historic Locations, Memorials, Plaques (1) - within NYS Route 30 ROW
Lean-to/Camping Structures (0) The occasional presence of more elaborate camps were not inventoried due to their temporary nature.
Picnic Areas (5) - Elaborate facilities with associated fireplace, picnic table and privy. Associated with the Indian Lake Islands Administrative Camping Area .
Privies, excluding campground sites (2); other wastewater systems involve residence buildings at Sacandaga Lake and the Indian Lake Dam.
Roads: Town, County and State Roads (23 maintained roads - 34.2 miles) DEC Motor Vehicle Roads (Open to the public, 4 roads- 1.6 mi.) Closed Roads (several - mileage N/A) Private Roads (2 roads - 0.3 miles)
Scenic Vista (2, DOT maintained) - NYS Route 30

Signs (N/A)
Trail Facilities Trails (designated facilities ± 51 miles) Additional unknown mileage of herd paths and unmarked trails exist.
Foot (4 marked ± 11.3 miles)
Snowmobile (11 marked ± 31.3 miles) Additional use on town trails along private lands, highway corridors or on frozen waterbodies.
Cross-Country Ski (2 marked ±8.5 miles)
Horse (0) - None formally designated/marked.
Bicycle (0) - None formally designated/marked.
Trailheads (7) With Maintained Parking (3) Without Maintained Parking (several)
Registers (7)
Trail/Road Easements (3)
Trail/Road Agreements (numerous)
Towers and Appurtences (2-Fire) Pillsbury and Snowy mountains.
Utilities (numerous - N/A) Facilities along Town Roads with JRWF frontage or outside ROW of NYS highways and associated with two residences.
Waterway Access Sites (7) a. Developed (0) b. Undeveloped (7)
Water Pipe (1) in roadbed of Gilmantown Road
Water Springs (1) on DOT land - NYS Route 30
Water Gauges (2) USGS facilities
Wildlife and Fisheries Structures (unknown #, wood duck boxes)

Non-conforming Facilities Inventory (excepting occupancies)
The following is a list of known non-conforming facilities in the JRWF: Page Street garage and parking area, gas pumps, fireplace chimney at Watch Hill, Fall Stream cable crossings (3, present condition and exact locations undetermined), old dumps (1, remains), and old gravel pits (4, closed). Some primitive tentsites may be non-conforming due to APSLMP 1/4 mile spacing guidelines.

C.Past Influences

1. Cultural Resources

The term “cultural resources” encompasses a number of categories of human created resources including structures, archaeological sites and related resources. The Department is required by the New York State Historic Preservation Act (SHPA), Parks, Recreation and Historic Preservation Law (PRHPL Article 14) and SEQRA (ECL Article 8) to include such resources in the range of environmental values that are managed on public lands. The Adirondack Forest Preserve was listed as a National Historic Landmark by the National Park Service in 1963. This designation also results in automatic listing in the State and National Registers of Historic Places.

Within the Forest Preserve, the number of standing structures is generally limited due to the guidelines of the Adirondack Park State Land Master Plan. Often those that remain such as fire towers, “ranger” cabins and related resources are structures that relate to the Department’s land management activities. Fire towers as a class of resources, have been the subject of considerable public interest over the last decade. The majority of surviving fire towers have been found eligible for inclusion in the State and National Registers of Historic Places and a number of towers were formally listed in the Registers in 2001. For state agencies, Register listing and eligibility are effectively the same; obligating the Department to treat these resources appropriately and requiring that special procedures be followed should it be necessary to remove or otherwise affect these resources. This formal listing is in addition to the SHPA Memorandum of Agreement relating to fire towers that the Department signed with OPRHP in 1994. This agreement was designed to accommodate the guidelines of the Adirondack Park State Land Master Plan and the State Historic Preservation Act. The Snowy Mountain fire tower is listed in and the Pillsbury Mountain fire tower is eligible for listing in the State and National Registers of Historic Places. The Indian Lake Dam keepers house may also be eligible for listing .

Natural features (lakes, ponds, streams, etc.) were often named after local individuals or unique qualities of the area as hinted at through old census records and maps, but direct evidence is often hard to come by. Examples of such features include Jessup River, Echo Lake, and Panther Pond. Conversely, the derivation of the names of a number of features in and around the JRWF is somewhat clearer and is listed below (Information summarized from town historian reports, Aber,1965, and McMartin,1998 and other sources):

<u>Adirondack</u> - original meaning *"bark-eater"*, was a term used by the Iroquois to describe the Algonquins, this area was likely used by the native people as an occasional hunting and fishing area (Late Woodland Period I 200 - 1600 AD). The word was not applied to the area until 1838.

<u>Cherry Brook</u> - This waterway was earlier named Fish Inlet after Daniel Fish, a property owner near the brook.

<u>Couchsachrage</u> - French word on a 1756 Map and means *"Indian Beaver Hunting Country."* Carson also defines it as *“the great and dismal wilderness”*.

Dunning Pond - In 1854, David Dunning acquired the land around the pond that now bears his name. He built a sawmill at this location. The remains of a stone bridge and foundations are located between the trail and the outlet.

Echo Lake - At the outlet was a small mill for the manufacture of wooden butter bowls. The head of the lake was the location for a gristmill operated by Zachariah Whitaker in the early 1800's.

Fall Stream - A little camp and a barn were constructed here by the well-known hermit, Foxey Brown (real name was David Brennan). He raised cattle, cutting grass on the vlaie for hay, and supplemented his income by making shingles. Foxey Brown left the area around 1917.

Gilman-town - This interior town was formed in 1839. Its land was taken primarily from Wells and Lake Pleasant, and was habitable only on the western boundary of the town. With only 21 houses and a total population of less than 100 people, it was the least populated town in New York State and remained so until it was disannulled in 1860.

Indian Clearing - The exact history of this location is unclear. Grave-like mounds have been observed, with Melvin Slack of Speculator reporting Native American dancing activity in the year 1880.

Indian Lake - The community and adjacent waterbody were named after the first settler, an Abanakee Indian, Sabael Benedict who came here with his family in 1762. The Indian name for this lake was OT-SI-KWA-HE, "where the ash tree grows with large knobs for making clubs". Indian Lake remained largely undiscovered until the Adirondack Railroad, linking Saratoga Springs to North Creek, was built in 1871. This brought wealthy vacationers within 20 miles of Indian Lake, and many began to venture to Indian Lake via horse-drawn buckboard wagons, then farther into the beauty of its surrounding wilderness with guides.

A stone dam on Indian Lake was built in 1898. This structure was preceded by two earlier log dams erected by early lumberman to assure a supply of water for driving logs down the Indian River. In low water the remains of these earlier dams can be seen. The 1898 stone dam transformed the three small original lakes into the 14 mile waterway that is Indian Lake today. On the lake near campsite 32, anchor bolts document where temporary log booms were placed. A water gauge is painted on a shoreline rock ledge (Pine Hill) south of the picnic area.

Jessup River - Spruce and balsam pulp wood were floated down the Jessup River into Indian Lake to the Hudson River to Corinth, where IP had a paper mill. The job started in the mid 1940's during the World War II war effort with several flood dams on the Jessup River and tributaries. The last river drive occurred in 1947.

Lake Pleasant - The outlet and both sides of the inlet from Sacandaga Lake were traditional Native American camping grounds.

Lewey Lake - A journal (Adirondack Museum, 1961) from an 1851 hunting excursion to Louis (earlier name) Lake expounds this region of the Adirondacks, long noted for its fishing and hunting. An excerpt from the journal transcript describes the events of the last day:
"As we stood on the shore of the lake preparing the boats for departure, there was something grand and imposing in the appearance of the forests and mountains. The lake did not wear the placid and unruffled appearance as on a calm summer morning, for the remains of last nights storm still lingered around, and the wind blew fiercely and cold from the North. Snowflakes came floating from each passing cloud, which seemed to tell of approaching Winter. The old forest groaned, we thought, in sympathy with our sorrow at parting, and we half unwillingly

stepped into the boats and rowed away. On reaching the middle of the lake, the Heavier body discharged his gun, as a passing salute, and the hills responded long and heartily to the sound."

The lakeshore was the residence of several renowned area hermits during the mid-1800's. Just when Louis became Lewey Lake is not clear, but the change in spelling was canonized by Verplank Colvin when he first surveyed the region in 1872. He said the name derived from that of a Canadian Indian hunter; but, the man who really put Lewey Lake on the map was Aaron Sturges, or simply "Old Sturge", the founder of a distinguished family of guides and hotel keepers. The lake is reported to be named in honor of the Native American guide, Louis Elijah Benedict, recorded as Emmons guide during the first Adirondack survey. Alvah Dunning, another area hermit, guided fishing and hunting parties for several years from this area.

Military Road - A road was developed in the early 1800's that ran from the site of Sir William Johnson's lodge, Fish House (Fulton County), northwest to St. Lawrence County. In 1812, the legislature authorized the extension of a portion of this road from Wells to Russell, 82 miles to the northwest. At Wells this road followed Elbow Creek and continued past Charley and Mud (later named Gilman) Lakes to the outlet of Lake Pleasant.

Mill Creek - Site of a historic NYS fish hatchery. To help compensate for the loss of trout waters caused largely by the establishment of nonnative species, the Fisheries, Game and Forests Commission established small local fish rearing stations in the Adirondacks in the late 1800's. These facilities produced trout fry for stocking in local waters, but some did not operate for long due to their inability to rear fish. *"The Sacandaga Hatchery located near Newton's Corners in Hamilton County was one of the pioneers of the State force. The region around the hatchery certainly is in great need of all the fry that a large hatchery could turn out, as it is in a section far back from a railroad where it is almost death to fish to transport them from the railroad stations.*" (Report of the Commissioners of Fisheries, Game and Forests 1895). The Sacandaga Hatchery was abandoned in 1904 because it was impossible to raise fingerlings or yearlings at this hatchery as the water supply was so very uncertain during the summer months and because the facility had periodic flooding conditions. *"In this respect the location of the plant was most unfortunate, but the section of country accessible from this hatchery abounds in numerous lakes and ponds, some of them the very finest for trout in all the Adirondacks, and as the Forest Preserve Board has recently purchased tracts of land and waters in the Adirondacks.*" (Report of the Commissioners of Fisheries, Game and Forests 1897).

Page Street - Moffitt Family Cemetery. According to the "History of Hamilton County" Mary Moffitt and two of her sons died of sunstroke between 1850 and 1860 and are buried here.

Piseco Lake - Named after the Native American Pezeeko, who lived on a sand strip along the lake's western shore. The northwest and west shores have yielded Native American relics with traditional camping grounds at the outlet, southern and northeastern shores.

Round Lake - Rechristened Sacandaga Lake by the State Forestry Commission.

Sacandaga River - Derived from the Native American name "cedar in water" or "drowned lands". The State of New York declared certain waterways as "public highways" for the movement of logs. In 1854 Legislation appropriated money for clearing of the Sacandaga River channel, including the West and East branch.

Sageville - Named after Hezekiah Sage who changed the name of Lake Pleasant to Sageville in 1844. After Hezekiah's death in 1896, the community resumed the name Lake Pleasant. A

junction of waterways formed this natural place of commerce near the inlet to Sacandaga Lake. The surrounding flatlands had originally been Native American camping grounds.

"Silver Lake" Tannery - An old brick kiln of A.K. Morehouse's era was used as a tanning extract mill near the outlet of Oxbow Lake. Here in the late 1800's, hemlocks were peeled and tanning liquor produced for the tanneries in Wells and Hope Falls. In the 1850's the five acre mill lot had an operating shingle making machine and sawmill. It is not known when the tannery closed, but tanning had essentially stopped in 1897. Evidence of old foundations and a stone dam remains can still be seen south of Rudeston Hill near the Piseco Lake Historical Society's buildings.

Snowy Mt. - Earlier names were Squaw's Bonnet and Squaw Mt. Bonnet.

Speculator - Earlier called Newton's Corners after the postmaster, this village was re-christened Speculator. The honor of coining this peculiar name belongs to Charles Webber, a well-known sporting writer who, in 1848, first called the mountain that overlooks this community Specklater or Speclater.

Squaw Brook - Named in memory of Sabael Benedict's wife. Her body was placed in a log enclosure on the rocky banks near the outlet. This location has since been inundated by water due to the Indian Lake Dam.

Grave of Colonel Loring Peck - From the South Shore Road, a trail leads to a grave site at the base of Speculator Mountain. The trail starts on private land and honors a very early settler in Hamilton County who served with distinction in the American Revolution.

"West River" - The West branch of the Sacandaga River. As early as 1835 settlers pushed west of the Sacandaga Valley.

2. Historic Resources

Snowy Mountain Fire Tower - (Information summarized from the National Register of Historic Places Registration Form)

Located at the 3,889 foot summit of Snowy Mountain the observation station includes a 45-foot tall, steel frame lookout tower. The boundary for the State and National Register of Historic Places listing is drawn to include a 500 foot square area surrounding the tower, and the 3.9 mile trail leading up to the tower from the base of the mountain, which includes the site of the original observer's cabin (now a clearing), and related features such as the spring housing. A trail descends the summit from the tower toward the northeast to the trailhead on NYS Route 30. Along the trail and approximately 400 feet below the tower is the site of the former observer's cabin.

The Snowy Mountain tower stands alone on the mountain's summit, which is generally forested. The steel tower reached its height in two stages. The height of the original prefabricated tower built by the Aeromotor Corporation and erected on Snowy Mountain in 1917 was 22 feet. It was typical of the "heavier type" structures with integral staircases built by the Conservation Commission, consisting of a square steel and glass "cab" enclosure for observation erected atop a riveted and bolted frame of angular steel. Steel stairs divided into nine flights and eight landings provided access from the ground to the cab. The legs of the structure are anchored by four standard connection plates, which are bolted into the exposed

bedrock on the summit. Also of historic interest are two benchmarks embedded in the exposed ledge immediately east of the tower.

The Snowy Mountain Fire Observation Station was established in August, 1909, and was one of the first five stations in Hamilton County. In the annual report for that year, James McBridge, Superintendent of Fire District Number Three in the Adirondacks, reported that 11.5 miles of telephone line were connected from the summit of Snowy Mountain in August to Indian Lake and additional lines had been purchased for connects to Blue Mountain Lake and North Creek. The station had a 15-foot wooden tower providing 40 miles of view to the east, 25 to the west and north, and 20 to the south. The cost of the station was $989.02. The first state observer was Frank Washburn. By 1915, there were 11 fire towers in use in Hamilton County. All were constructed of wood and tents were used as living quarters for those manning the stations.

An important innovation in 1916 and 1917 was the conversion from wooden to steel towers. The original wooden tower on Snowy Mountain was replaced in 1917 with the existing steel tower, which initially was 22 feet tall. It was one of 13 new steel towers that year and one of the first 12 described as a heavier type equipped with steel stairs. In 1920, an Osborne Fire Finder panoramic map for use with alidade was prepared and installed in the cab. The view was described in a 1928 guidebook:

"...when you look around from the observation tower, you peer down into the deep valleys that fall away so steeply as to make you feel as if you were standing directly over them. Beyond these valleys your eye takes in a long series of ridges and summits, extending a distance horizon which includes in one sector the view of the high peaks of the Adirondacks."

In 1933, the tower was increased in height by approximately 20 feet (making it a 45-foot tower) *"due to high growth attained by surrounding trees during the past 15 years."* The station was abandoned in the 1970's.

Pillsbury Mountain Fire Tower - In 1918, the Champion Realty Company that owned Pillsbury Mountain at the time, operated a log tower at the 3,597 foot summit on a part-time basis. In 1924, the Conservation Commission erected a 60-foot steel tower at the same general location. The original observer's cabin built in 1927 was replaced by a larger cabin in the late 1940's. While the 500 foot square area surrounding the Pillsbury tower, observer's cabin, and the 1.6 mile trail leading up to the tower have not been nominated to the National Register of Historic Places, efforts are underway to rehabilitate and preserve these unique historic facilities.

Archaeological Resources - (Site file information provided by Charles Vandrei, 2002)
The archaeological inventory of the JRWF reflects the known general characteristics of the areas history. A number of precontact Native American sites have been identified in the vicinity of Indian Lake and the Jessup River. This includes several sites that may now be inundated by the waters of Indian Lake. Euroamerican sites within the unit reflect land use prior to state acquisition. These include a number of farmstead sites, the remains of mining and logging operations and the remains of the settlement of Gilmantown.

Archaeological sites are, simply put, any location where materials (artifacts, ecofacts) or modifications to the landscape reveal evidence of past human activity. This includes a wide

range of resources ranging from precontact Native American camps and villages to Euroamerican homesteads and industrial sites. Such sites can be entirely subsurface or can contain above ground remains such as foundation walls or earthwork features.

As a part of the inventory effort associated with the development of this plan the Department arranged for the archaeological site inventories maintained by the New York State Museum and the Office of Parks, Recreation and Historic Preservation to be searched in order to identify known archaeological resources that might be located within or near the unit. The two inventories overlap to an extent but do not entirely duplicate one another. The purpose of this effort was to identify any known sites that might be affected by actions proposed within the unit and to assist in understanding and characterizing past human use and occupation of the unit. The quality of the site inventory information varies a great deal in all respects. Very little systematic archaeological survey has been undertaken in New York State and especially in the Adirondack region. Therefore all current inventories must be considered incomplete. Even fewer sites have been investigated to any degree that would permit their significance to be evaluated. Many reported site locations result from 19th century antiquarian information, artifact collector reports that have not been field verified. Often very little is known about the age, function or size of these sites. This means that reported site locations can be unreliable or be polygons that encompass a large area. Should systematic archaeological inventory be undertaken at some point in the future it is very likely that additional resources will be identified.

The results of these site file checks identified numerous sites within the general unit boundaries, of which only sixteen are believed to occur within the JRWF. See the following table.

Table VII - Known Archaeological Resources

SHPO/NYSM [1]	Site Name	Description
A041.04.000021 And NYSM 1467	HAA 19-3 Unnamed	Precontact Site, no age or cultural affiliation known
A041.04.000024 And NYSM 1468	Watch Point	Precontact Site, no age or cultural affiliation known
A041.04.000025 And NYSM 1469	Sandy Island North: Arrow Isle	Precontact Site, no age or cultural affiliation known
A041.04.000026 And NYSM 1470	Sandy Island South: Folsom Island	Precontact Site, no age or cultural affiliation known
NYSM 7507	Unnamed	Precontact Site, Middle Woodland (1AD - 1000AD) Submerged?
A041.04.000029 And NYSM 1471	Unnamed	Precontact Site, no age or cultural affiliation known
A041.04.000031 And NYSM 1473	North Long Island	Precontact Site, no age or cultural affiliation known
A041.04.000032	Poplar Point	Precontact Site, no age or cultural affiliation known

SHPO/NYSM [1]	Site Name	Description
And NYSM 1474		
A041.06.000003 And NYSM 1478	Unnamed	Precontact Site, no age or cultural affiliation known
A041.06.000004 And NYSM 1479	Lewey Lake Campsite	Precontact Site, Late woodland site (1000AD- 1300 AD) (Mohawk?)
A041.06.000008 And NYSM 9361	Jessup River Site	Prehistoric site - Late Archaic/Tansitional (1300BC-1000BC)
A041.40.000003	Guideboard Hill Cemetery & Settlement	Early settlement and monumental cemetery located on old road bed to Gilmantown rd., marked by local historians.
NYSM 8930	No name provided	Precontact Site, no age or cultural affiliation known. Camp site found by A C Parker /1922
NYSM 7511	No name provided	Precontact Site, no age or cultural affiliation known
A041.06.000006 and NYSM 6067	Indian Bay-Oak Hill Mohawk	Precontact site Late woodland (1000AD-1300AD) (Mohawk?)
A04140.000002	Cherry Brook Site	Wide temporal range

[1] State Historic Preservation Officer (SHPO). In New York State the SHPO is the Commissioner of OPRHP. New York State Museum (NYSM)

D.Public Use

1. Land Resources

The JRWF lies in the south-central part of the Adirondack Park within a one-two hour drive from the larger population centers of the Capital District and Amsterdam. Even though a large portion of the JRWF is easily accessible from these metropolitan areas and potentially at risk of exploitation by recreational users, it remains only moderately used by the public.

A wide variety of recreational activities are allowed on the JRWF due to its land classification under the APSLMP. While public use tends to be concentrated near developed facilities and waters, the extent of actual recreational use within the JRWF is difficult to estimate accurately due to the variety of potential access points such as unmarked trails, public highway or shoreline frontage. The majority of marked foot trails are located in the northern portion of the unit, while most of the marked snowmobile trails can be found in the southern portion of the unit. In addition, frequent overnight and day use activities occur on Mason, Fawn, and Indian lakes along with the adjoining shoreline. Since public use can be dispersed over such a wide area, indirect means were used to estimate use such as examination of trail register and camping permit data, inventory and analysis of site conditions, and professional estimating. The data collected, despite many variables and limitations can indicate trends in use.

Levels of Use

The Department monitors trail use by voluntary registration. There are currently seven register booths that sample public use within the planning area. Three of these facilities are located adjacent to marked hiking trails (Snowy Mountain, Pillsbury Mountain, and the Northville-Lake Placid trails). The four remaining registers sample use of snowmobile and cross country ski trails. Although this is the best source of use information currently available, register figures tend to be inaccurate because some users do not sign in at trailhead locations. Certain groups of users who are believed to register less frequently than others include day-users, frequent users of the same site, hunters, and anglers. This means that registers can have a large margin of error, as some use is underestimated (Hendee, Stankey, and Lucas, 1990). Voluntary trail register compliance percentages can vary depending on register location, time of visit (season, day of week), entry hour, length of stay and group size. This information is also limited to sampling the public that pass by these registers on specific DEC trails. These facts should be kept in mind when analyzing the data, since it represents information about users at only eight access points. While there is no reliable estimate on the percentage of visitors who do not sign the register sheets in the JRWF, registers are useful at showing trends and getting an idea on relative use.

In 2003, a research study was conducted for the adjoining West Canada Lake Wilderness. A combination of trail counters, trail register analysis, and interviews were conducted at various locations. Two of these locations were in the JRWF or involved JRWF trails. Information was gathered for the Pillsbury Mountain trail and the Northville - Lake Placid trail (NP trail) at the Haskell Road trailhead. At these locations register compliance rates were significantly different with the Pillsbury Mountain trailhead having a 92.6% compliance and the NP trail (Haskell Road trailhead) having a 57% compliance. In the case of the NP trail actual compliance is believed to be higher since the percent compliance rate was calculated without

20 days of missing register sheets. A follow up user survey was mailed to some of the people interviewed. Additional information about this research project can be found in Section II-H.

Table VIII - Trail Register Information (Number of people that sign in)

TRAIL	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002
Northville-Lake Placid	939	686	▬	▬	▬	355 [1]	686	598	239 [1]	772
Old Military Road - Pillsbury Mt.[2]	1350	1365 [1]	1261 649 [2]	1693	1352	1227	1500	1619	1465	1767 817 [2]
Piseco Airport Ski Loop	352	190 [1]	397 [1]	358 [1]	504 [1]	▬	292 [1]	796	140	101
Snowy Mt. Trail	3609	4095	3748	3816	3892	4117	3865	3466	3748	3473
Snowmobile Trail (Fall Lake Jct.)	972	1729	941 [1]	1405 [1]	1198 [1]	▬	1747[1]	▬	1349[1]	889[1]
Dunning Pond Trail (Route 30)	84	▬	24 [1]	159 [1]	208	176	186	128	155	40 [1]
Dunning Pond Trail (Gilman-town Road)	119	▬	55 [1]	100 [1]	78	115	N/A	N/A	N/A	N/A
Fawn Lake Trail	▬	1789 [1]	1962 [1]	1607 [1]	2354	2450	2573[1]	1666[1]	2299[1]	745[1]

[1]This information is incomplete due to missing register pages. The degree of missing information varied from just a few weeks to a few months.
[2] An examination of the 1995 and 2002 register sheets revealed that approximately one-half of the total trailhead register entries involve a trip up Pillsbury Mountain.
▬ Data unavailable.
N/A - The Gilmantown Road register was removed.

A few general conclusions can be drawn from an analysis of past register data:
• Information collected for the last decade indicated that between 8,000 and 12,000 people annually register for some type of activity within the JRWF. This does not include the use on the wild forest sites of the Indian Lake Islands Administrative Camping Area during the operating season.
• On average, registered users travel in small groups; generally of 2-3 people.
• The majority of registered use occurs on the Snowy Mountain trail.
• On the NP trail the greatest registered use occurs in July, August, and early Fall.
• Public use levels have been fairly stable with no significant increase in use observed.
• Limited data make it difficult to quantify overall public use of the JRWF.

Additionally, seasonal use during big game season is rarely captured by trail registration data. Many hunters access the unit along its periphery, and not from Department trailheads.

In some years there is a lack of complete data due to some missing pages. A recently developed Standard Operating Procedure outlining responsibilities of DEC Forest Rangers and Foresters in Region 5 related to trail register data should help to improve collection, retention, and reliability of public use data. Proposals to obtaining use data for DEC trails and facilities for which there are currently no registers, will be discussed later in this document in the Management Recommendations section.

Public Use Intensity/Adjoining Units

In order to better quantify the degree of use in the JRWF, it is helpful to compare use trends both from within the unit and on nearby State lands. In the adjoining Siamese Ponds Wilderness Area, public use was estimated by summarizing trail register information (SPW Draft UMP, 2004). For the last five years register information indicated that between 10,000 and 16,000 people annually register. The greatest amount of public use occurred at one popular day use location (Chimney Mountain - approximately 5,000 visitors per year). The overall data was incomplete due to vandalism of the register pages, lack of registration by many users and missing information for the Old Farm, Eleventh Mountain, and Cisco Brook trailheads.

Other wilderness areas that adjoin the JRWF generally have lower registered use levels. For the Silver Lake Wilderness to the south, an assessment of the available use data (SLW Draft UMP, 2005) for the last five years indicates that between 2,000 and 3,600 people annually register. This data is the combined total from the three trailheads with most of the public use associated with the only marked trail in the unit, the NP trail. Approximately 10 camping permits are issued annually from the forest rangers. For the West Canada Lake Wilderness to the east, an assessment of the available use data for the last several years indicates that approximately 3,000 to 4,000 people annually register.

Public use in nearby wild forest areas indicated a range in use numbers. An assessment of Ferris Lake Wild Forest information collected for the period between 1995 and 1999 (FLWF Team Draft UMP, 2003) indicates that between 6,000 and 10,000 people annually register (excluding the West Lake Boat Launch) for some type of trail activity within the unit. The highest registered use occurred on the Nine Corner Lake trail with an average of 2,848 people/year. The remaining trailheads indicated use ranging from 2,483 people/year to 277 people/year. Approximately 10 camping permits are issued annually from the forest rangers. Information collected for the period between 1987 and 1993 within the Blue Mountain Wild Forest Area (BMWF UMP, 1995) indicated that between 9,000 and 17,000 people annually register for some type of trail related activity (excluding rafting). An examination of the register pages for the Blue Mountain trail indicated that between 9,000 and 12,000 people utilize this trail annually. Upwards of 300 individuals have signed in on peak days. The remaining trailheads received use ranging from 2,400 people/year to 700 people/year.

Based upon a generalized analysis of this information, intensity of registered public use within the JRWF (excluding Indian Lake Islands Administrative Camping Area) appears to be greater than what is occurring in Silver Lake and West Canada Lake Wilderness Areas, but less than what is occurring in Siamese Ponds Wilderness or Blue Mountain Wild Forest. Registered use

in JRWF is slightly higher than Ferris Lake Wild Forest. This comparison is not exact since it only compares the numbers of users that sign in on specific trails that have register boxes, but is useful as a general indicator.

For the purposes of this UMP, low use will refer to estimated or registered use levels of less than 100 people annually, light to moderate use will include use levels between 100 to 1,000 people, and moderate use will include use levels between 1,000 to 5,000 people. Moderate to heavy use will include use levels of over 5,000 people a year. Heavy use will include use levels over 10,000 people. An examination of distribution and estimated level of general public use within the JRWF follows:

Areas sustaining apparent low use within the JRWF include:
Because of the limited access from water or public road (Bear Trap Swamp, Elm Lake Road parcels, Nicholas Brook, shoreline on Lake Abanakee, Piseco Lake, and Lake Pleasant), rugged terrain (Blue Ridge and Squaw Mountain), or scattered nature of small wild forest parcels (lots adjoining the South Shore Road, Gilmantown Road, McGinn Hill, Guideboard Hill, and Vly Creek Area.), these parts of the JRWF offer visitors opportunities for solitude.

Areas sustaining apparent light to moderate use within the JRWF include:
Even in summer, use levels in many parts of the JRWF are relatively light. Additional information concerning the Piseco Airport Area and NP trail can be found in Section VI.

Piseco Airport Loop and Abanakee Loop Cross Country Ski Trails: Both of these areas involve access over town or private land with the owner's permission. Public use at the Piseco Airport Loop has declined significantly in the last two years from a range of 200 - 800 people to a range of 100 - 150 people annually. The numbers for 2001 and 2002 are believed to be lower partially due to lack of grooming that previously occurred under TRP for an organized annual race. Also, the snow-cross snowmobile event was held at the Piseco airport last year, probably displacing skiers for that weekend. In the case of the Abanakee Loop, permission to cross private land is for skiing or hiking only, with access restricted during the hunting season. The majority of public use is from the community of Indian Lake and is estimated to consist of approximately 100 people a year. (personal communication, Greg George)

Fall Stream, Jessup River and Miami River: These areas involve streams that are easily accessible from a public highway or DEC campground and are utilized by a variety of recreationists including boaters, fisherman, and trappers. Annual use of the Jessup River is believed to be around 100 people. The Miami River is used by an estimated 250 people a year. (personal communication, Tom Eakin)

Dunning Pond Snowmobile Trail: This trail receives the lightest documented use within the JRWF. Even though this trail can be entered from two different roads, registered use numbers were in the 100 - 200 people range annually. Snowmobile use has been minimal, probably due to the lack of maintenance and grooming, along with the missing bridge over Dunning Creek, and other terrain obstacles, including steep hills and beaver flows. Use is mostly associated with summer day hiking and fall hunting. On the Gilmantown Road end, use data has not been available since 1999 when the register was removed and not replaced.

Northville Placid Trail: Use of the NP trail from the Haskell Road trail head has averaged around 700 people a year and appears to be staying at the same level.

Other Areas: The access site and camping area at Gilman Lake is used by an estimated 300 - 400 people a year. (personal communication, Tom Eakin)

Areas sustaining apparent moderate use within the JRWF include:
A few areas receive a large portion of total public use within the JRWF. They include the Snowy Mountain trail and Fawn Lake Area. More detailed information concerning these locations can be found in Section VI.

Baldface Mountain Trail: Even though the trailhead is located on the east side of Indian Lake with access mostly restricted to watercraft, the trail is believed to receive a moderate degree of use, due to its scenic view.

Pillsbury Mountain Trail/Old Military Road: While a range of between 1,300 to 1,800 people sign the register at the Old Military Road trailhead annually, a portion of this use is by people entering the West Canada Lake Wilderness. Annual use of the Pillsbury Mountain trail based upon an examination of register pages for two different years indicated that approximately half the registered users (around 600 - 800 people a year) hike to the summit. The rest of the users from this trailhead travel to Pillsbury Lake, Cedar Lakes, and other destinations within the wilderness. A small amount of use consists of snowmobilers that ride up to the trailhead from the marked snowmobile trails in the Perkins Clearing Area. Public use appears to be staying at approximately the same level. In 2002, the highest use recorded during the year occurred in July and August, with 200 - 300 registered people a month. Use was significantly lower in May, June, September, and October ranging between 60 - 90 registered people a month. Occasionally, large groups climbed the mountain with group sizes ranging from 10 to 15 people. A tabulation of mountain station reports for the years 1959-1969 was conducted by the State to determine firetower use by the public. Information from this summary report (Temporary Study Commission, Technical Report, Recreation, 1970) indicated a range of between 72 - 140 people who climbed Pillsbury Mountain during this time period.

Snowy Mountain Trail (See additional information in Section VI.)
The trail to the summit of Snowy Mountain receives the highest registered hiking use within the unit. Use has been fairly constant ranging between 3,300 to 4,100 people annually. A slight drop in apparent use in 2000 from previous years may have been due to the wet summer weather. Information from the Temporary Study Commission summary report (Technical Report, Recreation, 1970) indicated a range of between 426 - 2,280 people who climbed Snowy Mountain for the years 1959-1969.

Other Areas: Fawn Lake and Mason Lake. (See Section VI.)

Areas sustaining apparent moderate to heavy use within the JRWF include:
The two main statewide corridor trails (Route #4 and #8-See Appendix 2 for trail description) account for a majority of snowmobile use within the JRWF when Piseco Lake and Oxbow Lake are frozen. Day use can be significant during weekends with good riding conditions or during area "poker runs". Accurate use numbers are not available for these snowmobile trails,

even with two JRWF registers to sample use. It has been reported (personal communication, John Seifts) that only approximately 5% of the snowmobilers on area trails register in the day time with an almost 0% registration occurring at night. See Appendix 2 and Appendix 25 for detailed trail descriptions.

Other Areas: Public use of the Indian Lake Islands Administrative Camping Area is discussed in Section VI.

Periods of Use and Distribution Patterns

Use within the JRWF at any particular time can be quite variable dependant upon time of day, day of the week, or season of the year. Hunters and trappers utilize the area in the late fall and early winter coinciding with the respective seasons. There is often a drop in hunting use associated with the opening of the southern zone big game season. Trout fishing in two-story lakes typically peaks in intensity in May, June, and July when trout can still be found in the cool water near the surface. Activity declines in the summer due to formation of a thermocline which causes fish to move to deeper water. The decline of trout fishing activity which occurs as the summer progresses coincides with an increase in lake use by anglers fishing for walleye, bass, and panfish. Warmwater angling on the unit's two-story and warmwater lakes and ponds peaks in July-August. Ice fishing during the winter occurs on Indian Lake, Piseco Lake, Lewey Lake, Sacandaga Lake, Oxbow Lake, and Fall Lake.

Weather can have a dramatic effect on the use during a particular day or weekend. In the past, the majority of recreational activity occurred in the spring and summer, and tended to be heaviest on the weekends and holidays. More recently, the area receives increasing use in the fall and winter. Trips are seldom single purpose excursions, as most visitors participate in several activities throughout the day. The lack of parking facilities and/or failure to plow them can affect winter use or access. At some locations with plowed turnarounds at the end of town roads, no parking signs restrict public parking that would interfere with the use of the turnaround by snow plows and other large vehicles.

Day Use

Day related recreational activities are a significant portion of the total public use within the JRWF. With the exception of hunting, trapping, and bushwhacking the majority of this use occurs on the more popular foot trails to Fawn Lake, Snowy, and Pillsbury mountains or day hiking, picnicking, snowmobiling, and sightseeing in close proximity to water. Swimming and use of the scattered sand beaches on Indian Lake has grown in popularity in recent years. Based upon register information for 2002, day use activity by large groups (over 9 people in size) occurred at Fawn Lake (9 groups), Pillsbury Mountain (13 groups), Snowy Mountain, and the NP trail (13 groups).

Overnight Use

The majority of camping activity within the JRWF is regulated by DEC permit and consists of small groups at popular waterfront locations. Camping is not evenly distributed. Some sites are extremely popular and are in use for most of the season, while other sites in the same general area may only have sporadic use. In addition to the numbered 35 sites associated with the Indian Lake Islands Administrative Camping Area , there are three officially designated sites within the JRWF. Additional camping activity has occurred within the unit, mostly in the vicinity of Fawn Lake, Gilman Lake, Sacandaga Lake, and Mason Lake. Off season use occurs primarily on summer and fall weekends. An accounting of some of this overnight use includes:

Group Camping Permits

Groups of ten or more camping on State land one or more nights, are required to obtain a camping permit. Permits are issued by individual ranger districts on a first come, first served basis. Interior group campsites are few in number and limited by useable terrain. Regional policy and APSLMP guidelines (APSLMP, page 36) limit overnight group size to no larger than 20 individuals. An analysis of permits issued for the 1993* camping season indicated:
Number of Permits Issued: 33
Number of Visitors: 387
Duration of Stay: Range: 1-4 nights (mostly 1 night)
Group Size: Range: 10-22 individuals (most common sizes-11 and 12)
While one group in the camping permit summary above was listed as consisting of 22 people it is unknown how many actually arrived to camp in the area.

In 2002 and 2004, camping activity (based upon camping permits) by large groups occurred at Fawn Lake, Fall Lake, Indian Clearing, Pillsbury Mountain, Snowy Mountain trail (Beaver Brook Area) and occasionally at Mason Lake.

Individual Camping Permits

Small groups (less than ten individuals) camping in the same location four or more consecutive nights also require a Department permit. The majority of these permits were issued for late September, October, and November, the months of the early black bear and regular big game seasons. Long term camping is allowed in the fall season in excess of the normal 14 day maximum stay limit imposed during the summer. An analysis of permits issued in 1993** season indicated:
Number of Permits Issued: 23
Number of Visitors: 113
Duration of Stay: Range: 7-85 nights
(The majority of these permits were issued for late September, October, and November, the months of the early black bear and regular big game seasons.)
Group Size: Range: 2-8 individuals (most common sizes-3 and 4)

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* *Overall group camping occurs mainly on summer weekends and tends to be concentrated in a few specific locations. Many of these groups originate from nearby youth camps such as Deerfoot Lodge, Sacandaga 4-H, Camp Fowler, and Camp of the Woods.*

** *Popular camping locations included Mason Lake and Perkins Clearing.*

Popular locations for long term camping permits include: Fall Stream, Mason Lake, Perkins Clearing Road, Old Military Road, Willis Mountain, and Jessup River Bridge.

Campground Permit
Overnight camping on the 35 designated sites on wild forest classified lands adjacent to Indian Lake is regulated by permit from the middle of May to Labor day. An estimated 9,000 to 10,000 people camp on the wild forest sites of the Indian Lake Islands Administrative Camping Area during the operating season. Some of these developed sites are used during the seven months when the campground is not operating. Use occurs primarily during the big game season with camping more prevalent on the mainland rather than the JRWF island sites.

Types of Use

Hiking/Backpacking

A large portion of walking occurs in association with marked foot trails or herd paths in both portions of the unit. The greatest day use occurs on the popular summit trails (Snowy, Pillsbury, and Baldface Mountains) and the Fawn Lake trail, with backpacking more prevalent on the Northville-Lake Placid trail. Some use associated with organized youth groups occurs on herd paths in the vicinity of Watch Hill, Sacandaga Lake, and Indian Clearing.

Snowmobiling

This activity is very popular within the planning area and in the neighboring communities of Speculator, Wells, and Indian Lake. Visitor use is difficult to estimate with only three registration booths documenting this activity. The frozen water surfaces of Indian Lake, Oxbow Lake, Sacandaga Lake, Piseco Lake, Fall Lake, and Lake Pleasant are utilized by some snowmobilers for riding and access to portions of the snowmobile trail system.

With the exception of motor vehicle use on a few short sections of open motor vehicle road, snowmobiling is the only legal use of motorized travel in the JRWF. The size of the machine varies greatly ranging from smaller and slower entry level and sport utility sleds to the larger and faster performance specials and racing sleds. The potential speed of each snowmobile is dependant upon the model, engine power, weight of the driver, as well as the snow and trail conditions. Even relatively slow speeds of 15 to 20 miles per hour enable the user to quickly traverse area trails in comparison to the average speeds of two to three miles per hour for hikers or three miles per hour for skiers. Snowmobiling is also unique in that a portion of use occurs at night.

This sport is a destination oriented activity with the majority of trailheads and local attractions on private lands, consisting of establishments that provide lodging, food, and fuel. Today's snowmobiles allow the user to ride for long distances in relative comfort. Inter-connected trail systems make it possible to ride a few miles locally or to ride long distances on corridor networks.

Over the last few years, poor snowfall and isolated trail problems (flooding, lack of bridging, etc.) has discouraged or limited trail grooming and subsequent snowmobiling on some area trails (Dunning Pond trail, for example). A drowning accident on the narrows of Indian Lake prompted the reopening of an old roadside snowmobile trail between Mason Lake and Lewey

Lake. Winter logging activity (which necessitates temporarily closing roads to snowmobiles) on International Paper lands or other private land uses can also affect snowmobile use or access in general.

Cross-Country Skiing

Two marked cross-country ski trails areas exist within the JRWF. One loop trail is located to the north of the Piseco Airport. Another trail system (a series of loops) can be found east of the hamlet of Indian Lake. Additional skiing activity occurs on a few of the hiking and/or snowmobile trails. Some skiers also use groomed snowmobile trails usually on weekdays or low use periods.

Horseback Riding

While there are no marked horse trails on JRWF lands, horseback riding is authorized pursuant to 6 NYCRR §190.8(n), which provides that *"The riding, driving or leading of horses will be permitted anywhere on State lands under the jurisdiction of the Department of Environmental Conservation unless otherwise prohibited by law, regulation, posted notice or this subdivision."* Further subdivisions of this regulation prohibit the use of horses on intensively developed facilities such as DEC campgrounds, foot trails that are not also designated as horse trails, and designated snowmobile and cross country ski trails that are covered with ice or snow.

There are three general types of horse related uses of trails. The first type is the local use by horseback riders who live near the area and ride their horses to the forest often establishing their own informal trails. The second type of use is horseback riding on DEC trails systems where people trailer their horses to the trail to ride. The third type of use is driving horse-pulled carriages. In addition, some hunting parties use horses to pack in supplies. The majority of existing JRWF use is concentrated in the northern portion of the unit and consists of use by an adjoining landowner. The Watch Hill area is a riding destination located in close proximity to Timberlock Lodge where this activity primarily originates. Occasional trail riding also occurs sporadically on snowmobile trails, old roads, and unmarked paths within the JRWF. Airdwood Lodge which is located near Oxbow Lake in the southern portion of the unit provides horse rental and riding lessons to the general public.

All Terrain Bicycling

There are different styles of all-terrain bicycle (ATB) riding. Family and leisure riders travel at a slow to moderate pace on relatively gentle ground on easy to ride trails. These riders stop frequently to enjoy the sights and sounds of the forest. Family and leisure riders are interested in enjoying the outdoors while getting some exercise. Competitive riders travel at a faster pace on all types of terrain in order to get a physically challenging workout. Enjoyment of the surroundings is secondary to the workout.

With the exception of the Northville - Lake Placid trail, bicycling is not currently prohibited from any other JRWF trail or road. Occasional evidence of all terrain bicycle use has been observed on some area trails, predominantly in the southern portion of the unit. In 2002, the town of Lake Pleasant designated an ATB trail system, predominately over the Speculator Tree Farm part of IP lands near Speculator. The town of Indian Lake is considering a similar ATB trail system, mostly utilizing existing town roads or trails on State lands.

Access, private land crossings, and rugged terrain has tended to limit this use in the northern portion of the unit. The combination of existing public highways, International Paper roads, and interior snowmobile trails provide a special opportunity that allows ATB riders to make long loops back to their vehicle or camping site. The town of Lake Pleasant has designated and signed the Perkins Clearing Road as a mountain bike trail. This road in combination with a number of open gravel and dirt roads provide additional riding opportunities in the general area.

Dog Sledding

A small amount of dog sled activity has occurred in the past, primarily on snowmobile trails and frozen water bodies in the vicinity of Oxbow Lake and the Piseco Airport. The majority of this use has been in association with organized races (under a TRP) sponsored by the Arctic Sled Dog Club of America, Inc. Various activities included three-dog, six-dog, and eight-dog races and a weight pull contest. This has been a popular spectator event in the past.

Float planes

The relatively easy access and small size of most interior unit waters has tended to discourage the hiring of local bush pilots who provide outfitter services. This method of access has occurred only occasionally on Fawn Lake with the majority of use on Indian Lake and Piseco Lake.

Non-motorized Vessels

Canoeing and kayaking occurs on some of the area lakes and ponds. Additional use occurs on Fall Stream, Auger Flats, Jessup River, Miami River and Burnt Place Brook. The larger heavier watercraft (sailboats, rowboats, etc.) are found more frequently on the more accessible waters or in close proximity to developed/residential areas.

Motorized Vessels/Waterskiing

This activity tends to be concentrated on the larger lakes with boat launch/rental capabilities and on waters with mixed ownerships. A large portion of public use on Indian Lake, Lewey Lake, and Sacandaga Lake is associated with the DEC campground visitors and the general public that use the DEC boat launch facilities. Some motorized activity occurs to a limited degree on Fall Stream and a few other area waterways.

Auto/Bicycle Road Touring

Two of the Adirondack North Country Scenic Byway routes traverse the planning area. A portion of the 188 mile Adirondack Trail (NYS Route 30, NYS Route 8/30) and the 140 mile Central Adirondack Trail (NYS Route 28) offer road touring and highway bicycling opportunities.

Off-Highway Recreational Vehicles

All-terrain vehicles (ATVs) are only allowed to operate on public highways that are designated and posted for ATV use by the State or local government having management authority over such highways; on public land where specifically designated and signed for ATV use by the government entity having management authority over such lands; and on private land where the operator has permission from the owner or lessee.

The Vehicle and Traffic Law (V&TL) §2405(1) sets forth the requirements which municipalities and State agencies must follow in order to open highways to ATVs. In summary, the Master Plan provides that in Wild Forest units ATVs are not allowed on trails or in areas without trails and are allowed only on roads that are open to the public, but the V&TL provision prohibits the use of ATVs on such roads except for the limited purpose of providing access to areas or trails adjacent to the roads which are legally open to ATVs and which cannot otherwise be accessed (such as where private lands are open to ATV traffic and are interspersed with State Wild Forest lands, and access to the private land can occur only by allowing ATVs to cross, or travel a short distance on, a State road). Consistent with the Vehicle and Traffic Law and APSLMP requirement, there are presently no roads, trails or areas designated for this activity within the JRWF. Occasional illegal activity has been reported, mostly on the Squaw Brook Road, Round Pond Road, and on some area snowmobile trails. Within the unit, the town of Wells and village of Speculator have opened parts of some town or village roads for use by ATVs. This issue is further discussed in Section IV-C-19 and IV-D-1.

Other Uses/Benefits

Other recreational activities occur in the JRWF, including commercial recreation by guides and outfitters, photography, snowshoeing, and nature appreciation. In some cases the method of access (all-terrain bicycling and snowmobiling for example) can also be a form of recreation. Geocaching is a new type of recreation that has developed within the last several years. This pastime involves the placing of a “cache,” usually a small plastic container with a log book inside it, somewhere in the outdoors. GPS coordinates for the cache are then posted on a website, and participants use handheld GPS units to locate the cache. Once they find the cache, they sign the log book. A couple of locations have been reported for the JRWF including a cache near the Snowy Mountain fire tower. DEC does not encourage the placement of physical geocaches on Forest Preserve lands and forest rangers have removed some of them in the past. Virtual geocaches[*], are caches which do not involve the container or its contents; instead the coordinates lead the participant to a location which is notable for scenic or other qualities. DEC does not prohibit geocaching on State lands at this time. DEC requests however, that all geocaches be labeled, and will continue to work with the geocaching community to ensure that problems do not arise. Appropriate guidelines will be developed by DEC if necessary.

In addition to recreation, the natural resources within the JRWF provide many societal benefits. A few examples include watershed protection, scientific research opportunities, preservation of biological diversity, and open space values.

[*] *A "virtual geocache" is where coordinates are given on the geocache website, but there is no container at the cache for people to find, just a scenic view, pond, or some other natural attraction.*

2. Wildlife

Data regarding actual public use* of the wildlife resource within the JRWF is not available. A variety of recreational uses of wildlife occur on the JRWF, including: hunting, hiking, bird watching, and trapping. Recreational use tends to be concentrated near towns, roads, and access points. With the exception of the more readily accessible areas, the northern portion of the JRWF is not as heavily used by sportsmen during the hunting and trapping seasons. However, the southern portion, with its easier topography and abundance of waters and wetlands, is utilized more consistently every year by people who own camps nearby or by parties that camp in the interior. It is believed that some areas are heavily hunted, especially during archery, muzzle-loading, and the early part of big game season. Easy road access and the availability of roadside campsites are contributing factors to the popularity of this area. The posting of private lands directs some hunting use to nearby public lands.

A number of mammals and birds may be hunted or trapped during seasons set annually by DEC. These species are identified in the Environmental Conservation Law (ECL), Section 11-0903 and 11-0908. The DEC has the authority to set hunting and trapping season dates and bag limits by regulation for all game species except white-tailed deer. Deer seasons are fixed in law set by the Legislature. White-tailed deer and bear may be taken during archery, muzzleloading, and regular seasons. Antlerless deer harvest is prohibited during the regular firearm season but may be permitted during the archery season and muzzleloading special season. ECL § 11-0913 was amended in 1997 to allow the issuance of regular season antlerless permits in certain parts of the northern zone. However, no part of the JRWF lies within those portions of the northern zone where antlerless permits may be issued. In addition, there is an early season for black bear.

Small game hunters may take certain waterfowl, woodcock, snipe, rail, crow, ruffed grouse, turkey, coyote, bobcat, raccoon, red fox, gray fox, weasel, skunk, varying hare, cottontail rabbit, and gray squirrel. Coyote, bobcat, raccoon, red fox, gray fox, weasel, beaver, otter, mink, muskrat, fisher, marten, and skunk may also be trapped.

Harvest information is collected for deer, bear, turkey, and selected furbearers (beaver, bobcat, coyote, fisher, marten, and otter) by township, county, and Wildlife Management Unit. Because of differences associated with the JRWF boundary and the areas by which harvest data are summarized, harvest figures by town are generally not representative of actual harvest within the JRWF. Non-consumptive use of wildlife by the public has not been determined.

3. Fisheries

Quantitative information about the numbers of anglers who visit the waters of JRWF is unavailable. However, fishing is a popular activity in selected waters. Fishing pressure is generally higher on the more readily accessible waterbodies and angler use of the JRWF streams is believed to be light.

**Past studies by DEC indicate that few sportsmen stop at trail head registers. This, combined with the fact that many hunters and trappers traditionally use unmarked trails, watercourses, float planes, bush whacking, etc., to enter State lands, prevents an accurate estimate of total visitor use. Information regarding non-consumptive use of wildlife is also lacking. For the most part, observations of wildlife enhance the recreational experience of the general public.*

Most of the fishing activity is concentrated on the larger two-story and warmwater lakes bordering the unit. Seasonal distribution of fishing activity was discussed previously. Angling on brook trout ponds ceases altogether after the closure of the trout season on October 15. All fishing is prohibited from October 1 to March 31 on Fawn Lake.

4. Water Resources

The scenic beauty of the lakes, ponds, streams, and waterfalls set in a background of surrounding forests and mountains make the Adirondack Park unique attracting the general public from a vast geographic area. Aside from fishing, the water resources of the JRWF are mainly used by the public for wildlife viewing, boating, canoeing, swimming, choice of camping location, and for their general scenic character. The frozen water surface of some lakes are utilized by snowmobilers to access trails or ice shanties. Use of this resource is dependent upon a variety of factors including access, shoreline facilities, size of water body or length of watercourse, natural features, and aesthetics.

Flatwater

Public use information regarding flatwater recreation within the planning area has generally not been collected by DEC. Use occurs both by the general public and from adjacent private landowners and their guests on area ponds and lakes with mixed ownership. With the exception of Mason Lake, most waterbodies fully contained within the JRWF, are accessible by non-motorized means only. These waters receive some use by anglers willing to carry small boats or canoes moderate distances to aid in fishing. The more readily accessible lakes and ponds generally receive the greatest variety and amount of use. Areas that can accommodate hand-launching within the planning area include Mason Lake, Lake Abanakee, Gilman Lake, and Lake Pleasant. Developed public boat launch sites are located at the DEC campgrounds on Lewey, Indian, and Sacandaga lakes.

Within the planning area, the majority of water related activity centers around the largest water body of the area, Indian Lake. This lake is approximately one and one-half miles in width and 12 miles in length and attracts a wide variety of outdoor recreation. A large portion of public use is centered around Indian Lake and the associated islands/shoreline during the prime camping season. The aesthetic qualities of some interior waterbodies (Fawn Lake, Fall Lake, and Mason Lake), along with established tent sites, contributes to the popularity of swimming and camping opportunities on these lakes. For public use statistics from the campground boat launch sites refer to the site specific campground UMPs.

White/Fastwater

Four watercourses (Jessup River, Miami River, Sacandaga River, and Cedar River) adjacent to JRWF lands offer seasonal recreational opportunities. A few portions of the Cedar, Sacandaga, and Indian Rivers also have sections of whitewater. The seasonal nature, numerous fallen trees, lack of good access, and small amount of actual whitewater has discouraged use on sections of these rivers.

Degree of navigability depends on user ability, season of the year, and type of water craft. Adequate water levels are essential to utilizing some of the whitewater areas. Most routes are best done in the spring (April to May), fall or after a period of heavy rain. See Table V in

Section II. Additional information on Fall Stream, Jessup River, Indian River, and Miami River can be found in Section VI.

Sacandaga River (Main Branch)
The passable section of the Sacandaga River starts at the outlet of Lake Pleasant under the NYS Route 8 bridge in Speculator. The first four miles can be traversed to rapids above the old Route 8 bridge. The remaining portion downstream from this bridge is impassable with dangerous rocks at Christine and Austin Falls. Additional recreational opportunity is possible near Auger Flats.

Sacandaga River (Lower West Branch)
From Blackbridge to the junction with the Main Branch, the gradient is 55 feet/mile, qualifying the river as one of the steepest runable passages in the State.

Cedar River
The section of the Cedar River between Wakely Dam and the NYS Route 28 bridge has constricted channels, abundance of boulders, and numerous sharp turns. A short 1-1/2 mile section west from the State highway bridge has a slower current and is more readily useable by watercraft.

E.Recreational Opportunities for People with Disabilities

The Federal Americans with Disabilities Act of 1990 ("ADA") along with the Architectural Barriers Act of 1968 (ABA) and the Rehabilitation Act of 1973, have important implications for the management of all public lands, including the JRWF. An explanation of the ADA and it's influence on management actions is provided under Section III-C-Management Guidelines.

To date, no universally accessible structures or improvements have been designed or constructed within the JRWF . Actions to identify, improve, or create new opportunities are detailed in Section IV-D-5 and Section VI.

With the exception of a fishing pier on Lake Pleasant near Cherry Brook and an accessible trail in the village of Speculator, there are no recreational structures or improvements open to the public near the JRWF which have been specifically modified for access by people with disabilities. Only one existing JRWF trail (Fall Lake trail) is relatively free of obstacles and steep grades. It may be passable during dry periods by people with mobility impairments using a wheelchair adapted for outdoor use, but may requiring the assistance of a companion.

In 1997, DEC adopted policy CP-3, Motor Vehicle Access to State Lands under Jurisdiction of the Department of Environmental Conservation for People with Disabilities, that establishes guidelines for issuing temporary revocable permits allowing qualified people with disabilities to use motor vehicles to gain access to Department programs (hunting, fishing, camping, etc.) through the use of designated routes on certain State lands. One short 0.1 mile CP-3 route to an accessible picnic area is proposed for the JRWF. (See Sections IV & VI.)

F.Relationship between Public and Private Land

1. Land Ownership Patterns and Tax Base

Hamilton County is the third largest county in the State, the least populated, and one of the two counties located entirely within the Adirondack Park. The overall population density is three people per square mile, but this small population is clustered in a few hamlets. The only incorporated community is the village of Speculator. The 1990 Census data for these towns and the village of Speculator total 3774. The area accommodates a much larger seasonal population of both tourists and residents of camps or summer homes. From a regional perspective there are relatively few people living on private property within the planning area boundary, particularly when the nearby large metropolitan cities of Albany, Schenectady, and Troy are considered.

The State lands that comprise the JRWF occur within four towns in Hamilton County. Jessup River Wild Forest surface area comprises only eight percent of the combined township acreage. A direct economic benefit is the amount of land and school taxes paid to local governments for Forest Preserve lands. This is especially significant because State lands do not require the same infrastructure, government goods and services demanded by the private sector. State government pays the same taxes on unimproved forest lands as private landowners do. The average annual cost per acre varies from a low of $5.69 for the town of Wells to a high of $11.53 for the town of Indian Lake, Hamilton County. (Based on 1996 Assessment Roll information provided by New York State Office of Real Property Services).

Although the State does pay full taxes on the assessed value of Forest Preserve Lands pursuant to Real Property Tax Law §532(a), there may nonetheless be some impact on the local taxpayers. If the land were privately held and "improved," property taxes could increase, adding to the tax base. However, unimproved State land does not generate the public service costs (e.g. public schools, water and sewer, and road maintenance) that improved private land does.

In 1993, the town of Lake Pleasant approved expansion of the Fire Protection District. The expanded district includes all land within the town, except that part within the village of Speculator and involves thousands of acres of vacant land in the vicinity of Jessup River and Perkins Clearing.

2. Land Use Regulations

Local Land Use Controls

Zoning, subdivision regulations, and historic district laws can directly and indirectly protect open space and historic structures. The towns of Indian Lake and Lake Pleasant along with the Village of Speculator are implementing zoning plans. These land use ordinances affect the private land uses and any associated impacts to adjacent NYS lands and waters. The consideration of potential trails that utilize both private lands and JRWF lands will involve an examination of the particular zoning of any potential private land crossing.

State -Administered Land Use Controls

State-administered environmental and land use controls including the regulations of the Adirondack Park Agency, the Freshwater Wetlands Act and the Wild, Scenic, and Recreational Rivers Act require protection of and setback of development from important environmental resources thus protecting open space. Within the planning area, and not subject to this UMP, are privately-owned lands, most of which are classified as “Resource Management” and “Rural Use” by the Adirondack Park Agency. Around the Hamlets of Indian Lake, Speculator, and Wells, the private lands are also zoned “Low Intensity Use”, “Moderate Intensity Use”, and “Hamlet”. These zones and the uses allowed within them are defined in the Adirondack Land Use and Development Plan. As is implied by the fact that the unit abuts private lands in several different zones, there is a wide variety of activity that could be taking place on adjacent private lands.

3. Impact of State Ownership on Adjacent Private Lands

The economic base of the general area that includes the JRWF is influenced to a large degree by tourism, outdoor recreation, and forestry. The early settlers were attracted to the area by its natural beauty and abundant fish and wildlife resources. Some individuals capitalized on these natural assets by providing services to the "tourists" who followed. Besides its many intrinsic values, the Adirondack Forest Preserve is an important economic asset for the region. Both indirectly, as a powerful attraction to tourists and a positive influence on private land values, and directly in terms of property tax payments to local governments, the Forest Preserve makes substantial contributions to the local economy. While some Forest Preserve visitors spend all their time on public land, most are day users who consider a Forest Preserve outing just one of many reasons to take a trip to the Adirondacks. They may combine a walk on a trail with visits to local shops and restaurants and an overnight stay at an inn or motel. Others are drawn to the area simply to enjoy the scenery of Forest Preserve lands and waters. Though these visitors may never set foot on a trail, the contribution that they make to the local economy is partly due to the existence of the Forest Preserve.

Government is the leading source of employment in Hamilton county with much of the employment highly seasonal and directly dependent on tourism and recreation, particularly in the summer months. Various local businesses such as motels, gas stations, restaurants, food stores, establishments which sell and rent goods or services benefit from the influx of hikers, campers, hunters, and fishermen and other recreationists attracted by nearby State lands and waters. This business has been an important part of the local economy ever since and is dependent, in part, on nearby undeveloped State lands.

a. Land Resources

To date there have been few economic studies on the impact of State ownership as it affects adjacent private lands or local communities. In some cases, property values of private land next to State holdings are increased, by advertising the many benefits of Forest Preserve lands (Kay,1985). Landowners seeking privacy and solitude have protection from adjacent private development. State lands also provide the unique opportunity of having a "backyard" with no maintenance costs or taxes and direct access to various recreational experiences.

While studies have been conducted regarding the economic impact of snowmobiling in NewYork State, data regarding economic impact solely in the Adirondack Park is not available. It should be recognized that other recreational pursuits on the Forest Preserve also contribute to local economies in the Adirondack Park (Draft Comprehensive Snowmobile Plan, 2003). A recent study by Holmes & Associates and SUNY-Plattsburgh (Holmes and Associates, 1999) noted the significant lack of research concerning the economic contribution of tourism to the economy of the Adirondack Park. The focus of the study was "the views and observations of small business owners" in the central and western Adirondacks. Among the major findings of the study was the following: After sightseeing, the activities viewed as making the largest contribution to the area's tourism economy included snowmobiling, canoeing and kayaking, hiking, cross-country skiing, downhill skiing and observing birds and animals, in that order. A majority of respondents view those six recreation activities as "very important" to their local economies. Activities identified by business operators with the most economic potential included snowmobiling and cross-country skiing. A closer look at subregions within the Adirondacks shows substantial geographic variation in perceived economic opportunities. For example, business operators in the Speculator areas view cross-country skiing as having the greatest potential. The preference for winter recreation activities reflects in part the business operators' preference for an expanded winter tourist season and highlights winter activities that appear to be locally underdeveloped. Nonetheless, the support of expanded snowmobiling and cross-country skiing point to the importance of a central and western Adirondack initiative to plan, develop and promote those opportunities. While viewing scenery was recognized as the most important tourism related activity, snowmobiling was selected as the next most important activity, economically. Canoeing and kayaking were listed as third in importance among the activities listed, with cross-country skiing viewed as equal in economic value to hiking.

Attractions such as the summits of Snowy and Pillsbury Mountains, the Northville-Lake Placid trail, and adjacent DEC campgrounds draw numbers of people into the area. Public use of the wild forest islands and shoreline sites administered Indian Lake Islands Administrative Camping Area during the summer season generates significant revenue during the operational season. (See Section VI.) Public purchase of local goods and services generates recreation dollars whose multiplier effect is felt throughout the surrounding area.

b. Wildlife

The pursuit of wildlife provides substantial economic income to the state and local communities throughout New York. The expenditures of sportsmen who hunt or trap are important to NY's economy. Expenditures for licenses, equipment, firearms, ammunition, gasoline, lodging, meals, and a variety of other purposes infuse money into the local economy. The value of the meat or hides obtained further adds to the value. Besides the value for hunting and trapping, wildlife attracts people for a variety of other uses, such as hiking, bird watching, photography. People pursuing these activities infuse considerably additional money into the State and local economy.

c. Fisheries

Quantitative estimates of angler use and its economic impact on the JRWF are not available. Angling-related expenditures contribute to the economy of the area and have probably remained stable or increased in the last decade. Sacandaga Lake, Indian Lake, and Lewey Lake have DEC campsites which attract anglers.

d. Water Resources

The abundance of readily accessible lakes and ponds in the unit contributes to and helps maintain a stable tourism economy for the area. This water resource attracts various recreational activities along with providing water access to both private and JRWF lands. In some cases like Indian Lake in particular, JRWF and Siamese Ponds Wilderness lands comprise a large portion of the lake frontage, part of which is managed as the Indian Lake Islands Administrative Camping Area during the open season. There is a long history of motorboat use of the lake, including boat trips to popular mainland attractions such as Dug Mountain Brook falls and Baldface Mountain. Public boat access is possible from the Lewey Lake boat launch or a private marina. (See Section VI for additional details.)

In the winter, some frozen water bodies are utilized as travel corridors to connect snowmobile trails and for the purpose of accessing temporary ice shanties used for ice fishing. In addition selected water bodies can provide landing and drop off locations for float plane pilots in the area.

DEC allows under permit various treatments for the purposes of reduction of nuisance aquatic weeds and Bti application for black fly control. The townships of Arietta, Indian Lake, Wells, and Lake Pleasant currently use the biological pesticide *Bacillus thuringiensis* var *israelensis* (Bti) to control black fly larvae populations in streams. The variety *israelensis* is species specific and found to be extremely selective in its insecticidal properties for black flies and mosquitoes. Several field and laboratory studies have indicated that the bacteria is non-toxic to most other organisms and does not persist in the environment. These programs on State lands and waters can directly benefit adjoining landowners and citizens from the local community.

Impoundments

Several waters within the planning area currently have dams or were dammed in the past. Indian Lake and Lake Abanakee have dams that affect adjoining JRWF lands. The Piseco Lake Dam is on the outlet of the lake and is outside of the planning unit.

4. Relationship of Adjacent Private Lands to State Holdings

Approximately 55% of the Adirondack Park is privately owned; a fact that is often confusing to some visitors. It is this mix of public and private lands that defines the unique qualities of the region, along with the associated restaurants, stores, gas stations, motels and lodges, and related tourist services.

Some recreational activities such as snowmobiling for example, rely on a combination of private property and State lands for riding long distances. Without the cooperation of private

property owners, there would be no statewide snowmobile trail system and many community connections would not be possible. In some cases the landowners benefit by having a club or municipality maintain a passage through their property that can be used by the landowner for other activities. The General Obligations Law (§9-0103) affords landowners protection from liability associated with snowmobile use on their property, and all clubs that maintain state-funded snowmobile trails are eligible for liability coverage under a statewide policy. Several municipalities in the Adirondack Park have lease agreements with large landowners for snowmobile use.

Industrial Forest Landowners
Private commercial forest lands are adjacent to the JRWF in both the northern and southern portions of the unit. International Paper and Finch, Pruyn & Co., Inc. have substantial forest holdings in this area. These lands are actively managed for forest products.

Finch, Pruyn & Co., Inc. - Public use of adjacent Finch, Pruyn lands is limited to the leased (Town of Indian Lake) portion of the snowmobile trail. This trail connects Indian Lake (over JRWF land-Bear Trap Brook) to the snowmobile trails in Inlet and the Moose River Plains Wild Forest.

International Paper (IP) - Access to the Pillsbury Mountain trailhead is guaranteed across International Paper lands (Perkins Clearing Tract). This permanent easement provides for ingress, egress, regress to and from the lands of IP and permits the public and DEC to pass on and over said lands on foot, skis, snowshoes, horseback or by motor vehicle, including the right to construct, improve and maintain the existing road. (See Appendix 18.) Certain activities such as camping and the building of fires, while not permitted on these private lands in the past will be open in the future under a Conservation Easement. (See Section VI.)

Non-Industrial/Private Forest Landowners
The JRWF borders private residences and small non-commercial forest landowners (less than 50 acres in size).

a. Land Resources

Adequate State land boundary line maintenance and identification is necessary in order to prevent problems with adjoining landowners. In some instances illegal user-constructed trails, structures, and roads have been found on JRWF lands. Specific trespass cases are discussed in Section IV-D-6-Encroachments.

Easements and rights-of way (ROW) provide means of access to property. An easement is a right or ownership interest in the land owned by another person, granting the use of the land for a particular purpose only and does not grant the right to possess or control the land. Within the JRWF several types of easements exist:

Public Rights/Leases/Easements (See Appendix 18)
Several trails within the unit originate on and/or cross private lands. These trails are either secured with easements or are allowed with the permission of the various landowners. Portions of these private lands open to the public subject to legal easements include:

International Paper (IP) owns large blocks of land that border portions the JRWF. Portions of these private lands* are open to the public subject to legal easements include:

Perkins Clearing - Public easement is guaranteed across these private lands along the Perkins Clearing Road to the State boundary north of Sled Harbor. Motorized access is restricted during spring thaw when the Perkins Clearing road is temporarily gated by the town of Lake Pleasant in order to prevent damage to the roads.

Kunjamuk Trail - A marked foot path exists over woods roads on International Paper Company lands in Township 32, Totten & Crossfield's Purchase. Public use is guaranteed across these private lands via a trail easement. (See Section VI.)

In addition to legal easements, access to JRWF lands over private property is allowed on some area trails by permission, lease, or written agreements. This use is subject to the owners' discretion and is not guaranteed. An example includes some area snowmobile trails that cross sections of private land. These trails are groomed by the various towns with public access and use by snowmobilers restricted to marked trail corridors for the winter season only.

Marked public trails within the unit that rely on private land for parking or access include:

Table IX - Public trails with private land access

TRAIL NAME	COLOR	MILES ON PRIVATE LAND	MILES ON JRWF LAND	TOTAL
Abanakee Loop[1]	Yellow	0.3 mi. (access along road from NYS 28)	3.5 mi.	3.5 mi.
Northville - Lake Placid Trail	Blue	0.1 mi. (Haskell Rd.)	5.0 mi.	5.1 mi.
Piseco Loop[1]	Yellow	0.2 (access)	5.0 mi.	5.2 mi.

[1]Cross Country Ski Trails. Town of Arietta lands in the vicinity of the Piseco Airport provide public parking and access to JRWF land and DEC trails within the unit.

Piseco Airport Area - The town of Arietta owns a large block of land that border portions of the JRWF. The town acquired a 50 acre parcel of land north of the Piseco Airport from the State by Constitutional amendment in 1993 and permits some public use of these lands for open space recreational purposes.

* *The Perkins Clearing Tract northwest of Speculator contains numerous roads, some of which are open to the public. Access to the Wild Forest lands through the adjacent Speculator Tree Farm is allowed under IP's permit program. DEC is in the process of acquiring a Conservation Easement on these lands. (See Section VI)*

Administrative Easements

The Department has administrative access over private lands as specified in the deeds where the previous owner had a legal right of way. This easement is limited to Department staff use and does not provide the public with access across private lands to adjacent State lands. Examples within the planning area include:

International Paper Roads (See Appendix 18)
DEC has an easement for administrative purposes over an existing roadway from the Old Military Road junction (Sled Harbor) to the West Canada Lake Wilderness Area; said easement being fifty feet in width. Updated information regarding the future Conservation Easement can be found in Section VI.

Private Easements and/or Uses

Within the unit a few private landowners have right-of-way easements over JRWF lands. Other landowners or lessees sometimes utilize roads for access but may not have legal rights-of-way* across JRWF lands. In some cases, rights of way have been substantiated while in other cases rights of ingress and egress have not been documented. Locations where access rights need to be clarified include the roads to "Bog Trotters Camp" and Fall Stream and access to IP and/or other private lands from the Big Brook Road. (See Section IV-C-19-private roads.) The status and identification of some JRWF land crossings are as follows:

Peasley Access Road - This section of road over JRWF lands beginning at the end of the town road (Fawn Lake Road) while not a legal easement, provides access for Mr. and Mrs. John Peasley to their residence on Sacandaga Lake. A stewardship agreement clarifies maintenance responsibilities for this section of road. It is also currently used by the public to access the Fawn Lake trailhead.

Knox Road** (Legal Easement-See Appendix 11) - The southerly one-half of Lot 158 is in the ownership of the Knox family of Knox Gelatin fame. The Knox Road, as it crosses JRWF lands in Lot 150, Oxbow Tract in the town of Arietta, Hamilton County, is subject to use by certain residents and owners of land across Piseco Lake.

**When applying for a TRP to cross State land with motor vehicles on a route that is something other than a public highway in order to gain access to adjoining private property, the owner of that property is required to provide documentation to the Department proving the existence of either a deeded right, prescriptive easement, or way of necessity. Legal review of this documentation by Department staff or the AG's office may indicate that there appears to be sufficient proof of a deeded easement, prescriptive easement, or way of necessity, and result in a determination by the Department that a TRP is not required for routine motorized ingress and egress by the landowner. However, such a determination does not conclusively mean that such a right does in fact exist, especially where the right being claimed is a prescriptive easement or way of necessity; only a court of competent jurisdiction has the authority to determine whether a prescriptive easement or way of necessity exists.*

*** While the State purchased Lot 150 in 1897, a road was in existence prior to State ownership. The road was used by teams of horses and wagons to transport bark and logs to Piseco Lake . This road was open to public travel to the boat landing on Piseco Lake which is now a seaplane base. The current road was built about 1925 and is in the form of an easement or right-of-way for the purpose of ingress and egress from NYS Route 8 westerly to the north line of said Lot 150.*

International Paper Landing Area - A private right-of-way access and landing area was located at the large parking area at the south end of Auger Flats. This six-acre parcel was purchased fee title as part of the IP Conservation Easement acquisition, thereby eliminating use of the site as a yarding area. These unclassified State lands adjoin the JRWF and are discussed in Section II-F-4.

Property surrounded by NYS land/water without road access

A few parcels of private land within the planning area are inaccessible by public highway and are bounded by JRWF land and/or shoreline. Access to these lands by the landowner is primarily by boat or bushwhacking across State land:

Back Log Camp (Lot 4, Township 8, T&C Purchase - 125 acres) - This parcel is landlocked by JRWF land and is bounded on the south by an arm of Indian Lake. The property is partially developed with a boat dock. Approximately 80 different people use the property throughout the year. There is no electricity and no access by road, with access by a trail or by boat from the Indian Lake Boat Launch.

An informal path begins at the Lewey Lake/Indian Lake Islands Administrative Camping Area and continues over JRWF land to the private land boundary. From this location a path continues towards Pine Hill. It has been reported that this trail has been in constant use for over 94 years and is used in all seasons since it is the only overland route to the camp. Even though it has been reported that the adjoining State lands and this property came from a common owner, no ROW over State lands has been established. This trail has been user marked and has a few substandard bridges built by private individuals. A phone line* is located on State lands under the water of Indian Lake to private land at Back Log Camp. While it has been reported that the then Conservation Department suggested that the camp run an underwater line, no records have been found authorizing the installation of this private telephone line. (See Section VI-F for additional details).

Williams Estate (Portion of Lots 35 and 36, Township 8, T&C Purchase - 16.4 acres) - This parcel is located on the west shore of Lewey Lake and presently consists of vacant land. Ownership is to the high water mark and is subject to:
"the right to flood with water wholly or partially for any and all times as provided in a deed from the parties of the first part to the People of the State of New York dated October 25, 1909."

Echo Lake (Portion of Lots 18 and 19, Township 2, T&C Purchase - 28 acres and 8.5 acres) - There are two undeveloped parcels on the southern shoreline of Echo Lake. There is no record of a ROW over JRWF lands to these properties

Laidlaw Camp (Portion of Lot 37, Township 2, T&C Purchase - 1.5 acres) - This small parcel is located on Indian Bay Point on the northwest shoreline of Sacandaga Lake. Access is by

**It has been reported that soon after the Snowy fire tower was built, the Conservation Department extended the phone line to Back Log so that the private landowners could check on any fires on Indian Lake. For many years, members of the camp spotted and extinguished fires along with helping with other emergencies. In the 1960's the overland line was removed and a private line was run under the lake from Timberlock to Back Log camp.*

boat only. A herd path begins at the northern edge of Fawn Lake and continues easterly from the snowmobile trail over JRWF land to a primitive tentsite and ledge area on Sacandaga Lake. The private land is located just to the south of this path. A field inspection by DEC staff several years ago did not identify a visible boundary line separating the private land from JRWF land.

Temporary crossing of NYS lands regulated by DEC Permit

Of the 110 miles of boundary line within the unit, the greatest portion is shared with International Paper and Finch, Pruyn and Co., Inc., the largest adjoining landowners. Two roads exist within the JRWF that have provided access in the past (under a TRP) to these private forested lands where other access was not available or practical. Use of these roads was temporary in nature and subject to the terms and conditions of the permit.

Squaw Brook Road (NE1/4, Township 32, T&C Purchase) - Use of this old road (0.6 mile) over JRWF land was limited to administration of forest products on Finch, Pruyn and Co. lands. This access by TRP was discontinued in 1988 as Finch, Pruyn was unable to obtain crossing rights or a right-of-way from an adjoining landowner.

Old Lawrence Farm Road (Lot 33, Township 2, T&C Purchase) - A section of road (0.2 mile on NYS land) is located in the southern portion of the unit and has been used by International Paper to access their lands north of Page Hill. These IP lands are not readily accessible by other means.

Woods Road (Lot 150, S1/2 Township 9, T&C Purchase) - This road has been used in the past for the purpose of hauling gravel from a pit located on private lands. Alternate access over private land has been secured and the road is no longer used. Since the road is also part of an existing snowmobile trail, the road edge will be allowed to revert back to forest cover and will only be maintained to snowmobile trail specifications.

Round Pond Road (Lot 108, Township 15, T&C Purchase) - This road is utilized by IP staff, interior private landowners, lessees, and to a small degree by the general public. The bridge over Round Pond Outlet was replaced under TRP in 1996. (See Section VI.)

b. Wildlife

Changes in wildlife habitats occur constantly due to natural processes such as succession, blowdown, beaver activity, and disease or human activities such as logging and residential development. Within the JRWF, development and logging are not allowed. The lack of logging will allow the forest to mature, but will also limit the amount of early successional habitats, and will limit management options for wildlife. Logging on private lands adjacent to the JRWF will provide some early successional habitat.

Private lands adjacent to the JRWF are managed quite differently than JRWF lands. Fields can be kept open, and logging is allowed. This adds considerable diversity to the types of habitats present. This diversity in habitat leads to more diversity in wildlife also. The fields and openings created by logging provide habitat for early successional species. Many of these species will be more common on the private lands than on JRWF. It is probable that many of the species of wildlife within JRWF will actually benefit from the habitats found on adjacent private lands.

In the past, artificial feeding of deer by individuals occurred in the village of Speculator and town of Lake Pleasant, causing unnatural concentrations of deer. A semi-domestic deer herd resulted, which, while attractive to some tourists and year-round residents, may not be beneficial to the species. These semi-tame deer impact ornamental shrubbery and forest regeneration on private lands in addition to reducing the carrying capacity of adjacent deer yards on NYS lands by overbrowsing available foods. There may also be an increase in the number of car/deer accidents in close proximity to areas where they were once fed. Any negative impacts created by past deer feeding activities should be reduced due to newly adopted deer feeding regulations which prohibit the feeding of deer statewide, on both public and private property, to reduce the likelihood of introducing and/or spreading chronic wasting disease, a fatal disease that endangers the health and welfare of wild and domestic populations of deer and elk if it is introduced into New York.

c. Fisheries

Public access to certain water bodies and waterways has occurred by utilizing private lands with the permission of the private landowner, town or village. Specific examples within the unit include Fall Stream and Lake Pleasant. This permission directly affects the ability to easily access and fish these waters.

d. Water Resources

Private land uses on waterfront adjacent to underwater State lands may impact the aquatic resources, water quality, and recreational experiences of the general public. Some private establishments (inns and motels) next to Indian Lake, Lewey Lake, Sacandaga Lake and Oxbow Lake provide boat access or rentals thereby enhancing the capacity to enjoy these water bodies.

Dam/Flooding Rights
In some cases like Indian Lake, portions of the JRWF are subject to flooding rights. (See Section VI.)

Riparian Rights - (See Section IV-6.)

Water Quality Impacts

The increase in permanent and seasonal populations of communities adjacent to unit waters and public recreational uses has led to concerns over the future quality of this resource. Quality issues involve pollution generated from pipes or other man-made conveyances (municipal sewage treatment and private wastewater treatment systems) or sediment from land clearing, stream-bank disturbance and channelization, and sand-salt storage. Many of these concerns are beyond the scope of this UMP.

Information on recent research by the Hamilton County Soil & Water Conservation District relating to stream surveys and water monitoring can be found in Section II-Education, Interpretation, and Research.

Sand storage and highway maintenance

Highway sand applications in areas where roads are located adjacent to water bodies may have negative impacts on the water resources. Road salt has little or no impact to aquatic systems

and is a better substitute for road sand which accumulates and fills in stream bottom substrates. A list of highway segments where sanding practices may affect stream and river sections as a result of sedimentation from road runoff was developed by DEC for some counties. Within the planning area portions of the following waters were identified:

Table XIV - Water Quality Impacts - Sand Sediment Problem Locations

WATERBODY	HIGHWAY	LOCATION AND LENGTH AFFECTED
Indian and Lewey lakes, Miami River	NYS Route 30	Two miles north of Sabael to one mile south of Lewey Lake
Lake Pleasant	NYS Route 8	Speculator to Lake Pleasant
Sacandaga River	NYS Route 30 NYS Route 8	Two miles east of Speculator to the Warren County line

5. Relationship Between JRWF and Adjacent State and Municipal Lands

State lands under the jurisdiction of DEC

The JRWF adjoins one wild forest and four wilderness areas with each classification of State land providing a different range of conditions, settings, and experiences. In addition three campgrounds and one administrative area are included within the planning area. In some cases proposed future management actions in nearby wilderness areas (prohibition of group camping), will displace large groups that have previously camped in the area, potentially increasing group use within the JRWF. Detailed area descriptions for these lands can be found in the APSLMP and individual UMPs. A brief description of recreational uses and interaction with JRWF on a management basis follows:

Blue Ridge Wilderness (45,736 acres)

This wilderness area is separated from JRWF lands by County Route 12 (Cedar River Road) in the vicinity of Sprague Pond and Sawyer Mountain. The intensity of trail development in this wilderness is low in relation to other Forest Preserve wilderness areas. The Northville-Lake Placid trail is the only trail connection between the wilderness and the JRWF.

Siamese Ponds Wilderness (114,010 acres)

This wilderness area borders JRWF lands in the vicinity of Indian Lake and Auger Falls. The primary users of this area are fishermen, hikers, campers, hunters and skiers. Trail register data indicates use of the wilderness is highest during the fall hunting season and the winter cross country ski season. The majority of users only access the attractions located on the periphery of the wilderness. Therefore, back country users are less likely to encounter other people within the interior, providing opportunities to people who desire a high degree of solitude as part of their recreational experience.

A large part of the eastern shoreline of Indian Lake is classified wilderness with JRWF islands and shoreline located nearby. The Round Pond Road and bridge across Round Pond Brook cross JRWF lands to provide public access via the Kumjamuck Trail easement (See Appendix

18) to the Siamese Ponds Wilderness boundary near Round Pond. This allows access to the northwestern portion of the wilderness area. When and if the foot trail on the Old Kunjamuk Road is re-established the Department will evaluate the ability of the entire trail to support horse use. If the remainder of the trail is determined to be suitable for horse use the wilderness UMP may be amended to designate additional sections of the Kunjamuk Trail for horse use, possibly linking the wilderness with the proposed Elm Lake Road parking area in the JRWF.

JRWF lands administered as Indian Lake Islands Camping Area

The islands of Indian Lake along with the majority of State shoreline are classified as Wild Forest. The improved camping facilities on both the wild forest and wilderness classified lands (commonly known as the Indian Lake Islands Campground) are managed as an Administrative Camping Area during the open season. The status and future management of this administrative camping area will be addressed in both this document and the Siamese Ponds Wilderness UMP. (See Section VI.)

Silver Lake Wilderness (105,270 acres)

This wilderness area is located at the southern boundary of the planning area. It is the fourth largest and southern most wilderness area in the Adirondacks. Several physical features or characteristics of this wilderness help provide for recreational opportunities for a high degree of solitude. There is only one marked hiking trail which consists of a 23 mile section of the of the Northville-Placid trail. The JRWF adjoins this wilderness area in the vicinity of the Piseco School, Hernandez Road and Gilmantown Road. A proposed parking facility for the NP-trail on JRWF lands next to NYS Route 8 will enhance access into the wilderness. The resolution of the snowmobile trail and recent land classification change near the Piseco School is discussed in Section IV-E.

West Canada Lake Wilderness (156,695 acres)

This wilderness area adjoins the western boundary of the planning area. Among the area's chief attributes are its numerous ponds, lakes and streams, many of which support brook trout populations. Physical features such as height of ground, roads, rivers, and the Northville-Lake Placid trail separate the wilderness from the JRWF. A portion of the wilderness area is the result of the Perkins Clearing land exchange, where land previously classified as primitive, wild forest and resource management was exchanged to eliminate the checkerboard pattern of ownership and simplify management. A developed parking area north of Sled Harbor provides access to the wilderness area from the Old Military Road. Additional access is available from the end of the Haskell Road.

The first mile of the Snowy Mountain trail is within this wilderness. A proposed reclassification would place the entire trail in the JRWF, if approved. (See Section IV-E.)

Blue Mountain Wild Forest (37,800 acres)

This wild forest area is located at the northern boundary of the planning area and is separated from JRWF lands by NYS Route 28 near McGinn Hill. Area snowmobile trails connect these wild forest units. Since1986, the town of Indian Lake has managed commercial rafting under an agreement with DEC delegating operation of the waterway access site (on Forest Preserve lands) to the town. Summer rafting, authorized by an amendment to the agreement, has

occurred since 1997. Water levels on Lake Abanakee are influenced by operation of the town dam.

Intensive Use Classified lands

The JRWF shares boundaries with the Lewey Lake and Moffitt Beach Campgrounds. Though some day use on the trails to Snowy Mountain and Baldface Mountain originates from the Lewey Lake Campground, the impacts of use have not been significant. The availability of hikes into the JRWF, attractive shoreline setting, and ability to paddle into inlets such as the Miami River and Burnt Place Brook enhances the enjoyment of campground visitors. No marked trails exist directly from the campground into the adjoining JRWF. However, future proposals to mark trails to Echo Lake, Mud Lake, and Pine Hill identified in this UMP would, if approved afford new hiking and some all terrain bicycling opportunities for campground visitors.

The developed DEC campgrounds provide a wide variety of facilities (parking, potable water, showers, restrooms, etc.) for both the day user and overnight camper. These facilities are of a rustic nature without utility hookups or other elaborate features customarily provided by private campgrounds. A fee is charged for the use and parking at each respective boat launch site. Public use in the winter months consists mainly of snowmobiling, cross country skiing, snowshoeing, and other day uses.

Intensive Use Areas within the unit boundaries include:

Lewey Lake Campground (Draft UMP, 2005) - This 209-camping site facility is located 12 miles north of the village of Speculator. It consists of 120 acres (40 developed, 80 undeveloped) of intensive use classified land located along the southeastern shore of Lewey Lake. A developed boat launch site and 20 car parking area provide access to Lewey Lake. In addition, the intensive use classified lands encompass the Indian Lake developed boat launch site, 50 car and trailer parking area, and other related facilities. The existing parking area functions for both day-use boating and long term camping for the administrative campground sites. A discussion of recreation use impacts and specific campground proposals can be found in the Lewey Lake Campground UMP.

Moffitt Beach Campground (Final UMP, 1993) - This 261-camping sites facility is located four miles west of the village of Speculator. It consists of 100 acres (75 developed, 25 undeveloped) of intensive use classified land located on the northeast shore of Sacandaga Lake. A developed boat launch site and 100 car parking area provide access to Sacandaga Lake. Hatchery Brook and Page Street separate the campground from the wild forest area. The resolution of the campground sites and garage on JRWF lands is discussed in Section IV-E.

State Administrative Area

This area consists of the Indian Lake DEC administrative office and maintenance center on the Big Brook Road in the town of Indian Lake.

Unclassified Lands

A 14.34 acre portion of State land acquired in 1963 (QAFP Hamilton 59) along the east shore of Gilman Lake is currently unclassified. This parcel includes approximately 1,200 feet of lake frontage on Gilman Lake. In the vicinity, an additional nine acre triangular piece of unclassified land in the town of Lake Pleasant adjoins the JRWF at the town boundary. In the town of Wells a previously unclassified parcel (QAFP Hamilton 263) was recently classified as wilderness, with a portion of existing snowmobile trail added to the Forks Mountain Primitive Area . While the wilderness UMP requires the primitive corridor to be removed once an alternative means of reaching Speculator from Stoney Creek is developed, at this time a viable alternative has not been identified over JRWF lands. A discussion of alternatives using wild forest lands south of NYS Route 8 and the existing roadside trail will be included in the Wilcox Lake Wild Forest UMP.

Approximately 132 acres of International Paper land located in the south-central portion of the Adirondack Park was acquired in fee* as part of Phase I acquisition process. After closing, these lands became part of the Forest Preserve.

Non Forest Preserve Lands

A small parcel of JRWF land (Township 9, Totten & Crossfield's Purchase) along the Sacandaga River was acquired by DEC pursuant to a transfer of jurisdiction from the Department of Transportation. The 11.5 acre portion within the town of Lake Pleasant is also within an incorporated village (Speculator) and considered as "non forest preserve" under ECL § 9-0101(6)(a). See Appendix 20. The town of Lake Pleasant developed a mountain bike trailhead/parking area adjacent to these lands next to Old Route 8B.

State lands under the jurisdiction of the DEC and DOT

As described by Don Williams, Adirondack historian, woodland trails and mud-filled roads have crossed the Adirondack landscape for hundreds of years. Over time, these highways could no longer support the transportation needs of the growing number of settlers and visitors to the area. Gradually these traveled ways developed into the roads we are familiar with today.

Portions of public highways within the unit and the NYS lands immediately adjacent to and visible from these roads are designated travel corridors. These State lands are the most visible to the traveling public and provide Adirondack Park visitors with a variety of aesthetic settings and occasional scenic vistas. Some of these roads are parts of a system of officially designated scenic byways marked with distinctive icons on brown and yellow signs. For example, NYS Route 30 is the Adirondack Trail Scenic Byway. In addition, these travel corridors which are owned and/or managed by the NYS Department of Transportation occasionally accommodate sections of snowmobile routes on public lands not designated as Forest Preserve.

NYSDOT Travel Corridor - This land category is unique in that several State agencies are involved in its administration. A travel corridor is defined as: *"...that strip of land constituting the roadbed and right-of-way for state and interstate highways in the Adirondack Park, and*

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* *The lands purchased fee title from IP consists of the area between Old Route 8B and the Sacandaga River and the six acre Auger Falls Picnic Area. This land will be managed as unclassified Forest Preserve and will be included in the appropriate Unit Management Plan after the formal classification process.*

those NYS lands immediately adjacent to and visible from these facilities." (APSLMP, page 46) A *scenic byway* is defined as: *"a road corridor which is of regionally outstanding scenic, natural recreational, cultural, historic or archaeological significance. These corridors offer an alternative travel route to our major highways and daily travel patterns, while telling a story about New York State's heritage, recreational activities or beauty. In addition, a scenic byway corridor is managed to protect this outstanding character and to encourage economic development through tourism and recreation."* . In 2003, the Adirondack Regional Tourism Council conducted a survey of New York State Scenic Byway users to find out why they come to the Adirondacks. The number one reason given was to tour and take in the area's scenery.

NYS Route 28 (Central Adirondack Trail) - From Rome to Glen Falls. From Blue Mountain Lake to Indian Lake, the Central Adirondack Trail shares NYS Route 30 with the Adirondack Trail. Only a ½ mile portion of this road adjoins JRWF lands in the vicinity of McGinn Hill.

NYS Route 30 (Adirondack Trail) - From its earliest days, what is now NYS Route 30 has been an important north-south route in the Adirondacks. The southern portion from Fonda to Speculator was once known as the Sacandaga Trail, described in pamphlets from the 1920's as "New York's most beautiful highway." Numerous sections of this highway between Wells and Indian Lake adjoin JRWF lands. The right-of-way varies in width and is often wider to accommodate bridging or other needs (examples include: Jessup River, Sacandaga River, and Kunjamuk Bay). The parking area for the Snowy Mountain trail is located next to this highway. Within the Village of Speculator, one DOT parcel (13.6 acres) is located adjacent to Kunjamuk Bay and provides watercraft access to the Kunjamuk and Sacandaga Rivers.

NYS Route 8 (Southern Adirondack Trail) - Speculator west to Interstate 90. Only a few sections of this highway adjoin JRWF lands in the vicinity of Oxbow Lake and Piseco Lake.

The Adirondack North Country Association has worked in partnership with government officials, community leaders, business owners, members of local civic groups and not-for-profit organizations, along with concerned residents to create a Corridor Management Plan for the Adirondack Trail Scenic Byway. The relationship of travel corridors to use and access of the JRWF is discussed in Section VI. For a map and additional information on the Adirondack Trail see website: http://www.adirondack.org/adirondack.htm. Plans to develop a Central Adirondack Trail plan are underway.

State lands under the jurisdiction of HRBRRD

The Indian Lake dam operating rights were turned over to the Hudson River-Black River Regulating District (HRBRRD) from the Indian River Holding Company after a rehabilitation of the dam was completed in 1987. Additional information relating to the dam and water fluctuations can be found in Section VI.

Town Lands

Town of Indian Lake

The town of Indian Lake leases snowmobile trails (annually) on nearby Finch, Pruyn lands. This lease permits a link between the communities of Indian Lake and Inlet by utilizing the snowmobile trails on both State and private lands.

Old Route 30
A 1.4 mile section of old town highway between Speculator and Indian Lake within the town of Indian Lake provides access to JRWF lands in the vicinity of Watch Hill. (See Section VI.)

Lake Abanakee
Public access is available from the causeway on the Big Brook Road. Rafting has been supported by water releases from the Lake Abanakee dam, which is owned by the town of Indian Lake.

Town of Arietta
Piseco Airport
Aviation activity at this location began in 1929 when a small two-plane hangar was built adjacent to a grass landing strip. Modernization began in 1963 when the runway was paved. The first constitutionally authorized land exchange in 1965 allowed for expansion of the airport by extending the runway to 3,000 feet. A second constitutionally authorized exchange was approved in 1992 to allow for the maintenance of a clear zone. The relationship between this facility and adjacent JRWF lands is discussed in Section VI.

Town of Lake Pleasant
A ½ mile nature trail is located near the Hamilton County Building Complex in Lake Pleasant. Various interpretive signs mark the trail.

Village of Speculator
Village property provides parking and access to the Kunjamuck River, Lake Pleasant, in addition to ATB and cross country ski trails on nearby International Paper lands. The Sacandaga River Pathway is open to the public. This wheelchair/stroller-accessible path and boardwalk goes through a variety of habitats, including marshlands and forests, with occasional views of the Sacandaga River. Although the trail is less than a mile long, it has numerous interpretive signs.

The Speculator ATB Loop is located on private property owned by International Paper Company. The trail passes through a working tree farm, managed by IP and consists of two bike loops. The larger is 13.7 miles long, and the shorter "Kunjamuk cave " loop is 7.2 miles long. All trail signs make reference to the Speculator ball field, in both directions of travel. The larger loop is accessed from all parking lots, which have kiosks showing detailed trail maps and information regarding the trails.

G.Capacity to Withstand Use

The JRWF cannot withstand ever-increasing, unlimited visitor use without suffering the eventual loss of its essential, natural character. The challenge for managers is to determine how much use and what type of use the area, or particular sites within it, can withstand before the impacts of use cause serious degradation of the resource or recreational experience. Additional information is needed about the public use of the JRWF and the impacts of use on the area's physical and biological resources, as well as its social impacts. At each of the special management areas and other suitable locations, the Department will undertake a visitor use survey. Plans to address over use, illegal use, or improper use are identified in Section IV-D-1.

Carrying Capacity Concepts

The term carrying capacity has its roots in range and wildlife management sciences. As defined in the range management sciences, carrying capacity means *"the maximum number of animals that can be grazed on a land unit for a specific period of time without inducing damage to vegetation or related resources"* (Arthur Carhart National Wilderness Training Center, 1994). This concept, in decades past, was modified to address recreational uses as well, although in its application to recreational use it has been shown to be significantly flawed when used to determine the maximum number of people allowed to visit an area such as the JRWF. After many years of study, basic research showed that there was no linear relationship between the amount of use and the resultant amount of impact (Krumpe and Stokes, 1993). For many types of activities, low levels of use can cause observable impacts. For example, in sensitive areas the elimination of ground vegetation at a campsite can become significant after only a few camping parties have occupied it. Once moderate use levels have removed nearly all the vegetation, large increases in use cause relatively little additional impact. It has been discovered that such factors as visitor behavior, site resistance and resiliency and type of use may actually be more important in determining the degree of impact than the amount of use, although the total amount of use contributes to a significant extent (Hammit and Cole, 1987).

The shortcomings of a simple carrying capacity approach have become so apparent that the basic question has changed from the old one, "How many is too many?" to the new, more realistic one: "How much change is acceptable?" Because of the complex relationship between use and use impacts, the manager's job is much more involved than simply counting, redirecting, or restricting the number of visitors in an area. Professionally-informed judgements must be made so that carrying capacity is defined in terms of acceptable resource and social conditions. These conditions must be compared to real life situations, projections must be made, and management policies and actions must be drafted and enacted to maintain or restore the desired conditions. Shaping the types of use impacting an area can call not only for education, research and development of facilities, but also the formulation and enforcement of a set of regulations which some users are likely to regard as objectionable.

This strategy will help insure that in the JRWF, the "essentially wild character" contained in the APSLMP definition of wild forest will be retained. A central goal of this plan is to achieve an appropriate balance between resource protection and public use in the JRWF.

Planning Approach

The approach to the development of a unit management plan for the JRWF involves a combination of two generally accepted wilderness planning methods: (1) the goal-achievement framework; and (2) the Limits of Acceptable Change (LAC) model employed by the U.S. Forest Service and other agencies.

Goal-Achievement Framework

In wild forest areas, the Department is mandated by law to implement actions designed to realize the intent of the wild forest guidelines of the APSLMP. The goal-achievement framework will be used to organize this management plan to direct the process of determining appropriate management actions through the careful development of goals and objectives. Goals are general descriptions of management direction reflecting legal mandates and general conditions to be achieved or maintained in the JRWF area. Wild forest goals and principles,

along with guidance for the future of the JRWF and a discussion of the units place in the Recreational Opportunity Spectrum can be found in Section III-D-2 through 4. Objectives are statements of more specific conditions whose achievement will be necessary to assure progress toward the attainment of the established goals. In each category of management activity included in Section IV and Section VI of this plan, the current management situation is assessed and assumptions about future trends and conditions are discussed. Proposed management objectives describing conditions to be achieved are presented and individual actions to meet the objectives are proposed.

However, this approach does not identify specific thresholds of unacceptable impact on particular resources or give managers or the public clear guidance as to when a particular restrictive management action is warranted. For these issues, the LAC process will be used.

Limits of Acceptable Change (LAC) Process

The Limits of Acceptable Change (LAC) process employs carrying capacity concepts to prescribe--not the total number of people who can visit an area--but the desired resource and social conditions that should be maintained regardless of use. Establishing and maintaining acceptable conditions depends on explicit management objectives which draw on managerial experience, research, inventory data, assessments, projections and public input. When devised in this manner, objectives founded in the LAC process dictate how much change will be allowed, as well as how management will respond to changes. Indicators, measurable variables that reflect conditions, are chosen and standards, representing the bounds of acceptable conditions, are set, so management efforts can address unacceptable changes. A particular standard may be chosen to act as a boundary which allows for management action before conditions deteriorate to the point of unacceptability. The monitoring of resource and social conditions is critical. The LAC process relies on monitoring to provide systematic and periodic feedback to managers concerning specific conditions related to a range of impact sources, from visitor use to the atmospheric deposition of pollutants.

Though generally the levels of human impact within the JRWF are relatively low, a number of management issues could be addressed by the LAC process. Such issues may be categorized as conflicts between public use and resource protection, conflicts between users, and conflicts between outside influences and the objectives for natural resource or social conditions within the unit. For instance, two goals of management are protecting natural conditions and providing public recreational access. Yet the promotion of recreational use could have unacceptable impacts to natural resources, such as the soils and vegetation in a popular camping area. The LAC process could be used to determine the thresholds of acceptable soil and vegetation impacts and what management actions would be taken to protect resources from camping use. LAC does not work in every situation. For example, managers do not need a process to help them determine how much illegal ATV use is acceptable; because existing wild forest guidelines and regulations strictly limit public motor vehicle use, all illegal motor vehicle use is unacceptable.

<u>The LAC process involves 10 steps</u>:

Step 1: Define Goals and Desired Conditions
Step 2: Identify Issues, Concerns and Threats
Step 3: Define and Describe Acceptable Conditions

Step 4: Select Indicators for Resource and Social Conditions
Step 5: Inventory Existing Resource and Social Conditions
Step 6: Specify Standards for Resource and Social Indicators for Each Opportunity Class
Step 7: Identify Alternative Opportunity Class Allocations
Step 8: Identify Management Actions for Each Alternative
Step 9: Evaluate and Select a Preferred Alternative
Step 10: Implement Actions and Monitor Conditions

The application of the LAC process will require a substantial commitment of staff time and public involvement. The full implementation of LAC for each unit will occur over a period of years. Of the 10 steps of the LAC process, this plan implements steps 1, 2 and 3, which apply to all the resources and conditions of the unit. The application of steps 4, 5 and 6 to selected issues is proposed for the next five years.

As a part of step two of LAC, this UMP identifies significant management issues affecting the JRWF. From the list in Section III-F, issues suitable for the application of the LAC process will be selected. For these issues, the Department will implement the four major components of the LAC process:

- The identification of acceptable resource and social conditions represented by measurable indicators;
- An analysis of the relationship between existing conditions and those desired;
- Determinations of the necessary management actions needed to achieve and preserve desired conditions; and,
- A monitoring program to see if objectives are being met over time.

Though LAC will not be fully implemented, this plan provides substantial resource inventory information, sets goals founded on law, policy and the characteristics of the area, identifies management issues, and lays out an extensive system of proposed objectives and actions designed to meet management goals. Ultimately a monitoring system will be put in place, and management actions will be revised and refined over time in response to the results of periodic evaluation to assure that desired conditions will be attained or maintained.

Impacts of Public Use

A systematic assessment of the impacts of public use within the JRWF has not been conducted. There are a few locations within the JRWF that the amount of use or character of use is such that significant resource impacts are evident. These areas include Fawn Lake, Mason Lake/Perkins Clearing Road, Snowy Mountain trail, portions of the NP-trail and some sections of snowmobile trails. Certain roads such as the Old Military Road, show signs of erosion due to motor vehicular use and need repair. The use of various trails and impact caused by illegal motorized activity has been minor. These impacts do not necessarily suggest that the carrying capacity for all of these areas has been exceeded. However, the impacts do point to the need for specific management actions to correct the problems.

While additional information is needed about overall public use of the JRWF and the impacts of use on the area's physical and biological resources, as well as its social impacts, the planning team considered the best available information. For ease of organization the capacity of the JRWF to withstand use is divided into three broad categories: physical, biological, and

social. For each category, the definition of capacity will be followed by the current situation within the JRWF. The management objectives and proposed management actions to deal with existing or potential future problems are presented in Section IV and VI of this Plan.

Physical capacity - May include indicators that measure visitor impacts to physical resources (e.g., soil erosion on trails, campsites and access sites) and changes to environmental conditions (e.g., air and water quality).

Biological capacity - May include indicators that measure visitor impacts to biological resources (e.g., vegetation loss at campsites or waterfront access sites) and changes in the ecosystem (e.g., diversity and distribution of plant and animal species).

Social capacity - May include indicators that measure visitor impacts on other visitors (e.g., conflicts between user groups), the effectiveness of managerial conditions (e.g., noncompliant visitor behavior), and interactions with the area's physical or biological capacity (e.g., noise on trails, campsites and access sites).

1. Physical

The physical capacity of a land area to withstand recreational use is the level of use beyond which the characteristics of the area's soils, water and wetland resources, and topography undergo substantial unnatural change. The capacity of a particular site is related to slope, soil type, ground and surface water characteristics, the type of vegetation that occupies the site, and the types of recreational activity to which the site is subjected. In some cases physical impacts observed within the area are due to erosion brought on by inadequate or infrequent maintenance or poor layout and design, rather than actual overuse. In other instances, impacts are caused by illegal uses such as occasional ATV riding.

Land Resources

As indicated by trail register information and observations by DEC staff, public use levels are generally low to moderate, with the exception of corridor snowmobile trails. The most heavily used areas generally show the most effects from use. However, there are several factors which can mitigate heavy use or amplify the affects of lighter use. One factor is the conditions at the time that the use occurs. For example, a few people walking a trail when the trail is wet and soft may cause more damage than a large number of people using the same trail when it is dry. Another factor to consider is the skill and behavior of the users. A large group may not leave any evidence that they used an area, while a small group or even an individual can, through willful neglect or ignorance, leave an area permanently altered. A third factor to consider is the design and location of the improvement that is being used. A properly designed and located facility will allow for heavy use without having a negative impact on the resource. Poor facility design or location can contribute to quick deterioration of the resource.

Day use generally does not impact an area at the same level as overnight use. Signs of overuse such as trail erosion, widespread litter and trampled vegetation are uncommon within the unit. Impacts related to use generally are confined to the vicinity of parking areas, trails and their destinations, including ponds and mountain summits. Portions of trails, such as the NP trail and Snowy Mountain trail have received some management attention to stabilize the resource or were rehabilitated to safely accommodate allowed uses.

The overnight capacity of the unit is almost entirely related to water bodies or areas in close proximity to roads or trails. A total of 76 primitive camping sites (including 3 designated) are within the JRWF (excepting Indian Lake Islands Administrative Camping Area). Some of these sites are rarely used while others are occupied more consistently. These sites could presently accommodate a maximum of 684 overnight users, based on a maximum group size of nine persons per group*. Implementation of the APSLMP-mandated overnight group sizes of eight persons will lower this figure to 608. Overnight capacity, based upon the average of three to four individuals per camping group, would further reduce the numbers at these sites to an estimated actual range of 228 to 304 people at any one time. This does not include camping at large, which is presently allowed throughout the JRWF pursuant to regulation.

The existing 46 miles of JRWF shoreline adjacent to ponded waters, 73 miles of JRWF streams, 34 miles of frontage along maintained roads, and 49 miles of marked trails could allow for a significantly larger number of hypothetical camping sites using APSLMP one-quarter mile campsite spacing guidelines**. Overall, observed campsite development and use within the JRWF is only a small fraction of these hypothetical levels.

Only a couple of locations, particularly Mason Lake and Fawn Lake, exhibit site density reaching a point where camping sites are not capable of sustaining the repeated and heavy use. Current demand is starting to exceed the availability of desirable sites. In other locations like Indian Lake, camping within 150 feet of the shoreline has been limited to the 55 numbered sites, with an intensive maintenance and monitoring presence helping to reduce public impacts and user conflicts. The 35 existing campground sites on JRWF lands is well below the potential opportunities along the approximate 23 miles of wild forest shoreline adjacent to Indian Lake.

Campfires have historically been associated with the camping experience. Many people value the presence of a campfire as an important part of their recreational experience. While many users now carry portable backpacking stoves, eliminating their need for a fire for cooking, the fire remains a important social focus. Existing Department regulations allow for fires for the purpose of *"cooking, warmth or smudge"* on most public forest land in the State (6 NYCRR §190.1[a]).

Within the JRWF there is only occasional evidence of fire: blackened rocks, charcoal, hacked trees, and partially burned garbage, and melted or broken glass. Fires are occasionally inappropriately built in parking lots, in the middle of trails, and along the immediate shorelines of lakes and ponds.

Air quality in the region including the JRWF is largely a product of forces and activities originating outside the unit. The air quality impacts resulting from the building of campfires by visitors are limited and localized. Smoke from campfires is not known to have significant ecological effects. However, physical impacts associated with campfires can be numerous.

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* *The APSLMP (page 18) definition for primitive tent sites limits camping groups to a maximum of 8 people and three tents per site. These sites can be grouped to accommodate a maximum of 20 individuals in suitable locations.*

***The one-quarter mile campsite spacing guidelines do not take into effect site restrictions such as slope, soil type, shoreline vegetation, wetlands, and other terrain constraints. These physical constraints would render a portion of the total miles of shoreline, stream frontage, and road frontage unsuitable for camping.*

Although actual fire sites are quite small, firewood gathering in popular areas can cause impacts. This activity increases the area of disturbance around campsites. Excessive firewood gathering can lead to the illegal cutting of live and standing dead trees once all available on-ground sources are consumed. Pulling off limbs results in visual impacts for other users. Problems with campers moving fire rings have been observed at Fawn and Mason lakes.

Impacted Areas

Physical inspection of parts of the JRWF identified areas where man made impacts to the natural environment have been observed. Some of these impacted areas and proposed management actions to address them are further described in Section VI.

Fawn Lake and Mason Lake/Perkins Clearing Road - At certain locations, site activity reached a point where the camping site is not capable of sustaining the repeated and heavy use due to trampling of ground vegetation, tree damage, improper fires along with unacceptable user conflicts.

Snowy Mountain Trail - While past efforts have corrected erosion problems on the lower section of the Snowy Mountain trail, the portion near the summit has reached its physical carrying capacity based on the existing facilities and maintenance programs. Numerous herd paths are developing both on the upper section of trail and in the vicinity of the summit. Future trail stabilization and reconstruction work or relocation is necessary to protect this resource from further damage and to insure a safer hardened trail surface.

Northville-Lake Placid Trail - Continual wet conditions on parts of the trail in the vicinity of Fall Stream were leading to trail widening at a few problem locations. This section of the NP trail within the JRWF received intensive trail maintenance in 1991 and 1992 to harden the trail and mitigate erosion impacts to the resource.

Snowmobile Trails - The lack of registers and failure of most riders to sign in prevents an accurate estimate of actual snowmobile use in the JRWF. Environmental impacts include air and noise pollution, tree damage, and litter. Illegal riding occurs on some unmarked roads such as the Fawn Lake Road. Impacts to deer wintering areas are discussed in Section II-G-2.

A cushion of snow tends to prevent resource degradation when the trail is covered, with land resource impacts generally minor. Trail grooming and/or the change in the size of modern snowmobiles have contributed to minor abrasion of tree bark, primarily on the inside of curves and constrictions in the trail. Additional minor trail surface disturbance occur during the early and late portions of the season when the ground is not completely covered with snow or ice. This small amount of wear and tear is considered a normal and acceptable level of impact. Some new maintenance problems have developed in recent years. The decking on snowmobile bridges is showing unusual wear in the center of the planking. This is caused by the increasing use of carbide studs and runners on some snowmobiles. This new problem along with the increase in size and weight of snowmobiles had led to a modified bridge design. Research concerning the environmental effects of snowmobiles was reviewed by DEC staff with pertinent results and conclusions compiled in the Draft Comprehensive Snowmobile Plan for the Adirondack Park (DEC/OPRHP, 2003). See: http://www.dec.state.ny.us/website/dlf/publands/snow/index.html Further work is also being done to better understand what effects snowmobiles have on the environment.

Horseback Riding/All Terrain Bicycling - The legal use of horses and ATBs can create environmental problems in some locations. In many cases, snowmobile trails were originally designed to be used only in winterand are located on wet soil that does not readily support other activities when the ground is not frozen and snow covered.

The number of horse users that recreate on JRWF lands has not been determined but is believed to be very light and sporadic. Although horseback riding may be insignificant in terms of total visitor use, resource impacts caused by this use can be disproportionately high when compared to other recreational activities. The majority of equestrian use has been reported to occur on a section of Old Route 30 and herd paths in the vicinity of Watch Hill. Impacts sometimes associated with this use include increased trail erosion, manure, potential invasive plant spreading, unauthorized trail clearing, water contamination, conflict with other recreationists, and damage to trees from tethered horses. Closer management is needed to reduce impact, determine facility needs and find ways to improve maintenance. Current observed impacts within the JRWF have been minor probably due to the very low use levels.

The number of all terrain bicycle (ATB) users that recreate on JRWF lands is not known, but is believed to be small. Although this number may be insignificant in terms of total visitor use, like horseback riding, resource impacts can be disproportionately high when compared to other recreational activities (Kellog,1991).

Safety and user conflicts may be a concern where trails are steep, winding, or have limited visibility. The combined weight of the bike and rider, how the bike is ridden, and the relatively narrow tires can cause soil compaction and rutting. The most common types of impacts from mountain biking are trail impacts, soil impacts, water related impacts and aesthetic impacts. Soil impacts include widening of the trails to avoid problems in the trail such as water and downed trees. Trail braiding is associated with trail widening and can also be caused by hiking. Braiding occurs when there are several paths in close proximity which avoid the same obstacle. Rutting occurs when the ground is too soft to support the weight of the vehicle and rider. This usually occurs in the fall and spring when the ground is wet and soft and during wet periods during the rest of the year. Ruts collect rainwater and runoff, keeping the trail wet. Ruts channel water, leading to erosion of the trail particularly on susceptible soils or on slopes in excess of 15 percent. Erosion of stream banks where the trail crosses a brook, stream, or creek can also occur. Current observed impacts within the JRWF have been minor, probably due to very low use levels.

Illegal Motor Vehicle Use

While evidence of ATV use has been observed occasionally in a few locations (mostly on snowmobile trails or in proximity to IP or Finch, Pruyn lands), law enforcement staff and observations of trails and former roads, indicate that illegal motor vehicle use seldom occurs within the JRWF. Some reports of ATV tracks correspond to occasional legal use for DEC administrative purposes under CP-17 or are associated with authorized Adopt a Natural Resource (ANNR) use. Impacts from ATV riding can include soil erosion, displacement and compaction, noise, disturbance to wildlife and destruction to vegetation. Since this activity occurs rarely within the JRWF, observed physical impacts resulting from ATV use has been minimal. The installation of barriers where former roads enter the unit, combined with ongoing education and enforcement efforts, will help reduce future illegal motor vehicle use impacts.

Water Resources

Impacts relating to shoreline use such as camping have been shown to have little effect on the water quality of the adjacent water body (Werner, Leonard and Crevelling,1985). Of more concern are the social issues and impacts to the biological component of this natural resource. Information related to acid precipitation can be found in Section II-A-1-Air Resources.

Erosion of portions of the shoreline of JRWF land can be the result of wave action and water level changes*. Wave action is created both naturally and by motor boats, with some hull configurations creating larger waves than others. High lake levels can also be a factor contributing to erosion. Impacts associated with water releases can be found in Section VI.

2. Biological

The biological capacity of a land area to withstand recreational use is defined as the level of use beyond which the area's plant and animal communities and ecological processes sustain substantial unnatural change. A review of available information indicates that the level of use within the JRWF is not presently exceeding the capacity of the biological resources to withstand use.

Plant life

Impacts from public use to area vegetation include illegal tree cutting, removal of brush, and various minor damage to tree bark associated with snowmobile use or improper camping activity. Additional impact to this resource involves tree cutting allowed by easement or road and utility line maintenance (under TRP) or tree removal associated with trail maintenance, rehabilitation, and development. Another potential impact include the transport of invasive species on canoes and other watercraft.

Wildlife

The impact of public use on most wildlife species within the JRWF is unknown, but there is probably minimal impact with the possible exception of the more heavily used areas. These heavily used areas are relatively small in the JRWF so the overall impact is expected to be minimal. Wildlife species that can be vulnerable to disturbance associated with public recreational activity include:

Non-Game Species

Little is known on the potential impact of recreational activities within the JRWF on non-game species. More research is necessary. Some species, like the red-shouldered hawk nest in areas near large coniferous and mixed forest wetlands. Osprey nest in the tops of dead trees and snags close to shallow water in which the bird forages. These sites are not very desirable for camping resulting in less chance for conflicts. At least one species may be affected due to human interaction:

Common Loon: Common loons nest along shorelines of lakes and ponds. Their nests are often very near the water line, and are susceptible to disturbance from the land or from the water. Nests along shore are more susceptible to human disturbance where trails follow the

The water levels of Indian Lake are controlled by the Hudson River-Black River Regulating District.

shore of a lake (Titus,1978). Shoreline use by campers, particularly on islands, has the potential to lead to the loss of nest site availability. Human disturbance (including paddling activity) can result in nest abandonment or direct injury to adult or juvenile birds. Additionally, fledgling mortality can occur if chicks are chased by boats. Water bodies with greater boating access will have higher levels of disturbance.

Loons are a long-lived species and a predator near the top of the food chain. They have great public appeal, signifying remote, wild areas to many people. Numerous natural and anthropogenic (human) factors can impact the breeding population of loons. Natural predation of eggs and chicks is common and has been observed and documented on several occasions within the Park. Airborne contaminants, including "acid rain," can cause the bioaccumulation of mercury, a neurotoxin, and a decreased food supply, which can potentially lead to decreased reproductive success. In addition, human disturbance (including paddling activity) can result in nest abandonment or direct injury to adult or juvenile birds. Shoreline use by campers, particularly on islands, has the potential to lead to the loss of nest site availability. The death of adult loons due to lead toxicity from the ingestion of lead fishing tackle accidentally lost by anglers is a concern and has recently been documented in New York State. A new law passed in 2002 bans retail sales of lead fishing sinkers weighing one-half ounce or less. This action is expected to limit the availability of lead sinkers and promote production and sale of non-lead alternatives.

The effects of direct human impacts, such as disturbance or shoreline use, on breeding loons within this unit has not been determined, but is presumed to be low due to the minimal number of JRWF shoreline improvements and facilities. Management efforts will concentrate on protecting loon nesting areas and habitat.

Game Species

Impacts appear to be minimal for the handful of game species monitored. The Bureau of Wildlife monitors the populations of game species partly by compiling and analyzing harvest statistics, thereby quantifying the effects of consumptive* wildlife use. Harvest statistics are compiled by town, county and wildlife management unit. Although it is not known how the deer harvest is distributed within the towns, it can be assumed that, because of the mature forest landscape (which means it is not prime deer habitat) of the State lands and inaccessibility of some areas, fewer deer per square mile are harvested on JRWF lands than in the surrounding private lands open to hunting. The narrow range of variation in annual harvest numbers, along with regular season regulations (bucks only), demonstrate little impact on the reproductive capacity of a deer population. Overall, deer populations within the unit are capable of withstanding current and anticipated levels of consumptive use.

An analysis of black bear harvest figures, along with a study of the age composition of harvested bears, indicates that hunting has little impact on the reproductive capacity of the bear population. Under existing regulations, the unit's bear population is capable of withstanding current and anticipated levels of consumptive use.

**Several recent legislative changes have occurred that likely have had impacts on use of the area by hunters. Both hunting of bears by using bait and by using dogs have been prohibited, probably lowering use by bear hunters. Use by deer hunters probably has increased because of two legislative changes, one allowing successful archers to use an additional tag during the regular firearms season and similar legislation allowing successful muzzleloader hunters the same privilege.*

The coyote, varying hare, and ruffed grouse are widely distributed and fairly abundant throughout the Adirondacks. Hunting and/or trapping pressure on these species is relatively light. Under current regulations, these species undoubtedly are capable of withstanding current and anticipated levels of consumptive use.

While detrimental impacts to game populations over a large area is unlikely, wildlife biologists continually monitor harvests, with special attention to otter, bobcat, fisher, and marten. These species can be susceptible to over-harvest to a degree directly related to market demand and ease of access. The Bureau of Wildlife monitors furbearer harvest by requiring trappers to tag the pelts of beaver, bobcat, fisher, marten, and otter. Specific regulations are changed when necessary to protect furbearer populations.

Other Impacts

Water fluctuations can have a significant impact on nesting activity of loons, marshbirds, and waterfowl in general with furbearers such as muskrats and beaver also affected. Numerous studies have been conducted to assess the effects of marine engine pollution on the aquatic environment. The basic conclusion from this research indicated that outboard and inboard motors are not polluters of any major significance in larger waterbodies. Outboard motor manufacturer are required to decrease overall emissions by 2006. New four-stroke motors meet these EPA requirements and emit significantly less pollution than conventional two-strokes.

The effect of snowmobiles on deer wintering areas* or other area wildlife has been researched in the past and is still under investigation. In the Adirondacks, deer use the same yarding areas annually, although the precise boundaries change over time with succession. Deer use within yarding areas will also change annually in response to winter severity. The maintenance and protection of winter deer yards remains a concern of wildlife managers, particularly in the Adirondacks, as they fulfill a critical component of the seasonal habitat requirements of white-tailed deer. The APSLMP states on page 36, *"deer wintering yards and other important wildlife and resource areas should be avoided by such (snowmobile) trails."* Four of the seven identified historic deer wintering areas in the JRWF have existing snowmobile trails (portions of the Fawn Lake, Dunning Pond, and Bear Trap Brook trails) through them.

Guidelines for Protection of Deer Wintering Areas

The maintenance and protection of deer wintering areas are important in maintaining deer in the northern portions of their range. Activities which substantially diminish the quality or characteristics of deer wintering areas should be avoided, but this does not mean human use is always detrimental. Forest stewardship activities (including softwood harvest), pass-through trails, and other uses can be compatible with deer yards if they are carefully considered (Hall,1984).

The most important characteristic of an Adirondack deer yard is the habitat configuration making up a "core" and travel corridors to and from the core. The core is typically an area or a complex of areas of dense conifer cover used by deer in severe conditions. Travel corridors are

**Deer populations fluctuate annually with winter starvation losses representing the most significant mortality factor. When snow depths accumulate to 20 inches or more, deer congregate in specific wintering areas. These sites are used typically every winter and are usually areas of spruce-fir forest. The carrying capacity of deer wintering areas essentially limits the carrying capacity of their entire annual range.*

dense but narrow components which allow access to food resources in milder conditions. Management conditions which afford protection of core sections and avoid fragmenting travel corridors are acceptable in many situations. Certain types of recreation trails, such as ski trails or snowmobile trails, particularly if the traffic is not prone to stopping or off-trail excursions, are not considered to have significant negative impacts on deer yards. These types of trails in or adjacent to deer wintering areas can provide firm, packed surfaces readily used by deer for travel during periods of deep snow. They can, however, also create access for free-roaming dogs if if the location is close to human habitation; thus, trails should avoid deer yards in these situations. High levels of snowmobile or cross-country ski use can disturb deer and may cause them to run, placing higher energy demands on deer already stressed by winter.The following are some general guidelines to follow for protecting deer wintering areas.

- Maintain a minimum 100 foot forested buffer on either side of streams to protect winter habitat and travel corridors between core yard components.
- Avoid placement of ski trails through core segments of deer yards to reduce disturbance associated with skiers stopping to observe deer.
- Trails should not traverse core segments of deer yards in densely populated areas such as hamlets, villages, or along roadsides developed with human habitation because they provide access to free roaming dogs.

Fisheries

DEC angling regulations are designed to preserve fish populations in individual waters by preventing over-exploitation. Populations of coldwater gamefishes are maintained by DEC's annual stocking program in various waters. Warmwater species (smallmouth bass, walleye, and panfishes) are maintained by natural reproduction; however, stocking is sometimes used to introduce warmwater gamefishes to waters where they do not exist. Under existing angling regulations, the coldwater and warmwater fish populations of the JRWF are capable of withstanding current and anticipated levels of angler use.

Because angler use of streams in the unit is believed to be light, the brook trout populations which they support can sustain anticipated harvest levels without damaging their capacity to maintain themselves naturally. The warmwater species found in the unit also have proven to be able to sustain themselves under existing regulations without the need for stocking.

Absence of fish species is not necessarily a sign of overuse or improper use. Generally, the ponds with heavy use may contain more species than lesser used ponds. DEC monitors the effectiveness of angling regulations, stocking policies, and other management activities by conducting periodic biological and chemical surveys. Based on analysis of biological survey results, angling regulations may be changed as necessary to protect the fish populations of the JRWF.

Social

The social capacity of a land area to withstand recreational use is the level of use beyond which the likelihood that a visitor will achieve his or her expectations for a recreational experience is significantly hampered. Social capacity is strongly influenced by an area’s land classification, which in turn determines the management objectives for the area and the degree of recreational development possible. While solitude may be managed for in some locations, it

is not as important to the recreational experience in wild forest areas as it is in wilderness. Social conflicts mainly occur due to recreationists seeking different experiences. A source of tension can derive from different ideas of what constitutes a camping experience; some visitors anticipate spending a quiet evening observing their natural surroundings, while others look forward to a party atmosphere.

User satisfaction from recreating is a function of both perception and expectation with the presence, number and behavior of others encountered having a direct influence on the quality of the experience. Compatibility between uses usually involves how quiet or noisy an activity is, whether it is consumptive or non-consumptive, whether it involves individuals or groups, and whether it is a traditional or newly introduced activity. A few recreationists feel that other users degrade the quality of their own experiences. Particularly controversial in this respect are the motorized recreational activities to which people involved in non-motorized activities often object.

Sound related impacts can cover a large area but are generally temporary in nature with little or no physical effect on the environment. If a buffer area is considered adjacent to shorelines with motor boat use and along the 29.3 miles of designated snowmobile trails, 1.6 miles of open motor vehicle road, and 34 miles of maintained public highways, a fairly large portion of JRWF is influenced by occasional sound from motorized vehicles, vessels and/or equipment. The actual acreage impacted would depend upon the existing topography, vegetative cover, recreational use, road type, level of use, and season of the year. Loud noise could impact area wildlife or alter the experience of a person seeking to escape the sounds of civilization. For other users, particularly those using a motor vehicle such as a snowmobile, the sound is an expected normal part of the overall recreational experience.

According to available information and low level of reports of user conflict, the current level of public use within the JRWF is not exceeding the social capacity of the area to withstand use.

Land-Based Recreational Uses

An examination of recent registration levels show no significant increase in public use. In most areas, use levels are relatively low, and enforcement of existing regulations has been sufficient to protect the physical, biological, and social components of the environment. Even the most popular hiking trail up Snowy Mountain, receives only moderate use (3,000-4,000 registered users annually) compared to the 12,000 annual registered users on nearby Blue Mountain. Snowmobile corridor trails are believed to receive moderate to heavy use, primarily during the eight weekends that comprise the core winter season.

Most JRWF facilities are located sufficiently removed from private land and have little impact on neighboring owners. Properties close to trailheads or other facilities may experience such annoyances as increased foot or vehicular traffic and occasionally, vandalism. Sociological problems due to factors such as improper use, noise, and conflicts with other recreational activities can be a concern within the unit.

The activity of snowmobiling has some impacts* within the JRWF . The snowmobile is not a subtle, unobtrusive vehicle; its noise, speed, color, and bulk make its presence known in the area. Because snowmobile use is allowed, and the vehicles can be fairly loud, the sound can disturb other types of recreational users that share snowmobile trails. Since the trail is designated for snowmobile use, other recreational users on these trails should expect intermittent noise and step off the trail to allow snowmobile passage. On the positive side, snowmobile trail grooming enhances some winter access by providing a firm trail surface to snowshoe or cross country ski.

The change in size and trail requirements of today's machines and the design capacity** of some area trails has led to some complaints regarding trail safety. In particular, the narrowness of some area trails and speeding by individual riders has led some users, especially family groups to stop using some trails during the busy weekend periods.

Probably the greatest social impact of snowmobiling is to adjoining private landowners. The noise from large groups can be a nuisance, especially at night. Those living near public lands have expressed a variety of concerns and conflicts including snowmobilers riding off the trails and going onto private property, snowmobilers going across front yards, noise (especially at night) from frequent snowmobile traffic, and snowmobilers establishing trails on private property without the permission of the private owners. For additional information on snowmobile impacts refer to the:
Draft Comprehensive Snowmobile Plan for the Adirondack Park/Draft GEIS available online at: http://www.dec.state.ny.us/website/dlf/publands/snow/index.html.

Horseback riders may experience conflicts with those who hike, hunt, camp without horses, target shoot, or mountain bike. Many conflicts relate to the concern for people becoming injured when horses are surprised by unexpected actions from others. Other issues of concern to some riders include unleashed dogs and insufficient or poorly designed parking areas.

In general, mountain bikes and mountain bikers make little noise when riding the trails. Conflicts may occur when horseback riders and horses are startled when they are approached from behind and taken by surprise. Right of way can be a concern between mountain bikers and hikers on the same trail.

Cross-country ski trail use within the JRWF, is estimated to be quite low and well below use levels in intensively managed ski trails in nearby areas like Inlet, Speculator, and Benson. This relatively low public use is due in part to the condition of the unit trails. The location or existence of these two area trail loops is not well advertized with use primarily from local residents, landowners, or tourists familiar with the area. Both trail systems utilize level terrain with few hills or challenging sections. The trail locations are prone to early spring thaw conditions that render sections of trail flooded and/or icy. The lack of grooming also

**Most newly manufactured two-stroke engine snowmobiles generate between 68 and 74 decibels traveling 15 mph measured at a distance of fifty feet. This represents a significant reduction from earlier machines. Four-stroke engine snowmobiles are quieter than two-stroke engines, and do not produce visible blue smoke. The smell of the burning fuel mixture is also reduced, as two-stroke technology requires that oil and gasoline be mixed together. Four-stroke engines, on the other hand, use separate gasoline and oil tanks and burn only the gasoline.*

***In general snowmobile trails on State lands are narrower than those on private land, requiring slower speeds and more conservative driving styles.*

discourages many users if they have to break trail after a significant snowfall event. A cushion of snow prevents resource degradation, with skier impacts generally limited to sociological factors*. Conflicts may occur between cross country skiing and other activities on ski trails, such as snowshoeing, hiking, and dog walking. All of these activities can degrade the surface of the ski trail. Competitive and organized group events require a TRP from the Department. Conditions within the permit help limit any negatively impact to other recreational users.

Public input has indicated ATV use conflicts with hunting, horseback riding, hiking, mountain biking, running, nature observation (wildlife) and cross-country skiing. ATV riding conflicts with snowmobiling because ATV use can destroy groomed and packed snowmobile trails.

Water-Based Recreational Uses

Competition for the surface of lakes, ponds and streams involves an ever-increasing variety of water-oriented recreational equipment and activity. On the water's surface, swimmers, anglers, and canoeists share the same space with water-skiers and other motorboat enthusiasts. While motorboats have been used historically in some area waters, the increase in size** and horsepower and frequency of motor-dependent recreation can impact traditional Adirondack uses such as fishing, canoeing, and camping (Commission on the Adirondacks in the 21st Century, 1990).

Noise and wakes caused by large motorboats can infringe on the enjoyment and safety of some area users. Negative impacts such as noise pollution tend to be of short duration. With the exception of some planes based on Indian Lake, floatplane use is estimated to be low and sporadic. The improper use of “non-traditional” personal water craft such as jet skis on relatively small Adirondack lakes impact user safety and possibly damage the environment by stirring up the bottom sediment in small bays and tributaries. Some canoeists and kayakers have complained recently that there are too few lakes in the Adirondacks where they can escape the noise of powerboats and jet skis.

On some water bodies like Piseco Lake, there have been past discussions between the lake committee and the town of Arietta to address concerns such as speed limits, noise, near shore operations, and mooring near private property. On Sacandaga Lake, a proposed water ski slalom course adjacent to JRWF lands was felt to significantly impact the ability of other users to recreate in the area. The disproportionate effect of one user group on another one has led to requests for the prohibition of motors on some waterways, (Miami and Jessup River, Fall Stream) and portions of Indian Lake.

Public use data documenting recreational use levels in coves, bays, inlets and outlets and waterways within the planning area has not been collected by DEC. The shorelines of Lake Pleasant, Sacandaga, and Oxbow lakes have a large portion of shoreline in private ownership, with water-oriented recreation generally regulated by Navigation Law, local ordinance and

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**Individuals who walk on the ski trails often break through the snow (postholing) and leave deep holes in the trail surface. This situation can be dangerous to a skier if the tip of the ski or ski pole are caught in this hole. In addition some individuals ski on designated snowmobile trails and may pose a hazard on the trail at downhill sections or during popular snowmobile weekends.*

***The average size of boat in use has changed with the "typical" boat growing from a 12 to 14 foot boat with a motor of 10 horsepower or less, to a 16 to 24 foot boat with a motor ranging up to 225 horsepower.*

zoning. The shoreline of Indian Lake is mostly State owned. Water-oriented recreation is generally regulated by Navigation Law, local ordinance and zoning.

The *"capacity to withstand use"* of a waterbody varies with the biological capabilities, environmental setting, adjacent land uses, user characteristics, and management intent of each water body. Another consideration is the amount of use by the general public versus the use by riparian owners. A range of capacity* has been identified for waters that share mixed recreational uses (Wenger,1984). Obviously, a given number of small canoes/kayaks would have less overall impact than an equivalent number of larger motorized boats. According to Statewide Comprehensive Outdoor Recreation Plan (SCORP) guidelines the minimal requirements for sail boats or power boating is 6 to 8 acres per vessel. Row boats and canoes need a minimum of one acre per vessel while water skiing requires a minimum of 15 acres per vessel.

H.Education, Interpretation and Research

DEC encourages scientific research in the JRWF. Research projects are initiated by a written proposal submitted to the DEC Region 5 Regional Forester in Ray Brook. Following a review process, written authorization in the form of a Temporary Revocable Permit (TRP) is issued. The permit specifies the conditions upon which approval is contingent. Researchers are required to report to DEC in writing on the findings of each research program. A few research activities are occurring in or adjacent to the JRWF:

<u>USDA Forest Service, Forest Inventory and Analysis</u> - This program is the Nation's forest census. It reports on status and trends in forest area and location; in the species, size, and health of trees; in total tree growth, mortality, and removals by harvest (private land); in wood production and utilization rates by various products; and in forest land ownership. The program includes information relating to tree crown condition, lichen community composition, soils, ozone indicator plants, complete vegetative diversity, and coarse woody debris. Additional information on the program can be found at: http://www.fia.fs.fed.us/.

<u>USDA Forest Service, Forest Health Monitoring (FHM)</u> - This national program will determine the status, changes, and trends in indicators of forest condition on an annual basis. The program uses data from ground plots and surveys, aerial surveys, and other biotic and abiotic data sources and develops analytical approaches to address forest health issues that affect the sustain ability of forest ecosystems.

One component of FHM is a set of plots distributed on a systematic grid across the United States. Each plot represents approximately 160,000 acres. Various measurements are taken related to mensuration, crown condition, tree damage, ozone, soils, lichens, and vegetation diversity. In addition, aerial and ground surveys of damage complete the detection process. The survey component of the program focuses upon regional standardization of survey techniques and reporting. Intensive site monitoring and evaluation monitoring for potential health issues detected from the plot system are also program components.

**Various State and national studies indicate that the boating experience begins to degrade from an acceptable level with a range of boat densities from one craft for each seven and one-half to 20 acres of water surface.*

New York State Atmospheric Deposition Monitoring Network - New York has a comprehensive program for monitoring precipitation to test for acid rain. The goals of the network are to:

- Provide a consistent, quality-assured long-term acid deposition database.
- Measure acid deposition in sensitive receptor areas.
- Measure acid deposition in urban and upwind areas.
- Use these data to perform spatial and temporal analyses of acid deposition, its precursors, and its effects.
- Track the effectiveness of acid deposition precursor emissions reductions

The State's monitoring network measures acid deposition and related quantities to assess the effectiveness of sulfur control policy and other strategies aimed at reducing the effects of acid rain. A monitoring station at the Piseco Airport during the past 10 years indicated a trend similar to all the NY acid deposition sites with sulfates down and nitrates, ammonia and pH staying constant.

A Biological Assessment of Selected Streams in Hamilton County, NY was finalized in 2000. Sampling was conducted to collect baseline data using benthic macro invertebrate populations to assess water quality changes over time. Several streams within the JRWF such as Cherry Brook, Echo Lake Outlet, Squaw Brook, and the Sacandaga River were sampled. See: http://www.hamiltoncountyswcd.com/strassess2000.pdf

The State of Hamilton County Lakes an Analysis of Water Quality Trends was finalized in 1999. The report presents an analysis of data collected at 22 lakes within the county for the years 1993 - 1998 including the history of the water monitoring program, the methodologies used, county trends, the statistical analysis and individual lake sheets. Several waters within the JRWF were sampled including Fawn Lake, Indian Lake, Lake Abanakee, Lake Pleasant, Oxbow Lake, Piseco Lake, and Sacandaga Lake. See: http://www.hamiltoncountyswcd.com/93-98WMREPORT.PDF

Syracuse University - The Department of Civil and Environmental Engineering was granted a TRP in 2001 to collect water, soil and foliage samples in 38 lake watersheds in the Adirondacks. The research project was a revisit of the earlier Direct Delayed Response Project investigating lakes and watershed acidification in the Northeast region. This work is associated with ALSCs Long-Term Monitoring Program. Within the JRWF, Oxbow Lake was the only water sampled.

SUNY - ESF User Survey - In 2003, a research study was conducted for the adjoining West Canada Lake Wilderness. A combination of trail counters, trail register analysis, and interviews were conducted at various locations. Two of these locations were in the JRWF or involved JRWF trails. Information was gathered for the Pillsbury Mountain trail and the NP trail at the Haskell Road trail head. A follow up user survey was mailed to some of the people interviewed.

Forest Cover Type Inventory - The Bureau of Forest Preserve Management and SUNY ESF are working together to develop computerized GIS models of areas of the Adirondack Forest Preserve. The project will assemble a comprehensive repository of existing spatial data into a GIS database to facilitate the inventory portion of the Unit Management Plan process in the

Adirondack Park. The intent of the project is to support the planning process, and increase the quantity and improve the quality of inventory data included in plans.

This will be accomplished by increasing cooperation of planners and technical experts among universities, state agencies and non-government organizations to facilitate inclusion of natural resource inventory data in Unit Management Plans. Through this project Forest Cover Type maps will be developed for this planning area for the next update of the UMP. (For additional information see http://www.esf.edu/aec/research/ump.htm and http://www.nysgis.state.ny.us/datcoord/partners/adirforpre.htm)

An examination of GIS coverages, which show the geographical locations of research projects for which TRPs have been issued since 1995 indicated the following additional results within the JRWF:

1999 SUNY-ESF - Conduct field research at two sites within the Adirondack Forest Preserve to sample vascular plants, bryophytes, and fungi on 0.1-ha permanent plots.

2000 SUNY-ESF - Conduct research studies on Forest Preserve land to examine differences in small mammal community structures between old-growth northern hardwood forests and northern hardwood forests managed for timber harvests. Sample and collect voucher specimens of epiphytic and epixylic lichens in Forest Preserve. This is an extension of an ongoing research program on biodiversity in northern hardwood forests conducted by faculty at ESF.

2002 SUNY-ESF - Collect water, soil and foliage samples in 38 watersheds. Revisit earlier work from the Direct Delayed Response Project investigating lake and watershed acidification in the northeast. Work is associated with the ALSC Long-Term Monitoring Program.

1999-2000 Ohio State University - *Platanthera hurinensis*, *P. hyperborea*, and/or *P. dilata* will be sampled for leaf tissue, flowers and pollinator activity. Lewey Lake Area.

2000 University of Toronto, Wildlife Conservation Society - Study the ecology of Adirondack coyote population as part of a study looking at inter-species competitive interactions and parasite-host dynamics in the Adirondack Region. Bear Trap Brook Snowmobile Trail.

2002 Cornell University - Insect collection for research. Survey undetected bark and wood-boring forest beetles alien to U.S. An inventory of bark and wood boring beetles in the Adirondacks will provide a baseline inventory for exotic species. Hamilton County Area.

2003 Syracuse University - Leaf sample collection for research. Continuation of ongoing scientific data collection used in assessing the response of complex ecosystems to atmospheric deposition. Collected leaf samples will be analyzed for nitrogen content, a property that is potentially useful for predicting and mapping the onset of nitrogen saturation, a condition of nutrient over-fertilization that can contribute to surface water acidification and declining forest health. Within the JRWF, the north side of Oxbow Mountain is a proposed sampling location.

Interpreter Activity Program - Within the unit, the Moffitt Beach Campground offers an environmental education program to campers and day users to make the public more aware of the natural resources and management activities on the Forest Preserve. The program's interpretive goal is to make campground users more aware of the Forest Preserve settings in which they are camping, and to raise their appreciation and understanding of these special lands along with the need for stewardship. Hikes have occurred into Fawn Lake and other nearby locations.

III. MANAGEMENT AND POLICY

A.Acquisition History

The Forest Preserve was created in 1885 by act of the Legislature in order to preserve forest land thus protecting the headwaters of many of the State's major rivers. With the creation of the Adirondack Park in1892, the focus of Forest Preserve acquisition was defined by the "Blue Line". A series of bond acts provided funding that led to the purchase of additional State lands. The Forest Preserve was given constitutional protection in 1895.

While the primary method by which DEC purchases property is through negotiated settlements, in a few limited instances DEC has invoked eminent domain, mostly to establish fair market value. Land has also been acquired by tax sale, donation or gift, or by transfer from other government agencies.

1. Abandonment

Under Section 17-a of the Public Lands Law the State's claim of title was abandoned for some lands within the planning area, after being advised by the Attorney General that the state's claim of title to those lands would likely be declared void by the courts.

Table X - Abandoned lands

TOWN	TOTTEN & CROSSFIELDS TOWNSHIP	ACRES	DATE
Wells	1-SE1/4	200	1973
L. Pleasant	2-Lot 20	160	1975

In 1998, APA amended the official Adirondack Park Land Use and Development Plan Map to change the classification of on approximately 204 acres of land in Township 1, Totten & Crossfield's Purchase in the town of Lake Pleasant from State land to private land. This was necessary since the State lost a 1996 case (Clute v. NY) in Supreme Court.

2. Acquisition by Purchase

Between 1877 and 1905, the bulk of JRWF lands were conveyed to the State. This included popular areas such as the summits of Snowy and Bald mountains, Mason Lake, and the majority of Indian Lake shoreline and islands. More recent purchases in 1988, 1989, and 1990 finalized acquisitions within the unit to the present day.

3. Transfer of Jurisdiction

In 1979, a small area (.081 acre - Lot 6, Township 32, Totten and Crossfield Purchase) of Forest Preserve land in the town of Indian Lake was occupied by rock fill due to road reconstruction of NYS Route 30 between Speculator and Indian Lake. DEC granted consent for a transfer of jurisdiction for the occupation for highway purposes on December 18, 1979 pursuant to the highway land bank provisions of Article XIV, Section 1 of the State Constitution.

In 1979, the NYS Department of Transportation acquired from International Paper Company a highway appropriation for scenic enhancement consisting of a narrow roadside strip of lands (excluding the town highway) in the towns of Wells and Lake Pleasant, Hamilton County. The area appropriated by DOT began with a parcel near Auger Falls and continued north approximately seven miles to a point near the confluence of the Kunjamuk and Sacandaga rivers, south of Speculator. This acquisition included all IP lands between present Route 30 and the Sacandaga River, consisting of a total of eight parcels containing 150.2 acres.

In 1982, parcels 69 (52.8 acres), 70 (16.3 acres), 72 (11.9 acres), and 74 (16.1 acres) were transferred from DOT to DEC for Forest Preserve purposes. After the transfer was completed, it was noted that most* of parcel 72 was situated within the village of Speculator. (See Appendix 20.)

4. Eminent Domain

A portion of Lot 24, Township 1, Totten and Crossfield's Purchase in Lake Pleasant had been considered as State land under certain tax sales**. This land became the subject of litigation and various court decisions. As part of the dispute resolution, the land was appropriated on November 14, 1974 and became State property on that date. One structure was preserved for private occupancy. A Department agreement allows John Peasely and his wife to occupy and use for their personal purposes the existing housing accommodations and immediate adjacent area.

In 1977, portions of lots 122, 123, and 123 (Oxbow Tract-Town of Arietta) were appropriated to clear title while purchasing land in the Piseco area. Two other appropriations consistent with the Eminent Domain Procedure Law were accomplished in 1984 to finish the Perkins Clearing Exchange. These two parcels consisting of four and 20 acres respectively were missed in the original transfer.

5. Reclassification

The shoreline and islands of Indian Lake were a popular camping area for at least forty years before officially opened as a DEC campground in 1960. The campground was developed essentially to provide controlled facilities and to clean up the area. Numerous tent platforms existed around the lake in the past, but declining popularity and a change in policy led to their elimination in the mid 1970's. These locations were then converted into additional campsites. In 1979, the previous intensive use (campground) shoreline and islands on Indian Lake were reclassified wild forest and wilderness.

A small tract of land between NYS Route 8 and an existing snowmobile trail (south of Piseco School) was reclassified in 1983 from Silver Lake Wilderness to Jessup River Wild Forest due

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* *These lands were omitted from classification at that time and were classified Wild Forest in 1986. Approximately 11.5 acres are situated within the village. In light of Section 9-0101 paragraph 6 (a), Environmental Conservation Law the portion of parcel 72 within the village of Speculator should not be classified as Forest Preserve, but rather will be held by DEC for general conservation purposes, and as such will probably be non-taxable.*

** *At a tax sale held in 1843, the Comptroller of the State of New York sold for the unpaid taxes of 1836 to 1839, inclusive, Lot 24, Township 2, Totten and Crossfield's Purchase, containing 180 acres, to the People of the State of New York, and on November 4, 1845, the said Comptroller duly issued his deed of said Lot 24 to the People of the State of New York, which said deed was recorded in the Hamilton County Clerk's office on June 20, 1911, in Book 47 of Deeds at page 576.*

to the presence of a major snowmobile link. In 2004, an additional 145 acres of wilderness was reclassified to wild forest to accommodate the need to relocate a section of snowmobile trail from private land (permission withdrawn) and to address town zoning constraints. (See Section IV-E.)

6. Land Exchanges

Land exchange with NYS can occur only pursuant to an amendment to Article XIV, Section 1 of the New York State Constitution. Specific exchanges must be approved by two successively elected terms of the Legislature and then by the voters in a general election. The exchanges have historically been made on the basis of equal value. Within the last 40 years three separate land exchanges have occurred between NYS and International Paper or the town of Arietta.

Perkins Clearing Exchange

In its 1970 report "The Future of the Adirondack Park" the Temporary Study Commission recommended that there should be a detailed appraisal of the Perkins Clearing area to determine the feasibility of a land exchange proposal to help to eliminate a long-standing checkerboard pattern of private and public lands. Negotiations determined that NYS would gain ownership of Pillsbury Mountain and the northerly valleys of the Perkins Clearing area and International Paper Company would gain ownership of the southerly valleys. This provided for ease in administration through separation of the two ownerships by terrain and natural features.

After public hearings, the APA in 1984 approved for recommendation to the Governor a plan that would classify 2,240 acres of the least sensitive portion of the newly consolidated State lands as JRWF. This allowed vehicular access to the Pillsbury Mountain trailhead and retention of the tower. The remainder of the property was classified as wilderness and added to the West Canada Lake Wilderness.

Arietta Airport Exchange

In 1965 an amendment to Article XIV, Section 1 of the New York State Constitution was adopted allowing for expansion of the Piseco Airport:

> "the state may convey to the Town of Arietta twenty-eight acres of forest preserve land within such town for public use in providing for the extension of the runway and landing strip of the Piseco Airport and in exchange therefore the Town of Arietta shall convey to the state thirty acres of certain lands owned by such town in the Town of Arietta."

An additional amendment was adopted over 25 years later, because the Federal Aviation Administration determined that a large number of trees on Forest Preserve land grew into the approach, or "clear zone" of the airport's runway. In order to correct a pilot safety hazard, the town proposed exchanging town property for additional JRWF land north of the airport. On November 5, 1992 the State's voters approved the second Piseco Airport amendment:

"the State may convey to the Town of Arietta fifty acres of forest preserve land within such town for public use in providing for the extension of the runway and landing strip of the Piseco Airport and providing for the maintenance of a clear zone around such runway, and in

exchange therefor, the town of Arietta shall convey to the State fifty three acres of true forest land located in Lot 2, Township 2, Totten and Crossfield's Purchase in the Town of Lake Pleasant."

B.Past and Present Management

Since the creation of the Forest Commission in 1885, the Adirondack Forest Preserve has been administered by the Department of Environmental Conservation and its predecessors. Within the Forest Preserve, the activities of this succession of State agencies included protection against forest fires and timber trespass, management of fish and game, enforcement of fish and game laws, and the development of recreational facilities such as trails and lean-tos. Reorganization of the Conservation Department in 1970, created the Department of Environmental Conservation with all maintenance and rehabilitation projects then transferred to the new Department's Division of Operations.

1. Land Management

The initial management activities undertaken by the DEC and its predecessor agencies in this area were to protect the Forest Preserve from fire and trespass. The fire observation towers on the summits of Pillsbury and Snowy mountains were constructed in the early 1900's, as the Conservation Department improved its forest fire suppression activities with early detection capabilities.

The 1950 blowdown, which created severe fire danger conditions, led to an attorney general's opinion that the downed material could be sold to lessen the fire hazard. This opinion gave rise to Chapter 6 laws of 1951, allowing controlled salvage of wind damaged trees. Construction of low standard access roads followed in the vicinity of Mason Lake, Jessup River, and Hatchery Brook. These roads were utilized for blowdown removal and subsequently were closed. Evidence of these roads along with the changes in vegetative cover type where the blowdown created large openings are still visible in the unit.

Formal recreational management began as the Adirondack Mountain Club, in 1922, laid out and marked the Northville-Lake Placid trail, a portion of which adjoins the southern portion of the planning area. Snowmobiling became popular in the early 1960's. In the beginning, snowmobilers would ride on their own property and that of their neighbors. As snowmobiles improved, ride distances became longer, and more people took up the activity as an increasing number of landowners granted permission to ride. Specific snowmobile routes were established, and informal trail systems began to develop. Over time, many of these informal trail systems were formalized by local snowmobile clubs or municipalities who maintain contact with the landowners and help maintain the trails. New sections of JRWF snowmobile trail were added (Crow Hill-1975, Oxbow-Sacandaga Lake-1976, Telephone Line-1981, NYS Route 30 ROW-1987, 1994) to enhance snowmobiling opportunities. Increased interest in cross country skiing prompted the marking of trails in both the Piseco (Airport Loop-1984) and Indian Lake (Abanakee Loop-1976/1977) area. As recreational use grew, parking became a problem and informal parking areas developed through use. Formal locations were constructed along NYS Route 30 (Snowy Mountain Trail) and the Old Military Road (Pillsbury Mountain trailhead-1989)

Trail work by volunteers or town staff has been accomplished within the JRWF. The more significant projects included work on the Snowy Mountain and the Northville-Lake Placid trails. In 1988, the lower portion of the Snowy Mountain trail was rehabilitated. On the Northville-Lake Placid trail, widening herd paths in seep areas received intensive trail maintenance in 1991 and 1992. On both of these trails work was done by the Adirondack Mountain Club consisting of dry tread, stepping stones, rock steps and water bars. The towns of Arietta, Indian Lake, Lake Pleasant, and Wells have performed maintenance and grooming (under a TRP) on many area snowmobile trails. In some cases protruding rocks were removed to address safety concerns. In addition, some snowmobile clubs have performed maintenance work under a stewardship agreement.

Work projects have also occurred on the area fire towers. In 1990, the observer's cabin was removed from Snowy Mountain. In 2000, the facilities on Pillsbury Mountain received minor maintenance. In the summer of 2001, Student Conservation Association members assisted with the repairs to the Snowy Mountain Tower.

DEC Permits/Stewardship Agreements

Temporary Revocable Permits

Some activities on JRWF lands or waters require written permission from a DEC official in order to take place. Pursuant to Section 9-0105 (15), of the Environmental Conservation Law, the DEC can issue temporary revocable permits (TRPs) for the use of Forest Preserve land for a limited length of time. A special use may be permitted only if the activity has been judged not to cause any derogation of the values and purposes for which the Forest Preserve was established. Guidance for their issuance is also provided by Department policy.

6 NYCRR Section 190.8(a) provides: *"the use of state forest preserve land or any improvements thereon for private revenue or commercial purposes is prohibited."* This does not include situations where State land is used incidentally to a business located elsewhere, i.e. rental of skis at a ski shop, but the skiing occurs on State land.

DEC has allowed some activities on Forest Preserve lands in the past.

<u>Generally acceptable activities included</u>:

- A use facilitating public recreation consistent with management wishes, with the commercial transaction occurring off State land (i.e. rental of a horse, contracting with a guide, etc.).

<u>Other TRPs have been issued to allow certain non-commercial activities including</u>:

- Transportation of materials across State lands using existing roadways, farm roads, traditional shore and beach access trails and the like.
- Short-term (usually two weeks) ingress and egress to private property across State lands using legal rights-of-way.
- Projects or activities accomplished or sponsored by volunteer or student organizations or groups.
- Training by and for military units and other short term military exercises.
- Removal of dead or hazardous trees along roads, utility lines and private property boundaries.
- Research projects related to the natural resources of the area.

- Competitive group recreational activities.
- Survey (land, seismic, geodetic and mineral) projects.
- Public road maintenance.
- Construction and maintenance of recreational trails or other outdoor recreational facilities.

A review of records in the Northville DEC sub-office from the 1930's to the present was conducted to document the chronology of non-renewable TRPs issued for past activities for the JRWF.

Table XI-1 - Temporary Revocable Permits (other than highways or utilities)*

DATES	LOCATION	PERMITTED USE	PERMIT HOLDER
1947	Courtney 500 Acre Tract	Road Crossing	Adjoining landowner
1949	Lot 33, Township 2, T&C Purchase	Road Crossing	Whitman Lumber
1951	Lot 21, Township 15, T&C Purchase	Spring	Adjoining landowner
1953	Lot 36, Township 1, T&C Purchase	Road Crossing	Camp of the Woods
1954	Township 32, T&C Purchase	Road Crossing	Adjoining landowner
1954	Lots 152 and 153, Oxbow Tract	Road Crossing	Adjoining landowner
1954	Township 10 (northwest corner)	Road Crossing	International Paper
1955	Lot 7, Townships 10 and 29, T&C Purchase	Road Crossing	Reynolds Lumber
1962	Sub-lot 3, Lot 4, Townships 10 & 29, T&C Purchase	Road Crossing	International Paper
1957 - 1980	Township 32, T&C Purchase	Road Crossing	Finch, Pruyn & Co.
1988	Overacker Tract, Township 1, T&C Purchase	Water Line Blowoff Pipe	Town of Wells
1992 - 1995	Lot 33, Township 2, T&C Purchase	Road Crossing	International Paper
1994	Township 1, T&C Purchase	Road Crossing	Logger
1995	Sacandaga Lake and Lake Pleasant	Data collection	Fish & Wildlife Service
1995	Lot 108, Township 15, T&C Purchase	Road Bridge	International Paper

* More current research projects under TRP are identified in Section II-H.

Additional TRPs are annually issued to the towns of Indian Lake, Lake Pleasant, Arietta, and Wells for the maintenance of area snowmobile and cross country ski trails in compliance with Department standards. Recent clarification guidelines have specified in greater detail allowable maintenance and the size of groomers allowed on area snowmobile trails.

Table XI-2 - Temporary Revocable Permits (roads* and/or utilities)

DATES	LOCATION	PERMITTED USE	PERMIT HOLDER
1955	Lots 7 and 8, Township 1; Lot 1, Township 10, T&C Purchase	Telephone Line in Highway ROW	General Telephone Co.
1971	Lot 24, Township 2, T&C Purchase	Occupy ROW	Town of Lake Pleasant
1972	Lots 6, 8, 10, and 22, Township 9, T&C Purchase	Road maintenance	Village of Speculator
1993	Lot 28, Township 15, T&C Purchase	Road maintenance	Town of Indian Lake
1994	Gilmantown Road	Distribution line maintenance	Niagara Mohawk
1995	Lot 28, Township 33, T&C Purchase	Road maintenance	Hamilton County
1995	Gilmantown Road	Road maintenance	Hamilton County
1995	South Shore Road/Gilmantown Road	Distribution line maintenance	Niagara Mohawk
1996	South Shore Road	Placement of poles and anchors	Niagara Mohawk

New power poles have been installed in 2000, on the Old Piseco Road (County Route 24). To date, the project has not been completed. The need for anchors or guy lines on the portion involving JRWF lands has not been determined.

Stewardship Agreements

Under the Adopt-a-Natural Resource Policy, DEC enters into stewardship agreements with organizations and individuals. Such agreements are authorized by Section 9-0113 of the Environmental Conservation Law for the purpose of preserving, maintaining or enhancing a State-owned natural resource or portion thereof in accordance with the policies of the Department. The stewardship agreement is for a period of up to five years.

Under existing Adopt-A-Natural Resource (AANR) stewardship agreements, two snowmobile clubs will perform maintenance on selected area trails in the town of Wells and Lake Pleasant within the JRWF. A portion of the Northville-Lake Placid trail between Piseco and Fall Stream and the towers/trails associated with Snowy and Pillsbury Mountains are maintained under the AANR program. (See Appendix 16.)

2. Wildlife Management

The foundation for wildlife management in New York is embodied in Article 11 of the Environmental Conservation Law. Article 11 authorizes DEC to insure the perpetuation of wildlife species and their habitats and to regulate hunting and trapping through the issuance of licenses, the establishment of hunting and trapping seasons and manner of taking, and the

**Various sections of roads have been maintained by the respective town or county. TRPs have been granted for the sections crossing State land for hazardous tree removal and other road maintenance needs within the right-of way. Where a highway is held by easement or prescription a permit is not required for normal roadbed maintenance.*

setting of bag limits. On Forest Preserve lands, natural processes alone may determine the characteristics of wildlife habitat; therefore, the only wildlife management activities which may be conducted are: (a) regulation of hunting and trapping; (b) control of nuisance wildlife; (c) surveys and inventories; and (d) species reintroduction.

Wildlife management activities in the unit are generally passive in nature (with the exception of hunting and trapping) due to the fact that there are no special strategies for wildlife management on Forest Preserve lands. Article XIV, Section 1 of the New York State Constitution precludes wildlife habitat management or manipulation of vegetation involving the cutting of trees. This prohibition along with improvements in forest fire suppression have resulted in a maturing climax forest. Unless there is another large-scale disturbance, Forest Preserve lands in the Adirondacks will be limited to climax forest species and wildlife management activities will be limited to monitoring various species and populations.

Hunting and Trapping Regulations

Regulations controlling season dates, method of taking, and bag limits for wildlife have been the principal wildlife management techniques applied to unit lands. Early regulations were written consistent for all of northern New York (equivalent to the Northern Zone). In the past, DEC subdivided the State into numerous Deer Management Units (DMU) for big game and Wildlife Management Units (WMU) for small game and furbearers. Each unit was defined according to its distinctive ecological and social characteristics. In an effort to make hunting and trapping regulations more user-friendly and easier to understand, a single set of management units is now used for all species. Boundaries were adjusted when necessary and a new alpha-numeric identification system was created. Decisions concerning wildlife management are ordinarily based upon these management units which are typically larger than individual forest preserve units. The JRWF occupies a relatively small portion of Wildlife Management Unit (WMU) 5H, the number indicating the wildlife region generally responsible for that unit. A description of WMU 5H can be found in Appendix 10.

Waterfowl season lengths and bag limits are largely established by Federal authority, but states have some flexibility for season modifications within the Federal framework.

Nuisance Wildlife Policy

The Bureau of Wildlife investigates nuisance wildlife complaints on a case-by-case basis. The DEC does not actively control nuisance wildlife except when the behavior of wildlife is deemed to threaten the lives of visitors. No major conflicts between visitors to the unit and resident wildlife have been reported. Beaver activity occasionally floods trails or roads in the JRWF.

Surveys and Inventories

Over the years, both game and non-game wildlife species and significant wildlife habitats have been surveyed and inventoried* to some degree. Maps showing the locations of significant wildlife habitats have been created and are continually updated by DEC's Wildlife Resources Unit. Significant habitats within the unit are described in Section II-A-4-Critical Habitat.

Annual flights through the Adirondacks to inventory active osprey nests and to determine nesting success are conducted by the Bureau of Wildlife. Eagle and peregrine falcon nests, and deer wintering areas are monitored annually. Periodically, DEC and private agencies have surveyed common loon populations in the State. DEC's last loon survey was completed in 1985. The Breeding Bird Atlas Project was conducted from 1980 to 1985 and censussed breeding birds statewide. The Atlas 2000 project is currently repeating the survey to learn how breeding bird distribution has changed. As mentioned elsewhere, harvest figures are collected annually for a variety of game species.

Species Restoration

A number of wildlife species once native to the Adirondacks were extirpated either directly or indirectly as a result of human activities. In recent years, recognizing the desirability of at least partially restoring the composition of wildlife species originally present in the Adirondacks, DEC and others have launched projects to reintroduce the peregrine falcon, bald eagle, and Canada lynx.

DEC began an effort to reintroduce the peregrine falcon to the Adirondacks in 1981 by implementing a method of artificially rearing and releasing young birds to the wild called "hacking." Between 1983 and 1985, 55 bald eagles also also hacked within the Adirondack region. The peregrine and bald eagle restorations have been very successful statewide, but no nesting activity by either species has been discovered within the unit since the end of the hacking program.

The State University of New York College of Environmental Science and Forestry, through the Adirondack Wildlife program, conducted an experimental project to reintroduce the Canada lynx to the Adirondack High Peaks region. Lynx were first released in 1989; a total of 83 animals were released by the spring of 1991. The restoration is considered to be a failure, as a lynx population has not been re-established in the Adirondacks.

Invasive/Exotic Wildlife

A Nonindigenous Aquatic Species Comprehensive Management Plan prepared by the Department in 1993 identifies strategies to eliminate or reduce environmental, public health, and safety risks associated with nonindigenous aquatic species, particularly zebra mussels.

**The New York Natural Heritage Program is a cooperative effort between the Nature Conservancy and DEC to inventory and manage the occurrence of rare plants, animals, and exemplary natural communities in New York State. It is closely related in scope and purpose to DEC's Significant Habitat Program. Natural Heritage and Significant Habitats jointly issue reports and maps assessing resource conditions.*

Other Fauna/Public Health Concerns

Wildlife occasionally can impact the enjoyment or health of outdoor recreationists. In some cases, area waters are treated with Bti to help reduce the numbers of black flies. Even though this activity poses no health risk to the public, it falls within the scope of Article 15 of the Environmental Conservation Law and an aquatic pesticide application permit and TRP are required under NYCRR Part 329. The more common potential health concerns include:

Swimmers Itch - Numerous complaints were received in the summer of 1996 regarding swimmer's itch in both Lake Pleasant and Sacandaga Lake. The problem is caused by a parasite in the water which penetrates human skin causing intense itching. The parasite's life cycle involves aquatic snails as an intermediate host and warm-blooded animals. Ducks are often involved. DEC wildlife staff collected specimens of waterfowl at the Moffitt Beach Campground. Heavy infestations were found in mallard ducks.

Giardiasis - This intestinal illness sometimes called "beaver fever" is caused by a microscopic parasite called *Giardia lamblia*. Even though many animals other than humans can act as hosts, including the beaver, improper disposal of human excrement is one of the primary reasons for the increased numbers of this parasite in the interior.

Lyme disease - This infection is caused by the bite of a deer tick carrying a bacterium, that often infects deer, field mice, humans, and household pets.

West Nile Virus - Is a relatively new viral disease that is carried by birds and can be transmitted to humans, in particular, through mosquito bites. It is often fatal to some species of birds, such as crows, but in most species it is not fatal. It can be fatal in humans, especially in those with compromised immune systems. The use of insect repellant will help reduce exposure.

Rabies - Rabies is a viral infection that affects the nervous system of all mammals, including humans. It is usually transmitted by the bite of an infected animal to another. Like other viral infections, it does not respond to antibiotics and is almost always fatal once the symptoms appear. Major carriers of rabies include raccoons, skunks, bats, and fox species but all mammals can be potential carriers. Fortunately, no cases of rabies were confirmed in Hamilton County in either 2000 or 2001.

Chronic Wasting Disease (CWD) in White-tailed Deer - Chronic Wasting Disease (CWD) is a rare, fatal, neurological disease found in members of the deer family (cervids). It is a transmissible disease that slowly attacks the brain of infected deer and elk, causing the animals to progressively become emaciated, display abnormal behavior and invariably results in the death of the infected animal. Chronic Wasting Disease has been known to occur in wild deer and elk in the western U.S. for decades and its discovery in wild deer in Wisconsin in 2002 generated unprecedented attention from wildlife managers, hunters, and others interested in deer. Chronic Wasting Disease poses a significant threat to the deer and elk of North America and, if unchecked, could dramatically alter the future management of wild deer and elk. However, there is no evidence that CWD is linked to disease in humans or domestic livestock other than deer and elk.

In 2005, the New York State Department of Environmental Conservation (NYSDEC) received confirmation of CWD from two captive white-tailed deer herds in Oneida County and subsequently detected the disease in 2 wild deer from this area. Until recently, New York was the only state in the northeast with a confirmed CWD case in wild deer. However, CWD was recently detected in a wild deer in West Virginia.

The NYSDEC has established a containment area around the CWD-positive samples and will continue to monitor the wild deer herd in New York State. More information on CWD, New York's response to this disease, the latest results from ongoing sampling efforts, and current CWD regulations are available on the NYSDEC website*:*
http://www.dec.state.ny.us/website/dfwmr/wildlife/deer/currentcwd.html

3. Fisheries Management

Fish management in the JRWF has emphasized rainbow trout, brown trout, lake trout, lake whitefish, largemouth bass, smallmouth bass, walleye, and various panfishes. The only ponds in the unit that have been managed for brook trout are Mason Lake and Panther Pond.

JRWF waters generally are subject to statewide angling regulations. A number of the larger waters are managed under special fishing regulations to provide for angler use throughout the year. Historical biological data is available for all waters except five unnamed waters in the unit. Section IV and Appendix 7-Tables 1 and 2 present pond-specific survey and management data for all JRWF waters.

Very little active fishery management has been conducted on streams within the JRWF because of their remoteness and small size. Few streams in the unit have received biological surveys. Some of the larger accessible streams have been stocked with brook trout. Juvenile landlocked salmon are stocked in the Jessup River which functions as a landlocked salmon nursery area for Indian Lake.

4. Water Resource Management

Several water bodies within the JRWF are the result of man made impoundments. The earliest project involved the construction of the first Indian Lake Dam in 1845. Additional construction in 1860 and 1898 enlarged the structure to its current size. This dam was restored and upgraded in 1987 with ownership transferred from the Indian River Dam Holding Company to the Hudson River-Black River Regulating District. The dam on Lake Abanakee was completed in 1951.

The State acquired the majority of its holdings in Township 15, Totten & Crossfield Purchase in 1897 from the Indian River Company. The deed excepted and reserved the ability to maintain, use, control and operate the dam now at Indian Lake, and also such dams constructed across the Indian River further downstream.

C.Management Guidelines

To the extent practicable, the DEC will encourage people to come to the JRWF to pursue inspirational, educational, and recreational activities related to the resources found in these special environments. The management* of the JRWF must conform to a number of constitutional, legislative, and policy constraints affecting the Forest Preserve in general and designated "wild forest" areas in particular.

1. Guiding Documents

This unit management plan has been developed within the guidelines set forth by Article XIV of the State Constitution, Article 9 of the Environmental Conservation Law, Parts 190-199 of Title 6 NYCRR of the State of New York, the APSLMP, and established Department policy.

Article XIV of the State Constitution provides in part that, *"The lands of the State, now owned or hereafter acquired, constituting the Forest Preserve as now fixed by law, shall be forever kept as wild forest lands. They shall not be leased, sold or exchanged, or be taken by any corporation, public or private, nor shall the timber thereon be sold, removed or destroyed."*

APSLMP Wild Forest Guidelines

The APSLMP provides guidance for the use and management of lands which it classifies as "Wild Forest" by establishing basic guidelines (For complete list see APSLMP, pages 32-38.):

- Prohibiting additions or expansions of non-conforming uses.
- Requiring minimum primitive tentsite separation distances.
- Prohibiting material increases in the number or mileage of roads and snowmobile trails open to motorized use by the public.
- Designating separate areas for incompatible uses.
- Requiring all conforming structures and improvements to be designated and located so as to blend with the surrounding environment.
- Requiring facilities to be designed to emphasize the self-sufficiency of the user.
- Requiring new, reconstructed or relocated lean-tos, primitive tent sites, and other shoreline structures to be located so as to be reasonably screened from the water (minimum 100-foot setback).
- Requiring pit privies to be located a minimum of 150 feet from water.

Additional constraints dealing with both allowable structures and improvements or public use are identified in the APSLMP.

It is important to understand that the Master Plan has structured the responsibilities of the Department and the Agency in the management of State lands within the Adirondack Park. Specifically, the APSLMP states that:

"..... the legislature has established a two-tiered structure regarding state lands in the Adirondack Park. The Agency is responsible for long range planning and the establishment of basic policy for state lands in the Park, in consultation with the Department of Environmental

**In the absence of a UMP for the JRWF the DEC is only able to perform ordinary maintenance, rehabilitation, and minor relocation of conforming structures and improvements.*

Conservation. Via the master plan, the Agency has the authority to establish general guidelines and criteria for the management of state lands, subject, of course, to the approval of the Governor. On the other hand, the Department of Environmental Conservation and other state agencies with respect to the more modest acreage of land under their jurisdictions, have responsibility for the administration and management of these lands in compliance with the guidelines and criteria laid down by the master plan."

In order to put the implementation of the guidelines and criteria set forth in the APSLMP into actual practice, the DEC and APA have jointly signed a Memorandum of Understanding concerning the implementation of the State Land Master Plan for the Adirondack Park. The document defines the roles and responsibilities of the two agencies, outlines procedures for coordination and communication, defines a process for the revision of the APSLMP, as well as outlines procedures for State land classification, the review of UMPs, state land project management, and state land activity compliance. The MOU also outlines a process for the interpretation of the APSLMP.

Scenic and Recreational Rivers - Appropriate sections of designated rivers within the unit and river corridors will be managed in accordance with APSLMP guidelines and 6NYCRR Part 666. The use of motorboats on recreational rivers may be permitted as determined by DEC.

Policy Guidance:

DEC policy has been developed for the public use and administration of Forest Preserve lands. Select policies relevant to the management of this unit include;

- Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve (CP-17)
- Standards and Procedures for Boundary Line Maintenance (NR-91-2; NR-95-1)
- Tree Cutting on Forest Preserve Land (O&D #84-06)
- Cutting and Removal of Trees in the Forest Preserve (LF-91-2)
- Division Regulatory Policy (LF-90-2)
- Adopt-A-Natural Resource (ONR-1)
- Policies and Procedures Manual Title 8400 - Public Land Management
- Fish Species Management (Liming EIS, Division of F&W Generic EIS, Comprehensive Plan for Fish Management)
- Motor Vehicle Access to State Lands Under the Jurisdiction of DEC for People with Disabilities (CP-3)
- Snowmobile Trails - Forest Preserve (ONR-2)
- Adirondack Subalpine Forest Bird Conservation Area- Management Guidance

The Department also maintains policy to provide guidelines for the design, location, siting, size, classification, construction, maintenance, reconstruction and/or rehabilitation of dams, fireplaces, fire rings, foot bridges, foot trails, primitive camping sites, road barriers, sanitary facilities and trail heads. Other guidelines used in the administration of Forest Preserve lands are provided through Attorney General Opinions, Department policy memos, and Regional operating procedures.

DEC is currently developing policies for ATV Access on Public Lands and Forest Preserve roads. For more information on the proposed ATV policy refer to: http://www.dec.state.ny.us/website/dlf/publands/atv.html.

Guidance and Clarification Documents:

- Interim Guidelines for Snowmobile Trail Construction and Maintenance - 11/1/2000
- Clarification of Practice Regarding Motor Vehicle Use for Snowmobile Trail Grooming, Maintenance and Construction - 11/1/2000
- Guidelines for Motor Vehicle Use Proposals in Wild Forest UMPs Memorandum - 7/25/2001

SEQR - The recommendations presented in this unit management plan are subject to the requirements of the State Environmental Quality and Review Act of 1975. All proposed management activities will be reviewed and significant environmental impacts and alternatives will be assessed.

State of New York Snowmobile Trail Plan - The Statewide Snowmobile Plan was completed by OPRHP in October, 1989. The overall goals of the plan are to provide a statewide snowmobile trail system while protecting the environment and properly addressing the concerns of the non-snowmobiling public. The Statewide Snowmobile Plan provided a trail classification system and conceptual corridor trail system. While the Adirondacks were included within the Statewide Snowmobile Plan, the classification and standards for snowmobile trails within the Forest Preserve are being refined in the Draft Comprehensive Snowmobile Plan for the Adirondack Park/Draft GEIS. The Draft Plan/Draft GEIS includes the identification of a conceptual system of community connections, balanced with interior trail re-designations for non-motorized use only, and other possible mitigative actions. New and reconfigured trails contemplated for State lands pursuant to this Draft Plan/Draft GEIS will require specific authorization in an approved UMP for each individual location. Full implementation of the Final Plan/Final GEIS may require amendments to the APSLMP and DEC regulation before certain recommendations may be reflected in UMPs. The DEC policy revision process will commence upon adoption of the Final Plan/Final GEIS. Until such time as policy revisions are adopted by the DEC, UMPs will be written to reflect current policy, and will be amended when policy revisions take effect.

2. Application of Guidelines and Standards

All trail construction and relocation projects, lean-to relocation projects, and parking lot construction/relocation projects will be developed in accordance with the APSLMP, and will incorporate the use of Best Management Practices. (See Section IV and special areas plans in Section VI for details.)

All **fish stocking projects** will be in compliance with the Programmatic Environmental Impact Statement on Fish Species Management Activities of the Department of Environmental Conservation, dated December 1979.

All **pond reclamation projects** will be undertaken in compliance with the Programmatic Environmental Impact Statement on Fish Species Management Activities of the Department of Environmental Conservation, Division of Fish and Wildlife, dated June 1980 and the

Programmatic Environmental Impact Statement on Undesirable Fish Removal by the Use of Pesticides Under Permit Issued by the Department of Environmental Conservation, Division of Lands and Forests, Bureau of Pesticides Management, dated March 1981.

All **liming projects** will be in compliance with the Final Generic Environmental Impact Statement on the New York State Department of Environmental Conservation Program of Liming Selected Acidified Waters, dated October 1990, as well as the Division of Fish, Wildlife and Marine Resources liming policy.

The Americans with Disabilities Act (ADA) and Its Influence on Management Actions for Recreation and Related Facilities

The Americans with Disabilities Act (ADA), along with the Architectural Barriers Act of 1968 (ABA) and the Rehabilitation Act of 1973; Title V, Section 504, have had a profound effect on the manner by which people with disabilities are afforded equality in their recreational pursuits. The ADA is a comprehensive law prohibiting discrimination against people with disabilities in employment practices, use of public transportation, use of telecommunication facilities and use of public accommodations. Title II of the ADA applies to the Department and requires, in part, that reasonable modifications must be made to its services and programs, so that when those services and programs are viewed in their entirety, they are readily accessible to and usable by people with disabilities. This must be done unless such modification would result in a fundamental alteration in the nature of the service, program or activity or an undue financial or administrative burden to the Department. Since recreation is an acknowledged public accommodation program of the Department, and there are services and activities associated with that program, the Department has the mandated obligation to comply with the ADA, Title II and ADA Accessibility Guidelines, as well as Section 504 of the Rehabilitation Act.

The ADA requires a public entity to thoroughly examine each of its programs and services to determine the level of accessibility provided. The examination involves the identification of all existing programs and services and a formal assessment to determine the degree of accessibility provided to each. The assessment includes the use of the standards established by Federal Department of Justice Rule as delineated by the Americans with Disabilities Act Accessibility Guidelines (ADAAG, either adopted or proposed) and/or the New York State Uniform Fire Prevention and Building Codes, as appropriate. The development of an inventory of all the recreational facilities or assets supporting the programs and services available on the unit was conducted during the UMP planning process. The assessment established the need for new or upgraded facilities or assets necessary to meet ADA mandates, in compliance with the guidelines and criteria set forth in the Adirondack Park State Master Plan. The Department is not required to make each of its existing facilities and assets accessible. New facilities, assets and accessibility improvements to existing facilities or assets proposed in this UMP are identified in the “Proposed Management Recommendations” Section IV and special area management plans - Section VI.

The Americans with Disabilities Act Accessibility Guidelines
The ADA requires public agencies to employ specific guidelines which ensure that buildings, facilities, programs and vehicles as addressed by the ADA are accessible in terms of architecture and design, transportation and communication to individuals with disabilities. A federal agency known as the Access Board has issued the ADAAG for this purpose. The Department of Justice Rule provides authority to these guidelines.

Currently adopted ADAAG address the built environment: buildings, ramps, sidewalks, rooms within buildings, etc. The Access Board has proposed guidelines to expand ADAAG to cover outdoor developed facilities: trails, camp grounds, picnic areas and beaches. The proposed ADAAG is contained in the September, 1999 Final Report of the Regulatory Negotiation Committee for Outdoor Developed Areas.

ADAAG apply to newly constructed structures and facilities and alterations to existing structures and facilities. Furthermore, it applies to fixed structures or facilities, i.e., those that are attached to the earth or another structure that is attached to the earth. Therefore, when the Department is planning the construction of new recreational facilities, assets that support recreational facilities, or is considering an alteration of existing recreational facilities or the assets supporting them, it must also consider providing access to the facilities or elements for people with disabilities. The standards which exist in ADAAG or are contained in the proposed ADAAG also provide guidance to achieve modifications to trails, picnic areas, campgrounds, campsites and beaches in order to obtain programmatic compliance with the ADA.

ADAAG Application
Current and proposed ADAAG will be used in assessing existing facilities or assets to determine compliance to accessibility standards. ADAAG is not intended or designed for this purpose, but using it to establish accessibility levels lends credibility to the assessment result. Management recommendations in each UMP will be proposed in accordance with the ADAAG for the built environment, the proposed ADAAG for outdoor developed areas, the New York State Uniform Fire Prevention and Building Codes, and other appropriate guiding documents. Until such time as the proposed ADAAG becomes an adopted rule of the Department of Justice, the Department is required to use the best information available to comply with the ADA; this information includes, among other things, the proposed guidelines.

Historic and Archaeological Site Protection
The historic and archaeological sites located within the JRWF as well as additional unrecorded sites that may exist on the property are protected by the provisions of the New York State Historic Preservation Act (SHPA - Article 14 PRHPL), Article 9 of the Environmental Conservation Law, 6 NYCRR § 190.8 (g) and Section 233 of the Education Law. No actions that would impact these resources are proposed in this Unit Management Plan. Should any such actions be proposed in the future they will be reviewed in accordance with the requirements of SHPA. Unauthorized excavation and removal of materials from any of these sites is prohibited by Article 9 of the ECL and Section 233 of the Education Law. In some cases additional protection may be afforded these resources by the federal Archaeological Resources Protection Act.

The archaeological sites located on this land unit as well as additional unrecorded sites that may exist on the property may be made available for appropriate research. Any future archaeological research to be conducted on the property will be accomplished under the auspices of all appropriate permits. Research permits will be issued only after approval by the New York State Museum and consultation with OPRHP and APA. Extensive excavations are not contemplated as part of any research program in order to assure that the sites are available to future researchers who are likely to have more advanced tools and techniques as well as more fully developed research questions.

Wild, Scenic and Recreational Rivers Act (WSRRA)

Within the Adirondack Park DEC is responsible for administering this act for designated rivers which flow on NYS lands. In the fulfilment of this duty, primary emphasis shall be given to the protection and enhancement of the natural, scenic, ecological, recreational, aesthetic, botanical, geological, hydrological, fish and wildlife, historical, cultural, archaeological and scientific features of designated rivers or river areas.

The WSRRA provides protection for both the watercourse itself and a riparian zone of up to one-half mile in width from each river bank. Criteria for the management of these waterways is dependent upon river classification, taking into account land uses prior to river designation. A recreational classification recognizes that the river may be readily accessible by road and/or may have developments in the corridor, and also permits motorboat use. Several guidelines apply to structures and improvements. Waterway access sites and certain types of trails and bridges may be located so as to be visible from the water body itself. New, reconstructed or relocated conforming structures and improvements will be located a minimum of 150 feet from the mean high water mark and will be reasonable screened by vegetation or topography from view from the water body.

3. Deed Restrictions - See Section II-F-Relationship Between Public and Private Land.

4. "Non-Forest Preserve" Lands

The Forest Preserve is defined to include: *"...the lands now owned or hereafter acquired by the State within the counties of Clinton, except the towns of Altona and Dannemora, Delaware, Essex, Franklin, Fulton, Hamilton, Herkimer, Lewis, Oneida, Saratoga, St. Lawrence, Warren, Washington, Greene, Ulster, and Sullivan, except lands within the limits of any village or city..."*

A description of lands within the village of Speculator was presented in Section II-F-5. These lands were acquired after the village was incorporated*. Notwithstanding the fact that the transfer order indicated the parcel was to be transferred for Forest Preserve purposes, Section 9-0101 paragraph 6 (a), Environmental Conservation Law, enables the portion of parcel 72

* *The Conservation Law definition of the Forest Preserve excludes lands within an incorporated village. Nevertheless, 12,000 acres of land situated with in the Village of Speculator are classified as Forest Preserve. This occurred because the village was incorporated after the acquisition of these lands by the State and the establishment of the Forest Preserve. The act of incorporation by a municipality does not convert lands that were previously classified as Forest Preserve land into non-Forest Preserve land.*

situated within the Village of Speculator not to be classified as Forest Preserve, but rather will be held by DEC for general conservation purposes, and as such will probably be non-taxable. (See Appendix 20.)

D.Administration and Management Principles

1. Administration

Administration of the JRWF is shared by several programs in the Department. The Regional Director for Region 5, headquartered in Ray Brook, has the ultimate management authority over the JRWF. The supervision of the activities of the Divisions of Lands and Forests and Fish, Wildlife and Marine Resources within the unit are delegated to the Supervisor of Natural Resources. Within the context of the JRWF, Department programs fill the following functions:

The Division of Lands and Forests is responsible for the preparation of unit management plans, overseeing the implementation of UMPs, coordinating Forest Preserve management activities with APA, preparing budget requests and overseeing the expenditure of funds for Forest Preserve construction and maintenance, protecting open space and providing educational materials for the public. The activities of the Division of Lands and Forests within the JRWF are supervised by the Regional Forester. Reporting to him are the Supervising Forester (area manager) in the Northville office, and a Forester assigned to unit management planning.

The Division of Fish, Wildlife and Marine Resources protects and manages fish and wildlife species, provides for public use and enjoyment of natural resources, stocks freshwater fish, licences fishing, hunting and trapping. The Regional Fisheries Manager and the Regional Wildlife Manager, both stationed in Ray Brook, oversee the activities of the Division of Fish, Wildlife and Marine Resources. Direct fish and wildlife management activities within the JRWF are split between the Ray Brook and Warrensburg offices. A Senior Aquatic Biologist from the Ray Brook office and a Senior Wildlife Biologist from the Warrensburg office have been assigned unit management planning responsibilities for fisheries and wildlife concerns within the unit.

The Division of Water protects water quality in lakes and rivers by monitoring waterbodies and controlling surface runoff.

The Division of Air Resources regulates, permits and monitors sources of air pollution, forecasts ozone and stagnation events, educates the public about reducing air pollution and researches atmospheric dynamics, pollution and emission sources. The Adirondack Lakes Survey Corporation (ALSC) is a not-for-profit corporation working with NYSDEC's Division of Air. ALSCs mission is to determine the extent and magnitude of acidification of lakes and ponds in the Adirondack region.

The Division of Operations designs, builds and maintains Department facilities and infrastructure, operates Department campgrounds and day-use facilities and maintains interior structures, such as lean-tos, and improvements such as roads and trails. The Regional Operations Supervisor in Ray Brook oversees division activities in the region. The Indian Lake office is responsible for Division of Operations work in the northern half of Hamilton County. The Northville office is responsible for Division of Operations work in the southern

half of Hamilton County. The construction and maintenance of facilities within the unit is performed by two trail crews of seasonal laborers (number and length of employment dependent on funding levels).

The Division of Public Affairs and Education is the public communication wing of the Department. The Division communicates with the public, promotes citizen participation in the UMP process, produces, edits and designs Department publications.

The Division of Law Enforcement is responsible for enforcing New York's Environmental Conservation Law, which relates to hunting, fishing, trapping, licence requirements, endangered species, the possession, transportation and sale of fish and wildlife, trespass, and damage to property by hunters and fishermen. The Environmental Conservation Officers (ECOs) focus on the enforcement of the Environmental Conservation Law. The JRWF is included within the territories of two or more ECOs.

The Division of Forest Protection and Fire Management (Forest Rangers) is responsible for the preservation, protection, and enhancement of the State's forest resources, and the safety and well-being of the public using those resources. Forest Rangers are the stewards of the Forest Preserve and are the primary public contact for the JRWF. They issue camping permits and educate the public about proper backcountry behavior. They are responsible for fire control and search and rescue functions. Within the unit, Forest Ranger headquarters are located near Lake Pleasant, Wells and Lake Durant. JRWF sector assignments include parts of districts 5-6 and 5-8.

The Adirondack Park Agency
The ongoing interaction between DEC and APA in the management of the Forest Preserve and public input is governed by two APA policies (Agency Public Comment Policy and Agency Review of Unit Management Plans Pursuant to the Adirondack Park State Land Master Plan) and the DEC/APA MOU concerning implementation of the APSLMP. The memorandum details the procedures to be followed by both agencies in meeting the requirements of the APSLMP. To assist in the UMP planning effort one member of the team is from the APA, serving an advisory role.

2. Jessup River Wild Forest Guidance

DEC staff have clear mandates for the management of a number of issues that can affect the Forest Preserve, and wild forest areas in particular. However, for some issues, legal and policy guidance is less concrete. For instance, while snowmobile trails are conforming in wild forest areas, APSLMP guidelines require that: *"Public use of motor vehicles will not be encouraged and there will not be any material increase in the mileage of roads and snowmobile trails open to motorized use by the public in wild forest areas that conformed to the master plan at the time of its original adoption in 1972."* There is no simple template for determining how many trails there should be or where they should go, nor an easy formula for determining the level of trail development that is appropriate within any specific unit. Clearly, a delicate balancing act is called for, and yet just as clearly, the Department's management focus must remain on protecting the natural resources.

Some guidance regarding wild forest classified lands is found on page 32 of the APSLMP:

> *"Those areas classified as wild forest are generally less fragile, ecologically, than the wilderness and primitive areas. Because the resources of these areas can withstand more human impact, these areas should accommodate much of the future use of the Adirondack forest preserve. The scenic attributes and the variety of uses to which these areas lend themselves provide a challenge to the recreation planner. Within constitutional constraints, those types of outdoor recreation that afford enjoyment without destroying the wild forest character or natural resource quality should be encouraged. Many of these areas are under-utilized. For example the crescent of wild forest areas from Lewis County south and east through Old Forge, southern Hamilton and northern Fulton Counties and north and east to the Lake George vicinity can and should afford extensive outdoor recreation readily accessible from the primary east-west transportation and population axis of New York State."*

"[F]uture use" is not quantified in the APSLMP, but it is generally characterized in the definition of Wild Forest having "a somewhat higher degree of human use" when compared to Wilderness. A general description of under-utilized Wild Forest areas mentioned in the APSLMP would include a the portion of JRWF in the southern part of Hamilton County.

Guidance for the future of snowmobiling was developed during the planning process involving the Draft Comprehensive Snowmobile Plan for the Adirondack Park[*]. Of the total 51 miles of official DEC trails within the JRWF (excluding NP-trail mileage and snowmobile trails over motor vehicle roads), approximately 61 % (31.3 miles) are designated snowmobile trails. Whenever feasible the Draft Comprehensive Snowmobile Plan preliminary goals will be considered when planning snowmobile trail improvements in the JRWF (See Appendix 24.)

3. Recreational Opportunity/Future Development Strategies

The Recreation Opportunity Spectrum (ROS) is an important recreation inventory tool that has been recently adapted for use on public lands managed by state governments, particularly in New England. While traditional inventories often focus on facilities or activities, the ROS is an experience-based inventory system that is spatially oriented. The key term is "experience" and the crucial assumption is that different kinds of land can support different kinds of recreational experiences. For example, the experience of "leave no trace" camping in a remote wilderness differs from the experience of trailer camping in a developed DEC campground.

The JRWF adjoins one wild forest and four wilderness areas with each classification of State land providing a different range of conditions, settings, and experiences. In addition, two campgrounds and one administrative area are included within the planning area. Each classification of State land provides a different range of conditions, settings, and experiences.

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[*] *The Department of Environmental Conservation and the NYS Office of Parks, Recreation and Historic Preservation are currently engaged in a planning process focused on the future of snowmobiling in the Adirondack Park. A Draft Comprehensive Snowmobile Plan/DEIS has been circulated for public review. When a Final Plan/FEIS is adopted, the JRWF UMP will be revisited and amended, if appropriate.*

The developed DEC campgrounds provide the most developed setting with the highest potential for social interactions. A wide variety of facilities (parking, potable water, showers, restrooms, etc.) is available for both the day user and overnight camper. These facilities are of a rustic nature without utility hookups or other elaborate features customarily provided by private campgrounds. A fee is charged for the use and parking at campground boat launch sites. On the opposite end of the spectrum is wilderness. The APSLMP defines wilderness, in part, as having "outstanding opportunities for solitude." The Silver Lake and West Canada Lakes Wilderness Areas provide such an area for hunters, fishermen, hikers, and others who desire that high degree of solitude as part of their recreational experience. In an effort to protect the wilderness character and values that the Silver Lake Wilderness currently supports, the decision has been made to keep management proposals for new facilities to an absolute minimum. The land classification of wild forest in itself, involves a type of land category in between intensive use and wilderness/primitive, providing for certain activities such as group camping, all terrain bicycling, and motorized uses like snowmobiling and open motor vehicle roads that are prohibited in wilderness. A wild forest area is further defined as *"an area that frequently lacks the sense of remoteness of wilderness, primitive or canoe areas.."* (APSLMP, page 32).

The APSLMP statement regarding wild forest areas that "[m]any of these areas are under-utilized" remains seemingly true for part of the JRWF based upon estimated use levels. The determination that wild forest areas *"are generally less fragile, ecologically"* is followed with a recommendation that *"these areas should accommodate much of the future use of the Adirondack forest preserve."*

The planning team felt that the JRWF was a large enough area to meet the needs of a wide range of recreational users without significant user group conflict. In the effort to set a management direction for the JRWF that strikes a proper balance between recreational opportunity and the protection of natural resources and ecological processes, DEC staff sought input from a citizens advisory committee, various organizations, local governments and individuals. Armed with information from the public involvement process, the planning team considered the JRWF tracts to determine existing uses, trail types, and future trail density at various locations. This big picture approach allows the recreational infrastructure to be analyzed in a forest-wide context, helping to avoid difficult piecemeal decisions. An additional part of the planning process involved a consideration of the recreational opportunities, land classification, and level of development on nearby State lands.

Lacking a formal ROS inventory for the JRWF, the planning team discussed how to maintain a spectrum of opportunities, separate incompatible user activities, and provide facilities and settings in keeping with user expectations. With the exception of small isolated parcels, the majority of the unit has some type of trail in almost every large block of JRWF. The presence of these trails along with important new proposals prevent the establishment of a "trail-less" area. Adjoining wilderness units with "trail-less" areas can more appropriately satisfy the need for solitude for some recreationists. The Snowy Mountain and Watch Hill areas will be managed for pedestrian uses . The majority of existing interior trails and public use occurs within the southern portion of the unit, in the vicinity of the Piseco Airport and Fawn Lake.

To accommodate and further enhance the existing concentration of trails, additional new trails, trail loops, changes in trail designation, and increased parking capacity are proposed for this tract.

During the public participation phase, questions occasionally arise about the effects of facility use and development on the environment and about how much public access is appropriate. Evidence of extensive litter, erosion, compacted soils, obliterated ground cover, all signs of overuse or improper use, are generally lacking within the JRWF as a whole. If the maximum maintained area for existing JRWF improvements (parking areas, campsites, and trails) is calculated, approximately 50 acres of JRWF land is modified from its original natural condition to accommodate recreational use. Since most public use and associated impacts is believed to occur in the vicinity of these man-made improvements or natural attractions, the bulk of the JRWF as a whole receives only moderate use and shows minimal sign of physical recreational impact to the natural resources. However, public use impacts concentrated at or near facilities in certain popular areas, including impacts from illegal use, will require some management attention.

Based upon current use levels and observable impacts (See Section II-G), the level of recreational use within the JRWF does not appear to significantly impact the natural resources beyond its capacity to withstand recreational use. In keeping with APSLMP language suggesting the suitability of Wild Forest for serving future recreational needs, a measure of the extent of overall trail development was calculated for the JRWF and adjacent State lands. The density of trails was determined by dividing the mileage of trails by the acreage of the area in which the trails occur. Trail density for the JRWF was calculated at 5.4 feet of trail/acre or 0.6 miles of trail/square mile of land. This is higher than the nearby wild forest areas on either side. Ferris Lake Wild Forest has a current trail density calculated at 4.4 feet of trail/acre or 0.5 miles of trail/square mile of land. Wilcox Lake Wild Forest has a current trail density calculated at 3.0 feet of trail/acre or 0.4 miles of trail/square mile of land. The Siamese Ponds Wilderness to the east has a trail density calculated at 2.4 feet of trail/acre or 0.3 miles of trail/square mile of land. The Silver Lake Wilderness to the south has a trail density calculated at 1.1feet of trail/acre or 0.1 miles of trail/square mile of land.

Many of the proposed recreational improvements identified in Section IV and VI of this plan focus on the rehabilitation or relocation of existing trails. A portion of proposed trail changes for the JRWF utilize existing facilities and only require a change in trail designation. The completion of all proposed trails, will result in an increase in overall trail density for the JRWF to 7.8 feet of trail/acre or 0.9 miles of trail/square mile of land. While this is higher than the level of current trail development in both adjacent wild forest areas, it is approximately the same as the existing trail density in the High Peaks Wilderness. Changes brought about by new or improved facilities outlined in this UMP and enacted in the next five years, will be monitored by DEC for evidence of overuse and the appropriate actions will be taken if overuse is observed. (See details in Section IV and VI.)

E.Public Participation

Effective public participation/involvement is important to development of unit management plans. The exchange of information and perspectives between DEC staff and the public increases the understanding of resource management, unit management issues and concerns,

and improves decision making. A number of formal and informal activities are undertaken to inform the public and more importantly allow citizens the opportunity to provide input on the development of the unit management plan. These include press releases, letters to interested parties, postings on the DEC web site and open houses.

Advisory Committee - In 1983 a citizens' advisory committee composed of up to 25 members representing a wide variety of interest groups met several times to discuss the Jessup River Wild Forest and the Moffitt Beach and Lewey Lake/Indian Lake Islands campgrounds. The committee was charged with identifying issues needing management action and making recommendations to the DEC. Several subcommittees were established to discuss area trails, fisheries, wildlife, canoeing, snowmobile trails, and the Piseco Airport. (See Appendix 12 for detailed reports.)

Public Notification: Public participation for the JRWF UMP began with the development of an extensive mailing list. On 8/18/2000, a package of information about the management unit and the planning process, along with an invitation to a public meeting and a request for comments was mailed to more than 150 individuals, organizations and government agencies on the DEC-UMP mailing list. (See Appendix 11.) Magazines such as *The Adirondack Explorer* have facilitated public participation in planning through numerous articles about planning issues. In addition, the *Hamilton County News* and *Leader-Herald* published articles describing the planning process and JRWF open house public meeting.

UMP Open House Session - This method of citizen participation allows an opportunity for the public to get together with DEC staff and share their thoughts, ideas, hopes and desires about the future management of a particular unit. They are helpful to identify the issues, alternatives, and topics to be considered and to keep the public informed and involved throughout the planning process. On Friday, September 8, 2000 an open house for the JRWF was held at the Lake Pleasant Central School in the Village of Speculator. The meeting involved split sessions that enabled informal discussions between public and DEC staff, along with a slide presentation on the UMP initiative and the JRWF. A list of issues and potential facilities was posted on wall flip charts for the public to examine and comment on. More than 30 citizens attended and the DEC heard oral statements from seven different speakers. Detailed notes taken during the meeting were summarized and placed in a notebook for the team's reference. Additionally, numerous written statements were received from individuals and organizations.

Statewide Open Houses - DEC hosted a series of UMP open houses in January, 2001, to gather public input on a number of Unit Management Plans under development. Sessions were held in Cheektowaga, Rochester, Syracuse, Greenvale, New York City, New Paltz and Guilderland to provide the opportunity to keep informed about this planning initiative to citizens who do not live close enough to attend the meetings in the Adirondacks. Approximately 518 people attended and the DEC heard oral statements from 132 speakers. Additional written statements were received.

Web Site: Information on planning efforts is available online at the DEC website. The website address is: http://www.dec.state.ny.us/website/dlf/publands/ump/index.html. The site contains information regarding UMP progress and additional opportunities for public input. The website includes descriptions of many of the State land units the Department is planning for, some

draft and final plans, a listing of staff responsible for accepting comments for each UMP, and office and e-mail addresses for each UMP planner. A copy of the Draft Comprehensive Snowmobile Plan for the Adirondack Park and Draft GEIS can be found on DEC's website.

Document Repository - Due to its proximity to the planning area, a document repository for the JRWF will be established at the Northville and Indian Lake DEC offices. Materials such as a copy of the draft UMP may be reviewed at the repository but not removed from the site.

Public Meeting for the Draft Plan: To further refine the future management for JRWF, this draft UMP was subject to a public meeting and comment period. More than 38 citizens attended the meeting and the DEC heard oral statements from 12 different speakers. All written and verbal comments were reviewed and considered. (See DEC comment and response section in Appendix 12.)

F.Management Issues, Needs, and Desires

During the public participation process, the UMP team gathered public input on potential issues, proposed actions, and alternatives. Individual letters were received from members of the Forest Preserve Advisory Committee, snowmobile clubs, ADK chapters, lake association members, town government representatives, local businesses, neighboring landowners, hunting clubs, and others regarding issues or potential facilities to be considered within the unit. Meetings with interested groups or local government officials were also conducted to examine community needs and identify the impacts, if any of new proposals within the JRWF.

Public input from the September 8, 2000 scoping meeting consisted of formal statements and notes from flip charts. Following the scoping meeting, comments on the area were received at the Northville DEC office. The comments cover a range of topics, including the need to protect the Forest Preserve and its plant and animal communities from overuse and from water and air pollution, to conduct research about natural resources and the impacts of human activities, to enforce laws and regulations, to provide a variety of recreational opportunities, to separate incompatible uses, to retain trailless areas, to maintain facilities, to limit the use of motor vehicles, snowmobiles, aircraft, motorboats and jet skis on Forest Preserve lands, as well as the need to provide appropriate opportunities for motorized uses, and to provide better information about the Forest Preserve. Many of the comments echo the provisions of the APSLMP and are considered in the development of all UMPs. Others, such as an interest in grooming cross country ski trails, are expressly prohibited by the APSLMP and may not be considered at the UMP level.

The following is a summary of public comments and issues from the September 8, 2000 scoping session . An attempt was made to summarize similar and closely related topics and concerns. It does <u>not</u> include any staff comments or recommendations.

<u>Snowmobiling</u>

- Trail safety - widen & straighten trails.
- Keep trails off lakes.
- Reconsider current snowmobile policy - increase trail width to accommodate safe passage.
- Reroute trails off lakes (Piseco Lake area).

- Speed limit - speeding on roads and trails is a problem.
- Improve signage and marking. Make more uniform.
- Skier conflict - develop separate trails
- Relocate unsafe trails.
- Manage for multiple uses.
- Abandon unsuitable trails such as the Dunning Pond trail.
- Positive economic impacts.
- Noise impacts.
- Maintain character of a foot trail, no roads.
- Locate multiple use trails on old roads.
- Close Dunning Pond trail only after new trail is constructed.
- Remove snowmobile trail off highway corridor and Lewey Lake.
- Oppose relocation of roadside trail to more interior location west of Indian Lake.
- Move the following trails:
  - Lake Pleasant - Indian Lake.
  - Sacandaga Lake - Oxbow Lake.
  - Piseco Lake Area, develop land based trail.

Cross Country Skiing

- Groom cross country ski trails.
- Provide for different classes of trails.
- If you can groom snowmobile trails why not ski trails?
- Do not groom ski trails.
- Replace Dunning Pond trail bridge for skiers.
- Support new ski trail from Moffitt Beach campground.

Hiking Trails

- Need more foot trails.
- Accommodate youth groups.
- Utilize volunteers to help maintain facilities.
- Re open Panther Pond trail.
- Rehabilitate Dunning pond trail for foot use.
- North Country National Scenic trail - connect to Siamese Ponds Wilderness.
- Watch Hill loop trails.
- Provide new leanto at Fall Stream and improved parking for the Northville-Lake Placid trail.
- Mark canoe carry trails:
  - Jessup River - Indian Lake.
  - Vly Lake - Fawn Lake.
- Rehabilitate and/or relocate:
  - Snowy Mountain Trail.
  - Pillsbury Mountain Trail.
  - Northville-Lake Placid trail relocation off of roads in the Piseco Area.
- Mark trail:
  - Little Great Range trail (Snowy Mountain to Pillsbury Mountain).
  - Historic trail to Piseco tannery site.
  - Interpretive/Nature trail at Mason Lake Area.

- Miami River trail.
- Land based Baldface Mountain trail.

Water Resources

- No navigation aids for Indian Lake.
- No boat launch needed for the north end of Indian Lake.
- Ban motors on Jessup River, Mason Lake, Miami River and inlet to Lewey Lake, and Jessup River arm of Indian Lake.
- Prohibit jet skis on Fall Stream.
- Insure access to Oxbow Lake.
- No float planes.
- Construct car-top launch at Mason Lake.

Motor Vehicle Use

- Limit use.
- No ATVs.
- Provide additional MV access.
- Separate trails.
- Accommodate off road vehicles
- Allow on existing roads.

Other Recreational Activities

- Consider horse trails.
- Separate uses, no horses on foot trails.
- Develop opportunities for ATB use, designated trails only.
- Numerous problems at Mason Lake, rowdy behavior, litter, sanitation, illegal MV use.
- Designate campsites on Mason Lake.

Indian Lake Islands Administrative Camping Area

- Many campsites too close to water.
- Do not expand campground on Indian Lake.
- Allow picnicking anywhere on Indian Lake that is not a designated site.
- Keep Lands and Forests in charge of camping on Indian Lake.
- Replace fireplaces with metal fire rings.

Firetowers

- Restore and staff, Pillsbury and Snowy Mountain towers.
- Install table and map in tower cab.
- Encourage partnerships for program of interpretation and education.

Other comments

- Secure easement for access to Fall Stream.
- Better maps.
- Improve signs at trail heads.
- Monitor for zebra mussels and milfoil.

DEC Issues appropriate for analysis and discussion - In addition to the previous list of issues, other uses or types of activities that are occurring or may occur within the JRWF . The following topics were identified as important issues to be explored in the UMP: Public Access, Trespass/Occupancies, Private Land Titles and Access Rights, Public Highways, Ownership and Use of State Lands Underwater, Biological Diversity Impacts, Wildlife & Fisheries Issues, Water Resources, and Classification and Reclassification.

These issues are not arranged in priority order, but for organizational purposes are listed under the most appropriate natural resource heading, generally following the same outline used in the Table of Contents. Some of the issues, needs, and desires have not resulted in Proposed Management Actions being developed. Where this has occurred, a justification for the exclusion is provided. The following issues are addressed in more detail in the appropriate parts of Section IV and VI.

- **Public Access** - Adequate access both for maintenance purposes and for public use and enjoyment is necessary for the proper administration of State lands comprising the JRWF. A few public comments identified the need for new trails. In some cases JRWF lands or access to them are not identified properly. This can be due to vandalism (stolen signs), inadequate boundary line maintenance, and/or lack of informational brochures for the area.

- **Trespass/Occupancies** - Some JRWF property lines have not been painted or resurveyed in recent years resulting in indistinct boundary lines at a few locations. The status of all existing lines and the need for surveys is unknown at this time. Encroachments probably exist, with private trails and structures believed to be on portions of JRWF land without permission or legal authority.

- **Private Land Titles and Access Rights** - The JRWF consists of scattered blocks of State land that in some cases may affect the access to adjoining private lands.

- **Public Highways/Motor Vehicle Use** - Several roads are located across or adjacent to JRWF lands. Some may be abandoned town highways, while the degree of "public highway" status is unclear in other cases. In some cases, existing sections of public highways adjoining JRWF were relocated, abandoned, or improved. Background information on NYS Route 8, Corscadden Road, Old Parrish Road, Old Gilmantown Road, and Haskell Road can be found in Section IV - Roads. Information on NYS Route 30 is in Section VI.
- **Ownership and Use of State Lands under Water** - Within the JRWF all interior waters completely surrounded by NYS land and the associated underwater lands are owned by the State and regulated by DEC. Larger waters that adjoin JRWF lands with a majority of or all underwater land owned by the State include Indian Lake, Lewey Lake, Piseco Lake and portions of other waters. These lands are subject to flooding rights.

- **Biological Diversity Impacts** - The effects of acid precipitation and invasive species are some of the top threats to biological diversity of the Adirondack Park. While impacts to the fishery have not been documented/observed within the JRWF, evidence of red-spruce dieback within high-elevation signature forests has been observed in the vicinity of Snowy and Pillsbury mountains.

- **Wildlife** - As the forest composition on NYS lands continues to mature, wildlife species dependent upon early successional stages will be displaced by species more competitive in mature habitats. This is happening throughout the Northeast. Open areas created by natural forces such as beaver dams, tree disease and blowdowns will provide some habitat for early successional species and add to the variety of cover types within the JRWF.

- **Fisheries** - As described in previous Section II-A-1-Air Resources and Section II-A-2-Fisheries, while acid deposition creates acknowledged impacts to the ecosystem as a whole, the available water chemistry data does not indicate an acidification problem for ponds in the JRWF.

- **Water Resources** - A wide variety of important issues involve water resources.

- **Classification and Reclassification** - Portions of the boundary of the JRWF may not be in the most suitable place, in the context of adjacent Forest Preserve lands. In the course of reviewing maps and records during the planning process, the planning team discovered some classification issues of a ministerial nature. (See Section IV-E.)

Public Input and Comment Update

Following the release of the Draft UMP and public meeting on June 30, 2005, public comments were received by the Department. Some input was of a “form letter type” responding to a particular issue in general, like ATV or motor boat use. Other "individual" letters were more specific as to comments detailing existing uses and needs within the JRWF. In addition to the oral comments at the public meeting, written comments consisted of 34 comment forms, seven emails, 47 letters, 20 faxes, and 66 signature cards. To receive input on proposed changes to the snowmobile trail network in the towns of Lake Pleasant and Arietta, DEC held an informational meeting in Northville on March 22, 2006. In addition to oral comments at the meeting, the Department received 15 emails, 30 letters, and 5 faxes.

Department staff also talked with Hudson River - Black River Regulating District staff, some local government officials and snowmobile club members, and interested private parties to discuss specific proposals. In some cases, public participation resulted in the proposal of new facilities or removal of existing facilities. The following is an updated list of issues ranked in order of numbers of comments on the draft plan and supplemental EIS. (See DEC comment and response section in Appendix 11 for more specific details.)

- **Snowmobiling** - Similar to the scoping session, a large number of comments related to snowmobiling and snowmobile trails. In some cases the character of snowmobile trails was an important consideration, with comments expressed by some individuals and clubs related to trail safety. Topics included the condition of existing trails, need for trail widening, need for removing rocks, necessary relocations, highway-type signs, relationship of proposals to Draft Comprehensive Snowmobile Plan, and the foot trail character requirements. Concerns ranged from support to opposition over some of the proposed snowmobile trails, with the majority of comments involving the proposed corridor connection between Speculator and Indian Lake. A few comments included support for a speed limit on snowmobile trails.

Public input on the supplemental EIS and alternative analysis emphasized issues such as "material increase", administrative use and tracked groomers, legality of tracked groomers, interim guidelines, and the relationship of the mileage cap to individual UMPs. The economic importance of snowmobiling and the need for safe and adequately groomed trails was emphasized. The main concerns that were considered unacceptable to most people included closing trails before replacement routes are created and usable, removal of tracked groomers from state land or stopping of grooming by tracked groomers until issue is resolved by APA and DEC, and preemptive closure of the Oxbow Lake to Sacandaga Lake trail in anticipation of future access issues on private land. While there was general support for the addition of land-based trails connecting to and from Speculator, the need to close any existing snowmobile trails was questioned, without knowing the overall “parkwide” snowmobile trail changes.

- **Water Resources (Indian Lake) -** Comments pertained to proposals related to the Indian Lake dam waterway access site, motorboat restrictions in certain bays of Indian Lake, and the inclusion of a study to consider the prohibition of motorized access to wilderness campsites.

Of all the water related issues the proposed Indian Lake dam waterway access site and motorboat restrictions were the most objectionable to a large number of people, many who are lakefront owners or guests on Indian Lake. Concerns over the parking and waterway access proposals at the dam included security and dam safety issues, need for a new water access facility, snowmobile access in the winter, and increased boat traffic. With the exception of a couple of support letters, the majority of public comments opposed motorless bays in Indian Lake and the insertion of motorless access studies in the Siamese Ponds Wilderness plan. Opposition to a formal navigation bouy program of the lake was expressed by the lake association .

- **Indian Lake Islands Administrative Camping Area -**Numerous comments pertained to proposed changes to the existing campsites on Indian Lake. In 1979, the APA reclassified the shoreline and islands of Indian Lake from the previous intensive use designation. The islands of Indian Lake along with the majority of NYS shoreline are now classified as Wild Forest but the improved camping facilities are administered as the Indian Lake Islands Administrative Camping Area during the open season. This has been confusing to some of the public. While comments from the scoping meeting opposed an expansion in size and recommended the need for better information about use constraints, the majority of public comments on the draft plan suggested that no changes be made. In particular, there were concerns that the 20 wilderness sites proposed to be moved back 100 feet from shore would impact the enjoyment of campers at the sites and lead to more garbage.

- **Cross Country Ski Trial Grooming -** A sensitive issue mentioned at the scoping meeting involved mechanized grooming of cross country ski trails. While not allowed in wild forest areas, the Department had a long history of issuing TRPs to use a snowmobile to pack the trail at the Piseco Airport prior to the annual race. Suggestions were made to classify different types of ski trails or allow grooming on a limited basis. Only a couple of comments on the draft plan were received concerning trail grooming, and were opposed to the activity. A few comments on the draft plan supported new ski trails.

- **Improvements/New Facility Proposals -** Comments following the 2002 scoping session related to how the Department maintains existing trails, firetowers, and other facilities along with conflicts between potential user groups. New proposals were suggested for the Watch Hill area, and several other locations.
The designation of a foot trail or snowmobile trail to Echo Lake was opposed by several people due to perceived environmental problems due to increased or inappropriate public use.

- **Public Notification Process -** In a couple of cases, individuals wrote that they were not adequately informed about proposals. Of concern to many people was the possibility of last-minute changes to the plan without adequate public input.

Decision Making Process
The planning team compiled and reviewed the information discussed at the public meeting and from various types of correspondence, including e-mails. Earlier concerns identified by a citizens' advisory committee can be found in Appendix 12. All comments and issues were reviewed, keeping in mind the scope of the document, compatibility with various laws, DEC's statutory responsibility for the care, custody, and control of these lands, and the purpose and significance of Article XIV of the Constitution.

Public comment provided valuable information to guide the decision making process used in developing this plan. While all suggestions were considered, the degree to which they could be satisfied varies. It is important to understand that decisions guiding future recreation opportunities within the JRWF will not be made using a voting process. Decisions must consider physical, administrative or economic constraints, existing laws and policies, and a determination of what is best to protect the natural resources while providing appropriate opportunities for public recreation and use. Any decision on an issue often has negative impacts or causes hardship for some people. However, to ignore issues that need to be addressed would be irresponsible. Ultimately, many decisions regarding recreation on public lands are decisions of judgement based upon what is a reasonable, sensible and responsible course of action while taking steps to minimize, when possible, any hardship the decisions may cause upon others. In a few instances, proposals identified in the Draft and proposed Final UMP were removed or revised based upon public input or new information.

1. Assessment of Needs and Projected Use

Visitor use information for the JRWF over the last ten years was summarized in Section II-D-Public Use. At these locations, trends show public use to be fairly stable with only minor variation. The inaccuracy of some register information complicates use estimates. The lack of registers throughout the unit prevents an accurate estimate of the degree or type of use throughout the entire area. In order to predict future use within the JRWF it is helpful to analyze general trends in outdoor recreation. The initial step is an evaluation of current supply and demand by the examination of the results of research for the planning area. Future projections based on recent studies (SCORP, 2003) forecast an increase in outdoor recreational activities in New York State. Estimated increases in recreational activity are projected on a general State wide basis, and would vary locally depending on available opportunities in a particular county and distance from population centers. The demand for hiking and camping is expected to increase as the median age of the population increases and is expected to grow about 5.2% over the next twenty years. All terrain bicycling has become popular in recent

years and is predicted to increase at a rate slightly less than the overall population growth. The number of participants cross country skiing and snowshoeing is predicted to increase approximately 5.4% over the next twenty years. Snowmobiling is expected to grow slightly, with use increasing on the improved and groomed trail systems.

The concentration of recreational activities, facilities, and population centers near bodies of water in the Adirondacks clearly illustrates the importance of this natural resource. Water related recreation can be significant as evidenced by the development and popularity of the Indian Lake Islands Administrative Camping Area . Recreational demand is increasing with new recreational uses continuing to be developed. Demand for public access to the State's waters has been growing steadily. Recreational motor boating has become more popular in recent years. (NYS Department of Motor Vehicles, estimated motorboat registrations, years 1989-1992.) Registration of motorboats has increased dramatically (by as much as 40 percent in some Forest Preserve counties) from 1980 to 1988. A boating access survey was conducted in 1990 by both DEC and OPRHP to measure boating use in freshwater lakes and streams. A report published in 1991 provided an analysis of the results of the survey. Future projections based on recent studies (SCORP, 2003) forecast the number of boaters (includes range of use from single person kayak to larger boats) is expected to increase faster than the population over the next 20 years. According to the NYS Whitewater Affiliation, recreational paddling has become more popular as the skill and equipment have permitted use of a wider spectrum of waterways.

Through the process of developing a plan to guide the development and preservation of recreational opportunities in the State, OPRHP surveyed residents in 1998 to find out how satisfied they were with the recreation facilities available and asked them to identify deficiencies in recreational opportunities. The latest Statewide Comprehensive Outdoor Recreation Plan (SCORP) was published in 2003 and is available online at: http://nysparks.state.ny.us/scorp/.

This demand for increased access was expressed by State residents through the survey process used to develop the SCORP. Within the SCORP, a comparison is made between estimated future recreation demand (year 2020) and the present supply. A scale was developed ranging from one to 10. An index number with a value of five indicates that for a given activity, the projected supply/demand ratio in the year 2020 will be at the Statewide average. A one indicates a large availability relative to demand with little or no crowding. A three or four rating indicates a need for projected new recreational facilities to replace existing ones as they become obsolete or wear out over the next twenty years. Since the data was calculated on a county wide level, individual locations may have demand substantially greater or lower than the county-wide average.

Of the 18 activities listed[*], the eleven backcountry related activities mentioned in the analysis zone that includes Hamilton County were listed in order of ranked need: Index 4-camping, fishing, and snowmobiling; Index 3-swimming, biking, hunting, hiking, boating, and cross

[*] *Certain traditional outdoor recreational activities such as trapping, snowshoeing, rock climbing, etc. were not surveyed. Other activities which were studied such as golfing, tennis, court games, field games, historic sites, and winter activities like sledding and downhill skiing do not occur on wild forest lands.*

country skiing. The other activities were ranked either Index 2(relaxing in the park/picnicking) or Index 1(walking.)

Other Factors Influencing Demand

While at this time it may not be possible to accurately predict future numbers and patterns of public use in the JRWF, it is expected that use levels on the area's trails and campsites will continue to remain steady or grow slowly, and that use levels will generally remain on the low to moderate end of the spectrum of Adirondack Forest Preserve use. Off-trail use by hunters and trappers is expected to decline in step with general trends in license sales. Trends in use levels, patterns and impacts must be monitored adequately to assure that the goals for the management of wild forest areas in general and the JRWF in particular continue to be met over the long term.

Some factors which could increase use of the JRWF include: development of lightweight canoes and camping gear, increase in population, desire for quiet areas to unwind, increased knowledge of the JRWF through publications and brochures, increased popularity in outdoor recreation, restrictions on group size in wilderness areas, and an economic downturn resulting in people taking vacations closer to their homes. Factors which could decrease use of the JRWF include: previous bad experience in the area, increase in sedentary lifestyles, availability of other more attractive Forest Preserve areas, and economic boom where people may chose to travel to more distant locations. There are several social (school schedules, weekends) and environmental factors (insects and general weather patterns) which are likely responsible for the existing distribution of use and are not likely to change in the near future.

Technology, environmental awareness, health, housing patterns, marketing techniques, and general industrial progress have all influenced demand for recreation in recent years. Projections include:

Viewing Natural and Cultural Resources - Viewing natural or cultural resources is compatible with wild forest classification. The JRWF offers large, relatively undisturbed natural areas where people can enjoy nature viewing activities. Between 1980 and 1995, the US Fish and Wildlife Service (USDA, 1995) reported that all regions of the country experienced at least a 52% increase in nature viewing activities. Bird watching increased more than any other activity they examined in the National Survey on Recreation and the Environment. The results of this survey indicated a 155% growth in participation in birdwatching between 1982-83 and 1994-95. The demand for birding, wildlife/nature observation and similar activities is predicted to increase through 2010.

Adult bicycling and cross-country skiing - In these two activities demand has increased, due primarily to improved equipment, environmental awareness, the promoted benefits of physical exercise and health and marketing campaigns. The town of Lake Pleasant has developed a community based trail system on IP lands with future plans to link trails on JRWF lands. The town of Indian Lake is considering a trail system that would utilize local roads and off road trails and loops.

Hiking - Hiking, jogging, walking and nature study have been similarly impacted by environmental awareness. Total participation is expected to grow at the same rate as population. An increase in the median age is the major reason for this slow growth. Continued maintenance, improving trail quality, and providing vital and much needed "connecting links" were identified as desirable.

Snowmobiling - This activity is a major recreational industry in New York State and has attracted many users to outdoor winter activities who otherwise would not participate in these forms of recreation. As such, it has improved the prospects for a year-round pattern of recreation and a more stable tourist economy for many rural areas. Areas of the State which are expected to experience the greatest increase in snowmobile demand include the Central New York area, Adirondacks, and Saratoga-Capital District area. Total annual county snowfall and the retention of snow on the ground surface are the most important factors in an area attracting snowmobile users. The single most critical climatic condition which may affect the success of any of trails systems is related to the length of availability of snow cover for the snowmobile and ski trails. Additional information concerning snowmobile trails can be found in the Draft Comprehensive Snowmobile Plan for the Adirondack Park/Draft GEIS.

Other local Winter Activities - Among all recreational activities in New York State local winter activities are growing; with the major percent growth sport in winter is cross-country skiing. Snowshoeing will increase as the median age of the population increases.

Other Uses - The New York State Off Road Vehicle Association reports an estimated more than 142,000 ATVs in use in the State during 1998. Information from the New York State Department of Motor Vehicles indicates that participation in ATV riding has fluctuated over the years. There has been an increase in numbers of registered ATVs between 1995 and1997. Manufacturers' advertising in sportsmen/outdoor magazines and TV programs has resulted in a growing number of machines and riders seeking riding opportunities. Year 2002 ATV registration statistics indicate that as of 12/31/02 there were 117,336 vehicles registered in New York State under the ATV registration program, up about 19% from 2001. The double-digit increase in registration continues the pattern that demonstrates an increasing growth trend in OHV sales and interest in ATV recreation in New York. Industry estimates put New York State third in sales for 2002 behind only California and Texas. It is expected that demand for this activity will continue to increase.

IV. PROPOSED MANAGEMENT ACTIONS

The APSLMP requires an assessment of physical, biological and social carrying capacity of the area with particular attention to portions of the area threatened by overuse in light of its resource limitations and its classification under the master plan. (APSLMP, 2001) This section of the plan breaks down the various resources of the unit into the following categories; bio-physical resources, land protection, man-made facilities and public use and access. Each category is further broken down into component units where the present conditions are assessed, objectives are developed and management actions proposed. Recommended actions are consistent with the management guidelines and principles identified in Section III-D, and are based on information gathered during the inventory process, through public input and in consultation with the UMP Planning Team and other Department staff. Actions detail when and where activities are to occur and which Department program* is responsible for the action.

More detailed information and site maps for proposed management actions at the Fawn Lake/Sacandaga Lake, Fall Lake/Fall Stream, Mason Lake/Perkins Clearing Road, Watch Hill, Indian Lake Islands Administrative Camping Area , and Indian Lake /Lewey Lake/Lake Abanakee areas can be found in Section VI.

A.Bio-Physical Resources

1. Air/Water

Present Conditions:
As focal points for visitation; streams, springs, lakes, ponds, and wetlands are often on the receiving end of more human disturbance than upland forest areas. Water quality studies are conducted by the ALSC to research the effects of acidic deposition. Additionally, the Bureau of Fisheries routinely conducts biological surveys. Few studies have been conducted to determine the effects of recreational use on water quality. With increasing levels of use, the potential for deterioration of water quality is possible. Visitors must be advised that water is not to be considered potable and must be properly treated before consumption.

Objectives:

- To maintain federal Class II air standards, achieve federal Class I air standards, if possible.
- To maintain, protect, and/or improve water quality.
- Reduce the potential for pathogenic contamination (especially giardiasis) from all water sources.

* *Responsible Divisions include: Lands and Forests (LF), Office of Public Protection (OPP), Fish and Wildlife (FW), Legal Affairs (LA), Water (W), Air (A), and Operations (OP).*

Management Actions:

- Monitor baseline data to identify the effects of potential air pollutants on the natural resources of the JRWF. Examine the results from on-going air quality studies conducted at the Piseco Airport. (A)

- Monitor JRWF waters for physical and chemical factors and maintain water quality database. ALSC and biological survey work will be incorporated in all water related planning activities. (W)
- Monitor the effects of water releases from Indian Lake. (FW)

2. Soil

Present Conditions:

Little information has been documented on wide-spread soil loss and deposition. However, there are sites where soil disturbances on trails, summits, stream sides, and campsites require rehabilitative actions. Trail widening, trail use during wet weather, camping too close to sensitive riparian areas, and summit trampling are contributing factors.

Objectives:

- Keep soil erosion caused by recreation use within acceptable limits that closely approximates natural processes.
- Minimize instances of soil compaction from human activity where the maintenance of natural vegetative cover is precluded, except at trailheads and on developed trails.

Management Actions:

- Develop LAC indicators and standards for soil erosion.
- Monitor conditions to insure compliance with LAC standards. When LAC standards are exceeded, correct undesirable conditions by rehabilitating the area and/or relocating use to more durable sites. (LF/OP)
- Relocate trails or correct erosion at designated campsites where sedimentation and/or contamination of water resources is a problem. (LF)
- Request voluntary compliance in seasonal closures of certain area trails during period of wet weather; usually from November 1- December 15 (frost-in) and April 1– May 15 (frost-out), or at appropriate times set by the area manager. While this applies to all user groups, equestrian and bicycle use on horse and ATB trails will be more closely monitored due to increased probability of trail damage. If voluntary seasonal trail closures are ineffective in reducing damage during these seasons, trail relocation or closure may be undertaken, or mandatory use restrictions may be implemented through the development of rules and regulations. (LF)
- Relocate and/or rehabilitate the terminus of the Snowy Mountain trail. Rehabilitate and designate sections of the proposed Watch Hill Trails and other locations showing evidence of erosion, where appropriate. (LF/OP)

3. Vegetation/Invasive Species/Wetlands

Present Conditions:

A portion of the JRWF's vegetated landscape has been altered by wind, fire, insects and disease, pre-Forest Preserve logging, and recreational use. Because of the intermingled nature of private and public lands and embedded transport vectors, State Lands are, and are likely to be, affected by infestations of invasive species and subsequent degradation of natural system function. The extent of exotic or non-native species introductions that compete with indigenous vegetation within the JRWF is not known at this time.

Invasive Species

A principle of the Adirondack Park Invasive Plant Program is to promote early detection and management of exotic invasive plant species. A comprehensive survey for the presence of invasive plant species has not been completed within the Adirondack Park. The present inventory focus has been a Park-wide survey of waterways for aquatic invasive plants and roadside surveys for terrestrial invasive plants. Researchers believe that roadsides are the primary avenues for spread of new terrestrial plant infestations into the area. Three terrestrial invasive plant species have been documented in, or within proximity to the JRWF. Purple loosestrife and Japanese knotweed have been observed adjacent to NYS Route 30 and NYS Route 8 in the towns of Lake Pleasant, Indian Lake, and Wells. Common reed has been identified adjacent to NYS Route 30 in the town of Indian Lake and NYS Route 8 in the towns of Lake Pleasant. It is expected there may be other populations of invasive-exotic plants along roadsides and other disturbed areas within the planning area. Infestations on nearby private lands and in adjacent areas of Forest Preserve can pose a threat to the natural communities of the JRWF.

Prior to implementing targeted containment and/or eradication controls, terrestrial invasive plant infestations occurring within the JRWF need to be assessed on a site-by-site basis. The geophysical setting and the presence, or absence, of sensitive native flora within or adjacent to the targeted infestation often predicts the Best Management Practices (BMP's - See Appendix 23.) and limitations of the control methodology. Infestations occurring within specific jurisdictional settings may trigger a permitting process, as do most terrestrial infestations occurring within an aquatic setting. The species itself often dictates whether manual management controls, e.g. hand-pulling or cutting, or the judicious, surgical application of herbicides is warranted in order to best control that specific species in that exacting infestation and setting. No single BMP guarantees invasive plant containment or eradication. Many infestations require multiple, seasonal control efforts to reduce the density and biomass at that setting. Adaptive Management protocols suggest that implementation of integrated control methodologies may provide the best over-all efficacy at specific infestations.

All target "easy to contain – low abundance" terrestrial and aquatic invasive plant infestations within the unit are immediate targets for containment and/or eradication controls. Minimizing the spread of newly documented and immature infestations before they have the chance to become well-established is a priority management action.

Facilities and activities within the unit may influence invasive plant species introduction, establishment, and distribution throughout and beyond the unit boundaries. These facilities and activities are likely to serve as "hosts" for invasive plant establishment. Perpetual ED/RR protocols should be implemented in probable locations of invasive plant introductions such as: public day use areas, parking areas, campgrounds, boat launches, and areas used by all-terrain-vehicles, snowmobiles, and equestrians.

Protocols to minimize the introduction and transfer of invasive plant species should be incorporated during routine operations and historic and emergency maintenance activities, which may include that all soils/straw/seed or sources of materials to be used as stabilization/cover for construction projects within the unit should be certified as weed-free.

Campground Maintenance - Campgrounds should be inventoried for invasive plant establishment on a yearly basis. Staging areas of spring clean-up debris and soils within the Campground should be closely monitored for invasive plant establishment. Campgrounds already infested with priority invasive plant species should incorporate ED/RR protocols into that respective Campground's yearly plan of work. (Example: DEC's Lake Eaton, Eighth Lake, Golden Beach and Limekiln Lake Public Campgrounds are all documented having multiple Garlic mustard infestations at each facility.) Sanitization protocols for clothing, boots, tools and equipment utilized at Campgrounds should be established.

Trail Maintenance - Supplemental to the principals of the Minimum Tools Approach, all soils/straw/seed or sources of materials to be used as stabilization/cover for construction projects within the unit should be certified as weed-free.

Field Sampling - Personnel performing field sampling should avoid transferring aquatic invasive species between waters by thoroughly inspecting and cleaning equipment between routine operations. Potential pathways include: vehicles, boats, motors, and trailers; sampling equipment; measuring and weighting devices; monitoring equipment; and miscellaneous accessories.

Angling Tournaments / Derbies - Licensing, registration, and/or permitting information distributed by the Department to Tournament or Derby applicants should include guidelines to prevent the introduction and transport of invasive species.

Restoration of sites where invasive plant management occurs is critical to maintain or enhance historical ecological function and structure. Restoration should incorporate best available science to determine effective techniques and the use of appropriate native or non-invasive plant species for site restoration.

<u>Terrestrial Invasive Plant Recommendations</u> - The Department recommends that a comprehensive Early Detection/Rapid Response inventory be implemented throughout the planning area to assess invasive threat in order to establish an appropriate invasive species mitigation strategy.

A review of field reports from 2004 and existing records from the APIPP (Steven Flint, 2005), identified numerous infestations within the planning area. This positive data represents one of

the largest multiple terrestrial invasive sites within the Adirondack Park. Several occurrences represent multiple infestations in linear fashion and appear capable of expanding beyond NYS DOT ROW. Due to the Hamilton County SWCD inventory being conducted at the end of the 2004 field season many of the occurrences were assessed in 2005 regarding their threat status and proximity to adjacent State Forest Preserve.

High Priority terrestrial infestations occurring within the planning area along with a brief site description and suggested BMPs are as follows.

Multiple High Priority Purple loosestrife infestations have expanded well beyond NY State Route ROW and into the Sacandaga River and associated wetlands. This reach of the river is designated as "Recreational" under the New York State Wild, Scenic and Recreational River System. Purple loosestrife infestations fringe Duck Bay just downstream of the confluence of Kunjamuk Creek. Upstream of Duck Bay the Kunjamuk River is designated as "Wild" and "Scenic" under the New York State Wild, Scenic and Recreational River System. A high probability exists that additional Purple loosestrife infestations may occur downstream of these documented river and wetland occurrences.

Suggested BMPs for these High Priority Sites:

- Implement an ED/RR inventory of the Sacandaga River and associated wetlands, upstream and downstream, of the documented Purple loosestrife infestations.

- Implement hand pulling, cutting and cut stem treatments on Purple loosestrife infestations occurring within the fringe area of NYS DOT ROW and State Forest Preserve.

- Implement a hand cutting and removal of developing, Purple loosestrife seed heads from infestations where root system is submerged and seeds are likely to be transported downstream. Seed heads and plant parts should be securely bagged and carefully removed from site. Dispose of plant material at approved landfill or incinerate with appropriate permits.

<u>Observances of New Non-Native Invasive Plant Species</u>
Initial inventories have not resulted in documentation of any additional, critical concern, terrestrial invasive species within JRWF. Consistent with management recommendations for Siamese Ponds Wilderness, it is recommended that the entire course of the East Branch Sacandaga River be inventoried for occurrences of Yellow iris (*Iris pseudacorus*). APIPP recommends that this Early Detection/Rapid Response (ED/RR) inventory for Yellow iris be considered a High Priority for incorporation into the Management Section of the Unit Management Plan.

<u>Aquatic Invasive Plant Recommendations</u> - All aquatic invasive species pose a risk of spreading via transport mechanisms which may include seaplanes, motorized and non-motorized watercraft (canoes, kayaks, jet skis, motor boats etc.) and associated gear and accessories. Some measures are currently under development to help educate the public about controlling the spread of exotic and invasive species. Signs have been placed at some access points and DEC boat launches which warn about the threat of exotic species, including specific

information on some aggressive species such as Eurasian water milfoil. Additional research and collaboration among partners and stakeholders should occur to develop an appropriate, effective, and approved prevention and integrated plant management plan.

Additional surveys should assess the extent of the Eurasian watermilfoil infestation in Lake Algonquin. A rigorous educational campaign should be implemented to prevent the transport of aquatic invasive species. All waters with public access should be inventoried for the presence of aquatic invasive plants. If aquatic invasive plant infestations occur, rapid response should be implemented by hand-pulling plants via the guidelines set forth by the Adirondack Park Agency's "Advice on the Handharvesting of Nuisance and Invasive Aquatic Plants." Additional methods may be required to manage an infestation to contain, reduce, or eradicate the population. Management will require assessing a set of criteria to evaluate site conditions to determine appropriate and permitted actions.

Objectives:

- Allow natural processes to freely operate to ensure that the succession of native plant communities is not altered by human use.
- Prevent the establishment of non-native invasive vegetation.
- Protect known locations of sensitive, rare, threatened, and endangered plant species.
- Minimize the impacts of construction and maintenance activities on wetlands.

Management Actions:

- Develop LAC indicators and standards for condition of vegetation in camping areas and riparian areas. (LF)
- Monitor conditions to insure compliance with LAC standards. (LF)
- Through the NYS Invasive Species task force DEC will investigate use of appropriate educational signage at public boat launches to mitigate or prevent the spread of non-native or invasive plants. (FW)
- Monitor forest health plots. (Forest Service)
- Relocate trails which are less than 100 feet from water to reduce sedimentation and/or contamination of wetlands when identified as a problem. (LF)
- Contract botanical surveys to produce a more complete inventory and understanding of area ecosystems by expanding New York Natural Heritage Program (NYNHP) and TNC programs in the JRWF. Only historical records exist for rare, threatened, and/or endangered plants within the JRWF. Continue and enhance programs to identify and map sensitive, rare, threatened, and endangered species. (FW)
- Mitigate vegetation damage and ground cover loss at primitive tent sites by more clearly defining or establishing the actual locations where tents should be placed. Native seedlings, trees, shrubs, and grasses will be planted at impacted areas where necessary, to accelerate return to natural conditions when necessary. Establish fire rings at camping sites to prevent root damage and help prevent wildfire. (LF/OP)
- Undertake inventory of the JRWF to determine the presence and extent of invasive plant species. All management recommendations are based on knowledge of nonnative invasive species present in a Unit and their location, species, abundance and density. Inventory should be based on existing inventories, formal or informal inventories during routine operations by NYSDEC personnel and by soliciting help from

volunteers under DEC supervision through an Adopt a Natural Resource Agreement to report on invasive species presence, location, and condition. (LF/Volunteers)

- Conduct periodic monitoring for invasive plant populations. No aquatic plant occurrences are reported within the JRWF, therefore there are no management recommendations prescribed at this time. However, a few waters near the unit are documented with infestations which could spread to uninfected waters, thus ongoing inventory is required to detect new invasive plant occurrences in uninfected lakes. Waters with public access should be regularly inventoried for the presence of aquatic invasive plants. If aquatic invasive plant infestations occur, rapid response should be implemented by hand-pulling plants via the guidelines set forth by the Adirondack Park Agency's "Advice on the Hand-harvesting of Nuisance and Invasive Aquatic Plants." Additional methods may be required to manage an infestation to contain, reduce, or eradicate the population. Management will require assessing a set of criteria to evaluate site conditions to determine appropriate and permitted actions. (LF/Volunteers)
- The Department will enter into cooperative partnerships through Adopt-a-Natural-Resource Stewardship Agreements and TRPs to facilitate containment and eradication of the invasive plant occurrences within the unit. Any eradication work involving the use of herbicides will be carried out under an Inter-Agency Work Plan for Management of Terrestrial Invasive Plant Species on State Land in the Adirondack Park (Invasive Plant Work Plan), developed by DEC and APA. This Invasive Plant Work Plan will provide a template for the process through which comprehensive active terrestrial invasive plant management will take place on State lands in the Adirondack Park. The Work Plan will provide protocols for implementing BMPs on State land. The protocols will describe what management practices are acceptable and when they can be implemented, who can be authorized to implement the management practices, and which terrestrial invasive plant species are targeted. The Work Plan will also describe a process to facilitate individuals or groups seeking to manage terrestrial invasive plant species on State lands using the listed Best Management Practices, including herbicide use, in the appropriate circumstances. The Invasive Plant Work Plan will be subject to SEQRA and serve as the mechanism for assessing the impacts and suitability of eradication BMPs and actions. (LF/Volunteers)
- Educate natural resource managers, elected officials and the public about the threat of invasive species and ways to prevent their introduction and transport into or out of the JRWF. Incorporate information in staff training and citizen licensing programs for hunting, fishing, and boating; and through signage, brochures, and educational materials; and included in information centers, campgrounds, community workshops, and press releases. (LF/Volunteers)
- Annual monitoring for invasive plants will focus on horse trails and areas used by horses, including primitive tent sites used by horseback riders. (LF/Volunteers)

4. Wildlife

Objectives:

- Re-establish, to the extent possible, self-sustaining wildlife populations of species that are extirpated, endangered, threatened or of special concern in habitats where their existence will be compatible with other elements of the ecosystem and human use of the area.

- Perpetuate, support, and expand a variety of wildlife recreational opportunities, including sustainable hunting and trapping and wildlife observation and photography as desirable uses of wildlife resources.
- Assure that wildlife populations are of appropriate size to meet the demands placed on them, including consumptive and non-consumptive uses.
- Increase understanding of the occurrence, distribution, and ecology of game and nongame wildlife species and their habitats. Among nongame species, focus on species classified as rare, threatened, endangered or special concern, and those species associated with boreal habitats.
- Minimize wildlife damage and nuisance wildlife problems.
- Meet the public's desire for information about wildlife and its conservation, use, and enjoyment.
- Preserve and protect unique, critical and significant wildlife habitats essential to the perpetuation of wildlife.

Management Actions:

- Continue status surveys and periodic monitoring for selected endangered, threatened, or species of special concern. Currently, this includes annual surveys for eagles, ospreys, and peregrine falcons. In addition, reported sightings of various wildlife species, particularly endangered, threatened, and species of special concern or boreal species, will be encouraged and verified if possible. (FW)
- Manage and protect wildlife through enforcement of the Environmental Conservation Law and applicable rules and regulations. (FW)
- Conduct a survey of hunters and trappers that use the unit. (FW)
- Continue hunter education efforts. (FW)
- Conduct surveys for spruce grouse and evaluate the distribution and quality of potential spruce grouse habitat. Based on results of the surveys and habitat assessment, consider reintroducing or augmenting the spruce grouse population. (FW)
- Where harvest information is lacking, conduct surveys for American marten to better understand distribution and habitat use. (FW)
- Monitor existing radio-collared moose and continue to collar new individuals on an opportunistic basis. (FW)
- Continue to support statewide survey efforts, such as the Breeding Bird Atlas and New York Natural Heritage Program surveys, that increase our understanding of the occurrence and distribution of flora and fauna. (FW)
- Update mapping and inventory information for deer wintering areas. Assess current deer use of historical wintering areas. (FW)
- Continue active management of wildlife populations primarily through hunting and trapping regulations for individual or aggregate wildlife management units. Continue to consider input from citizen advisory committees in determining desirable levels of wildlife. (FW)
- Provide information, advice and assistance to individuals, groups, organizations and agencies interested in wildlife whose activities and actions may affect, or are affected by, wildlife resources or the users of wildlife. (FW)

- Provide information, advice and/or direct assistance to requests, both for relief from problems with nuisance wildlife and for solutions to reduce or alleviate nuisance wildlife problems. (FW)
- Provide information to user groups on avoiding problems associated with black bears. Encourage the use of bear-resistant food canisters. (FW)
- Work cooperatively with the Division of Lands and Forests to assess problems associated with beaver-flooded trails. Recommend, where appropriate, the use of water-level control devices to control flooding. Work with area trappers and encourage trapping at nuisance sites during the open beaver trapping season. (FW)
- Re-establishment of endangered and/or extirpated species is not being considered at the present time for the JRWF. The moose population continues to expand in Northern New York and it is likely that moose will become residents within the unit. Monitor moose that enter the area through visual observation, reports from the public and by radio collaring moose whenever the opportunity presents itself. Harassment of moose will be discouraged through public media and DEC staff. (FW)
- As part of the Bureau of Wildlife's continuing and expanding commitment to watchable wildlife programs and opportunities, interesting communities of flora and fauna that will enhance the public's enjoyment of the wildlife resources will be identified and, dependent upon their ability to withstand increased human use, publicized. (FW)
- Assist, to the extent possible, in monitoring loon populations and productivity on selected lakes in partnership with the Adirondack Cooperative Loon Program. (FW)

5. Fisheries

Objectives:

- To restore and perpetuate a diverse, high-quality fishing experience in accordance with sound biological management practices.
- To maintain and enhance the diversity of coldwater and warmwater fish populations.
- To encourage and promote angler use of the waters in the unit through routine fish management practices including hotlines, correspondence, and contact with the public by Department staff.
- To maintain populations of wild, self-sustaining lake trout in Fawn Lake.

Management Actions:

- Conduct biological surveys of the Jessup River and Miami River. (FW)
- Survey Fawn Lake, Mason Lake, Gilman Lake and Lake Abanakee. (FW)

B.Land Protection

1. Administration (Funding/Budgeting/Staffing)

Present Conditions:
All DEC programs within the unit are funded by the State's general fund, Environmental Protection Fund, and Bond Acts. Fish and Wildlife functions are also supported by the Conservation Fund, a dedicated fund generated by the sale of hunting, fishing, and trapping licenses.

Historically, the management of Forest Preserve lands by DEC has been divided along the lines separating program divisions. In addition, the jurisdiction of the staff within each division has been delineated generally by county lines rather than the boundaries of Forest Preserve management units. Making the Forest Preserve unit the focus of management and improving coordination among program divisions would benefit the public by giving them a single contact for information about the unit and making the unit more identifiable as an entity with a consistent recreational atmosphere.

Objectives:
- To provide better coordination and communication between DEC Divisions, volunteers and local municipalities for the maintenance of existing trails and improvements.
- To maintain adequate funding levels to assure proper maintenance of area facilities.
- To encourage and maintain cooperative efforts between DEC and volunteer trail programs.

Management Actions:
- Designate a unit manager for the JRWF who would coordinate all management activities to make the management of the unit as efficient and consistent as possible, and to facilitate communication with the public about the management of the unit. The unit manager would be appointed by the appropriate regional director and typically would be the supervising forester or his designee. Staff from all DEC program divisions would keep the unit manager informed about planned activities, natural resource conditions, and anything else that would have a bearing on Forest Preserve management or public communication. For each unit under his or her jurisdiction, the unit manager would be responsible for:

  • Overseeing the preparation, periodic update and revision, amendment, and implementation of unit management plans;
  • Coordinating the preparation of budget requests;
  • Assuring that the management activities of all DEC divisions comply with applicable laws, regulations, policies, the APSLMP and unit management plans;
  • Coordinating trailhead management and all department signage within the unit; and
  • Fostering communication about management activities within DEC, between DEC and APA, and between DEC and the public.

- Appoint a management team as another measure to advance the cause of coordinating the management of the JRWF. The management team would be appointed by the regional director. The activities of the team would be overseen by the unit manager. For each unit, the unit management team typically would be composed of:

  • The unit manager;
  • One forester;
  • Staff from the Office of Public Protection to include at least one forest ranger, and if appropriate, an environmental conservation officer;
  • One fisheries and one wildlife biologist;
  • One operations supervisor; and
  • One representative of the Bureau of Real Property.

  The unit management team roster might vary, depending on the character or management history of the unit. The unit management team will be responsible for:

  • Preparing, periodically updating and revising, amending, and implementing the unit management plan;
  • Monitoring resource conditions and public use and assessing the effectiveness of the unit management plan in addressing resource and public use needs;
  • Preparing budget requests for the unit; and
  • Communicating regularly with each other, their program divisions, the unit manager, and the public
- Specific projects and cost estimates are detailed in the Schedule for Implementation.
- Develop AANR agreements, reach out to organizations and volunteer groups. (LF/OPP)

2. Open Space/Land Acquisition

Present Conditions:

Protecting and managing open space land is a key part of the mission of DEC. This philosophy is based not just on the number of citizens who wish to participate in outdoor activities, but also on the value of the resources themselves to present and future generations.

The overall framework for land protection in New York State is identified in the State Open Space Conservation Plan, 2002. The plan is prepared by OPRHP and the DEC, in consultation with nine Regional Advisory Committees appointed by county governments and the State, representing the spectrum of open space advocates, natural resource and recreation professionals, local government, and concerned citizens. This plan ensures that the State of New York conserves its cherished open space resources as a critical part of efforts to improve the economy and the quality of life in New York communities. Priority projects identified in the plan are eligible for land acquisition funding from the State's Environmental Protection Fund established by ECL Article 54. Projects which are not identified as priority projects in the plan may also be funded under certain conditions, as set forth in ECL § 54-0303(5). In January 2005, DEC and OPRHP began the process of updating New York's Open Space Conservation Plan. The Draft Revised Plan will be the subject of a public comment period and

public hearings, expected to be held throughout the State in late 2005 or early 2006. Thereafter, DEC and OPRHP staff will assess the public comment and produce a Final Revised Plan for the Governor's approval, some time in 2006.

In particular, the priority project, entitled,"Recreational Trail Linkages and Networks," ensures that the State can protect key trail linkages in the Adirondacks. This priority project states: *"Long distance trail linkages and networks, (including water routes) for a variety of motorized and non-motorized recreational uses (such as hiking, skiing, biking, snowmobiling, canoeing, and other appropriate uses) are important as a way for local communities to benefit from neighboring State lands. The State has an obligation to adequately maintain and police such trails and to protect adjacent private landowners from illegal trespass, poaching, and other nuisances resulting from the inappropriate use of such trails. An Adirondack region-wide process is underway that will result in a plan that identifies new or existing trails that need to be protected or established through the use of easement, fee title acquisition and other conservation tools from willing sellers. (It is not the intent of this project to achieve broader acquisition.) The result of this exercise will be a regional plan for long-distance trails that ensures protection for land-owners as well as the trail system and a permanence for the trail."*

Certain areas within the JRWF will be given a higher priority for protection when acquisition by the State is being contemplated. These areas include:
- Private in-holdings surrounded by State lands.
- Private properties that create significant accessibility limitations to State land.
- Property that allows for the solving of management problems (i.e. linking to an existing trail system)
- Areas containing wild, scenic, or recreational rivers.

Objectives:
- To minimize adverse impacts of public land acquisition on private landowners and local municipalities.
- Consolidate public lands with private in-holdings that are available from willing sellers.
- Improve access to State lands.

Management Actions:
- Continue to identify and evaluate land protection opportunities as they arise. (LF)
- Pursue conservation or public recreational easements as alternatives to land acquisition. (LF)

3. Cultural/Historical/Archaeological Resources

Present Conditions:
The cultural, historical, and archaeological resources on Forest Preserve lands reveal an important link between people and natural resources in this area long ago. Resource inventory efforts will lead to more inclusive discussions with local citizens and other interested parties in managing area natural resources. In addition to table VII in Section II-C-2, additional historical sites may exist in or adjacent to the JRWF. The New York State Archaeological

Inventory indicates that archaeological resources may be present in the JRWF. According to an evaluation of archaeological sensitivity for prehistoric (Native American) sites there is a mixed probability of the existence of prehistoric cultural material within the study area. This rating is based on the physiographic characteristics of the unit. Areas in the vicinity of lakes, streams, and swamps in the study area would suggest a higher than average probability of prehistoric occupation or use. These would have been potential food and water sources for prehistoric people who may have inhabited the area. Areas of steep slope would suggest a low probability of prehistoric occupation or use, except in exposed rock faces which could have functioned as rock shelters.

The historic and archaeological sites located within the JRWF as well as additional unrecorded sites that may exist on the property are protected by the provisions of the New York State Historic Preservation Act (SHPA - Article 14 PRHPL), Article 9 of the Environmental Conservation Law, 6 NYCRR Section 190.8 (g) and Section 233 of the Education Law. No actions that would negatively impact these resources are proposed in this Unit Management Plan. Should any such actions be proposed in the future they will be reviewed in accordance with the requirements of SHPA. Unauthorized excavation and removal of materials from any of these sites is prohibited by Article 9 of Environmental Conservation Law and Section 233 of Education Law. In some cases additional protection may be afforded these resources by the federal Archaeological Resources Protection Act (ARPA).

Objectives:

- Identify all known cultural, historical, or archaeological resources.
- Promote to the extent practicable, appropriate sites within the JRWF.
- Coordinate all activities affecting these resources through the regional office to the State Museum, and the NYS Office of Parks, Recreation, and Historic Preservation.

Management Actions:

- Locate and inventory historical structures or archaeological sites as they are found within the JRWF. (LF)
- The archaeological sites located on this land unit as well as additional unrecorded sites that may exist on the property may be made available for appropriate research. Any future archaeological research to be conducted on the property will be accomplished under the auspices of all appropriate permits. Research permits will be issued only after consultation with the New York State Museum and the Office of Parks, Recreation and Historic Preservation. Extensive excavations are not contemplated as part of any research program in order to assure that the sites are available to future researchers who are likely to have more advanced tools and techniques as well as more fully developed research questions.
- Develop interpretive trail to Piseco Tannery. (See details in Section VI-C-22.) (LF/OP)

C.Man-Made Facilities Maintenance, Rehabilitation, Removal, and Development

Many different types of structures are found on JRWF lands such as pit privies, foot and snowmobile bridges, trail register boxes and bulletin board/kiosks. (See Appendix 2 for a detailed list of the existing man-made structures and improvements within the JRWF.) To create a "Forest Preserve" look when installing new structures or rehabilitating old ones, it is useful and desirable to have consistent design standards for all Forest Preserve facilities. Since no formal Forest Preserve design standards exist at this time, existing DEC documents such as the "Interior Use Manual," "Draft ADA Accessibility Standards for Outdoor Recreational Facilities" and the "Adirondack lean-to plan," will be used when designing new structures or rehabilitating old ones. If no specific guidance is available for a structure, it will be designed to incorporate the use of natural materials such as round wood, wood shingles and native stone. The appearance of Forest Preserve structures will be made to conform to the natural environment through the use of colors such as subdued greens, browns and other "earthtones."

Impacts associated with area facilities are discussed in Section II-G-Capacity to Withstand Use. This section of the plan will identify specific structures and improvements that need to be maintained, closed, or constructed. The applicability of ADA and ADAAG, either adopted or proposed, to facility rehabilitation, removal, and development is discussed in Section III-C-2, Section IV-D, and Section VI. Encroachments or occupancy information can be found in Section IV-D-Encroachments.

Objectives (common to all facilities):

- Maintain existing structures and improvements in a safe, usable condition. Facilities will be either replaced or removed before they deteriorate to the point of becoming unsafe.
- Comply with APSLMP guidelines and Forest Preserve policy.
- Remove nonconforming, illegal structures and improvements.
- Design or modify facilities to blend with the surrounding environment and require only minimal maintenance.
- Comply with Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve policy (CP-17).
- Accommodate public use compatible with capacity to withstand use using best management practices.
- Insure timely consultation with APA staff and scheduling of wetland field determinations and permits and additional SEQR compliance, if necessary.
- Correct undesirable environmental impacts by addressing trail/facility problem locations

Management Actions: (See Existing and Proposed Facilities Maps in the Appendix)

- Conduct a comprehensive inventory of existing structures and improvements using the Departments Maintenance Management System (MMS). Data will be collected using GPS technology and incorporated into GIS useable format. Digital photos of bridges

and other structures or improvements will be taken along with design sketches, when needed to assist with future project plans. (LF/OP)

- Substandard facilities will be brought up to acceptable condition standards. For example, within the JRWF, new sections of trail will be constructed to replace trail sections which are poorly designed, eroded, or located in sensitive areas. (LF/OP)
- Develop project work plans. Major facility, relocation, or reconstruction activities will not be undertaken in the absence of an approved project plan. The Adirondack Park Agency will be consulted about management activities proposed in wetlands and in areas adjacent to wetlands to determine if an Agency wetlands permit is required. (LF/OP)
- Develop Forest Preserve design standards. (LF/OP)
- Use motor vehicles for construction and maintenance only when necessary. (LF/OP)

The UMP planning process focuses on a five year horizon but must also consider what the overall facilities will be, based upon current and anticipated recreational needs. In some cases, management actions to be investigated outside the five year planning horizon are identified. These proposals will be considered in future revisions of the UMP, if determined to be feasible and necessary.

The following structures and improvements (with the exception of the North Country National Scenic Trail) will be scheduled for completion during the term of this plan. They are listed in alphabetical order and follow the same format as the inventory in Appendix 2.

1. Barriers

Present Conditions:
This structure is designed to prevent travel of unauthorized motorized traffic over and along roads or trails entering or passing through or over Forest Preserve lands.

Objectives:

- To prevent illegal public motor vehicle use.
- To remove road barriers if vegetative growth, blowdown, washout or other natural event serves the barricade function and negates the need for the man-made barrier.

Management Actions:

- Modify type of barrier or entrance in order to provide persons with disabilities access to JRWF lands. (LF/OP)
- Install rock barrier on the Old Parrish Road next to the CR 24 (Old Piseco Road) entrance to prevent illegal motor vehicle use. (OP)
- Install three pipe gates at: Unnamed Road (“Bog Trotters” access from Piseco Airport), the end of the Fawn Lake Road and on the Round Pond Road at the east side of the bridge to control or prevent inappropriate public motor vehicle use. (LF/OP)
- Erect pipe gate to replace non-conforming cable barrier. A cable barrier erected by Niagara Mohawk adjacent to the Gilmantown Road is located on JRWF lands on newly acquired State property. The facility needs to be replaced with a pipe gate built to DEC specifications to restrict access to the utility corridor. Work will be done by Niagara Mohawk under a TRP. (LF/OPP)

- Erect permanent rock/earth barrier on the entrance to an old TRP road from the Gilmantown Road in the town of Wells. (LF/OPP)
- Construct suitable barriers to prevent public trailered boat launching at Mason Lake, Indian Lake Dam, and Gilman Lake. (LF/OP)
- Construct rock barrier to prevent public camping at Jessup River Bridge clearing on the northwest side of NYS Route 30. (LF/Work with DOT)

2. Boundary Lines

Present Conditions:

This facility consists of the JRWF land boundaries and associated monuments, wire fencing, stone walls, etc. that follow public roads, watercourses, lakes and individual property lines. Property lines, where surveyed, are blazed and painted yellow. NYS lands are also identified by the posting of "Forest Preserve" or more specific “Wild Forest” signs. In cases where there is lack of legal evidence as to the location of the boundary between State and private land a common boundary line can be established by agreement under 9-0105(13) of the ECL. No "on the ground" boundary exists where JRWF lands directly abut the adjacent West Canada Lake Wilderness area or Moffitt Beach and Lewey Lake campgrounds.

Of the 110 miles of JRWF boundary line, approximately 14 miles (13 %) have been painted and inspected for illegal uses or occupancies by real property staff during the last six years. A better method of keeping track of the condition of area boundary lines is being implemented. As time permits, records indicating year painted, condition, survey needs, and other important information will be developed in a GIS compatible format to better enable the prioritizing of boundary line maintenance throughout the Northville working circle. The current rate of boundary line maintenance is inadequate. Increased funding and staff commitment will be required to enable the maintenance of boundary lines on an optimum seven year cycle.

Objectives:

- Maintain JRWF boundaries on a scheduled basis.
- Adequately identify state land ownership.

Management Actions:

- Brush, paint, and sign all boundary lines on a seven year cycle. Provide resources to accomplish this task in accordance with DEC Boundary Line Maintenance Policy NR-95-1. (LF/OP)
- Monitor boundaries for unauthorized activities, such as illegal motor vehicle use and trespass. (LF/OP/OPP)
- Determine boundary line maintenance or survey needs at the following locations (LF/OP/OPP):

  Town of Indian Lake - Specific problem areas include Township 15, between lots 43 and 44, 27 and 28, 21 and 22. Lot 6 in Township 15 has never been surveyed.

  Town of Lake Pleasant, Arietta, and the Village of Speculator - Most lines have not been painted in 20-30 years, with some lines flagged in response to landowner requests in relation to logging activity. Specific problem areas include the lines along the Elm Lake Road, Old Route 30, South Shore Road, Echo Lake, “Bog Trotters” inholding, and Fall Stream.

Town of Wells - Specific problem areas include Overacker Tract - north line, Township 10 - lots 6,7,9 and Township 1 - lots 3,4,7, and 13 and the Auger Flats area.

- Determine the need for boundary line agreements and/or surveys on: the Lake Abanakee parcel (lots 6 & 7, Twp. 15), private parcel (lot 26, Twp. 2), and private parcel (lot 29/30, Twp. 1). Field inspections will determine what other locations may need to be surveyed. (LF)

3. Bridges and Trail Hardening Facilities

Present Conditions:

Trail bridges may be built for resource protection, crossing swift waters, areas prone to flooding, and other places constituting a public safety hazard. Construct bridges to the minimum size needed to serve trail users and design to be as unobtrusive as possible.

Objectives:

- The need for new bridges or other trail-hardening facilities will depend upon the allowed uses on the trail and will focus on resource protection not user convenience.
- The use of pressure treated lumber on bridges and drytread will be preferred over untreated lumber in recognition of treated lumber's capacity to remain sound for more than 30 years in service and in light of the ASLMP guideline directing that structures be designed to require minimal maintenance.
- Newly constructed snowmobile bridges will be of a standard design using dimensional lumber or poles for stringers depending on total bridge length. When possible, bridge materials will be brought in on snowmobile in the winter.
- Pursuant to the November 15, 2000 Interim Guidelines for Snowmobile Trail Construction and Maintenance in the Adirondack Forest Preserve, less obtrusive alternatives to bridges, such as culverts, fords, and trail relocation, will be considered only if it is determined that bridging of the area is not feasible.
- Specific location and type of new bridging will be authorized by the area manager. (LF/OP)

Management Actions:

- Conduct annual inspections and trail logs of all trails using a combination of Department staff and volunteers. These reports will document current problems and enable the area manager to develop a prioritized maintenance schedule. All bridges that are deemed no longer safe will be addressed as soon as possible. (LF/OP/OPP)
- Perform annual routine maintenance to ensure waterbars, ditches, and culverts are functioning properly. (LF/OP/OPP)
- Replace existing snowmobile corridor trail bridges that are less than eight feet in width. Bridges will be widened when a trail is rehabilitated, or as they deteriorate and become unsafe. The final length, need for ramps, and alignment changes will be reviewed at each location where a bridge is to be built or rebuilt. (LF/OP)
- Remove from the site, reuse, or dispose of properly, any unused material from new bridge construction and bridge maintenance or removal. (OP)
- Remove or replace as necessary, illegal pallets and user constructed bridges that do not comply with DEC standards and specifications. (OP)

- Construct bridges over Burnt Place Brook, Dunning Creek and Vly Lake Outlet and at other stream crossings associated with new trail proposals. (OP)

4. Buildings

Present Conditions:
A few buildings and structure remains are located on JRWF lands. Objectives and proposed management actions for the fire tower observers cabin on Pillsbury Mountain are discussed in Section IV-C-25.

Objectives:
- Protect the Wild Forest character and comply with APSLMP requirements..
- Comply with 1981 Agreement between Mr. John Peasley and the DEC.

Management Actions:
- Remove illegal structures and other occupancies as discovered. (OP)
- The associated caretaker house, dug well, septic system, and related facilities at the Indian Lake Dam facility will be maintained by the Hudson River-Black River Regulating District as specified in the stipulation (See Appendix19) between HRBRRD and DEC.
- The USGS water gauging facilities (Indian Lake and Indian River) will be maintained by the United States Geologic Survey.
- Monitor structures occupied by Mr. And Mrs. John Peasley. The maintenance and use of these buildings are authorized by the terms and conditions of a 1981 Agreement between Mr. John Peasley and the DEC. Any and all costs and expenses relating to the premises shall be borne solely by Mr. Peasley. Prior to any maintenance or repair of the premises, written approval must be obtained from DEC. Liability insurance is required annually naming the people of the State of New York as an additional insured.

  When the existing housing accommodations are no longer used or occupied by the individuals authorized under the 1981 agreement, the State buildings will be demolished and the use of the site as an accessible campsite and waterway access site will be investigated. Any future site development will only occur after consultation with the APA and a UMP amendment, if applicable. (LF/OPP)

5. Buoys (on State owned lake beds)

Present Conditions:
Plastic clorox jugs and other floating objects have been used by some individuals to mark possible lake hazards or for other purposes. The responsibility of maintaining navigation aids on lakes in the Adirondacks is a function of DEC's Division of Operations. No waters within the JRWF are proposed to be added under the Department’s buoy program.

Objectives:
- To identify lake hazards or channels, if necessary.
- Ensure that navigational aids are accurate and reliable.

Management Actions:

- Remove private buoys. Since the reliability of private markers is questionable, they will be removed, as discovered. (OP)
- Consider installation of DEC buoys, if determined necessary for safety reasons. (See Section VI - Indian Lake/Lewey Lake/Lake Abanakee Area.) (OP)

6. Cable Crossings

Present Conditions:

On page 18 of the APSLMP, a non-conforming use is defined as:

"A structure, improvement or human use or activity existing, constructed or conducted on or in relation to land within a given classification that does not comply with the guidelines for such classification specified in the master plan."

Wire cable crossings are considered a non-conforming use in wild forest. The condition and actual locations of the reported cables across Fall Stream will be investigated. A cable crossing is anchored on JRWF lands on the right bank of the Indian River 0.8 mi downstream from Indian Lake Dam. This facility is used in association with the nearby USGS water-stage recorder.

Objectives:

- To address cable crossings as non-conforming structures.

Management Actions:

- Remove as found on JRWF lands. (OP)
- Maintenance will be performed by the USGS on the cable structure across the Indian River.

7. Camping/Primitive Tent Sites

Present Conditions:

Existing camping regulations require camping to be either at designated sites or at undesignated locations that are at least 150 feet or more from a road, trail or water (6 NYCRR §190.3(b)). A primitive tent site is one identified by a DEC sign or disk and defined as: a designated tent site of an undeveloped character providing space for not more than three tents, which may have an associated pit privy and fire ring, designed to accommodate a maximum of eight people on a temporary or transient basis, and located so as to accommodate the need for shelter in a manner least intrusive on the surrounding environment (APSLMP, 2001, page 18).

The APSLMP guidelines for primitive tent sites in wilderness areas (APSLMP, 2001, page 21) also apply to other land classifications such as primitive and wild forest. Conforming primitive tent sites should meet the following criteria;

- primitive tent sites below 3,500 feet in elevation that are out of sight and sound and generally one-quarter mile from any other primitive tent site or lean-to:
- where severe terrain constraints prevent the attainment of the guideline for a separation distance of generally one-quarter mile between primitive tent sites,

> *individual unit management plans may provide, on a site-specific basis, for lesser separation distances, provided such sites remain out of sight and sound from each other, be consistent with the carrying capacity of the affected area and are generally not less than 500 feet from any other primitive tent site.*

With the exception of the Indian Lake Islands Administrative Camping Area sites, all locations where people camp within the JRWF have not been mapped or officially designated. In 2002 and 2003, as part of a partial campsite inventory and monitoring effort, Student Conservation Association (SCA) interns identified and inventoried baseline site information for established primitive tentsites in the vicinity of Fawn and Mason lakes and the portion of the NP trail within the JRWF. Also present in the unit are several campsites along roadsides that are directly accessible by motor vehicles. These locations (Mason Lake/Perkins Clearing Road, Gilmantown Road, Hernandez Road, and NYS Route 8/30) have been used for parking or occasional camping. No other roadside camping areas have been documented. (See site information for Fawn Lake and Mason Lake in Appendix 2.)

An analysis of existing camping locations and the separation distance between sites in the JRWF revealed that there were numerous individual sites not in compliance with the guidelines set forth in the APSLMP. Camping at un-designated sites, not meeting the 150 foot rule, occurs at various locations within the JRWF, most commonly in the vicinity of Fawn Lake, Perkins Clearing Road, and Mason Lake.

Groups of 10 or more individuals up to a maximum of 20 people must obtain a camping permit prior to overnight use of NYS lands as required by DEC rules and regulations (6 NYCRR § 190.4(e)). Under guidelines for management and use of wild forest areas (APSLMP, page 36), the APSLMP additionally allows:

> *small groupings of primitive tent sites designed to accommodate a maximum of 20 people per grouping under group camping conditions may be provided at carefully selected locations in wild forest areas, even though each individual site may be within sight or sound and less than approximately one-quarter mile from any other site within such grouping, subject to the following criteria:*
> *- such groupings will only be established or maintained on a site specific basis in conformity with a duly adopted unit management plan for the wild forest area in question;*
> *- such groupings will be widely dispersed (generally a mile apart) and located in a manner that will blend with the surrounding environment and have a minimum impact on the wild forest character and natural resource quality of the area;*
> *- all new, reconstructed or relocated tent sites in such groupings will be set back a minimum of 100 feet from the mean high water mark of lakes, ponds, rivers and major streams 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.*

While the APSLMP accepts large camping groups of nine to twenty people as a legitimate class of users in wild forest areas, it is very specific (p.37) about how carefully they should be accommodated "*per grouping under group camping conditions.*" The intent of the provision for tent site groupings is not explicit as to whether the grouping is intended to be occupied by

one affiliated group or a number of separate camping parties. However, additional guidance provided by past reports (The Future of the Adirondack Park, The Reports of the Temporary Study Commission on the Future of the Adirondacks, 1970), recommend that in wild forest areas, "*small walk-in camping areas should be developed*" with "*spaces available for no more than five camping parties*." "*Small primitive type campsites (campgrounds)...will be allowable on wild forest lands...under proper planning guidelines*." (Technical Report 1, Volume B, Private and Public Land, p. 27)

This UMP proposes to designate tent site groupings, reserving some for affiliated groups of 9-20 and leaving one site near the Piseco Airport to the occupancy of individual sites by unaffiliated camping parties of eight or fewer. For sites beyond the 150-foot threshold, Forest Rangers could issue permits for groups up to 20, and TRPs could be issued for larger groups, if necessary.

Careful and limited development of designated group campsites is called for in the APSLMP since camping in large groups can cause significant degradation of an area's resources, including solitude. This is reflected by the APSLMP guideline that states such group campsites "*will be widely dispersed… and have a minimum impact on the wild forest character and natural resource quality of the area*." Group campsites are to be provided only "*at carefully selected locations in wild forest areas*" and established or maintained only "*on a site specific basis in conformity with a duly adopted unit management plan*."

Large groups of people (10 or more individuals) have utilized portions of the JRWF for camping in the past. Much of this use is associated with nearby establishments such as Deerfoot Lodge, Sacandaga 4-H, Camp Fowler, and Camp of the Woods along with other groups such as Boy Scout troops and college outings. The majority of this use has occurred near the Miami River, Beaver Brook, Snowy Mountain, Pillsbury Mountain, Indian Clearing, Fawn Lake, and the NP trail. By permit, these groups were allowed to camp at locations that were deemed suitable by the area forest ranger with some of the sites located in the lesser-used portions of the JRWF. In some areas such as Mason Lake, large concentrations of people have occupied the closely spaced roadside sites at the same time giving the appearance of a large group even though they are separate camping parties.

Consistent with APSLMP guidelines, wilderness UMPs are proposing a maximum overnight group size of eight people. A limit on the size of overnight groups in wilderness areas may put increasing pressure on wild forest areas to accommodate group camping activities. While no formal group campsites are currently designated within the JRWF, in the interest of resource protection, group campsites by permit only will be developed at the Beaver Brook, Fawn Lake, Mason Lake, Jessup River Bay, and Indian Clearing areas.

In addition, the designation of a campsite under group conditions (no permit required, with total camping party size limited to a maximum capacity of 20) is proposed near the Piseco Airport within an existing clearing at an old gravel pit. The close proximity of this site to public parking and other amenities at the Piseco Airport will allow the general public and users of the NP trail an opportunity to camp on JRWF lands at designated sites under group camping conditions. Camping at this location will have a minimal impact on the wild forest character of the area since it is located adjacent to an existing airport and along the periphery of the unit.

While people can legally camp anywhere on JRWF lands in accordance with the "150 foot" rule, the designation of this site and identification on the trailhead kiosk map will focus camping to a suitable location thereby helping to avoid potential conflicts with the inadvertent use of adjacent town lands. The site would be especially important as a staging area for this long trail. It would also benefit people who arrive at the trailhead late in the day, eliminating the potential temptation to erect tents and camp haphazardly just inside the State land boundary.

The designating of tent site groupings will conform to the following criteria:

- The grouping will be designed to accommodate a maximum of 20 people.
- Individual tent sites within a grouping do not have to be out of sight and sound and may be less than a quarter mile apart from other sites in the grouping.
- The grouping will be more than one mile from any other designated tent site grouping.
- Impacts on natural resources will be minimized by locating individual sites at least 100 feet from water and wetlands, and allowing vegetation to screen between individual sites.

Objectives:

- Reduce, eliminate, or mitigate the adverse effects of camping on natural resources.
- Offer the opportunity for users to camp out of sight and sound of other camping sites by taking advantage of vegetation and other natural barriers or screening.
- Maintain historical camping opportunities and provide for group camping at locations which do not cause significant impact or otherwise degrade or damage the area.
- Direct the public to designated camping locations by providing information in publications and at area trailheads. (LF/OP/OPP)
- Allow "at-large" camping in accordance with 6NYCRR, §190.3 (b) except at areas with special regulations such as portions of Indian Lake. (OPP)

Management Actions:

- Develop LAC standards for primitive tent sites. (LF)
- Identify and designate campsites that comply with APSLMP standards by YEAR THREE of this plan. Close, revegetate and/or relocate primitive tent sites when standards are exceeded or if the sites violate DEC policy or APSLMP guidelines. Priority for site closure or relocation will be sites which are creating problems for the resources of the area and campsites which do not comply with 1/4 mile APSLMP separation distance requirements. (LF/OP)
- Close and revegetate camping sites adjacent to proposed lean-tos that do not comply with APSLMP guidelines. Sites will be relocated if appropriate locations can be identified. (LF/OP)
- Restore all closed campsites to a natural condition. Remove fire rings and other evidence of past use. Sign closed sites with Department "No Camping" disks. (LF/OP)
- Adopt regulations restricting overnight group size to eight people, except at identified group camping areas. Limit the disturbed area associated with each individual campsite to what is required to accommodate no more than three tents and eight people. (LF/OPP)

- Designate group site camping clusters at the following locations: Beaver Brook/Snowy Mountain, Fawn Lake, Indian Clearing, NYS Route 30 south of the Jessup River (large roadside clearing), Mason Lake and Jessup River Bay. Signage will be placed at group sites stating, "Group Camping By Permit Only". Use of group campsites will be restricted to a single group, on a first come -first served basis. All large groups will be required to camp at a designated group campsite and acquire a camping permit from the forest ranger prior to camping. (LF/OPP)
- Designate group site camping clusters at the NP-trail (Piseco Airport). Total capacity of the site will be a maximum of 20 people under group camping conditions. Individual tentsites will be available of a first come -first served basis. (LF/OPP)
- To protect higher elevations areas, no primitive tent sites within the JRWF above an elevation of 3,500 feet will e designated. Public camping will be prohibited at the Pillsbury cabin and within 150 feet of the fire towers and trail at the summit of Snowy and Pillsbury mountains. (LF/OPP)
- Prohibit public camping in the immediate vicinity of proposed waterway access sites at Gilman Lake, Mason Lake, Indian Lake, Oxbow Lake, and Jessup River, parking areas, and area trailheads. (LF/OPP)
- Monitor primitive tent sites in popular areas annually. Survey interior waters and other locations where camping is believed to occur. Re-inventory campsites every five years. (LF/OP)
- Allow "at-large" camping in accordance with 6NYCRR, §190.3 (b) except at areas with special regulations such as Indian Lake Islands Administrative Camping Area . (OPP)
- Designate new tent sites at suitable locations where anticipated overnight camping use is significant enough to demand it and the area is capable of sustaining public use. Locations include: Lake Abanakee and Indian River below the dam. (LF/OPP)
- All primitive tent sites within the unit will be assessed for damage due to overuse. Where ease of access by motor vehicle appears to be contributing to overuse of primitive tent sites the least intrusive measures, such as education and/or site remediation, will be implemented. If these are not successful in reducing user impacts, more stringent measures will be considered and appropriate management actions will be taken. However, consideration will be given to maintaining motor vehicle access to tent sites that provide recreational opportunities for people with mobility impairments. (LF)
- Formally designate tent sites at suitable roadside locations where such use has historically occurred, such as the Hernandez Road and Perkins Clearing Road the area is capable of sustaining public use. (LF/OPP)
- Where necessary, actions will be taken to address inappropriate motor vehicle access to camping sites and may include access road closure with barricades or the designation of an off-highway parking area. (LF/OPP)
- Insure removal of all temporary camping structures allowed by DEC camping permit upon expiration of permit. Remove illegal camps on JRWF lands upon discovery. (LF/OP/OPP)
- DEC will conduct an inventory to determine the extent which roadside camping exists in Wild Forest areas park-wide. The Department will consult with APA to establish and implement design criteria for campsites accessible along roads.

The plan reflects 1/4 mile spacing as the norm and provides justification for deviations from this situation. Sites which have been established through repeated use were evaluated in terms of size, distance from trails and water source, distance between sites, level of impact on vegetation and soils, amount of garbage present and human sanitation problems, and the sight and sound criteria of the APSLMP. Specific details for primitive campsite management at the more popular locations are discussed in Section VI. The following chart depicts the current and projected JRWF camping site status over the next five years:

Table XV - Primitive Camping Sites (Existing and Proposed)

LOCATION	**EXISTING** [1]	**TO BE CLOSED**	**TO BE DESIGNATED # total, A-# to be accessible**
Beaver Brook-Snowy Mt.	1	0	(1 group site, by permit only)
Cedar River	2	2	0
Fall Stream - Fall Lake [2]	3	1	2, A-1
Fawn Lake [2]	14	7	5, A-1 + (1 group site consisting of two sites, by permit only)
Gilmantown Road/Gilman Lake	6 (1 additional designated site)	3	3, A-1
Hernandez Road	1	0	1, A-1
Indian Lake [4] (non camp-ground wild forest sites)	5	5	0 [3]
Jessup River	4	2	2 + (1 group site - Indian Clearing)
Lake Abanakee/Indian River	0	0	2, A-1
Mason Lake/Perkins Clearing Road [2]	24	14	8, A-1 + (1 group site consisting of two sites, by permit only)
Mud Lake	1	0	1
Northville-Lake Placid Trail	1	0	1 + (1 group site - Piseco Airport)
NYS Route 30	3	1	2 + (1 group site, by permit only)
NYS Route 8/30	(2,designated sites)	0	0
Old Route 30	1	1	0
Oxbow Lake	3	1	2
Sacandaga Lake [2]	3	0	3, A-1
Vly Lake Area [2]	1	0	1

TOTAL SITES	73 undesignated plus 3 designated*	37	Total of 33 newly designated sites, seven which will be made accessible, (camping will also be possible at three proposed lean-tos) + (6 group sites [5])
*This figure does not take into account Indian Lake Islands Administrative Camping area sites			

[1] Existing non-designated sites are locations where historic camping activity has occurred but have not been formally identified with "camp here" markers.
[2] See Section VI for detailed maps.
[3] No sites along the shoreline of Indian Lake (non Administrative campground portion) will be formally designated for primitive camping, but leave-no-trace dispersed camping will be allowed. This will help limit conflicts with the Indian Lake Islands Administrative Camping Area .
[4] An additional 35 designated campground sites are on JRWF lands along the mainland or island shoreline of Indian Lake. Four new sites are proposed to be constructed to replace wilderness sites. (See Section VI.)
[5] Prior to formal designation as a group site there will be an assessment of the site's capability to withstand use along with a determination of the need for a privy and fire rings. The specific location for each proposed group campsite will be submitted to the APA for site-specific approval, prior to site designation.
** At certain areas, such as Fawn Lake, Gilman Lake, and Mason Lake, accessible sites will be developed for the exclusive use of people with disabilities. At other locations such as Hernandez Road, Lake Abanakee, and Sacandaga Lake, and NYS Route 30 accessible sites will be open to the general public on a first come-first served basis.

8. Communication Facilities

Present Conditions:
The Pillsbury Mountain Tower is presently being used to house a solar powered radio repeater. The cab is currently closed to the public in order to protect the repeater equipment.

Objectives:
- Enhance DEC radio communication capabilities, where necessary.
- Protect repeater equipment against vandalism.
- Comply with DEC mountaintop policy.
- Allow for greater public enjoyment by opening firetower cabs.

Management Actions:
- Maintain Pillsbury radio repeater in a safe condition for use. (OP, Bureau of Electronics)
- Open Pillsbury tower cab to the public once the repeater can be vandal proofed. The repeater and accompanying batteries are proposed to remain in the cab of the tower, well protected by placement within a tamper resistant, waterproof enclosure. Other alternative solutions were considered. Alternative 1 included building a small (4 feet by 4 feet) building at the base of the tower. This would allow visitors to fully enjoy the cab of the tower but would detract from the historic appearance of the facility, so this alternative was not chosen. Another option, Alternative 2 included constructing a small platform beneath the cab which could enclose the batteries and repeater. Access for

repairs would be more difficult and less protected from the weather, so this alternative was not chosen. (OP)

9. Dams

Present Conditions:
For information on the Indian Lake Dam and flooding rights see Section VI.

Objectives:
- Clarify flooding rights for all dams that affect JRWF lands.
- Maintain dams on State lands, when determined to be necessary.

Management Actions:
- No Department action needed. All maintenance of the Indian Lake Dam is a function of the Hudson River-Black River Regulating District.

10. Docks

Present Conditions:
Docks may be developed at specific sites to provide suitable access to or from developed sites where underwater obstacles prevent safe mooring. A dock is placed near the Indian Lake Dam for use by HRBRRD staff.

Objectives:
- Protect the Wild Forest character.
- Provide accessible recreational opportunities for people with disabilities.

Management Actions:
- Docks illegally located or stored on JRWF lands for the winter will be removed. (OP)
- The maintenance of a dock, if determined to be necessary at the Indian Lake Dam will be a function of the Hudson River-Black River Regulating District as allowed by the DEC.
- Construct 20 foot long dock/boardwalk at Fall Lake to allow access to the water for people with disabilities. This structure is necessary due to the wetland shoreline and will be part of accessible improvements in the area. (See Section VI.) (OP)

11. Dumps/Garbage

Present Conditions:
Garbage cans are no longer provided in wild forest locations. Visitors are required to carry out their refuse. In some cases, herbaceous and woody plants in addition to organic debris are screening and covering old dumps in the area. No additional action is necessary.

Objectives:
- Monitor area for problems.
- Utilize volunteers to help remove litter as needed.

Management Actions:

- Enforce carry it in-carry it out policy. Discourage burning of garbage in fire rings. (OPP)

12. Fireplaces/Fire Rings

Present Conditions:

A fireplace is a permanent structure constructed of stone and/or cement designed to control camp fires. A fire ring is a temporary cluster of rocks which may be located over a cement pad. Except for fire sensitive areas, standard fireplaces are conforming uses only in DEC campgrounds. Even though the number of visitors using portable camping stoves is increasing, there are fire rings at most established campsites and scattered at many other popular locations in the JRWF. They occasionally are improperly built in parking lots, in the middle of trails, and along the immediate shorelines of lakes and ponds. Information related to fireplaces and open fire restriction on the 35 Indian Lake Islands Administrative Camping Area sites can be found in Section VI.

Objectives:

- Reduce, eliminate, or mitigate the adverse environmental and visual effects that result from improperly located fires.

Management Actions:

- Remove user created fire rings at undesirable locations.
- Allow existing fireplace remains at Hatchery Brook Falls and Sacandaga Lake to be replaced with fire rings or allowed to deteriorate and not be replaced. (OP)
- Construct new fire rings or fire rings with fire resistant bases in fire sensitive locations at suitable locations in association with designated primitive tent sites and at the three proposed lean-tos and designated picnic areas. (OP)
- Allow existing fireplace/chimney at Watch Hill to deteriorate naturally and remove when it becomes a hazard. (OP)

13. Gravel and Sand Pits

Present Conditions:

The mining of gravel and/or sand is no longer allowed on Forest Preserve lands. Most JRWF pits have been closed and/or reclaimed. In one case along the Rudeston Hill trail, continued erosion of an old sand pit has been caused by illegal snowmobile use. Occasionally old pits are used for target shooting.

Objectives:

- Protect area natural resources.

Management Actions:

- Reclaim old sand pit on the Rudeston Hill Snowmobile trail. Temporarily barricade with snow fencing or other means. Grade surface and replant with appropriate tree species. (OP)

- Remove litter such as broken bottles, and other related material associated with target shooting. Post signage prohibiting target shooting where necessary. (OP)

14. Helicopter Landing Sites

Present Conditions:
While the APSLMP lists helicopter platforms as non-conforming structures in wilderness areas, the document does not specifically mention landing areas. DEC policy on Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve (CP-17) allows administrative use of aircraft for maintenance, rehabilitation or construction of conforming structures or improvements. Additional policy guidance in Cutting and Removal of Trees in the Forest Preserve (LF-91-2) authorizes the removal of hazard or problem trees for routine maintenance projects. The maintenance of the clearing on the summit of Pillsbury Mountain is critical to the maintenance and inspection of both the Pillsbury Mountain tower facility and the various communication repeater equipment and has been important in past rescue efforts.

This designation accommodates temporary use during helicopter operations, and consists of an area of bare rock ledge with a painted X. For safety reasons, a small amount of land adjacent to the landing spot and approach and departure paths is kept in a brush and tree free condition by removal of all vegetative obstructions that may encroach on the rotor blades. The availability of this site is important in the event of communications breakdown due to malfunction of the repeater. If this occurred in winter, it would be very difficult to make timely repairs to restore communications resulting in a real liability during a search.

Objectives:
- Protect the Wild Forest character.
- Ensure that Department helicopters will be able to land at the Pillsbury Mountain summit.

Management Actions:
- Identify helicopter landing sites suitable for administrative or emergency purposes.(OPP/OP)
- Remove brush and other obstacles, as necessary, that encroach on the existing landing site on the summit of Pillsbury Mountain. Post against camping. (OP/OPP)

15. Historic Locations, Memorials, and Plaques

Present Conditions:
Within the JRWF, there are only a few locations where historic features are readily accessibly by trail or road. While no facilities of this type are scheduled to be developed during the term of this UMP, some historic interpretation is proposed. (See Section IV-C-22.) Information concerning the historic Snowy and Pillsbury Mountain fire towers and associated amenities is discussed in Section IV-C-24.

Objectives:
- Identify and promote, where deemed appropriate, historic and archaeological sites.
- Enhance public knowledge about the area’s cultural and historic resources.

Management Actions:
- Maintain cast iron plaque within the NYS Route 30 highway ROW. Sandblast and repaint, as needed. (OP)
- Remove as found, illegal user placed memorials or plaques. (OP)
- Assist with interpretive brochure for the Piseco Tannery area, if considered necessary, in cooperation with the local historical society. Allow existing historic remains to deteriorate naturally. (LF)

16. Lean-tos/Camping Structures

Present Conditions:
From a philosophical perspective, some people have argued that lean-tos, as works of man, do not belong in the Forest Preserve. Others argue that lean-tos represent a cultural legacy and are needed for safety. Since the JRWF is in a land classification less restrictive that wilderness, there is greater opportunity to: *"...provide improved access to encourage public use consistent with the wild forest character."* The APSLMP acknowledges lean-tos as conforming structures, provided they meet a minimum 100 foot setback distance from water and have proper sight and sound separation distances from adjoining campsites or other lean-tos (APSLMP, 2001).

While there are no lean-tos currently within the JRWF, a total of three lean-tos are proposed to be constructed: at Fawn Lake, along the NP trail near Fall Stream, and at Fall Lake. Department policy provides for the construction of new lean-tos as long as there is a demonstrated need, and the structure serves the purposes for which it was designed. Lean-to construction has the potential to create significant environmental impacts, including erosion and sedimentation, visual impacts and clearing of vegetation. In order to minimize these possible impacts, all lean-to construction projects will incorporate the use of Best Management Practices, including but not limited to such considerations as:
- Locating lean-tos to minimize necessary cut and fill;
- Locating lean-tos to minimize tree cutting;
- Locating lean-tos away from streams, wetlands, and unstable slopes;
- Use of drainage structures on trails leading to lean-to sites, to prevent water flowing into site;
- Locating lean-tos on flat, stable, well-drained sites;
- Limiting construction to periods of low or normal rainfall
- Materials for the lean-tos will be flown in by helicopter during winter and assembled on site the following spring or summer.

Objectives:
- Provide for additional lean-tos to enhance the Adirondack camping experience.
- Provide accessible camping opportunities.
- Utilize volunteers and AANR agreements for maintenance assistance.
- All proposed lean-tos will be of uniform DEC design based upon standard plan #184.

Management Actions:
- Develop LAC indicators and standards for lean-to sites. (LF)
- Monitor conditions to insure compliance with LAC standards. (LF/OP)

- Construct total of three lean-tos at Fawn Lake, Fall Lake, and Fall Stream on the NP trail. Lean-to's will be designed to be universally accessible with the addition of hand rails to assist entry into the structure. See Section VI. (OP/LF/OPP).
- Control camping activity near existing and proposed lean-tos. To help insure a wild forest experience, enforce regulations to ensure that the maximum capacity of any lean-to site shall not exceed eight persons. This will include associated camping adjacent to lean-tos or in close proximity to the spur trails that lead to them. (LF/OP)

Alternatives Discussion
Several criteria were used in determining suitable areas for the three proposed lean-tos. The specific proposed locations were selected based upon an assessment of public need, capacity of the resource to accommodate use, environmental sensitivity and access. A preference was shown to areas deemed to have scenic qualities. In two instances, bodies of water were chosen that offer multiple benefits, attracting anglers as well as other users. Sites were chosen according to the likelihood they would be visited, as well as their distance from a highway. Sites that were likely to attract a wide variety of users were also preferred. For example, sites that could be reached by both trails or watercraft were favored, because they would be easier to access and could be utilized on a year-round basis. In the case of the NP trail relocation, it was important to locate lean-tos at intervals along long distance trails. One member of the public questioned the need for a lean-to at Fawn Lake. Additional information on this proposed lean-to can be found in Section VI.

Other sites were discussed, but were determined to have considerable shortcomings. Locations such as Mason Lake, Indian Lake (non campground portion), Gilman Lake, and Oxbow Lake already receive moderate to heavy public use and are highly accessible by boat or vehicle and were not considered suitable locations for new lean-tos. Sites less than one mile from heavily traveled highways or on motorized lakes were avoided due to the possibility of becoming "party spots" and greater tendency for problems such as littering and vandalism.

No Action Alternative - While construction of the proposed lean-tos will require some vegetation clearing, failure to construct these lean-tos will deny the public an opportunity for a traditional Adirondack camping experience in a wild forest area that currently has no lean-tos. They are also valuable for use as a temporary emergency shelter in stormy weather.

17. Picnic Tables

Present Conditions:
The maintenance, rehabilitation, and construction of picnic tables is permitted in wild forest areas (APSLMP, 2001). This is not the same level of development found at Department campground "day-use areas" where facilities are more elaborate and designed to accommodate a significant number of visitors. In order to provide for roadside opportunities along the heavily used scenic travel corridors, appropriate JRWF locations along NYS Route 8 and 30 were considered for recreational day-use related opportunities. Additional opportunities at Sacandaga, Gilman, and Mason lakes. were considered for recreational day-use related enhancements. The picnic areas associated with the Indian Lake Islands Administrative Camping Area are discussed in Section VI. Due to its remote location and concerns over past problems with garbage, the picnic tables and fireplace were removed from Dug Mountain

Brook Falls. It will not be an "official" picnic site, but appropriate day use activities will be allowed.

Objectives:

- To enhance day use activities at popular locations, where appropriate.

Management Actions:

- Provide accessible picnic tables to enhance day use at Sacandaga Lake, Gilman Lake, and Mason Lake. Provide for two tables at each location. See Section VI. (LF/OP)

It is suggested that the following proposal be investigated during the five year term of this UMP and considered in future revisions of the UMP, if determined to be feasible and necessary.

- Investigate feasibility of new picnic/roadside rest area at Hatchery Brook falls on NYS Route 30. Hatchery Brook is a location that offers the potential to provide a short stop at an attractive natural waterfall. The proposed Hatchery Brook falls site is conceptual in nature, and will require cooperation and coordination with DOT to determine the need and viability of the project. If determined to be suitable, additional field examinations and a detailed project work plan, subject to APA review, will be completed. (LF/OP)

18. Pit Privies

Present Conditions:

With the exception of the developed Indian Lake Islands Administrative Camping Area sites, there are only two existing privies (Pillsbury Mountain summit and Fawn Lake Trail) within the JRWF. In most of the interior human waste disposal is not a problem and the natural system's ability to absorb human waste appears to be adequate. At other more popular locations, such as Mason Lake and popular area trailheads, there is occasional mounting evidence of poor sanitary practices by the public.

APSLMP guidelines state that *"all pit privies be located a minimum of 150 feet from the mean high water mark of any lake, pond, river, stream or wetland."* DEC policy requires that they also be screened from view. Several new privies are proposed to be constructed.

Objectives:

- Prevent or minimize the adverse effects of improper disposal of refuse and human waste on the environment.
- Provide additional pit privies at popular or sensitive.

Management Actions:

- Inspect privies on a regular basis to insure that they are kept in a safe and sanitary condition. Move as needed. (OP)
- Relocate and screen the privy from the Fawn Lake Snowmobile trail. (OP)

- Protect the environment by constructing a total of 12 privies at the popular camping or day use locations at Mason Lake (4), Fawn Lake (2), Fall Lake (1), Sacandaga Lake (1), and Hernandez Road (1) and at the trailheads at the Snowy Mountain (1) and Pillsbury Mountain (1, replace existing privy in poor condition) and Watch Hill (1) parking areas. See Section VI. (OP)
- Construct privies at each proposed new lean-to locations. See Section VI. (OP)

19. Roads/Motor Vehicle Use

Upon completion of the trail proposals identified in this UMP, access will be improved into parts of the JRWF. The planning team considered whether public use of existing roads should be maintained as is, reduced, expanded, eliminated, or limited to other means of travel. A few changes to existing motor vehicle access opportunities are proposed in this UMP. They include closing one short section of open motor vehicle road, barricading old roads, gating one private road, and allowing motor vehicle use of one road for CP-3 use.

A wide variety of roads can be found within the planning area ranging from heavily traveled highway corridors like NYS Route 30 to lightly used private access roads. These facilities will be described separately with their own set of objectives and management actions under the categories: public highways, open DEC motor vehicle roads, CP-3 roads, private roads, closed roads, and administrative roads. In some cases the legal status of the road needs clarification.

Public Highways (See list of roads in Appendix 2)

Present Conditions:

There is approximately 34 miles of public highway frontage adjacent to JRWF lands. The majority of road frontage occurs along State and county roads, with additional mileage along town roads. These roads provide the majority of access to JRWF lands and provide views into parts of the wild forest area. Portions of NYS Routes 8, 28, and 30 and the State lands immediately adjacent to and visible from these roads are designated by the APSLMP as travel corridors. Additional information on the relationship of these travel corridors to JRWF lands can be found in Section VI.

Most of the public highways consist of fee title ownership or ROWs across the JRWF lands. In a few cases where the legal status of the State land crossing needs to be clarified, background information follows:

Route 30 - After construction of the Speculator-Indian Lake State Highway in 1954, certain sections of the old town highway not incorporated into the State highway were abandoned. These portions of the old road were located in both the towns of Indian Lake and Lake Pleasant. While the town of Lake Pleasant abandoned the portions of the old road situated in the town of Lake Pleasant, Department staff have no records documenting abandonment of the portions of the old road situated in the town of Indian Lake .

Two sections of old highway within the town of Lake Pleasant were abandoned in 1977. The public has no right to vehicular travel on these roads except as authorized by the Department. These road sections include:

- A section beginning near Hatchery Brook and continuing north along the east side of Route 30 for about .7 miles.
- A section beginning south of Lewey Lake and continuing north along the west side of Route 30 a distance of about .25 miles to private lands on the south end of Lewey Lake.

The status of one section of old highway within the town of Indian Lake is unclear. A large-format atlas entitled Maps and Tabulations Showing Classification of Town Highways for New York State, illustrates the status of town highways as of January 1, 1935. The map indicates that this section of road was a "Class I, improved town highway ". The portion of old road within the town of Indian Lake includes:
A section beginning at a point in the easterly boundary of Route 30 right-of-way near Griffin Brook and continuing northerly on the east side of Route 30 to Griffin Flats, a distance of about 1.4 miles.

Route 8 - A portion of the existing old Route 8 (8B) has been abandoned by the State to the town of Wells. The paved surface and culverts were removed and the road is currently not suitable for motor vehicle use. This old road is currently used as a snowmobile trail linking Wells and Speculator. At the southern end the road is barricaded by guard rails. At the northern end the road is open to the Auger Falls trailhead.

Haskell Road - It is unclear if there is a public right-of-way* over Haskell Road in Lot 138 to JRWF land in Lot 137, Township 9, Moose River Tract. The town maintains the bridge over Cold Stream.

ATV use on public highways that are open to motor vehicles. With the exception of posted public roads in the town of Wells and a portion of the Elm Lake Road in the village of Speculator, no other state, county, or town highways in the unit are open to ATV use. A particular section of road that is part of a town highway, would have to be specifically designated for ATV use by the town under Vehicle and Traffic Law §2405(I) for it to be legal to drive ATVs on that road. Since no roads in the towns of Arietta, Indian Lake, and Lake Pleasant have been legally posted as open to ATVs pursuant to this statute, any public ATV use on public highways is not legal. (See Section IV-D-1 for more information regarding ATV use.)

Objectives:

- Preserve the park-like atmosphere on JRWF lands adjacent to travel corridors and scenic byways by managing State lands outside the right-of-way in compliance with APSLMP travel corridor guidelines.
- Identify areas that provide potential scenic or recreational pull-offs.
- Improve recreational access to JRWF lands from scenic byways, when necessary.

**Evidence indicates that this has been a public route of travel for many years. A 1903 USGS Map shows the trail to Spruce Lake beginning at this location. The public has never been barred from this route (according to a previous forest ranger, F. Wagoner).*

- Require a TRP for all highway work other than normal routine maintenance*, where the highway abuts or crosses JRWF land and the municipality does not own fee title to the land underlying the highway.
- Work jointly with APA and DOT to develop a comprehensive signing plan and assist with travel corridor unit management planning efforts.
- Clarify legal status of un-maintained sections of town roads over JRWF lands.

Management Actions:

- Conduct a roadside scenic assessment. Many sections of public road frontage restrict public shoulder parking or access due to the presence of guard rails, steep ditches, rock ledges and other terrain constraints. The documentation of these constraints will be inventoried as part of a scenic roadside assessment.(LF)
- Locate trailheads and parking areas to have the minimum effect on the surrounding environment, and wherever feasible and necessary, to be screened from view of scenic highways. (LF/OP)
- Coordinate with DOT to enable winter plowing to enhance access (ice fisherman parking at Town Line Bay pull-off) to Indian Lake. (LF/OP)
- Research legal status of all roads that pass over JRWF lands, including portions of old town road in the town of Indian Lake. (LF/LA)

Open DEC Motor Vehicle Roads/ATV Use

Present Conditions:

Motor vehicle use in and of itself, except for snowmobiling, is not a program offered by the Department. However, use of motor vehicles by the public is authorized on designated roads to provide access for hunting, trapping, fishing, camping or other allowed recreational purposes.

The APSLMP contains several specific provisions on the public use of motor vehicles and all-terrain vehicles (see definitions in Appendix) in units classified as Wild Forest. The APSLMP also provides, in guideline 2 under the heading "Motor vehicles, motorized equipment and aircraft" on page 35, that in Wild Forest areas motor vehicle use by the general public is limited to existing public roads and Department roads that are designated by the Department as being open to the general public. Guideline 4 under the heading "Basic guidelines" for Wild Forest Areas, on page 33 of the APSLMP, indicates that public use of motor vehicles "will not be encouraged" and there will not be any *"material increase in the mileage of roads and snowmobile trails open to motorized use by the public in wild forest areas that conformed to the master plan at the time of its original adoption in 1972."* Future proposals that would increase the mileage of roads open to public motor vehicle use have to be considered in light of this provision.

Pursuant to 6 NYCRR §196.1(b)(3), public motor vehicle use in the Forest Preserve is only permitted on roads that are specifically marked by the Department for motorized use. With the exception of the Peasley Access Road (to be closed upon development of the proposed new

**Activities such as cleaning ditches, replacing culverts, surfacing or resurfacing, and other work necessary to repair and maintain an existing roadway is considered normal routine maintenance.*

trailhead) the Old Military Road, Round Pond Road, Hernandez Loop Road, Peasley Access Road, Gilman Lake Access Road, and short access driveways will be posted as open to motor vehicles. The only short access driveways within the JRWF include the driveways adjacent to the Jessup River Bridge, Perkins Clearing Road campsites and proposed Mason Lake waterway access site, and Dunning Pond trailhead from NYS Route 30. (See Appendix 2 for more information.)

ATV Use - The DEC is committed to taking actions to address the issue of All Terrain Vehicle (ATV) use on public lands under the Department's jurisdiction, including Forest Preserve lands in the Adirondack Park. These actions are to ensure that all ATV access on Forest Preserve lands will be in compliance with existing law, including but not limited to the APSLMP, the Vehicle and Traffic Law ("VTL"), specifically VTL §2405 6 NYCRR §196.1, and the State Environmental Quality Review Act.

By providing that a road must be designed for travel by automobiles and may also be used by other types of motor vehicles, APA staff have indicated that the APSLMP implies that a road which is not open for travel by the public for travel by automobile may not be open to the public for travel by other types of motor vehicles. Reasonable restrictions on type of vehicle or season of use may be imposed for environmental protection, but as a general rule, the APSLMP does not intend for a road to be open for the public use of ATVs unless the road is simultaneously open for the public use of automobiles.

Prior to the adoption of the APSLMP, there were approximately 0.9 miles of roads used by the public across lands that were to become the Jessup River Wild Forest. Implementation of this UMP will result in a total of 1.5 miles of open roads across Forest Preserve lands, resulting in a net gain of 0.6 miles from pre-1972 JRWF mileage. (See table XVI.) The increase in mileage is primarily the result of land classification changes resulting from the Perkins Clearing land exchange, where 0.7 miles of existing road (Old Military Road) was opened to the public to provide access to the newly constructed Pillsbury Mountain trailhead.

The following table includes information documented by DEC staff and various other sources for sections of motor vehicle roads that cross JRWF lands. These roads are currently being used by public motor vehicles and some are occasionally being used illegally by ATVs or snowmobiles. Any road [*]not appearing on the table below is closed to the public for motor vehicle travel. Additional discussion regarding ATV use can be found in Section IV-D-1.

[*]*List does not include short access driveways less than 500 feet long such as the driveway from NYS Route 30 to the pipe gate on the Dunning Pond trail.*

Table XVI - Roads Open to Public Motor Vehicle Use (Existing and Future status)

ROAD NAME	PRE-1972 [1] MILEAGE	POST-UMP MILEAGE	DESCRIPTION	PRIVATE ACCESS [2]
Old Military Road	0 miles Was private road only	0.7 mile	From IP boundary to Pillsbury Mountain trailhead. Acquired in 1983 through land exchange with IP.	No
Round Pond Road [3]	0.1 miles	0.1 mile	From Big Brook Road to IP lands. Acquired in 1890's.	Yes
Peasley Access Road [2]	0.1 mile	0.0 mile	From end of maintained town road (Fawn Lake Road) to trailhead, road continues to buildings on Sacandaga Lake. Appropriated in 1974.	Yes
Hernanez Loop Road	0.6 mile	0.6 mile	From end of Hernandez Road to Silver Lake Wilderness boundary line. Acquired in 1964.	No
Gilman Lake Access Road	0.1 mile	0.1 mile	Section of road between Gilmantown Road and Gilman Lake. Acquired in 1963.	No
Total Mileage	**0.9 miles**	**1.5 miles**		

[1] Pre-1972 road mileage is based upon DEC records and land acquisition files.
[2] This road will be gated at the proposed new trailhead at the end of the town road. A section of this road will be open between the gate and accessible parking area for persons with disabilities holding permits under Policy CP-3, subject to closure for seasonal conditions.
[3] This road provides access to State lands, private landowners, International Paper, Company, Inc. and its lessees.

Objectives:

- Allow motorized use of selected roads to improve and enhance access to recreational opportunities consistent with APSLMP requirements.
- Provide for adequate maintenance of all open roads to provide motorized access and use in a manner that minimizes environmental impacts and is compatible with the character of wild forest lands.
- Prevent illegal motor vehicle use.
- Develop cooperative arrangements with local municipalities to help maintain area roads.
- Enhance public access by maintaining existing roads over private lands, where possible by legal easement.

- Close road sections that serve no public motor vehicle purpose or provide a legal ROW to adjoining private lands.

Management Actions:

- Inventory open roads to determine maintenance needs and priorities. Monitor open roads on an annual basis and address any impacts as soon as possible. (OP)
- Roads that will remain open to public motor vehicle use and posted as open to such use include: Old Military Road, Round Pond Road, Hernandez Loop Road, Gilman Lake Road, and access driveways. (See the motor vehicle road inventory in Appendix 2 for descriptions of the open sections and mileage.) ATV or dirt bike use will not be allowed on these roads for a number of reasons including: compliance with Vehicle and Traffic Law §2405(I); most of them are not accessible to town roads which are currently open to ATVs; most are dead ends; and because of the threat of illegal use on adjacent lands and subsequent resource degradation. (LF/OP)
- Use vehicle counters when necessary to determine level of DEC Open Motor Vehicle road use. (LF)
- Close to public motor vehicle use the 0.1 mile section of existing open motor vehicle road between the turnaround at the end of Fawn Lake Road and the Peasley residence. (OP)
- Rehabilitate the Old Military Road to accommodate two wheel drive vehicle use. (LF/OP)
- Maintain open motor vehicle roads in the following prioritized order: Old Military Road from the State boundary near Sled Harbor to the Pillsbury Mountain Trailhead, Round Pond Road from the Big Brook Road to the parking area on IP lands, Gilman Lake Access Road, Sacandaga Lake Road from the end of the town road to Sacandaga Lake, access roads to parking lots, and the Hernandez Road loop. No open roads will be plowed by DEC staff in the winter. (OP)
- Gate Round Pond Road to control inappropriate public use during the Spring mud season. (OP)
- Enforce against illegal motor vehicle use. (OPP)

CP-3 Roads (Open for use by people with mobility impairments under TRP)

Present Conditions:

Opportunities to provide motorized access on existing old roads solely by persons with qualifying disabilities was discussed by the planning team. Criteria considered included Department programs to be accessed, size of tract and relationship to non-motorized uses, locations of wetlands and sensitive wildlife, and the overall condition of the road. In the majority of the JRWF, it is likely that motor vehicle use would cause unacceptable resource impacts or user conflicts to other recreationists in the area. An exception, the Peasley Access Road is proposed to be open under CP-3. This action will compensate for the loss of general public motor vehicle access to Sacandaga Lake, following development of the new trailhead at the end of the town road Motor vehicle access for persons with disabilities holding permits under Policy CP-3, will be by vehicles and not ATVs. Programs to be accessed include day use and picnicking. This topic is discussed in detail in Section IV-D-5 and Section VI.

Use of horses can allow people with mobility impairments access along old roads within the JRWF without the need of specific designation for motor vehicle use. (See Section IV-C-22.) In addition, a few locations lend themselves to non-motorized use by persons with disabilities. (See Section IV-D-5.)

Private Roads

Present Conditions:

A few "inholdings" exists within the unit that are completely surrounded by Wild Forest classified lands or utilize JRWF lands for access. Two roads within the JRWF provide private landowners (Knox and Bog Trotters Camp) access to their property. An additional road from the end of the Fawn Lake Road provides access for Mr. and Mrs. John Peasley to the Sacandaga Lake residence. Allowed maintenance is specified in a stewardship agreement. One open motor vehicle road (Big Brook Road) is currently used by landlocked private landowners for access to their property. Other roads and/or ROWs exist over JRWF lands. (See Section II-F-4-a and Section VI.)

This motor vehicle access over NYS lands is by legal easement or has been allowed by the Department. Use of these roads is limited, and maintenance is provided for in easements. Any change in the present width or route is not allowed.

Additional roads within the JRWF have been used by adjoining private landowners without deeded easement. In the case of the unnamed road between Piseco Airport and private inholding near Fall Stream, the DEC has not received any evidence from the town of Arietta (from whom the land was purchased) or the private landowner of any records of a right of way for the section of road which crosses JRWF land. Available information appears to suggest that the premises and access to them could be sustained through many years of adverse possession prior to State acquisition. (See Section VI.)

In some cases these sections of old roads over JRWF lands have been utilized on a temporary basis (under a TRP) for vehicular use strictly for the removal of forest products from the adjoining private lands. (See Section III- Past and Present Management.) Proposed barrier locations were discussed previously.

Objectives:

- Clarify private land access rights that involve crossings of JRWF.
- Clarify DEC administrative motor vehicle access rights over private lands.

Management Actions:

- Research legal access rights in all cases where private landowners are using JRWF lands to access their property. (LF/LA)
- Close unnamed road between Piseco Airport and private inholding near Fall Stream (Bog Trotters Camp) with pipe gate and signage to prevent general public motor vehicle use. (OP)
- Barricade TRP roads with rock barriers or pipe gates, when necessary for administrative access. (OP)

Closed Roads

Present Conditions:

Many roads over JRWF lands originate from old logging roads and abandoned roads. Examples include:

Old Parrish Road (Lot 152, Oxbow Tract) - Lot 152 was acquired by the state by tax deeds dated 1851 and 1902. In the early 1900's, it was found that a portion of the lot was being occupied. This occupancy and adverse claim to the state was cleared by a quit claim deed from Mr. and Mrs. Van Arnum in 1912. No reference to any roads, rights-of-way, or easements were made in the deed. While a permit was granted in 1916 to utilize an old woods road to access private land in Lot 158, this use was temporary in nature. While the town of Arietta had worked on the road at various times in the past, it was closed by the Department in the 1970's. The private landowners currently utilize a town highway (Wild Road) for access to their lands.

Corscadden Road - The Corscadden Road (Lot 40, Township 15, T&C Purchase) was laid out as a town of Indian Lake highway three rods in width, that extended to Lot 40 and JRWF lands according to an 1879 road survey and evidence on the ground (Dexter Survey Map 1960). The maintained highway now terminates about 200 feet east of Lot 40. It appears that there has not been any vehicular use* of this section of highway for at least 20 years (personal communication, Delos Mallette).

Old Gilmantown Road - A portion of this old road (Lot 21, Township 1, T&C Purchase) occurs on State lands in the town of Wells. The road is now almost totally overgrown with trees.

Other old roads have been utilized as part of JRWF snowmobile trails in the vicinity of Dunning pond, Fawn Lake, Fish Mountain, and Perkins Clearing. At these locations, the old roads will not be maintained to road standards, but will be maintained according to the trail classification. Vegetation will be allowed to grow into the old road bed up to the allowed trail width.

Management Actions:

- Close and barricade old roads where necessary to prevent motor vehicle use by the public. (OP)
- Remove broken culvert sections on the Old Parrish Road and stabilize creek banks to prevent further erosion. (OP)

Administrative Use

While there are no administrative roads within the JRWF, administrative use of motor vehicles is allowed in the JRWF as detailed in the APSLMP guidelines for Wild Forest Areas. Department personnel must comply with Commissioners Policy CP-17, “Recordkeeping and Reporting of Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve.” One

* *While this lack of use may have affected an abandonment of the public highway to Lot 40, there is the possibility that the State may still have the right of administrative access.*

of the intentions of the policy is to *"minimize the administrative use of motor vehicles on roads closed to public motor vehicle use and aircraft on Forest Preserve lands."*

Management Actions:

- Allow DEC administrative motor vehicle use when required to manage public use, to conduct emergency operations, and to accomplish essential maintenance, construction, and resource protection activities that cannot be accomplished reasonably by other means. (OPP/LF/OPP)

Alternatives Discussion for Motorized Use

As discussed previously, the APSLMP allows only very limited public use of motor vehicles on Wild Forest units within the Adirondack Park. Under the heading "Roads, jeep trails and state truck trails" on page 36 of the APSLMP, Guideline 4 provides that *"no new roads will be constructed in wild forest areas nor will new state truck trails be constructed unless such construction is absolutely essential to the protection or administration of an area, no feasible alternative exists and no deterioration of the wild forest character or natural resource quality of the area will result."*

The APSLMP does distinguish between the different types of motor vehicles and their uses. This is important from a management perspective because the environmental and social impacts associated with each different type of motor vehicle use can vary greatly. Realizing this, it becomes more apparent that managers need to pay special attention to the specific type of motorized use being proposed or allowed in an area.

The following environmental, social and economic impacts were identified for the motor vehicle use issue:

Pollution of surface waters related to road maintenance activities and motor vehicle use. Road maintenance activities and increased motor vehicle use could cause sediment to be deposited in streams, ponds and wetlands. The threat of surface water sedimentation related to construction and maintenance activities can be minimized through the use of Best Management Practices (BMP's) for water quality. These practices include the installation of sediment control measures such as filter fabric, hay bales, and silt fences. Oils, gasoline, and other petroleum based products could also enter surface and groundwater and could affect the health and safety of visitors and fish and wildlife.

Negative effects on fish and wildlife populations related to road maintenance activities and motor vehicle use. Sedimentation related to road run-off could reduce the quality of fish spawning habitat. To minimize these impacts, sedimentation will be contained and work in sensitive areas will be scheduled so as not to coincide with spawning seasons. Wildlife populations will not be significantly affected by the physical existence of roads, but the passage of users could disturb the breeding activity of certain birds. It is believed that the noise of motorized vehicles will have a relatively minor impact because wildlife tend to grow accustomed to the repetition of innocuous sounds. Visual contact with people would be more likely to cause a disturbance to wildlife.

The operation of motor vehicles on open roads may lead to instances of collision with wildlife. However, because of the limited number of open roads, relatively low frequency of use, and low speeds at which they would be traveling, wildlife mortality due to motor vehicle collisions will be very rare.

The removal of vegetation related to road maintenance activities and motor vehicle use. Routine road maintenance will require that woody and herbaceous vegetation be removed from within the width of the existing road. Chainsaws and other mechanized hand held equipment may be used; the use of herbicides is not anticipated. Wetland plants could be affected by vegetation management activities. However, mitigation measures will minimize the impacts of vegetation management on protected native plants.

An increase in the need for law enforcement, fire protection, and search and rescue services. Providing motor vehicle access could lead to moderate increases in problems of trespass across private lands, fires and lost persons, which might lead to increased demands on State and local services. The incidence of these potential problems could be kept within reasonable limits through proper signing, education, and identification of boundary lines.

An increase in the visual impacts related to road improvements and motor vehicle use. - Visual impacts will result from the use of motor vehicles. The clearing of vegetation from within the width of roads will be necessary. Increased use and the concentrations of visitors on certain roads could cause damage to the physical resource, especially if roads are not properly maintained. Vegetation will be retained when possible and will only be removed to the minimum width necessary to protect the natural character of the area, provide adequate sight distances on curves, and to maintain drainage structures.

The creation of safety hazards. Allowing public motor vehicle use could lead to a number of safety hazards for different user groups. Some danger of motor vehicle collisions will exist wherever trails utilize or cross open roads. The risk of conflict between different user groups will be reduced by properly identifying all roads and their designated uses. Barriers will be used when necessary to limit motor vehicles and ATVs from illegally accessing trails and to prohibit them from illegally crossing snowmobile bridges.

An increase in noise levels in areas surrounding open roads and related facilities. The use of motor vehicles will cause increases in noise levels in the lands adjacent to open roads. The level of sound emitted by an individual motor vehicle constructed to meet modern noise emission standards is relatively low, and the frequency at which these vehicles will pass a given point is estimated to be relatively low. The sound of vehicles on open roads will affect the sense of solitude available to visitors in the lands surrounding those roads. However, because motor vehicle use will only occur on a limited number of short open roads and traffic is anticipated to be light, it is believed that relatively few people will be present to be affected by the noise. In addition, the policy of removing the minimum amount of vegetation necessary will also help confine motor vehicle noise.

The following management alternatives were identified regarding public motorized access:

Alternative 1 - No Motor Vehicle use at all. This alternative would close all open roads and leave closed the roads that are currently closed. While this limits impacts related to motor vehicle use, it does not consider the enhancement of recreational opportunities for mobility impaired users. Furthermore, the APSLMP and DEC regulations allow for public use of motor vehicles on open roads in Wild Forest units. It would also have negative consequences to International Paper and their lessees and the Crotched Mountain Pond landowners that utilize the Round Pond (open motor vehicle road) for ingress and egress. For these reasons, this alternative will not be supported by this UMP.

Alternative 2 - Allow ATV use on all roads open to motor vehicle use. This would allow the public to use ATVs on all DEC roads that are open to public motor vehicle traffic. The existing open DEC roads within the unit are short and dead end at either State or private land. Allowing ATVs to travel down these roads could encourage illegal use and subsequent resource degradation. The posting of open DEC roads for ATV use would create a fragmented, essentially useless opportunity with little public benefit. Also, opening the roads to ATVs would not comply with VTL §2405(I), which prohibits opening a public highway to ATVs unless the purpose is to provide ATVs with access to adjacent trails or areas which they otherwise could not access. Considering these factors, this is not an appropriate or recommended management action and will not be supported by this UMP.

Alternative 3 - Open more motor vehicle roads. This alternative would propose a greater degree of motor vehicle use by opening up additional roads to enhance public access into the area. DEC could rehabilitate and open to the public for motor vehicle use the Fawn Lake Road, Old Telephone Line Road, Old Parrish Road, and abandoned sections of the Old State Highway. Some of these roads could be opened for ATV use under CP-3, but would require significant amounts of rehabilitation and annual maintenance. Considering APSLMP guidelines limiting the degree of new motor vehicle roads or uses and the possible impacts on the wild forest character, this alternative will not be supported by this UMP.

Alternative 4 - Allow limited motor vehicle use. This **preferred alternative** balances road closures with the re-opening of one previously open existing road. This alternative would allow the maintenance of existing DEC roads and rehabilitation of roads over private lands (Old Military Road) where there is a public easement. Roads such as the Peasley Access Road and un-named road near the Piseco Airport that are not suitable for motor vehicle use by the general public would be closed. Short access roads to accessible facilities (limited to permit holders on the one proposed CP-3 route) and proposed accessible parking lots will be developed to enhance program access into JRWF. (See maps and additional detail in Section VI.) Considering all of the available options, this alternative appears to be the best and will be supported by this UMP.

No Action Alternative - This alternative would leave roads in their current state as either closed, open, or partially closed due to maintenance condition. By maintaining the status quo, opportunities for the mobility impaired would not be enhanced and conflicts with private landowners would continue. Lack of maintenance on existing roads would result in further washouts, eventually rendering the roads impassible to vehicles. Considering these factors,

this is not an appropriate or recommended management action and will not be supported by this UMP.

20. Scenic Pulloffs/Rest Areas

Present Conditions:
Between Wells and Hope, there are a couple of pull-offs with picnic tables located adjacent to NYS Route 30. In addition, DOT maintains the NYS Route 30 rest area south of Indian Lake and at Mason Lake. All maintenance and snow plowing is performed by DOT. It is suggested that the proposed NYS Route 30 Hatchery Brook Falls picnic/rest area be investigated during the five year term of this UMP and considered in future revisions of the UMP, if determined to be feasible and necessary. See previous Section IV-C-17-Picnic Tables.

Objectives:
- Improve residents and visitors awareness, understanding, and appreciation for the Scenic Byways recreational, natural, and cultural sites and resources.
- Coordinate maintenance efforts with DOT.

Management Actions:
- Monitor public use of the DOT rest areas that could impact JRWF lands along the shoreline of Mason Lake. (LF/OPP)

21. Signs

Present Conditions:
Along the highways of the Adirondack Park, DEC signs indicate the entrances to the park and the locations of Forest Preserve lands, trails, and trailheads. These brown wooden signs with yellow lettering have come to symbolize the Adirondack and Catskill Parks. Combined with detailed maps of the Forest Preserve, roadside signs are helpful to highway travelers. In addition, DEC produces and posts a great variety of signs that give information about regulations, recommendations, directions and distances to destinations, and resource conditions to those who visit the Forest Preserve. These signs are posted at trail heads as well as interior locations. Currently, the Divisions of Lands and Forests, Operations, and Fish, Wildlife and Marine Resources all use signs in the JRWF. Trailheads and much of the wild forest boundary are not well identified.

Trail signs and markers are almost as important to the visitor in reaching their destination as is the trail itself. Poor signage of facilities and public land in general, may be responsible for underutilization of JRWF recreational opportunities. Some trailheads are hard to find even if one is looking for them. For example, the Jessup River itself and access to it is poorly signed from Route 30. At 55 mph, it can be difficult to recognize and read the few trailhead signs along the road. Many people driving along NYS Route 30 between Wells and Indian Lake have no idea of the amount of public land adjoining the highway or that some of the attractive viewshed consists of JRWF lands.

There is an opportunity to improve the recognition of the JRWF and its trails and waters through better use of signage. To be sure the public will be able to easily locate Forest

Preserve lands and recreational facilities, the following guidelines will apply to the design and erection of signs:

‣ All roadside directional signs, trailhead identification signs and interior guideboards will be made of wood and will be brown with yellow lettering.
‣ Informational “posters” may be made of metal or plastic and generally will be brown with yellow lettering, although other unobtrusive color combinations may be used, such as yellow or white with dark green lettering, or white with black lettering. Posters or signs intended to draw attention to obstacles or hazardous conditions may be red and white.
‣ Standard Forest Preserve boundary signs indicating the classification of the land being identified will be posted every one-tenth mile along all highways that pass through or adjacent to Forest Preserve lands and at other strategic locations, such as points on trails where they pass from private onto State lands.
‣ All signs removed through vandalism or other causes will be promptly replaced.

Designated trails will have the following:
(1) Signs at each road crossing or major access point indicating:
- Name of the Forest Preserve management unit, along with its classification;
- Name of the trail;
- Name of the trailhead or access point, for example Snowy Mountain Trailhead.
- Name of, and distance in miles to named feature.
- Activities permitted on the trail (preferably standardized markers, or otherwise words).
- Activities not permitted on the trail (preferably symbol with line through it, otherwise words, such as, no ATVs, etc.).
- Sign with map of complete trail, indicating adjacent attractions.
- Name of agency/group managing the trail, and how to contact them, (this will be in the register box or on the kiosk).

(2) Barriers, e.g., posts, gates, boulders, at every trailhead to prevent/deter activities not permitted on that section of trail.

(3) At major trail access points:
- sign on highway indicating trail;
- off road parking;
- sign with map of complete trail, indicating adjacent attractions.

(4) Adequate maintenance to enable safe and enjoyable use for activities permitted. Trail will be posted as closed if conditions make the trail unsafe.

Several public comments on the draft plan suggested that snowmobile trail signage should not be highway-type signs, but should be traditional DEC signing appropriate to a wild forest setting. Other comments stressed the need for more OPRHP signage. Safety is an important message that needs to be adequately communicated to the public. Statewide Snowmobile Corridor Trail markers may be installed only at those points where the corridor trail enters State lands and at intersections in order to avoid confusion. Permitted OPRHP snowmobile signs such as "Stop," "Stop Ahead," and "Caution" will be considered under the following circumstances on a case by case basis:

- Stop signs at highway crossings.
- Caution signs at locations where ice accumulations normally exist.
- Marking of bridges and washouts.
- Caution signs along sections where low speed limits are appropriate.
- Water Crossings.

Objectives:

- Provide for the smallest number of signs necessary to accomplish an informational or regulatory objective.
- Provide signs for visitor safety and resource protection, and to inform the public about recreational opportunities.
- Maintain a consistent look to the Forest Preserve, dimensions, materials, colors, and wording of DEC signs should be standardized. Trail marking will be adequate to the intended use using the most up-to-date markers, whenever possible.
- Develop signs with a positive message. Rather than simply citing a regulation, a sign should explain the reasons behind the message.
- Limit roadside signage where the potential for overuse exists.
- Provide recognition of stewardship activities by appropriate signage on or near the adopted natural resource.

Management Actions:

- Complete comprehensive up to date sign inventory. Develop sign plan. (LF/OP)
- Update and maintain sign inventory annually. Complete trail condition and use form to help document that all signs are in place and to report any vandalism or illegal signs. (LF/OP)
- Coordinate all sign placement and wording of Forest Preserve signs through the Area Manager. (LF)
- Regulatory signs at interior locations will be replaced with signs posted at trailheads or access points and published, where feasible, in brochures and maps or otherwise made available to users. Currently Fawn Lake is posted against the use of fish as bait. Fisheries personnel and Forest Rangers will be asked to post and check signage reflecting the no bait fish regulations during routine visits to these waters. (FWMR/OPP)
- Remove illegal signs. Within the JRWF, there are several locations where signs and markers have been placed on State lands without Department authorization. Those that do not serve a useful public purpose or comply with DEC standards (size, wording, color, etc.) will be removed. (LF/OP/OPP)
- Identify access points. New signs will be placed at area trailheads identifying recreational opportunities and regulations, with a goal of minimizing the number of signs in the interior. Identification signage will be posed along waterfront, roads, and boundary lines showing either the name of the unit or wild forest classification. Large signs will be placed along the main roads that travel through the larger portions of the unit, in order to let the public know that they are passing through JRWF land. These signs will be similar to signs used on other State lands and will be large enough to be read at 55 mph. (LF/OP/OPP)

- Post signage for the "Electric trolling motors of 5 HP or less" regulation on Mason Lake. Forest Rangers and ECO's will be responsible for maintaining the signs and enforcing the regulation. (OPP)
- Sign administrative boundaries adjacent to area intensive use campgrounds. (LF/OP/OPP)
- Assist with educational and interpretive signage in association with Snowy Mountain and Piseco Tannery. (See Section VI.) (LF/OP)
- Investigate the feasibility of a wayside exhibit at Hatchery Brook Falls to be associated with the proposed future picnic/rest area. This action will require additional study, SEQR review, detailed work plan, and coordination with DOT and APA. (LF/OP)

22. Trails

Present Conditions:

Trails enhance entry into many areas within the JRWF, and these improvements will be planned and developed as integral parts of the access system. An important maintenance issue for all trails involves water, either standing in the trail, or running down it. Many area trails began informally as paths or were located along old roads, with little thought given to drainage or slope. This has led in some cases to erosion, trampled vegetation, exposed rocks and roots, and occasional muddy treadways. It is difficult to fix severe damage after it occurs, with parallel trails often developing to bypass the eroded section. Most of these trail problems can be addressed by appropriate drainage work, and others can be fixed with minor trail rerouting.

Occasional unmarked paths and old roads can be found within the area. Unless there was a significant resource protection or public use issue, these informal facilities while discussed by the planning team, were not described in detail and were left off the existing facilities map since the majority of public use and impacts occur along designated trails. In the fall/winter of 2000-2001, a bridge condition inventory was conducted for some of the snowmobile trails within the JRWF. In 2002 and 2003, a detailed trail inventory was conducted for the Pillsbury Mountain trail and parts of the Snowy Mountain and NP trails. The information from this inventory and knowledge of trail uses and conditions is the basis for many of the proposed maintenance activities in this plan. In order to prioritize maintenance, all JRWF trails were incorporated into a trail classification system. (See Appendix 13.)

Trail construction has the potential for environmental impacts, including erosion and sedimentation, visual impacts and clearing of vegetation. In order to minimize these possible impacts, all trail construction and relocation projects will be developed in accordance with the APSLMP and will incorporate the use of Best Management Practices, including but not limited to such considerations as:

- Locating trails to minimize necessary cut and fill;
- Locating trails on existing old roads or clear or partially cleared areas when possible;
- Locating trails away from streams, wetlands, and unstable slopes wherever possible;
- Use of proper drainage devices such as water bars and broad-based dips;
- Locating trails to minimize grade;
- Using stream crossings with low, stable banks, firm stream bottom and gentle approach slopes;
- Constructing stream crossings at right angles to the stream;

- Limiting stream crossing construction to periods of low or normal flow;
- Using stream bank stabilizing structures made of natural materials such as rock or wooden timbers;
- Using natural materials to blend the structure into the natural surroundings.

Trail design will vary to accommodate a range of users and site conditions. Heavily used trails and walks may be hardened as necessary for visitor safety, enhanced accessibility for persons with impaired mobility, resource protection, and erosion control. This section of the plan will identify where trails need to be repaired, closed, relocated, or constructed. The final location of the proposed trail improvements will be the responsibility of DEC personnel.

Some area trails are either adopted by groups or are maintained by town staff, clubs, or individuals under TRPs or stewardship agreements*. Contributions come in terms of labor, materials, and planning assistance. The use of volunteers and contractors, though effective, has associated costs and other limitations. Department personnel must devote time to planning and coordination, training, supervision, and logistical support.

Permission to cross private lands on some area trails is dependant on a signed agreement with the landowner. This grant of permission agreement** is often negotiated by the respective town. Permission to cross private lands will be the responsibility of the respective town or county. In the event that necessary permission to cross private lands cannot be obtained, alternate routes will be considered if possible. Actual construction will not be initiated until each trail project has been completely located and any necessary permission to cross private land obtained. Prior to any major construction a site-specific work plan covering the project will be forwarded to the APA for its review and appropriate SEQR or permit requirements will be satisfied. Trail construction and relocation in wetlands and in areas adjacent to wetlands will require consultation with the APA to determine if a wetlands permit is required.

A wide variety of trails can be found within the JRWF. These facilities will be described separately with their own set of objectives and management actions under the general categories of primitive use trails (foot and cross country ski trails) and multiple use trails (snowmobile trails, all-terrain bicycle trails, and horse trails).

Objectives:

- Allow volunteer groups under AANRs or local government under TRP to assist with trail maintenance activities.
- Construct and maintain trails in conformance with APSLMP and DEC policy to the specifications as outlined in the Department's Trail Construction and Maintenance Manual.
- Utilize existing pre-Forest Preserve logging roads to complement the current trail system, when possible to reduce the need for tree cutting and soil disturbance.

**Some area trails, such as the NP trail and area snowmobile trails are included in an AANR agreement. Volunteers will remove blowdown, clean drainage, sidecut brush, and report trail problems to the DEC.*

***The terms and conditions of the agreement define the specific route, maintenance responsibilities, and permitted public uses on the trail corridor. The public may be denied access across the recreational trail during certain times of the year or for other than authorized uses.*

- Assure that trail surfaces remain durable by addressing problem sections with suitable trail hardening techniques.

Management Actions:

- Temporarily close trails during muddy periods of the year, especially in the spring. (OPP)
- Examine trail inventory information for evidence of extensive exposed tree roots, and other erosion evidence and develop a plan to reduce soil erosion and/or stream siltation. Target trail maintenance to heavily eroded trails; develop a priority list based on resource need rather than on user convenience. (LF)
- Annually inspect all marked trails. Conduct minor maintenance (blowdown removal, brushing, etc.) as the need occurs. (OP)
- Close unsuitable trails. Private user created trails are a problem within the JRWF. Trails on Forest Preserve that serve solely as private access from adjacent parcels will not be designated as Department trails. An example of this occurs at Watch Hill. (See Section VI.) Marking informal trails with plastic ribbons, paint, blazes or other devices without DEC approval will be prohibited by regulation. Marking and maintenance of these trails will not be permitted. These trails will be closed unless they also serve a purpose for the general public and are located such that they do not cause negative environmental impacts. (OP/OPP)
- Assure that trail surfaces remain durable by addressing problem sections with suitable trail hardening techniques. (OP)
- Complete detailed trail inventory. Collect information on trail location, length, width, and associated trail improvements such as bridges, along with an assessment of current condition to serve as a basis for future maintenance. (LF/OP)
- Follow trail marking standards. (See Appendix 13.) Foot trail markers will be used on trails where only foot traffic is permitted. Trail markers will be used along multiple use trails. Other markers showing trail uses will be posted together at trailheads and intersections. (OP)

Primitive Use Trails

A "primitive use trail" is a trail designed and maintained to primarily accommodate pedestrian use. This type of trail is marked with foot and/or ski trail markers for use by hikers, sportsmen, cross-country skiers, and snowshoers.

The original foot trail classification system outlined in the Forest Preserve Policy Manual was limited and only recognized four trail classifications and did not address equestrian and all terrain bicycle uses, or cross country ski trails. In the U.S. Forest Service's Nationwide Trails Program, five trail classifications are used. Trail standards and maintenance prescriptions, reflecting different types and levels of use, are defined for each class in Appendix 13. The classification system acknowledges the fact that all trails do not require the same degree nor frequency of maintenance. With the exception of more developed trails in intensive use campgrounds or facilities along the perimeter of a unit, Forest Preserve foot trail classifications generally range from unmarked footpaths (Class I) to trunk trails (Class V) as outlined below:

Class I trails (Primitive/Undeveloped) are routes of travel that lead to destinations and evolve through use. Class I trails are not constructed, maintained, marked or signed. They are, however, described in and may appear on the maps that are part of the UMP for the area. Example: Trail to Panther Pond.

Class II trails (Simple/Minor Development) also referred to as paths, are traditional routes that are minimally marked and receive little maintenance. Paths may be signed at their trailhead and at their intersection with other trails. Maintenance and removal of blowdown and other hazards will be at infrequent schedules and only as necessary to prevent development of herd-paths around obstacles.

Class III trails and Class IV trails (Developed/Improved) may have low to moderate use. These trails lead to a scenic vista, fishing area or other similar destination. These trails receive less maintenance than that of trunk trails and clearing width may vary from two feet to about four feet. Class IV trails will be marked and signed with basic information. In general, the width and height will be sufficient to allow passage in wet weather or by snowshoe in winter. Most canoe carries will be Class III or IV depending on frequency of use.

Class V trails (Highly developed), also referred to as trunk trails, are those trails that provide a major route of travel from one destination point to another and are designed for constant and heavy use in all seasons. Trunk trails will be well marked and signed. The width and height of trunk trails shall be in accordance with the specifications of the Department's Trail Construction and Maintenance Manual, which states in part:*"...the overhead clearing should be as high as a man can reach with his axe. Width (of clearing is determined)...by removing obstructions that are within a foot of the finger tips when standing in the center of the tread with arms outstretched."*

Class VIII trails include ungroomed cross country ski trails.

A complete list of trails in the JRWF and their classification is provided Appendix 2. Primitive trails and/or trail segments in the JRWF will be maintained according to the following table:

Table XVII - JRWF Primitive Use Trails (Existing and Future Status)

TRAIL NAME	TRAIL TYPE	MILES	CLASS [1]
Northville-Lake Placid Trail Proposed partial relocation from roads to interior	Foot - Trunk [Will be restricted to foot travel only, except for 0.5 mile shared use section]	5.7 0.4	V
Snowy Mountain Trail Proposed interpretive markers	Foot - Secondary [Will be restricted to foot travel only]	2.9	IV
Pillsbury Mountain Trail	Foot - Secondary [Will be restricted to foot travel only]	1.6	IV
Baldface Mountain Trail	Foot - Secondary [Will be restricted to foot travel only]	1.1	IV

Piseco Airport Trail	Cross-country Ski- current status portion of NP trail - future status	5.0	VIII
Abanakee Loop trails	Cross-country Ski- current status [Will be closed, maintenance discontinued - future status]	3.5	VIII - To be closed
Proposed Piseco-Speculator trails	Cross-country Ski - Foot Shared ATB use section from campground to Mud Lake and spur to IP lands.	9.3 (through UMP amendment)	VIII
Proposed Piseco Tannery Interpretive Trail	Foot - Secondary [Will be restricted to foot travel only]	0.1	IV
Proposed Watch Hill Trails [2] (Designate as foot/ski trail)	Foot - Secondary Cross-country Ski [Will be restricted to foot travel only]	1.0 6.0	VIII
Proposed Miami River Trail	Foot - Path [Will be restricted to foot travel only]	1.1	II
Proposed Dug Mountain Brook Trail	Foot - Primitive [Will be restricted to foot travel only]	0.4	III
Proposed Porter Mountain Trail	Foot - Secondary [Will be restricted to foot travel only]	0.75	IV
Proposed Echo Lake Trail	Foot - Path [Will be restricted to foot travel only]	0.2	II
Proposed Jessup River and Lake Abanakee Trails	Canoe Carry [Will be restricted to foot travel only]	0.8	III

[1] See Appendix 13 for trail standards
[2] Portions will be marked to accommodate a combination of bike, horse, ski, and foot travel.

Foot and Cross-Country Ski Trails

Present Conditions:

A total of approximately 20 miles of new foot trails, excluding the North Country National Scenic trail (NCNST), and 12 miles of cross country ski trail designation are proposed for the JRWF. A portion of these new trails consist of a dual designation as a ski/foot trail. While many public letters were in support of new foot and ski trails, several comments on the draft plan suggested the removal of the Echo Lake foot trail proposal. Additional information on this proposed trail can be found in Section VI.

The mechanized grooming of cross-country ski trails was suggested by staff from the town of Arietta and individuals. Suggestions were made to classify different types of ski trails or allow

grooming on a limited basis. According to the APSLMP improved cross-country ski trails* are allowable only in intensive use areas.

Objectives:

- Provide for "family trails", trail linkages with nearby communities, interpretive stations, and long distance trails.
- Consider the temporary or permanent closing of official DEC trails only if there are significant concerns over natural resource protection, public safety, overuse or underuse.

Management Actions:

- Develop LAC standards for foot trails. (LF)
- Monitor trail conditions closely to ensure compliance with LAC standards. Designated trails will be posted as closed either seasonally, temporarily, or permanently if the level of conflicts and/or resource impacts exceeds thresholds established through the LAC process until impacts are remediated and/or conflicts resolved. (LF/OP)
- Close existing Lake Abanakee Loop cross country ski trails due to low demand, inadequate winter parking, private land restrictions, and terrain constraints. (See details in Section VI.) (OP/OPP)
- Formally adopt, as a matter of Department policy, the trails classification and standards system proposed in Appendix 13 for all trail management activities. (LF)
- Construct and maintain all trails in accordance with their classifications under the official trails classification and standards system. This will help prioritize maintenance by allowing intensive management on the trunk trails serving as main corridors, while less intensively maintaining the lower classification trails. (LF/OP)
- Maintain foot trails annually beginning in the spring/summer. Cross-country ski trails will be maintained in the late fall. (LF/OP/OPP)
- Do not allow the grooming of cross-country ski trails with the use of motor vehicles to comply with APSLMP guidelines. While the mechanized grooming of ski trails was performed in the past in the vicinity of the Piseco Airport, improved cross-country ski trails are allowable only in intensive use areas. (OP/OPP)
- Perform minor maintenance consisting of additional waterbars and ditching on the Pillsbury Mountain trail. Relocate last steep section to summit to avoid fall line. (LF/OP)
- Rehabilitate Snowy Mountain trail. (See Section VI.) (LF/OP)
- Designate Dug Mountain Brook Falls trail (± 0.4 miles) as a class III foot trail. (See Section VI.) (LF/OP)
- Relocate Northville-Lake Placid trail (NP trail) from public roads to the interior. Construct bridge suitable for cross country ski use over Milligan Vly crossing. (See Section VI.) Develop and mark access path to proposed campsites and lean-to. (LF/OP)
- Designate Porter Mountain trail (± .75 miles over JRWF lands). The trails sub-committee of the citizen's advisory committee suggested that a trail should be marked

* *"A marked and maintained path for cross-country ski use designed for competitive or intensive use conditions which may be constructed, maintained, or groomed with the use of motor vehicles."*

to the State-owned summit of Porter Mountain. This mountain provides a good view of Indian Lake but access is limited due to the private land between the road and state land. If the town of Indian Lake can negotiate a grant-of-permission agreement with the private landowners and provide a public parking area, DEC will designate and help maintain the portion over State lands.

The path will be maintained as a class IV secondary trail and will be marked with red trail markers. It is expected to only receive light to moderate use. The need for bridging or other trail hardening techniques is unknown at this time. Should bridging or other construction be necessary to cross wet areas, the appropriate permits will be obtained from the APA. (OP/OPP)

- Designate Piseco Tannery trail (± 0.1 miles) A short self-guiding interpretive trail will be constructed to the Silver Lake Tannery foundations and other remains in the immediate area. The purpose of the trail is to provide interpretive information to be used for purposes of visitor appreciation and understanding of important historical or cultural features within an area. A short self-guiding interpretive brochure will tie in with numbers on 4"x4" posts to identify historical evidence of past uses in the area. The path will be maintained as a class IV secondary trail and will be marked with yellow trail markers. It is expected to only receive light to moderate use, and there is currently no identified need for bridging or other trail hardening techniques. (OP/OPP)

  This location is not far from the Piseco Lake Historical Society's buildings. The town of Arietta historian along with other knowledgeable individuals will be asked to assist with the preparation of a brochure to go along with the trail. Problems that may occur by opening up the area to increased public use include illegal digging and removal of artifacts and increased litter. Should unacceptable impacts occur as a result of the increased use of the area, the trail will be closed and the numbered stations will be removed. (LF/OPP)
- Designate Echo Lake trail (± 0.2 miles) as a class II foot trail. (See Section VI.) (OP/OPP)
- Designate Miami River trail (± 1.1 miles) as a class II foot trail (See Section VI.) (LF/OP)
- Construct and designate Watch Hill trails (± 6 miles multi-purpose) - See Section VI. (LF/OP)
- Construct and designate Piseco Airport-Northville-Lake Placid Connector trails (± 0.8 miles consisting of three new trails) for cross country ski use. (See Section VI.)(LF/OP)
- Construct and designate Piseco-Speculator (± 9.3 miles new,0.5 mile along existing snowmobile trail) cross country ski trail, if necessary through UMP amendment. (See Section VI.) (LF/OP)
- Designate Canoe Carry trails (± 1.5 miles) - (See Section VI.) (OP/OPP)

The Adirondack Park Non-Motorized Recreation Plan identified major Park shortfalls to include long distance trails, loop trails of all lengths, and short trails suited for a family outing or for those less physically skilled. With the exception of some isolated JRWF parcels and areas with rugged terrain, upon completion of the proposed trails and NP-trail relocation, the majority of the JRWF will have some type of designated trail providing access. Public

comments on the draft plan did not suggest any additional marked foot trails. At this time, Department staff believed that there is no immediate need to develop or designate formal foot trails in the vicinity of Indian Clearing and other locations where existing paths can be found. It is suggested that the need for additional trails be investigated during the five year term of this UMP and considered in future revisions of the UMP, if determined to be feasible and necessary.

- North Country National Scenic Trail (NCNST) - At the time of development of this UMP, there were several proposed routes through the Park. The final route is not decided at this time. The DEC is currently working with staff from the North Country Trail Association and the National Park Service for a professional assessment of the proposed route alternatives. The criteria for this assessment are based on the National Scenic Trail standards, the APSLMP, DEC policy, and comment from the New York State Trails Council and the Forest Preserve Advisory Committee. The resulting recommendations for the most appropriate route will be the major consideration in deciding the final approved route. If the preferred route passes through the JRWF, a detailed work plan will be prepared and the UMP amended before any construction or designation occurs. (See Section VI.) (LF)
- Investigate the potential for a ridge trail connecting the summits of Snowy and Pillsbury Mountains, spur trails to observation points on Oxbow Mountain and Fish Mountain, and a land based trail to Baldface Mountain. The concepts for these trails were considered and determined to be appropriate, at least preliminarily. It is suggested that these proposals be investigated in the field during the five year term of this UMP and considered in future revisions of the UMP, if determined to be feasible and necessary. (LF/OP/OPP)
- Future connections to the Kunjamuk loop ski trail* in Speculator are under consideration by the town of Lake Pleasant. (LF)
- Future connections to International Paper Company lands under a conservation easement. For example: Investigate the potential for a canoe carry trail from Mud Lake (NW of Sacandaga Lake) to Mossy Vly. This would enable a long distance canoe route from Big Bay, Piseco Lake to Sacandaga Lake, up to Mossy Vly and the Jessup River, eventually reaching Indian Lake and Lake Abanakee. (LF)

No Action Alternative- If this alternative were implemented, opportunities to enhance recreational enjoyment of this wild forest area such as family trails would not be realized. The ability to help control distribution and intensity of use by the addition of new trails would be curtailed. Easy public access into new locations would not occur. People using the area would likely choose their own path, resulting in hiking impacts over a larger area, and in less environmentally appropriate locations. Therefore, this alternative will not be recommended.

* *Village of Speculator-Kunjamuk Loop: A 10 kilometer loop, composed of novice and intermediate trails, starts at the firehouse adjacent to NYS Route 30 in Speculator. This marked and groomed trail begins near the Kunjamuk River and heads north through upland woods and International Paper plantations.*

Alternatives - Do not designate all trails and identify "trail-less" area
A formal designated trail is not always necessary or appropriate. A segment of recreationists do not require designated trails for their pursuits. Formal trail systems may conflict with several recreational pursuits which do not require trails such as walking, hunting, trapping, fishing, back country camping, orienteering, and nature observation or bird watching. Designated trails can draw a steady flow of users, which may disturb some of these recreationists who seek a solitary experience. In some locations, Panther Pond for example, Department staff believed that there was no need to develop a formal foot trail to a water body so close to a public highway. With the exception of small isolated parcels, the majority of the unit has some type of trail in almost every large block of JRWF. The presence of these trails along with important new proposals prevent the establishment of a "trail-less" area. Adjoining wilderness units with "trail-less" areas can more appropriately satisfy the need for solitude for some recreationists.

Multiple Use Trails

A "multiple-use trail" is a trail that is designed to accommodate a wide variety of recreational activities. Trail uses could include, but are not necessarily limited to snowmobiling, horseback riding, and/or all terrain bicycling in addition to primitive uses such as walking, hiking, backpacking, jogging, or running. This type of trail is marked with snowmobile, horse, bicycle, and/or in some instances foot trail markers. It can also be marked with a combination of markers showing the trail use combinations such as snowmobile/bike, snowmobile/bike/horse/foot, etc. With the exception of trail segments along roads in intensive use campgrounds and facilities within highway right-of-ways, Forest Preserve multiple use trails can vary from narrow ATB trails to Class A corridor snowmobile trails. (See Appendix 13 for complete list of trail classifications.)
Class VII trails (Horse Trails) are routes of travel designated for equestrian use with an eight foot maximum width. Trails shall be built and maintained to standards sufficient to prevent or minimize
erosion. Water bars or broad-based dips will be installed as needed. Trail tread on wet or soft soils will be hardened.

Class IX trails (All Terrain Bicycle) are routes of travel designated for bicycle use that may vary from easy, dirt-surface roads, to winding forest paths to narrow, challenging single track trails. Wherever practical, trails will be maintained according to International Mountain Bike Association (IMBA) standards. (See Appendix 14)

Class A snowmobile trails (corridor trail) are "major travel routes" connecting to other groomed trail systems or joining with other trails on State land to form a long loop or major travel corridor in a manner similar to the interstate highway system. Funded corridor trails may be kept clear to a width of eight feet on straight or gently curved stretches of trail and to a width of twelve feet on curves and steep grades. They are usually a high volume primary snowmobile route (as designated by OPRHP) through multiple counties.

Class B snowmobile trails (secondary trail) are those that are other than major travel routes that are connecting or "spur" trails companion to Class A trails, or lead to a particular point of interest such as a popular ice fishing pond. Funded Class B trails may be kept clear to a

maximum width of eight feet. This type may originate from a local trailhead or provide access to necessary facilities such as repair services, food, lodging, fuel, and telephone services not accessible directly from a corridor trail.

The DEC system of snowmobile trails has been used by the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP) to identify a snowmobile trail corridor system within the unit as part of OPRHP's statewide snowmobile trail network. OPRHP's snowmobile trail classification plays a major role in the amount of funding available for grooming and trail maintenance. DEC's Forest Preserve Snowmobile Trail Policy ONR-2 utilizes a different trail classification system and standards than that of OPRHP. Trails designated by OPRHP as snowmobile "corridor" or "secondary" trails are eligible for OPRHP funding to support maintenance and grooming. Unfunded snowmobile trails may be kept clear to their allowed width only where the cutting of trees or other woody growth over three inches DBH is not necessary.

Table XVIII - Multiple use trails (Existing, Closed, and Proposed snowmobile trails)

TRAIL NAME	**PRE-1972 [1] MILEAGE**	Existing Trail Mileage (2005)	Trail Mileage to be Opened (+) or Closed (-) in UMP	**POST-UMP MILEAGE**	Net Post-1972 Gain (+) or Loss (-)	**TYPE**	**CLASS [2]**
Old Pre-1972 Snowmobile Trails No Longer Used for Snowmobiling							
Gilman Lake to the north	1.5 miles	NA	0 miles Re-open	1.5 miles	0	Old Snowmobile Trail	Closed, to be reopened. See Dunning Pond - IP trail
Mud Lake Trail Eastern part of Alt E, Option 3	2.4 miles	NA	0 miles Re-open	2.4 miles	0	Old Snowmobile Trail	Closed, to be reopened. See Fish Mt. trail
Indian Clearing Trails	1.7 miles	NA	NA	0 miles	-1.7	Old Snowmobile Trail	Closed
Panther Pond Trail	1.2 miles	NA	NA	0 miles	-1.2	Old Snowmobile Trail	Closed
Mossy Vly Trail	2.7 miles	NA	NA	0 miles	-2.7	Old Snowmobile Trail	On IP property after land exchange

Unnamed Willis Mt. Segment	0.5 miles	NA	NA	0 miles	-0.5	Old Snowmobile Trail	On IP property after land exchange
Existing Snowmobile Trails to Remain Open							
Bear Trap Brook Trail (C8)	0 miles	1.4 miles, open after 1972	0 miles	1.4 miles	+1.4	Snowmobile - Corridor [3]	A, [1]
Fall Lake Trail (C4)	1.1 miles	1.1 miles	0 miles	1.1 miles	0	Snowmobile - Corridor [3] [Proposed for ATB and equestrian designation]	A, [3]
Fawn Lake Trail (C4)	3.6 miles	3.6 miles	2.5 miles	1.1 miles	-2.5	Snowmobile - Corridor [3] [Proposed for ATB designation]	A, [3]
Lawrence Farm Trail (C4)	0 miles	0.4 miles, open after 1972	0 miles	0.4 miles	+0.4	Snowmobile - Corridor [3]	A, [1]
Old Telephone Line Trail (C8) Western part from IP lands to NYS Route 30	0 miles	2.0 miles, open after 1972	0 miles	2.0 miles	+2.0	Snowmobile - Corridor [3] [Proposed for ATB and equestrian designation]	A, [3]

Oxbow-Spy Lake Trail (C8) Minor relocation in 2004/2005 due to area reclassification	0 miles	1.8 miles open in 1976, 1.3 miles open in 2005, 0.3 miles closed in 2005	0 miles	2.8 miles	+2.8	Snowmobile - Corridor [3]	A, [1]
Piseco-Perkins Clearing Trail (C4/C8)	6.4 miles	6.4 miles	-5.4 miles	1.0 miles	-5.4	Snowmobile - Corridor [3] [Proposed for ATB and equestrian designation]	A, [3] Proposed IX
Rudeston Hill Trail (C8)	1.2 miles	1.2 miles	0 miles	1.2 miles	0	Snowmobile - Corridor [3]	B, [1]
Perkins Clearing - Lewey Lake Trail (C8) [6]	1.0 mile (estimated)	2.0 mile (estimated)	0 mile	2.0 mile (estimated)	+1.0 mile (estimated)	Snowmobile - Corridor [3]	A, [3]
Oxbow-Sacandaga Lake Trail (C4)[4]	0 miles	0.8 miles, open after 1976	0 mile	0.8 miles	+0.8 miles	Snowmobile - Corridor [3] [Close to snowmobiles only if private land crossing revoked]	A, [1]
Existing Snowmobile Trails to Be Closed to Snowmobiling							
Abandon Mossy Vly spur trail	0 miles	1.2 miles, open after 1972	-1.2 miles	0 miles	0	Snowmobile	To Be Closed

Crow Hill Trail (C8)	0 miles	0.5 miles, open in 1975	0 miles	0 miles	0	Snowmobile - Corridor [3]	A, [1] To Be Closed
Dunning Pond Trail (S48)[4] Proposed for abandonment to snowmobiles	4.6 miles	4.6 miles	-4.6 miles	0 miles	-4.6	Snowmobile - Secondary [3] [Upon closure to snowmobiles, rehabilitate - Proposed for foot and ATB designation]	B, [4] Proposed IX
Old Telephone Line Trail (C8) Eastern part from NYS Route 30 to Indian Lake	0 miles	1.8 miles, added in 1981	-1.8 miles to be closed	0 miles	0	Snowmobile - Corridor [3] [Proposed for ATB and equestrian designation]	A, [3] UMP amendment will address future trail location.
Proposed New Snowmobile Trails							
Proposed Crow Hill Relocation	NA	NA	less than 0.1 miles	less than 0.1 miles	+less than 0.1	Snowmobile - Corridor [3]	A, [1]
Proposed Dunning Pond-IP Trail	NA	NA	+0.5 miles	0.5 miles	+0.5	Snowmobile - Corridor [3]	A, [3]

Proposed Fish Mountain Trail Alt E, Option 3	NA	NA	+7.6 miles	7.6 miles	7.6	Snowmobile - Corridor [3]	A, [3]
Mud Lake Spur	NA	NA	+0.4 miles	0.4 miles	+0.4	Snowmobile - Corridor [3]	A, [3]
Brister Brook Trail (part east of NYS 30)	NA	NA	+1.6 miles +0.1 miles	1.6 miles 0.1 miles	1.6 0.1	Snowmobile - Corridor [3]	A, [3]
Proposed Page Street Trail	NA	NA	+0.5 miles	0.5 miles	+0.5	Snowmobile - Secondary [3]	B, [3]
Proposed Rudeston Hill Access Trail	NA	NA	+0.3 miles	0.3 miles	+0.3	Snowmobile - Spur	B, [1]
Proposed Round Pond Brook Trail Alt-B	NA	NA	+2.0 miles	2.0 miles	+2.0	Snowmobile - Secondary [3]	B, [3]
Adjusted Snowmobile Trail Mileage	**27.9 miles [1]**			**30.7 miles [5]**	**Net Gain of 2.8 miles**		

[1] This pre-1972 snowmobile trail mileage is based upon DEC records and Snowmobile Trails in New York State publication dated1972. The exact locations of some pre-1972 snowmobile trail were not known and the method used in the past to determine trail distance could not be determined. To address the discrepancy between trail length measured in the field by rolatape and other trail measurement methods, DEC and APA staff jointly reviewed existing documents, staff communications, and maps to arrive at the estimated 27.9 miles of pre-1972 snowmobile trail mileage. The mileage figures in this table are based on map measurements and were developed for planning purposes only. Most existing trails were measured more accurately on the ground, with mileage shown in Appendix 2.
[2] Classification descriptions can be found in Appendix 13. Number after class refers to expected maintenance standard based upon expected or designated use: [1]-snowmobile only, [2]-snowmobile and foot, [3]-snowmobile and all other legal uses, [4]-all terrain bicycles and foot
[3] All or portions of these trails are utilized as “community connection trails”

[4] The Dunning Pond and portions of the Fawn Lake and Piseco - Perkins Clearing Trails will be closed to snowmobiles once the new proposed replacement trails are constructed. Post-UMP mileage refers to snowmobile mileage after all proposed trail construction, relocation, and closure, and includes mileage of existing trails that will remain open. Any approved UMP amendments will change this mileage within the unit.

[6] A total of approximately 4.2 miles of this snowmobile trail is located adjacent to or in very close proximity to NYS Route 30. While the majority of this trail is believed to be along the road shoulder or within the DOT ROW, the extent of snowmobile trail within DOT lands has not been established in the field and was estimated for inclusion in the table. Based upon personal correspondence with the local forest ranger, the original roadside snowmobile trail is believed to have been in existence pre-1972. This roadside trail was re-opened to snowmobiles in 1994 (including a new 800 foot trail relocation to allow for a safe stream crossing) pursuant to the APA/DEC Memorandum of Understanding. Portions of the trail are believed to cross JRWF lands. For planning purposes 2.0 miles was estimated for the trail length over JRWF lands, including a section of trail on the west side of NYS Route 30 south of Mason Lake. The future status of this trail and the choice of a preferred alternative to connect Speculator with Indian Lake will be decided through a UMP amendment.

Note: A total of approximately 1.3 miles of “old town road” that crosses JRWF lands is also a designated snowmobile trail. This portion of the Wells-Speculator Trail is not under DEC jurisdiction and is maintained by the town. This snowmobile use does not count against the mileage cap due to the probable public highway status.

Snowmobile Trails

Present Conditions:

Snowmobiling is a major recreational industry in NYS attracting many users to areas with suitable snow cover within the Adirondack Park. The basis for long-term, quality snowmobiling is a well designed and constructed trail system. The State recognizes the importance of snowmobiling to communities within Adirondack Park and to those who enjoy this increasingly popular sport. The Department recognizes the assertion by local communities that development of snowmobile trail networks has the potential to increase economic benefits for communities in New York State.

On May 4, 1995 the Hamilton County Board of Supervisors passed a resolution that requested DEC policy be amended to allow all snowmobile trails, where feasible to be widened to a maximum 12 foot width. This resolution was based upon economic and safety reasons. Hamilton County's winter economy is dependent to a large degree on public recreational use of the snowmobile. County officials believe that the ability to provide safe, well maintained trails in order to compete with other regions such as Canada and Maine, is dependent on wider trails to accommodate better grooming equipment. The opinion of the board of supervisors and Hamilton County Planning Department is that DEC's policy was established based on the types of snowmobiles used in the 1970's and is no longer appropriate today. Environmental groups argue that the APSLMP requires that snowmobile trails must “have the essential character of a foot trail” and that wider trails may also be unconstitutional.

Most of the JRWF trails were developed in the 1960's when snowmobiles were narrower in width and capable of traversing more rugged terrain. Today's machines are generally heavier and wider and are much more dependent on a groomed trail surface than were sleds of a decade or more ago. Touring sleds designed for travel on trails can be 45 inches in width and exceed 500 pounds. The larger size and weight of today's machines cause them to get stuck more easily once off the groomed surface. This is especially difficult for older family members and child operators. In addition, the type of grooming equipment has changed over the years. The size of machinery has varied from home-made equipment (a snowmobile dragging bed springs) to larger twin-tracked units with a hydraulically controlled groomer. While some modern day groomers may exceed 25 feet in length and 6,000 pounds in weight, the majority of the grooming within the JRWF is done by a snowmobile pulling a drag. In some parts of area trails there is not sufficient room for a snowmobile to pull off the groomed trail to allow a snowmobile from the opposite direction to pass by safely. In some cases pieces of reflectors or other snowmobile parts are found next to trail pinches, sharp corners, or rocky sections.

A few incidents of snowmobilers breaking through the ice on Indian Lake, Lake Pleasant, and other area waters have occurred within recent years. Concerns over these water crossings, rough existing trail conditions, aesthetics, and improved accessibility of the Indian Lake trail system have prompted an identification of existing problems and solutions for the snowmobile trails within the JRWF. A combination of reduced trail maintenance and a change in snowmobile size has created a safety concern on some sections of trail within the JRWF. In the past, trail maintenance on other than steep grades was limited to the guidance provided by an old interior manual (C-11-2) restricting the clearing of an existing trail to a five-foot wide tread. Side pruning of branches or cutting of brush was allowed up to 1-1/2 feet on each side of the

trail for a total width of eight feet. Hazard and problem tree removal was conducted as routine maintenance in conformance with LF-91-2. Current policy allows limited widening and upgrading of existing trails, but only through an approved unit management plan.

The rehabilitation of existing corridor trails over JRWF, closure of unnecessary trails or trail segments, and the designation of new trails for snowmobile use proposed for the JRWF will address critical snowmobiling needs within the unit. All new trail construction and rehabilitation of existing trails will comply with the "Interim Guidelines" within the context of snowmobile trail character requirements of the APSLMP. The ability to use private lands and/or routes parallel and near to travel/transportation corridors was considered impractical due to the numerous private landowners, residential development, and dependency on road crossings to avoid obstacles. The intent of these proposed snowmobile trail projects is to provide quality trails that links communities and limit road shoulder riding while enabling the average snowmobile operator to negotiate the trail with little or no difficulty.

Discussion of "No Material Increase"

The APSLMP requires that there be no *"material increase in the mileage of roads and snowmobile trails open to motorized use by the public in wild forest areas that conformed to the master plan at the time of its original adoption in 1972"*. Further, the APSLMP states that *"the mileage of snowmobile trails lost in the designation of wilderness, primitive and canoe areas may be replaced in wild forest areas with existing roads or abandoned wood roads as a basis of such new snowmobile trail construction, except in rare circumstances requiring the cutting of new trails;"* and that *"wherever feasible such replacement mileage should be located in the general area as where mileage is lost due to wilderness, primitive or canoe classification."*

In the winter of 2001, the DEC performed a GPS survey of all known existing snowmobile trails on Adirondack Forest Preserve lands. As a result of this survey and more accurate field measurements using a rolatape, it was determined that 28.3 miles of existing snowmobile trail were within the JRWF. This information was incorporated into the facilities map in the Appendix. With the completion of the Arietta relocation onto reclassified lands for in 2004/2005, 1.3 miles of new trail was constructed and 0.3 miles of old trail was abandoned, resulting in a new total of 31.3 miles of snowmobile trail currently within the JRWF.

While the material increase provision applies to all wild forest areas on a Park wide basis, efforts are made during the planning process to close unsuitable snowmobile trails to help compensate for new snowmobile trail mileage for necessary relocations or new community connector links. In order to determine if "a material increase" in trail mileage is proposed in this UMP, it was necessary to document historic mileage in the unit. DEC and APA staff jointly reviewed existing documents, staff communications, and maps to arrive at an adjusted 27.9 miles of pre-1972 snowmobile trail mileage for the JRWF. Implementation of all the proposed snowmobile trails in this UMP will result in a net gain of 2.8 miles from pre-1972 JRWF mileage. (See table XVIII).

In an effort to concentrate efforts on the most important snowmobile trail proposals and reduce the miles of new snowmobile trail, the proposed Bear Trap Brook relocation identified in the draft and proposed final draft plans was removed since it is not considered necessary at this time. The proposed Bear Trap Brook relocation will be reconsidered, through an amendment to

the plan if conditions change that would require moving the trail from private land. Other trail proposals will be further explored in year one. In the case of the proposed Speculator-Indian Lake trail, additional field work along with a detailed alternative analysis is considered necessary, since a preferred alternative has not been chosen at this time.

Public comments received by the APA on the proposed final Draft Jessup River Wild Forest UMP, recent purchase of recreational rights on adjacent International Paper Company lands, and the desire to insure the best possible future snowmobile trail system for the area, led the Department to consider various snowmobile trail configurations for the southern portion of the JRWF. The Department prepared a Draft Supplemental Environmental Impact Statement to the Proposed Final JRWF UMP/FEIS to address proposed changes to the snowmobile trail network in the towns of Lake Pleasant and Arietta. Proposed changes to sections of corridor snowmobile trail in the Fish Mountain/Fawn Lake Area is analyzed in detail in Appendix 25. Public input was used to fine tune the alternative analysis and the preferred alternative.

The APSLMP specifies that snowmobile trails should be designed and located in a manner that will not adversely affect adjoining private landowners or the wild forest environment, and that deer wintering yards and other important wildlife and resource areas should be avoided by such trails. The APSLMP further provides that appropriate opportunities to improve the snowmobile trail system may be pursued where the impact on the Wild Forest environment will be minimized. In addition the APSLMP, on page 36 recognizes snowmobiling as an appropriate use in Wild Forest areas and provides that *"existing roads or abandoned woods roads... [will form the basis of] new snowmobile trail construction, except in rare circumstances requiring the cutting of new trails."* The proposed Fish Mountain, Speculator - Indian Lake, and Dunning Pond - IP trails will utilize sections of abandoned woods roads.

Proposed Snowmobile Trail Closures

All old snowmobile trails that are no longer used (See Table XVIII) will have any remaining snowmobile trail markers removed and the trails will be officially closed to snowmobile use. Other trails that are currently designated and scheduled for closure, will be officially closed following the construction of replacement trails. In some cases like the Dunning Pond trail, closure is due to environmental or maintenance considerations. Sections of the trail are narrow, boulder-strewn and rough, that would require significant rehabilitation to make suitable for modern day snowmobiling. The Mossy Vly spur will be closed since an adjacent trail already exists to IP lands. Other closures are due to the development of more suitable replacement trails.

Oxbow to Spy Lake Snowmobile Trail Relocation and Town of Arietta Reclassification Update

In 2004, approximately 145 acres of Silver Lake Wilderness were reclassified to JRWF to correct a jurisdictional conflict between the towns Local Land Use plan and the Wilderness Critical Environmental Area. It also allowed for the relocation of a section of existing snowmobile trail over private lands to State land, since landowner permission for the trail was revoked, effectively cutting off the land based snowmobile route between Arietta and Morehouse. Several options were considered on how to best address snowmobile use in the area.

No Action Alternative - The first option considered was to do nothing and allow use to continue as is. Since the owner of private property requested that the trail be removed from the property, the trail must be relocated or closed. While closure would eliminate 1.8 miles of snowmobile trail in the JRWF, it would limit riding early and late in the season by forcing snowmobilers to cross the frozen water surface of Piseco Lake to ride between Morehouse and Arietta. DEC and OPRHP are attempting to remove trails from waterbodies whenever possible for public safety reasons. Therefore, the no-action alternative was not suitable.

Relocation to NYS Route 8 - This alternative would have required constructing a section of new snowmobile trail for a distance of approximately one-half mile over rugged terrain to reach the shoulder of NYS Route 8. The trail would continue along Route 8 for a distance of approximately 1-1/2 miles to the Oxbow Inn. This route would require the trail to cross numerous driveways to private property and could involve several road crossings to avoid ROW obstacles. The safety of road crossing and potential negative impacts to adjoining landowners limit the desirability of this alternative.

Relocation to Private Land North of NYS Route 8 - This alternative would require use of a small portion of NYS Route 8 ROW and private lands to the north of the highway to intersect the Old Parrish Road then east for 0 .2 mile to CR24 and along the road right-of-way to the town of Arietta community hall. A bridge would be necessary to cross the outlet of Oxbow Lake. This alternative while viable, would rely completely on the permission of private landowners, and would be subject to closure at any time.

Relocation to Piseco Lake over JRWF lands - This alternative would have required constructing one mile of new snowmobile trail over unsuitable steep and rugged terrain ending at Piseco Lake and require riding the frozen surface to connect with the rest of the trails in the town of Arietta.

Relocation to Reclassified Lands - This alternative was chosen as the preferred option since it would avoid unsafe lake crossings, road shoulder riding, or require the use of private land. The proposal was developed in consultation with the APA, with opportunity for public and environmental review occurring during the reclassification process. A long Form EAF was prepared for the action and a negative declaration was issued.

This proposal had some precedent; in 1982 there was a reclassification of approximately one mile of snowmobile trail behind the Piseco School from wilderness to wild forest in an effort to accommodate the existing trail and snowmobile use.

The 2004/2005 trail relocation moved the existing snowmobile trail to the south of a large wetland area thereby avoiding private land. The 1.3 miles of new snowmobile trail, are offset slightly by the closure of 0.3 miles of existing trail. A 0.6 mile portion of the new trail follows an old road. Work on the trail required the cutting of 210 trees over 3" in diameter and the building of a few bridges ranging from eight to 40 feet long. (See map in Section IV-E)

Objectives:

- Address snowmobile trail safety concerns.
- Trails will be maintained according to their classification with all work confined to the allowed trail width. Interim Guidelines for Snowmobile Trail Construction and Maintenance and Clarification of Practice Regarding Motor Vehicle Use for Snowmobile Trail Grooming, Maintenance and Construction (dated 11/1/2000) documents will guide maintenance. The Draft Comprehensive Snowmobile Plan, currently being developed, will guide future management. In all cases wetland permits will be secured from the APA, if determined to be necessary.
- Snowmobile corridor trails will be maintained to the current policy standards: no greater than eight feet wide on straightaways and 12 feet wide on sharp curves or steep slopes.
- To identify snowmobile trails within the JRWF that no longer are necessary or feasible to rehabilitate.

Management Actions:

- Remove obstructions (rocks, stumps, and brush) from the trail surface, in accordance with policy, only when necessary to insure that the average snowmobile operator can safely negotiate the trail. (OP)
- Develop LAC standards for snowmobile trails. (LF)
- Monitor trail conditions closely to ensure compliance with LAC standards. Designated trails will be posted as closed either seasonally, temporarily, or permanently if level of conflicts and/or resource impacts exceeds thresholds established through the LAC process until impacts are remediated and/or conflicts resolved. (LF/OP)
- Abandon the Mossy Vly-IP line trail segment, Dunning Pond trail, Oxbow - Sacandaga Lake trail, and the temporary roadside snowmobile trail between Mason Lake and Lewey Lake. Snowmobile trail sections replaced by proposed relocations will be abandoned upon completion of the replacement trails.
- Remove snowmobile trail markers and re-designate Dunning Pond trail as foot/ATB trail. This trail has received little snowmobile use over the last several years and has not been groomed. Even though the trail follows sections of old roads, numerous boulders and terrain constraints make the trail unsafe for snowmobiling. In accordance with Department policy, snowmobile trails recommended for closure will be converted to cross-country ski trails or foot trails, when appropriate. The snowmobile trail mileage lost in closure will help offset some of the additional new mileage for important trail linkages or relocations. (OP)
- Rehabilitate the Piseco - Perkins Clearing trail (NYS Corridor 4/8) $\pm$ 7 miles. (See Section VI.) (LF/OP)
- Rehabilitate Rudeston Hill trail (NYS Corridor 4) $\pm$ 0.1 miles The western portion of this trail was relocated in 2000 in consultation with the APA. Since the initial effort concentrated on having a useable trail in place before winter, the only work that occurred included tree and blowdown removal and the construction of one bridge under a wetlands permit. Parts of the trail have trail obstacles consisting mainly of hummocks and rocks, that impede the ability to enjoy this trail safely. Minor rehabilitation work is a high priority for this heavily used trail. Some of the existing bridges will have to be rebuilt to a 8 foot width to meet DEC standards. Mud spots may need bridging, relocation, or hardening. Block illegal access trails. (LF/OP)
- Construct Fish Mountain trail (Alt. E, Option 3 to replace NYS Corridor 8) $\pm$ 7.6 miles.

Project will also include additional 0.4 mile spur trail to Mud Lake and the reopening of the 2.4 mile Mud Lake snowmobile trail to connect with parking at Moffit Beach Campground. An additional 1.7 mile spur trail will be developed parallel to Brister Brook. - (See Section VI and Appendix 25.) (LF/OP)

- Construct Page Street trail (NYS Secondary) ± 0.5 miles. - (See Section VI.) (LF/OP)
- Relocate Crow Hill trail (NYS Corridor 4) ± 0 .1 miles. - (See Section VI.) (LF/OP)
- Investigate Speculator - Indian Lake snowmobile trail alternatives. (See Section VI .) (LF/OP)
- Construct Dunning Pond - International Paper Snowmobile trail (± 2.5 miles)

The town of Wells supervisor and staff proposed a relocation of the existing Dunning Pond snowmobile trail in order to provide an enjoyable safe snowmobile connection between the communities of Wells and Speculator. The current trail to Speculator uses a combination of DOT shoulders along NYS Route 30, unplowed town roads, and private lands and is considered unsuitable for a "community connector" trail due to safety concerns, maintenance problems, and conflicts with public motor vehicle use of the highway.

A new trail is proposed that would begin in the Hamlet of Wells, proceed northwesterly over private lands and/or Niagara Mohawk property along an existing utility ROW intersecting Gilmantown Road in the vicinity of Gilman Lake. From the powerline, the trail would continue northwesterly a short distance along the road ROW to reach the entrance of an old woods road. No JRWF lands would be crossed to this point. Snowmobile use over the town road from this point into Speculator is not possible because the town of Lake Pleasant opposes the designation of the Gilmantown Road for this use. A new snowmobile trail on JRWF lands will be designated over an existing old road for a distance of approximately 2.5 miles to the IP property line. Over trail easement over IP lands, the trail will continue on existing IP roads to the Burnhams Mill bridge. From this point the trail will utilize the existing snowmobile trail into Speculator. The need for bridging or other trail hardening techniques is unknown at this time. There would be only minimal tree cutting needed due to the existing width of the old road. Before trail construction begins a work plan, including a tree count, will be completed.

The Dunning Pond-IP trail relocation combined with utility line ROW and private timber company lands will allow for an adequate Community Connection System between Wells and Speculator, bypassing the existing section of trail with the most problems. The ability to entirely use routes parallel and near to travel/transportation corridors for community connectors, while a goal of the Draft Comprehensive Snowmobile Plan is not feasible at this location. The existing NYS Route 30 roadside snowmobile trail* section between Wells and the Burnhams Mill bridge stays almost entirely within the DOT road ROW requiring a snowmobile rider to traverse numerous obstacles including guard rails, metal signs, and sidehill banks. To safely accommodate

Based upon a recommendation from the town of Wells supervisor, the original roadside trail on DOT property (its legal for a snowmobiler to ride along State highways outside the scraper banks) will still be maintained by the town to allow for a loop trail to accommodate local snowmobile use. Since this trail does not utilize Forest Preserve lands, there is no "material increase" in mileage by retaining it.

its use as a "community connector" the trail would have to be relocated farther back from the road edge. Large areas of rocky, steep sidehill terrain would limit the ability to construct an adequate trail without a large degree of terrain modification to both State and adjoining private lands.

The new proposed snowmobile route will reduce significantly the number of highway ROW miles for the main connecting snowmobile trail between the two communities. The trail will be considered a class A corridor snowmobile trail and will be marked with blue trail markers. It is expected to receive heavy use but will not be designed to accommodate other recreational uses due to the private land and ROW crossings. The portion over JRWF lands from Gilmantown Road to the IP boundary could be used for general foot access. (LF/OP)

- Construct Rudeston Hill Access Snowmobile trail (± 0.3 miles)
  From the town of Arietta Community Hall and proposed snowmobile trailhead, no land based access to the snowmobile trails to the north exists, necessitating the use of the frozen surface of Piseco Lake. The development of a short link trail would greatly improve access to the snowmobile network in the area.

  A new spur trail is proposed to allow snowmobilers to travel through the woods from the town of Arietta Community Hall parking area northerly to the existing Rudeston Hill trail. The trail would utilize both town and private lands with approximately 0.3 mile of new trail to be constructed over JRWF lands. This trail proposal is important to allow access to the existing trail system before Oxbow or Piseco Lake are safely frozen. The trail will be built only if the town of Arietta is able to secure permission from the adjoining private landowner and a suitable route can be found through State lands.

  The trail will be considered a Class B snowmobile trail and will be marked with blue trail markers. It is expected to receive heavy use but will not be designed to accommodate other recreational uses due to the private land crossing. (LF/OP)

- Construct Round Pond Brook Snowmobile trail (Preferred Alternative Option B ± 2.7 miles) See Section VI. (LF/OP)

Impacts and Management Alternatives for All Proposed Snowmobile Trail Additions:
Several options were considered in determining a preferred management strategy for this area:

No Action Alternative - The *"No Action"* alternative, in some cases, forgoes the recreational opportunity and economic benefits of snowmobile-based tourism. Taking no action at this point would also allow trails to remain in use that are not as environmentally sound as the proposed trails. Trails will have to be closed when individual private landowners withdraw permission. This would force snowmobilers to ride along road shoulders on plowed roads. Another concern involves illegal road riding. When the shoulder gets rough, some snowmobilers ride the highway instead of the groomed trail, with this activity occurring mostly late at night. In addition, the no-action alternative would not provide for adequate community connections. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - Relocate snowmobile trails to private lands. Efforts will be made to encourage corridor snowmobile trail systems on private lands or road corridors whenever possible. However, secondary and local trails are still needed that connect to necessary support services such as gas, food, lodging, maintenance, and trailheads. It should also be noted that snowmobiling provides persons with disabilities with a means of accessing State lands during periods of snowcover. See Section VI. While this alternative may be possible it would require significant new trail construction along with permission from numerous landowners. Since snowmobile trails are usually not easements but yearly agreements with the landowner, the trail system would always br subject to closure if any individual landowner withdrew permission. Therefore, this alternative will not be supported by this UMP.

Proposal discussion

The ability to maintain suitable trail links between area communities is important. The **preferred alternative** is to officially designate some new and relocated snowmobile trails. See specific trail information in the previous section and in Section VI. By avoiding private land crossings (where the landowners do not want snowmobiles) and road shoulder riding where unsafe, both the trail and enhanced access to State lands will be secured for the future. While these new snowmobile trails will result in an increase in overall mileage, this would be partially offset by the removal of snowmobile designation on unsuitable trails and trail segments. Therefore, this alternative will be supported by this UMP and/or subsequent UMP amendment.

Projected Use and Potential Impacts of the Preferred Alternatives

With the exception of "community connector" trails, use levels are anticipated to remain generally the same since the majority of proposals in this UMP involve relocations of existing snowmobile trails that are already being used by the public. However, the relocations and proposed trail improvements will provide improved signage and bridging leading to a safer experience which may eventually increase use due to greater rider satisfaction.

While the draft goals of the Draft Comprehensive Snowmobile Plan for the Adirondack Park/Draft EIS (Draft Comprehensive Snowmobile Plan) include the goal of using private lands as much as possible, it is not entirely possible in this area. By utilizing old roads and existing snowmobile routes, the actual amount of new trail construction and tree cutting on JRWF lands can be minimized. The ability to use private lands and/or routes parallel and near to travel/transportation corridors was considered impractical due to the numerous private landowners, residential development, and dependency on numerous road crossings to avoid obstacles.

Snowmobiling is a recreational activity that is allowed by the APSLMP on state lands, which DEC manages pursuant to UMPs. A related planning document (Draft Comprehensive Snowmobile Plan for the Adirondack Park/Draft EIS) that is currently being developed by OPRHP, DEC, and APA will supplement OPRHP's "Statewide Snowmobiles Trails Plan." The development of the Comprehensive Snowmobile Plan is in an initial phase and the draft vision statement and the draft goals have been prepared and have been the subject of public hearings throughout the State.

DEC along with the OPRHP and the APA, held a series of six meetings in 2001, to seek information and comments from the public to help develop a comprehensive snowmobile plan for the Adirondacks. The vision for the draft plan is to develop and maintain an integrated snowmobile trail system on public and, increasingly, on private land in the Adirondack Park that will provide snowmobilers with an experience that is consistent with Article XIV, Section 1 of the State Constitution while also striving to enhance the economic vitality of the Park's citizens by providing trail linkages between local communities within the Park. The plan will be developed in cooperation with local government officials, recreationists, environmental groups and snowmobile representatives.

The Draft Comprehensive Snowmobile Plan outlines an Adirondack Park Snowmobile Trail System that will involve trails on public and increasingly, on private lands. Creation of this new system may involve the reconfiguration of the existing system on the Forest Preserve, including the designation of Class III trails/trail* segments to establish community connections and the re-designation of existing snowmobile trails located within the interior of Wild Forest Units or adjacent to private in-holdings for non-motorized use through the UMP process. It may also require the relocation or development of trails on private lands through the acquisition of fee title, conservation easements, or other access rights from willing sellers. This Class III trail designation will be unique to Forest Preserve lands. This trail designation will only be applied to trails that connect communities. In general, this type of trail will only exist on the perimeter of a unit or fall generally within 500 feet of a travel corridor. The Class III trail shall be the primary travel route for snowmobiles within a unit and shall not serve to duplicate or parallel other trails within the unit.

DEC is required to prepare UMPs and will continue to do so in conjunction with and in recognition of the development of the Draft Comprehensive Snowmobile Plan. UMPs will continue to set forth management proposals for snowmobiling, which will be consistent with and conform to the most current draft vision statement and goals of the Draft Comprehensive Snowmobile Plan, and other provisions of the Draft Comprehensive Snowmobile Plan as they are developed. Since all UMPs must conform to the Draft Comprehensive Snowmobile Plan when such a plan is finalized, individual UMPs will then be amended as appropriate.

Given that the Department must proceed with the development of UMPs prior to the completion of the Comprehensive Plan, proposals for snowmobile management and the Draft Comprehensive Snowmobile Plan will undergo separate SEQRA reviews. UMPs containing new snowmobile trail construction will be subject to SEQRA and the Comprehensive Snowmobile Plan will be subject to a Generic EIS. Although segmentation is contrary to the intent of SEQRA, the regulations (6 NYCRR617.3[g]) allow for segmentation if the segmented review is clearly no less protective of the environment. Given that the Draft Comprehensive Snowmobile Plan and UMPs containing proposals for snowmobiles will be subject to SEQRA, and that each proposal will be consistent with the most current draft vision statement and goals of the comprehensive plan, the separate review will be no less protective of the environment.

**Note: an amendment to the APSLMP will be necessary to recognize this trail classification before Class III trails may be designated in the Forest Preserve through the UMP process. A Class III trail is proposed to be up to 12 feet wide and have a prepared surface as provided for in DEC policy. The Class III trail may be groomed by motor vehicles other than a snowmobile and may be open for other authorized recreational uses, but may not include motorized recreation other than snowmobiling.*

In addition, the UMPs and the Draft Comprehensive Snowmobile Plan are subject to the restrictions of the APSLMP and the New York State Constitution (Article XIV, Section 1); thus, these overriding restrictions for the protection and preservation of natural resources will ensure that the outcome for snowmobile management in the Adirondacks will be complementary and protective of the environment. Finally, as the Draft Comprehensive Snowmobile Plan progresses into a more concrete planning document, the UMPs being developed will have a framework upon which to rely for an overall trail system resulting in UMPs and a Comprehensive Snowmobile Plan for snowmobiles that are consistent.

All Terrain Bicycle Trails

Present Conditions:

In 1993, the APA and DEC signed an addendum to the memorandum of understanding between the two agencies that addressed use of all-terrain bicycles (mountain bikes or ATBs) on Wild Forest classified lands, while prohibiting mountain biking on all Wilderness areas. The memorandum was partly in response to the tourism, bicycling, and regional planning interests which identified the economic and recreational potential for mountain bicycling in the Adirondack Park. For the next couple of years, the identification and inventory of popular mountain bicycling trails (Adirondack Park Mountain Bike Preliminary Trail and Route Guide, 1995) was undertaken through a combined effort of the Adirondack North Country Association, the Adirondack Mountain Club, and the LA Group. Since the preliminary listing, some counties have identified other routes at the local level and additional routes continue to be identified through the Adirondack Park Mountain Bike Initiative.

Within the unit, two towns are involved with developing local ATB trail systems. The town of Indian Lake is in the process of identifying a proposed trail system. The town of Lake Pleasant/ village of Speculator opened a series of ATB trails in 2002 and 2004. All of their present trails are on leased-agreement IP roads or public highways. (See IP easement information is Section VI.)

All backcountry users can have an effect on the environment. This UMP will identify places where ATBs are not appropriate, where ATB use can be allowed, ways to minimize impacts, and methods to foster cooperation between trail user groups to maximize the quality of the recreation experience for all while protecting the natural resources. The APSLMP guidelines for wild forest areas allow all terrain bicycles *"on roads legally open to the public and on state truck trails, foot trails, snowmobile trails and horse trails deemed suitable for such use as specified in individual unit management plans."* 6NYCRR §196.7(e) provides that *"[t]he operation of bicycles is permitted on all roads and trails on Adirondack forest preserve wild forest areas except for those roads and trails posted as closed to bicycle operation."* All designated trails within the JRWF will be posted as open or closed for ATB travel. Even in wild forest, certain constraints limit the opening of all trails within the unit to ATBs. Factors such as private land crossings, topography, drainage, and impacts to other recreational activities were considered in identifying possible ATB trails within the JRWF. A discussion of the compatibility of ATB use on new trail proposals, such as snowmobile trails is discussed in the proposed snowmobile trail section.

Only a few public comments on the draft UMP were related to ATB trail issues. Following the meeting, maps were provided by the town of Lake Pleasant ATB chairman showing potential

bike trails in the JRWF and adjacent IP lands. All suggestions and new proposals were reviewed. As part of the UMP process, the planning team discussed ATB use patterns, use levels, and user preferences and identified which trails within the JRWF would be appropriate for mountain biking. In some cases, such as the proposed Watch Hill foot/ski trails, ATB designation suggested by the town of Indian Lake was deemed unsuitable due to potential user conflicts. A review of existing publications identifying bike trail opportunities such as the Adirondack Park 1994 Mountain Bike Preliminary Trail and Route Listing and the Adirondack Park Non-Motorized Recreation Plan was conducted. No area trails within the JRWF were identified as potential off-road bicycle trails.

Since the early 1990s, only one JRWF trail (Northville-Lake Placid trail segment) was closed to mountain biking. A few additional trails within the unit will be posted prohibiting the use of ATBs. This will be done because of private land crossings, to prevent conflicts between users, or for environmental reasons.

Objectives:

- Provide recreational opportunities for ATB riders on suitable trails.
- Maintain trails to appropriate IMBA standards to minimize environmental impacts.
- Close inappropriate trails.

No official ATB trails exist within the JRWF. The following existing trails and all roads legally open to the public offer opportunities for all terrain bicycling within the JRWF and through this UMP will be designated (total approximately 24.7 miles) for bicycle use. Additional riding will be possible in the future on IP easement roads. These proposed ATB trails mostly follow pre-Forest Preserve logging roads and will be checked for compliance with International Mountain Biking Association (IMBA) Standards. (See Appendix 14) Attempts will be made to identify, close and relocate unsafe steep trail sections (>12 % slope).

Proposed trails were rated* for suitability by ATBs after reviewing past use and a cursory analysis of limiting factors such as terrain constraints, slope, and soils, along with potential user conflicts. Riders will be urged to use good judgment as trail conditions can vary or be impassable at certain times.

Management Actions:

- Develop LAC standards for ATB trails. (LF)
- Monitor trail conditions closely to ensure compliance with LAC and IMBA standards. Monitor ATB use on all designated trails for resource impacts and complaints from other users. Designated trails will be posted as closed either seasonally, temporarily, or permanently if level of conflicts and/or resource impacts exceeds thresholds established through the LAC process until impacts are remediated and/or conflicts resolved. (LF/OPP)

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* *Difficulty ratings from Adirondack North Country Association guidelines:*
Beginner (B) - generally dirt roads with relatively smooth riding surfaces and gentle terrain.
Intermediate (I) - generally single-track trails with variable riding surfaces and moderate hills.
Advanced (A) - generally challenging single-track trails with difficult terrain and steep hills.

- In compliance with the DEC/APA MOU, DEC will identify ATB use patterns, use levels, and user preferences. (LF)
- Post signs prohibiting the use of ATBs on the following existing trails: Northville-Lake Placid trail, Snowy Mountain trail, Pillsbury Mountain trail, Baldface Mountain trail, and the Abanakee and Piseco Airport ski trails to prevent conflicts between users, or to prevent environmental degradation. Snowmobile trails that will be closed due to private land, wetland crossings, or other concerns include: Bear Trap Brook trail, Oxbow-Sacandaga Lake trail, Fall Lake trail, Oxbow Lake-Spy Lake trail, Crow Hill trail, and Rudeston Hill trail. (LF/OP)
- Post signs prohibiting the use of ATBs on the following future proposed trails: Northville-Lake Placid trail relocation, Speculator - Indian Lake trail (Pine Hill section), Dunning Pond - IP trail, Miami River trail, Dug Mountain Brook Falls trail, Porter Mountain trail, Echo Lake trail, Watch Hill trails, Fish Mountain trail, Rudeston Hill Access trail, Round Pond Brook trail, and Lake Abanakee canoe carry. This action is necessary due to private land crossings, potential conflicts between users, or to prevent environmental degradation. (LF/OP)
- Designate Dunning Pond Trail (I-4.6 miles) - From NYS Route 30 to the Gilmantown Road. The majority of this snowmobile trail follows an old road containing steep sections, exposed rocks, wet areas, along with an unbridged creek crossing. Rehabilitate trail for hiking and biking use and close trail to snowmobile travel. The purpose of marking this existing trail will be to enhance access to this block of wild forest and provide additional family trail opportunities in an attractive setting, all within a short distance of NYS Route 30. Once the existing snowmobile trail is abandoned, the trail will be maintained as a class IV secondary trail and will also be designated for bicycle use. The trail will be marked with red trail markers. It is expected to only receive light use. The trail currently receives little summer hiking use so user conflicts are expected to be minimal. There is a need for a bridge over Dunning Brook along with other trail hardening techniques, mostly to prevent further erosion and washing out of the sections of trail along old logging roads. (LF/OP)
- Designate Fawn Lake Trail (I-4.2 miles) -From the trailhead at the end of the Fawn Lake Road to the Piseco-Perkins Clearing Trail. The trail will start along the Peasley access road for 0.1 mile before turning onto the Fawn Lake snowmobile trail. This snowmobile trail utilizes a portion of an old road and contains sections of trail with some exposed roots, rocks, and wet areas. The trail will be designated for bike use and will be marked with red trail markers. It is expected to only receive light to moderate use. The beginning portion of this trail is popular with hikers and day users to the beach. Bike use and associated impacts will be closely monitored to determine degree of user conflict or unacceptable resource impacts. (LF/OP)
- Designate Old Telephone Line Trail (I-3.8 miles) - From the Perkins Clearing Road to Indian Lake. The majority of this snowmobile trail follows an old road with a few washouts and wet areas. The trail will be designated for bike use and will be marked with red trail markers. It is expected to only receive light use. (LF/OP)
- Designate Piseco-Perkins Clearing Trail (I/A- 7.0 miles) -From the Piseco Airport to IP lands. This snowmobile trail begins along a portion of an old road and contains sections of trail with rocks, and numerous wet areas. The trail climbs steep grades over Willis Mountain to International Paper Company lands. The IP conservation easement will allow bicyclists to ride IP roads eventually reaching the town designated Perkins

Clearing Road bicycle trail. The trail will be designated for bike use and will be marked with blue trail markers. It is expected to only receive light use. Bike use and associated impacts will be monitored to determine degree of user conflict or unacceptable resource impacts. Shared parking at the proposed Piseco Airport trailhead. (LF/OP)

- Designate Old Military Road (B/I-± 0.7 miles on JRWF lands additional 1.8 miles along easement on IP road.) - From the Perkins Clearing Road to Pillsbury Mountain Trailhead. The public has the right to ride along the town road then continue on an IP road to the State land boundary near Sled Harbor. ATB riders must stop at the Pillsbury Mountain trailhead. It is expected to only receive light to moderate use. The foot trails that continue into the West Canada Lake Wilderness are not open to bicyclists and the Pillsbury Mountain trail will be closed to bicyclists due to steep terrain, potential user conflicts, and to protect important bird habitat. (LF/OP)
- Designate proposed Mud Lake trail (I/A- ± 5 miles, 0.1 mile spur to IP lands) - See Section VI. (LF/OP)
- Designate additional one mile of open motor vehicle roads (Hernandez Road Loop and Gilman Lake Access Road) for ATB use. The Round Pond Road will be formally designated and marked for ATB use upon completion of phase 2, conservation easement on the adjacent IP lands. The existing trail easement only allows pedestrian and equestrian use over IP lands.

By combining highway shoulders of town and state roads, IP land, and State lands in the area numerous bicycling loops are possible. It is suggested that new trail proposals be investigated during the five year term of this UMP and considered in future revisions of the UMP or through a UMP amendment, if determined to be feasible and necessary.

- Investigate trail sections initially closed to ATBs that may be suitable for designation in the future. Most new trail proposals will be posted against ATB use until a determination regarding suitability and potential user conflicts is made. Additional ATB trails will not be designated or constructed without first amending this UMP. (LF/OPP)
- Investigate additional trail sections that may be suitable for ATB use that provide a link to the IP easement lands. A few new ATB trails were proposed by the town of Lake Pleasant in the vicinity of Mossy Vly, Hatchery Brook, and Fish Mountain. Since the majority of these proposed trails involve links to larger trail systems on adjacent IP lands, the need for these trails will be investigated. Additional field work will be conducted to determine the suitability of these proposed trails for ATB use. Trails will not be designated or constructed without first amending this UMP. (LF/OPP)

Alternatives Discussion for Proposed ATB Trail Additions

Several options were considered in determining a preferred management strategy for this area. As discussed in Section II-G-Capacity to Withstand Use, most wild forest roads and trails within the JRWF have not been closed to ATBs and show only minor environmental impact from bicycle use. Trail obstacles such as roots, rocks and occasional wet areas has tended to discourage use. The lack of large organized clubs and bike shops with rentals has also contributed to low use levels. Various strategies to accommodate ATB use within the unit were considered including: (1) listing only closed trails with all other trails considered as open to ATBs, (2) identification on a trail by trail basis of all open designated trails, or (3) limited selection of one or two open designated trails to adequately address trail problems and monitor impacts. The option of opening all trails not listed as closed, does not adequately identify to

potential bikers trail constraints, trail features and/or level of difficulty and the absence of official trail marking/designation may confuse the public. Specifically restricting designation and ATB use to a couple of trails would constitute a mass closing of the remaining trails currently open to bike use, a type of outdoor recreation compatible with the wild forest classification. Limiting use to a few specific trails might unintentionally cause a higher degree of physical and social impacts, since use will be much more concentrated rather that dispersed throughout the unit.

No Action Alternative - This alternative would prevent the designation of any ATB trails. This would eliminate the potential for conflict between bikers and hikers on designated foot trails. The "no action" alternative would prevent the official designation of bike trails where a need is demonstrated and anticipated public use is indicated. Further, the requirements of the APSLMP to designate appropriate routes for ATBs through the UMP planning process would not be met. Without the designation and rating of specific trails through the UMP planning process, the public may not be aware of these potential recreational opportunities. ATB travel would also continue on trails that are not suitable for such use. For these reasons, this alternative will not be supported by this UMP.

Impacts and Management Alternatives:
The **preferred alternative** is the designation of ATB trails and posting of trails to be closed. The JRWF is composed of over 47,350 acres, a large enough area to meet the needs of ATB riders and other recreational users without significant user group conflict. Trail designation will direct ATB riders to old roads which can be more environmentally appropriate places to ride, thus reducing environmental impacts. The existing trails proposed to be designated for ATB use were considered for suitability as bike trails, taking into consideration land ownership, ground conditions, existing public uses, trail slopes, obstacles and features, and possible conflicts with other users. In addition, some of the new trail proposals will allow for future ATB use. See Section VI. The formal designation of ATB trails in the JRWF will accommodate a type of recreational use and access method that is not permitted in the adjacent West Canada Lake Wilderness to the west and the Siamese Ponds Wilderness to the east. For these reasons, this alternative will be supported by this UMP.

While no official designated ATB trails are proposed to be closed within the JRWF, some trails that have been ridden in the past will be posted against ATB use. Upon completion of all trail proposals a total of 51 miles of existing and proposed trails will be posted against ATB use. In order to minimize potential conflicts, none of the proposed foot trails and only one section of proposed cross country ski trail (section from Moffitt Beach Campground to Mud Lake/IP lands) will be designated for ATB use, primarily due to terrain constraints or potential user conflict.

Projected Use and Potential Impacts of the Preferred Alternatives
By formally designating a trail with ATB markers, the trail will most likely be advertized in books and local Chamber of Commerce trail guides, thereby potentially increasing use. Use levels are anticipated to only increase slightly since most of the proposed designated trails (except Fawn Lake Trail) do not lead to attractive natural features such as waterfalls, scenic views, or sandy beaches. However, the proposed trail improvements will provide a safer and more enjoyable experience which may eventually increase use due to greater rider satisfaction.

Problems of trail widening, braiding and development of new bootleg trails is not likely to happen in the lesser used parts of the Adirondacks, since it is believed that user density will never approach that observed near developed urban areas.

Horse Trails

Present Conditions:

Areas designated for horseback riding in Hamilton County are quite limited, consisting mainly of small privately operated riding stables and trails. It is important to realize that a horse trail network that provides looped trails and the desired experience of most equestrians may not be feasible within the JRWF. However, the opportunity for limited riding does exist. Some trails and roads that are currently ridden sporadically by local equestrian users are capable of sustaining such minimal use, but may not be able to withstand the use that could result from formal designation.

Pursuant to 6 NYCRR § 190.8(n), use of horses and equestrian riding is allowed anywhere on State lands under the jurisdiction of the Department of Environmental Conservation except designated foot trails and snowmobile trails when covered with ice or snow and intensive use areas, such as DEC campgrounds. Page 22 of the APSLMP (June 2001) authorizes horse trails in Wilderness Areas, provided that *"new horse trails will be limited to those that can be developed by conversion of appropriate abandoned roads, snowmobile trails, or state truck trails.'"* Horse hitching posts and rails, and horse trail bridges constructed of natural materials, are also allowed by the APSLMP. The APSLMP on page 25 also provides that *"access by horses, including horse and wagon, while permitted in Wilderness, will be strictly controlled and limited to suitable locations and trail conditions to prevent adverse environmental damage."* These guidelines also apply to Wild Forest classified lands.

The APSLMP on page 17 defines a foot trail as *"a marked and maintained path or way for foot travel located and designed to provide for reasonable access in a manner causing the least effect on the surrounding environment."* As a result all designated foot trails are closed to use by equestrians. While the co-designation of foot trails as horse trails could enable horseback riding to occur, horse trails are generally not compatible with pedestrian hiking on popular foot trails. Although horse trails may follow foot trails for short distances, in order to minimize user conflicts it is preferable that they be developed as separate distinct facilities, utilizing as much as possible areas not presently used by hikers to a great degree.

Horseback riding is a compatible use of Forest Preserve lands when the trails are properly located, designed and maintained. It is important to bear in mind that designation of a particular trail or old road for horse travel may invite increased traffic, and without adequate maintenance could cause the trails to become eroded and muddy. Trails in such a condition are environmentally unacceptable, unsafe and unpleasant to use. Trails are most vulnerable to erosion during the months of November, December, March and April, the "mud season" when trails can be most easily damaged. In January, February, and March snowmobile use would conflict with any winter horse use.

Objectives:

- Provide recreational opportunities for equestrian riders on suitable trails.
- Maintain trails to appropriate standards to minimize environmental impacts.
- Close inappropriate trails.

No official horse trails exist within the JRWF. Given the requirements of the APSLMP to locate new horse trails *"by conversion of appropriate abandoned roads, snowmobile trails or state truck trails,"* Department staff identified suitable locations for designation as horse trails in the JRWF. A total of approximately 10.8 miles of existing trails offer opportunities for horseback riding and will be designated for equestrian use, once they are rehabilitated. Additional riding will be possible on old town roads, IP easement roads, and DEC open roads posted for this use. Formal designation and maintenance as a horse trail will only be conducted after site inspections and feedback from equestrian riders to address safety concerns.

Management Actions:

- Develop LAC standards for horse trails. (LF)
- Monitor trail conditions closely to ensure compliance with LAC standards. Monitor equestrian use on all designated trails for resource impacts and complaints from other users. Sign trails as closed either seasonally, temporarily, or permanently if level of conflicts and/or resource impacts exceeds thresholds established through the LAC process, until impacts are remediated and/or conflicts resolved. Horse trails will be closed only as a last resort. (LF/OPP)
- Post signs prohibiting the use of horses or equestrian riding on the following existing trails: Northville-Lake Placid trail, Snowy Mountain trail, Pillsbury Mountain trail, Baldface Mountain trail and the Abanakee or Piseco Airport Loop, Bear Trap Brook trail, Oxbow-Sacandaga Lake trail, Fall Lake trail, Oxbow Lake-Spy Lake trail, Crow Hill trail, Fawn Lake trail, Dunning Pond, and Rudeston Hill trail. (LF/OP)
- Post signs prohibiting the use of horses on the following future proposed trails: Northville-Lake Placid trail relocation, Speculator - Indian Lake trail (Pine Hill section), Dunning Pond - IP trail, Miami River trail, Dug Mountain Brook Falls trail, Porter Mountain trail, Echo Lake trail, Watch Hill trails, Fish Mountain trail, Rudeston Hill Access trail, Round Pond Brook trail, and Lake Abanakee canoe carry. (LF/OP)
- Allow equestrian use of the Piseco-Perkins Clearing trail (± 7.0 miles) - From the Piseco Airport to IP lands. This snowmobile trail begins along a portion of an old road and contains sections of trail with rocks, and numerous wet areas. A short spur trail to Fall Lake is also rideable. Some of the older snowmobile bridges and sections of corduroy may pose a problem to some riders. While the trail is in fair condition it passes through some areas that are fairly wet in the spring. The light equestrian use that this trail is expected to receive should be within the capacity of the resource to withstand use. If future field inspections reveal unacceptable resource impacts or trail conditions unsuitable for safe equestrian use, the trail will be closed to horseback riding. (See Section VI- Shared parking at the proposed Piseco Airport trailhead.) (LF/OP)
- Designate Old Telephone Line trail (± 3.8 mi.) From the Perkins Clearing Road to Indian Lake. The majority of this snowmobile trail follows an old road containing a few washouts and wet areas. The purpose of marking this short section of existing snowmobile trail for equestrian use will be to provide horseback riders additional riding opportunities in the Mason Lake area. See Section VI. (LF/OP)

- Designate Kunjamuk Horse trail (± 0.1 miles in JRWF) In the Siamese Ponds Wilderness UMP, it is recommended that existing roads over JRWF and IP lands for a distance of approximately 2.5 miles from Big Brook Road to the western shore of Round Pond be designated as a horse trail to be used by both horse and horse drawn wagon. This will involve extensive work on the section of trail that crosses International Paper as much of this old logging road is in need of repairs. The ability of the entire trail to support horse use eventually leading to the Elm Lake Road and ending in Speculator will be addressed through an amendment or next revision of the Siamese Ponds UMP. The light equestrian use that this trail is expected to receive should be within the capacity of the resource to withstand use. Other equestrian opportunities on adjacent IP lands will be investigated, in accordance with the proposed future conservation easement. See Section VI. (LF/OP)
- Designate Old Military Road (± 0.7 miles on JRWF lands, additional 1.8 miles along easement on IP road.) From the Perkins Clearing Road to Pillsbury Mountain Trailhead. The public has the right to ride along the town road then continue on an IP road to the State boundary near Sled Harbor. Horseback riders must stop at the Pillsbury Mountain trail head. The foot trails that continue into the West Canada Lake Wilderness are not marked as horse trails. Equestrian use into the West Canada Lake Wilderness will be addressed in the West Canada Lake Wilderness UMP. The light equestrian use that this trail is expected to receive should be within the capacity of the resource to withstand use. See Section VI. (LF/OP)
- Allow equestrian use on Old Route 30 (± 1.4 miles) The majority of trail riding within the JRWF has been at Watch Hill in close proximity to a youth camp with horses at Timberlock. A short de facto horse trail has developed over the years using to a large degree parts of an old highway. While signage will be installed to inform the public that equestrian activity is occurring, no formal trail will be designated . Additional riding can occur on old trails towards the Watch Hill summit area. Formal designation as equestrian trails is not justified since there would be no real public benefit for such a small trail system. The light equestrian use that this trail is expected to receive should be within the capacity of the resource to withstand use. See Section VI. (LF/OP)
- After future trail designation, maintenance by DEC staff or volunteers under a stewardship agreement will concentrate on providing durable, sustainable trails maintained in accordance with DEC policy. (LF)
- Investigate potential for future trail designation on IP lands in the Perkins Clearing and Speculator Tree Farm Areas in accordance with the future conservation easement and recreation plan. (LF)

Alternatives Discussion for Proposed Horse Trail Designation
Several options were considered in determining a preferred management strategy for this area:

No Action Alternative - This alternative is to not designate any horse trails. This would eliminate the potential for conflict between equestrians and hikers on designated trails. Although under applicable law it is legal to ride a horse on an unmarked trail, as a practical matter riding a horse off trail is difficult in most forest stand types. Terrain constraints, brush, obstacles, and other factors limit the ability to easily ride through the woods. The “no action” alternative would prevent the official designation of horse trails where anticipated public use is indicated. For these reasons this alternative will not be supported by this UMP.

Impacts and Management Alternatives:
The **preferred alternative** is the designation of four horse trails, allowing informal horseback riding where suitable, and posting of trails to be closed. The JRWF is composed of over 47,350 acres, a large enough area to meet the needs of equestrians and other recreational users without significant user group conflict. While riding will still be allowed on some snowmobile trails, this occasional activity is expected to only have minor impacts. Trail designation will direct equestrian users to old roads which can be more environmentally appropriate places to ride, thus reducing environmental impacts. The proposed horse trails were evaluated for suitability by considering wetland maps, land ownership, ground conditions, existing public uses, trail obstacles and features, and possible conflicts with other users. Horses provide an alternative means of transportation into the JRWF. The designation of horse trails can improve the accessibility within the area for persons with mobility impairments who are seeking to access Department programs in a wild forest setting. Therefore, this alternative will be supported by this UMP.

Since there are no officially designated horse trails in the unit no horse trails are proposed to be closed. However, upon completion of all trail proposals a total of 60 miles will be posted against equestrian use. While some area trails are located along old roads they were not considered suitable to be opened as horse trails because access is limited by private land, potential conflicts with other recreational users, or due to the presence of steep terrain, wet areas or for other environmental reasons.

Projected Use and Potential Impacts of the Preferred Alternatives
It is anticipated that the few trails that are designated for horse use will not be heavily used, since the total overall mileage of horse trails is small. However, the proposed trail improvements will provide a safer and more enjoyable experience which may eventually increase use due to greater rider satisfaction. There may be resistance from hikers and other users to the designation of horse trails in the JRWF. However, given the need to develop opportunities for mobility impaired individuals and APSLMP provision allowing horse trails in wild forest, horse use is an appropriate mode of travel. The designated horse trails will be signed to inform users of the trail designation and reduce the potential for conflict. Equestrian use will be monitored for resource impacts and complaints from other users. To assist with the maintenance of newly designated horse trails the Department will seek an organization willing to adopt these newly designated horse trails.

23. Trailhead Informational Facilities

Present Conditions:
A trailhead is defined as the starting or ending point of a designated trail or a point of entrance to State land and may contain one or all of the following: trail signs, vehicle parking, and registration structures (Van Valkenburg, 1987). Because they are the places where most people leave the highway to enter Forest Preserve lands, trail heads, fishing and waterway access sites and general access parking areas make excellent locations for providing visitor information and orientation. Trailhead registers are important for providing information about backcountry use to DEC. Visitors who sign in help protect themselves in case of emergency and leave valuable records of public use levels and trends.

Visitors receive their first impression of the Forest Preserve area they are about to experience from the nature and condition of the trail head or parking facility. For highway travelers, trailheads and parking areas are often the only indication that they are passing through Forest Preserve lands. Accordingly, DEC considers the design and maintenance of trailheads, fishing and waterway access sites and general access parking areas a matter of some importance.

To allow visitors to readily identify the many separate parcels of the JRWF as parts of a single entity and provide complete information in a consistent format, trail head designs should be standardized. A limited number of standard designs should be developed to make necessary information available to visitors, provide a trail register where needed, and eliminate the problems of supplementary signs and informational clutter.

A trailhead classification system (Van Valkenburg, 1987) was adopted as Division of Lands and Forest policy to provide for consistency in their location and development. Class I trailheads are the most developed and are found at the major entrances to back country. Class II and Class III are encountered at lesser used trails with correspondingly less development. Trailheads and trail access points, from which the majority of public use originates, will be carefully tied into other elements of planned development within the JRWF.

An expanded trail register structure, or "Storey kiosk," originally designed by Mike Storey of the APA and later modified by DEC staff, has been developed. It is intended generally for use at class II trailheads. It contains a space enclosed with a door for a trail register and brochures, and has an exposed panel where regulations and other information may be posted, along with a map of the area. Important information including the phone numbers of the local police, sheriff, and forest ranger will also be posted at these locations, if appropriate. Existing trail registers will be replaced with the new kiosk design, where the use or nature of the trail justifies this action with the goal of minimizing the number of signs in the interior.

Regular monitoring of the existing trail registers will aid with future management decisions. The registers will provide data on type (day or overnight), location, amount and purpose of use. Lands and Forest, Forest Ranger and Operations staff will work together to insure that the trail register information is collected and tabulated on a regular basis. The local Forest Ranger will continue to be responsible for collecting the register sheets, as the register sheets are often necessary for search and rescue efforts.

Trail registers enable the DEC to monitor public use from a particular location. Date of entry, party size, destination, and visitor residence can be important information. Statistics may be summarized to estimate monthly or yearly trends. While not all users will register, this has proven to be a cost effective method for monitoring use, as well as a valuable resource in search and rescue efforts.

Objectives:

- Comply with Forest Preserve policy and Region 5 Standard Operating Procedures guidelines.
- Provide trailhead facilities to protect resource values and to accommodate visitor needs.
- Obtain better JRWF use data by more frequent maintenance of existing trail registers and installing additional registers at known points of access or popular locations.

Management Actions:

- Maintain all developed trailheads in a neat, litter free condition.(OP)
- Trail registers will be inspected and maintained on a regular basis. The local forest ranger will collect the register pages and provide the pages to the area manager on a quarterly basis. (OPP)
- Construct and install new Class II "Storey kiosk" at: Watch Hill, Snowy Mountain, Pillsbury Mountain, and the Northville-Lake Placid trail (once the trail relocation is completed at the Piseco Airport). (See Section VI.) (OP)
- Construct and install new Class II "Storey kiosk" at Mason Lake, Indian Lake Dam, Oxbow Lake, Gilman Lake and Jessup River Waterway Access sites. (See Section VI.) (OP)
- Construct and install a new standard register at the Baldface Mountain trail. (OP)
- Obtain more reliable use data. Collect and analyze register pages to determine trends and use patterns. Collect and analyze camping permit information to better track and manage this use. Use infrared trail counters or other means to more accurately determine snowmobile use within the unit. (LF/OPP)

24. Trailhead Parking

Present Conditions:

The Department provides two types of parking facilities: parking areas and pull-offs. Parking areas are designed and designated for parking with signs and established perimeters. The perimeter can be guard rails, boulders or natural features. Pull-offs are areas where the public can safely pull off the road to park, stand or allow other traffic to pass. These areas are wide spots on the road or just off the road shoulder. Pull-offs are not formally designated or signed and are generally only suitable for one to a few vehicles.

Parking lot construction holds the potential to create significant environmental impacts such as erosion and sedimentation, vegetation clearing, and visual impacts. In order to avoid and minimize impacts, all parking lot construction and relocation projects will incorporate the use of Best Management Practices, including but not limited to such considerations as:

- Locating parking lots to minimize necessary cut and fill;
- Locating parking lots away from streams, wetlands, and unstable slopes wherever possible;
- Locating parking lots in areas that require a minimum amount of tree cutting;
- Limiting construction to periods of low or normal rainfall;
- Wherever possible, using wooded buffers to screen parking lots from roads;
- Limiting the size of the parking lot to the minimum necessary to address the intended use and carrying capacity of resource.
- Parking areas should be located in relatively level areas, surfaced with crushed stone, properly drained, and well delineated with perimeter barriers.

While the JRWF has a fair amount of public highway road frontage, there are few places to safely park motor vehicles off the road shoulder to access State lands. In more popular locations, where small parking areas currently exist, parking can be a problem particularly on weekends and holidays. When these parking areas reach their capacity, visitors often take to the roadsides creating unsafe road conditions for passing motorists.

In some cases formal parking facilities are not necessary or desirable and will not be developed. Informal road shoulder parking or undeveloped pull-offs will continue to be managed as unimproved facilities when physically possible and allowed by the municipality that has jurisdiction. Examples of such areas that offer parking and access within the JRWF include: Gilmantown Road (Elbow Creek Area), Elm Lake Road, Page Street, and the end of Fish Mountain Road.

The existing developed parking areas within the JRWF can accommodate a total of 28 vehicles, with an additional seven vehicle capacity on town property at the Piseco Airport. An additional undetermined number of vehicles can be accommodated at several pull-offs. This UMP proposes the improvement and development of additional JRWF trailhead parking to accommodate 44 vehicles, including five spaces that will be accessible, pursuant to ADA and ADAAG guidelines. The parking lot size was determined by the planning team through a carrying capacity analysis for the area and facilities served by each individual parking lot. Capacity size was balanced against expected (excluding peak weekend or holiday capacity) interior visitor use.

The construction of these parking lots will include cutting of trees, which will be tallied in a completed work plan before construction begins. All proposed lots will be leveled and covered with crushed stone. Proper drainage structures will be installed so that existing surface drainage is not impaired. More detailed information on layout and construction of each parking facility will be specified in the individual project plans to be prepared prior to construction. Information on the additional 27 new parking spaces including seven accessible spaces associated with the proposed waterway access sites for Mason Lake, Indian Lake, Oxbow Lake and the Jessup River can be found in Section IV-C-27.

Parking on Private Land - The general public currently uses private land to park vehicles to access a couple of area waterways and trails. Specific locations include the Piseco Airport (owned by the town of Arietta), Auger Flats , Abanakee Ski Trails, and Fall Stream (access over Piseco Company lands). Access to the snowmobile trail network often originates from parking on other private land. Efforts to clarify parking arrangements and change locations when necessary will be conducted during the term of this plan. New parking facilities proposed for the Elm Lake Road, Kunjamuk trail, and other IP lands will be authorized by the conservation easement and addressed in the recreation plan. New parking facilities proposed for the Piseco Airport will be approved by the town of Arietta.

Parking on NYS DOT Land - Parking areas proposed for new trails or access from State highways (Watch Hill, Jessup River, NP trail at Piseco) will be sized to accommodate appropriate levels of use. NYS DOT will be consulted for assistance resolving any traffic safety issues and parking and driveway permits will be obtained, if necessary.

Objectives:

- Provide for safe adequate parking.
- Indirectly manage interior use by balancing parking lot size to interior use visitor capacities.
- Prohibit parking where necessary.
- Mitigate parking problems in cooperation with adjacent private landowners.

- Develop partnerships with local governments to maintain and snowplow roadside trailhead parking facilities. The plowing of snow from area trail heads will depend upon the trail head type, adjacent road classification, and public use needs. In some cases areas are plowed in the winter by the local municipality for the purpose of school bus, snow plow or garbage truck turnaround.
- Design trailheads and parking areas to reflect allowed uses and capacity of the resource to withstand use. Consider space requirements for larger vehicles with trailers where appropriate.
- Insure all new or expanded parking lots have accessible spaces, pursuant to ADA and ADAAG guidelines.
- Clarify parking arrangements on private land used for access to the snowmobile trail network.

Management Actions:

- Improve Fawn Lake Trailhead Parking - (End of Fawn Lake Road) [15 vehicle (including one accessible space)] including space for snowmobile trailers, to be plowed in the winter. (See Section VI.). (OP)
- Construct Northville-Lake Placid trail Parking Area (NYS Route 8) [six vehicle (including one accessible space)] to be plowed. There is no established parking facility for the public to access the section of the Northville - Lake Placid trail at the NYS Route 8 crossing in Piseco. The public currently parks next to the road shoulder or at the adjoining town property. A suitable parking area is necessary for this location. A new parking area is proposed for the State lands located adjacent to the Piseco School. A rectangular gravel parking lot will be designed to accommodate approximately six vehicles. A minor amount of tree cutting will be needed. (OP)
- Construct Jerry Savarie Road Parking Area (town road) [three vehicle (including one accessible space)]
  After construction of Big Brook snowmobile trail, a three car parking area will be developed to allow three season access to the trail from this town road. The facility is intended to serve hunters and other recreationists currently accessing the JRWF lands by foot. A minor amount of tree cutting will be needed.(OP)
- Construct Watch Hill (NYS Route 30) Parking Area [10 vehicles (including one accessible space)], to be plowed. See Section VI.
- Construct Big Brook Road Parking Area [10 vehicles (including one accessible space)], to be plowed. See Section VI.
- Designate Northville-Lake Placid trail Parking Area on town lands at Piseco Airport [10 vehicles (including one accessible space)], to be plowed. This proposal requires permission from the town. (See Section VI.)
- Construct Waterway Access Site Parking Areas. See details in Section IV-C-27 and Section VI.
- Construct two vehicle accessible only CP-3 parking for the picnic site at Sacandaga Lake.(See details in Section VI.) (LF/OP)

These proposals will be investigated during the next five years for possible consideration in a future revision of this UMP.

- Investigate the feasibility of Hatchery Brook Falls Picnic/Parking Area (Route 30) - capacity not determined, to be plowed. An early draft of the Adirondack Forest Preserve Public Use and Information Plan identifies the need for wayside exhibits and roadside stops to provide opportunities for the public to view interpretive themes. This location has potential for the development of a small attractive rest stop with interpretive signage. Since part of the parking area would be located within the NYS Route 30 right of way, the Department will consult with the DOT and APA prior to construction to determine whether this proposal is needed. If the project is approved as part of a scenic byway corridor plan, and is approved by DOT, it would not be constructed without first amending this UMP. (LF/OPP)
- Investigate relationship of future parking areas on adjacent IP lands in the Perkins Clearing, Speculator Tree Farm, and Crotched Pond tracts to JRWF access. Parking proposals will comply with the future conservation easement and recreation plan. (LF)

No Action Alternative - The "no action" alternative would prevent necessary improvements to existing lots and construction of new parking facilities where a need is clearly demonstrated and anticipated public use is expected. Establishing properly sized parking facilities with the edges outlined with rock will help limit the number of people entering an area at specific locations, thereby lowering potential use at any given time. Proper siting and construction can reduce environmental impacts and help mitigate impacts to adjacent landowners.

25. Fire Tower and Appurtences

Present Conditions:

Originally built to help spot forest fires, fire towers now offer unique recreational opportunities[*]. While past abandonment of the fire towers and observer's cabins has left some of these facilities in poor condition, there has been increasing public interest to rehabilitate fire towers for recreational, historical, and educational purposes.

One of the Citizen Advisory Committee recommendations was that the fire towers on Snowy Mountain and Pillsbury Mountain be retained, maintained, and manned. In 2000, the facilities on Pillsbury Mountain received minor maintenance and the cabin was secured to help deter vandalism. Additional work to repair the roof and window panels was conducted in 2003. Information on the Pillsbury Mountain observers cabin was discussed previously. The Snowy Mt. fire tower was refurbished in July of 2001 with a joint effort of DEC (Operations, Lands and Forests, Forest Rangers), State Police aviation, and six SCA/Americorps members. At that time the concrete footings on the stairs were repaired, all the stairs, landings, and floor in the tower were replaced with pressure treated wood, a new roof was bolted in place, the windows were barred with angle iron and left open, and fencing was installed around the entire staircase. Later that year the cab was painted inside and out. In the summer of 2002 six Americorp

[*] *Similar to other patches awarded for climbing the High Peaks or completing the NP-trail, the Adirondack Mountain Club is coordinating a Fire Tower Challenge program. To complete the challenge and receive the official full-color patch, hikers must climb and document, by date, ascents of at least 23 fire tower summits: 18 of 23 Adirondack Park summits and all five Catskill Park summits.*

volunteers painted the remaining unpainted tower. The tower is open to the public with access to the cab on top.

Objectives:

- Protect the area's natural resources while accommodating appropriate public use and Department administrative needs.
- Follow DEC Mountaintop Policy (See Appendix 15.)
- Protect the historic and cultural significance of area fire towers and associated facilities, and to effect their restoration, while allowing the public to access and appreciate them in a safe manner.
- Utilize volunteer group to help maintain each facility through an AANR.
- Encourage educational programs related to the fire tower and the trail.

Management Actions:

- Maintain Snowy Mountain tower in keeping with National Historic Lookout Register guidelines. Conduct engineering assessment of both fire JRWF towers. (LF)
- Assist with volunteer efforts to maintain the Pillsbury Mountain tower and access trail. (LF)
- Preserve the observer cabin on Pillsbury Mountain.

  Even though the existing cabin (rebuilt in the 1940's) is not the original 1927 cabin, the structure was an essential component in the operation of the fire tower and provided living quarters for the Forest Fire observer for many years. The APSLMP allows for the *"maintenance and rehabilitation... to the extent essential to the administration and/or protection of state lands or to reasonable public use thereof..."* of fire towers and observer cabins. The APSLMP contains so-called "Special Management Guidelines" that may apply to these buildings as *"historic buildings, structures, or sites not part of a designated historic area."* These guidelines dictate that the management of such lands will not be *"less restrictive than that of the major land classification in which they lie."* They also state that, *"where over use or destruction of unique and fragile resources is a threat, special measures will be taken to protect their integrity...."*

  The Pillsbury Mountain observer cabin will be stabilized to facilitate educational efforts at the summit. The building could be used to store materials. The securing of the repeater equipment to allow the opening of the cab to the public is discussed in Section IV-C-8. (LF/OP/OPP)
- Assist with volunteer efforts to adopt the Snowy Mountain tower and access trail, possibly including the installation of original equipment in the fire tower cab, the development of a tower and trail brochure and a website, and staffing the tower during the summer with interpretive guides. (See Section VI and AANR Agreement in Appendix 16.)(LF/OP/OPP)

26. Utilities

Present Conditions:

While most utility lines are located within road corridors, in a few cases the transmission line corridor is separately owned. (See Easement language in Section II- F-Relationship Between

Public and Private Land.) Along many State and county highways the ownership is usually fee title and the land is not Forest Preserve. Along most town highways there is a right of way for highway use, but the underlying fee title belongs to the adjacent landowner. In the past DEC has issued TRPs for public utilities, if they were located within the road right of way even if the underlying fee title is State land. In several locations, power line poles or anchors can be found outside the road ROW, and over JRWF lands.

Town of Wells Water Line (Overacker Tract, Twp. 1, T&C Purchase)
A TRP has been issued granting the town of Wells permission to lay a 2 inch plastic blow-off water line approximately 250 feet across JRWF land from a small valve building to Elbow Creek. This blow off helped stop the water line under the Gilmantown Road from freezing. The JRWF land involved was acquired in 1934 with no mention of any reservations for underground waterlines or buildings. No TRPs or use and occupancy agreements were issued for the waterline or building. Recent conversations with town staff indicate that the water line is no longer used and is capped at the town reservoir.

Objectives:

- Insure all maintenance of utility facilities over NYS lands is in accordance with Article 14, DEC policy, TRP language, or established agreements.
- Clarify the location, nature, and legal rights, if any, for utility lines on or impacting JRWF lands.

Management Actions:

- Remove or relocate illegal occupancies to private lands. (LF/OPP)
- Clarify legal status of town of Wells Water Line including valve house. (LA/OPP)

These proposals will be investigated during the next five years for possible consideration in a future revision of this UMP.

- The village of Speculator and DEC are considering a sewer line extension to service the Moffitt Beach Campground. The portion of the project affecting JRWF lands would involve any proposed sewer lines to be installed within the ROW of Page Street.

27. Waterway Access Sites

Present Conditions:

A large amount of public comments on the draft UMP related to the proposed Indian Lake dam waterway access site and boat horsepower restrictions or prohibitions. Boat launches* are non-conforming structures in wild forest areas and existing locations where trailered launching could occur must be closed. The APSLMP (page 40) states: *"boat launching sites will only be provided on large lakes regularly used by motor boats. A large lake is defined as a lake approximately 1000 acres or more in area*." Fishing and waterway access sites are defined in the APSLMP, page 17 to include: *"a site for fishing or other water access with attendant*

**All maintenance and proposed improvements to the developed boat launches on Indian Lake, Lewey Lake, and Sacandaga Lake are the responsibility of the Division of Operations and is discussed in the site specific UMPs for these campgrounds.*

parking which does not contain a ramp for or otherwise permit the launching of trailered boats." Waterway access sites are locations where the public is able to drive close to a waterbody in order to access to lake , pond, or stream. For the purposes of this UMP, it does not include access to interior waters such as Fawn Lake for example, that require a short walk to reach the shoreline.

In accordance with the APSLMP, motorized watercraft are allowed in wild forest areas *"...on rivers, lakes and ponds now or hereafter designated by the Department of Environmental Conservation as suitable for such motorized uses..."* . While all of the JRWF waters are currently open to motorized watercraft (although Mason Lake has a horsepower restriction), there has been some public support for restricting motorized use on certain water bodies like Fawn Lake or Gilman Lake. During the planning process, some letters and/or phone calls requested that jet skis be banned from the Miami River, Fall Stream and parts of Indian Lake. Within the planning area, a part of Indian Lake (Jessup River arm) was identified in the Campaign for Quiet Waters* initiative. Following the public meeting, the majority of public comments regarding Indian Lake opposed any motorboat prohibition on any parts of the lake, citing the long history of boat use both by the general public and riparian owners.

Area waters within the planning area were reviewed to determine where public motorized access needed to be clarified, improved, or restricted. At some locations such as Mason Lake, the DOT rest area is also used for parking and/or access to the water. Since this land is not under the jurisdiction of DEC it will not be designated as a waterway access site although it occasionally serves this purpose.

APSLMP waterway access site guidelines require an examination of the following criteria:
- Adequate public hand launching facilities or private facilities open to the public are not available to meet a demonstrated need;
- The physical, biological and social carrying capacity of the water body or other water bodies accessible from the site will not be exceeded;
- The site and attendant water uses will be compatible with the state and private land use classifications and management guidelines and land use controls surrounding the water body;
- The site will be located in a manner to avoid adverse impact on adjacent or nearby state and private lands;
- Motor size limitations or the prohibition of motorized use as appropriate to the carrying capacity of the water body;
- There will be no adverse impacts on the physical, biological or scenic resources of the water body and surrounding land.

Background Information

Oxbow Lake - Over half of the shoreline of this 314-acre lake consists of JRWF lands. Primitive tent sites and three snowmobile trails are located on the northern shore. This lake is popular for a variety of water based recreational activities occurring from spring through fall.

**In 2002, the Adirondack Explorer launched a Campaign for Quiet Waters to call for limits on motorized use on some Adirondack lakes, ponds, and streams that are bordered or surrounded by Forest Preserve lands. The primary points of contention are that the noise, air and water pollution created by motor boats has a negative impact on the experience, and that the wake created from motor boats negatively impacts nesting loons and makes canoeing difficult.*

There is no motor size restriction on the lake. Water access to this lake is possible via the outlet (Old Piseco Road), although the lack of a parking facility and the prohibition of road side parking has discouraged entry from this location.

Gilman Lake - Approximately 20% of the shoreline of this lake is unclassified State lands within the unit. An additional 0.4 miles of shoreline is part of the Silver Lake Wilderness with the remaining 0.8 miles in private ownership. Almost the entire northern shoreline of this water body is State owned and undeveloped. A few undeveloped primitive tentsites are located along the northeast shore. There is no motor size restriction on the lake with water access to this lake possible via a short access road from the Gilmantown Road. Trailered boat launching has occurred occasionally from the undeveloped sandy beach access. Following the public meeting, members of the Gilman Lake Association wrote the Department proposing a motorboat restriction (not to exceed 5hp electric motors) for the lake. The association members consider the lake unsuitable for larger boats and other gasoline powered watercraft.

Sacandaga Lake - Almost the entire northern shoreline of this 1,589-acre lake is part of the JRWF, with a few undesignated primitive tentsites located along the northwestern shore. A DEC boat launch at the Moffitt Beach Campground provides ramp access to Sacandaga Lake. This lake is also connected by a short navigable channel to Lake Pleasant, where a village boat launch is located. This part of the lake is popular with canoeists and kayakers since it is sheltered from the wind allowing for a safer paddling experience. Some waterway use occurs in Burnt Place Brook upstream into Mud Pond, a trip of almost two miles. A popular local swimming area is located near the Fawn Lake Trailhead. The only free public access to Sacandaga Lake is possible via the JRWF lands at the end of the Fawn Lake Road.

Indian Lake (Dam site at north end of the lake) - At the head of the lake, a dam blocks the channel. Water access is possible via an existing path that provides a point of entry next to the dam for canoers and small boaters wishing to fish or boat in the portion of Indian Lake north of the Narrows. There is no motor size restriction on the lake itself or from access points such as the private and public launches. An analysis was performed for the Jessup River arm of Indian Lake to determine the portion of area already under protection by existing Navigation law. The results of this analysis indicate that a large portion of the area is currently protected by existing Navigation regulations. No further restrictions on motor boats was considered necessary. (See Section VI.)

Jessup River - This popular trout stream is easily accessible from the NYS Route 30 bridge crossing. During high water conditions, the Jessup River is navigable for 1.5 miles upstream from Indian Lake. Low water levels during the peak recreational season expose a long section of shallow rocky river before entering a narrow bay of Indian Lake. This has tended to discourage canoeing into the lake during the summer unless a portage is made over these river obstructions. The river is also navigable for approximately two miles upstream from the Route 30 bridge. Water access to this lake is possible via the informal parking areas that exist next to the highway.

Mason Lake - This water body is entirely surrounded by State land with approximately 2.6 miles of JRWF shoreline. A five horsepower or less electric motor regulation limits the size of boats and type of motor allowed on this small water body thereby preventing most motorized

vs. non motorized conflicts. Electric motors are not sold with a horsepower rating and are normally rated as pounds of thrust. Most small electric motors would comply with this regulation. Water access to this lake is possible from an existing clearing at the northeast end of the Perkins Clearing Road and from the NYS Route 30 DOT picnic area.

Fall Stream/Fall and Vly Lakes - The meandering narrow streambed winds across a broad, marshy area with the terrain generally consisting of low rolling hills. This waterway is used for canoeing, fishing and trapping; in addition to providing access to Fall Lake and Vly Lake. A few primitive tentsites are located on these waters. Water access to this lake is possible via private lands at the Fall Stream bridge on the Old Piseco Road. The small existing parking area tends to limit actual public use. The parking and access site on this private land (Piseco Company) is currently allowed by informal agreement only.

Parking Capacity Analysis

As discussed in Section II-G-2, boating experience begins to degrade when there is high watercraft density on a particular waterbody. The size of the parking capacity for the proposed waterway access sites was determined by using 10 acres/watercraft as a rough guideline for the number of boats accessing the lake from JRWF lands, assuming one watercraft per vehicle. In the case of the Indian Lake Dam site and the Gilman Lake site, additional capacity was added to reflect day use activities, camping activity, or other land based uses in the JRWF near the waterway access sites. In some cases the only change needed for the existing waterway access site is formal identification by signage and definition by rocks of the parking area. Use of motors or horsepower limitations will be identified by signage at any restricted location.

Objectives:

- Provide for motorized boating opportunities on appropriate waters in the unit.
- Protect potentially sensitive areas.
- Develop partnerships with local governments to maintain and snowplow appropriate waterway access site for parking associated with winter access such as ice fishing or snowmobiling.
- Identify and monitor user conflicts.

Management Actions:

Within the JRWF, five waterway access sites are scheduled to be identified and/or developed during the term of this UMP. Proposed pipe gate and rock barriers are discussed in Section IV-C-1.

- Accommodate where necessary, administrative use of fossil fueled out-board motors for enforcement, search and rescue efforts, or fisheries management purposes. (LF/OP)
- Post “No Wake” zones. (See Section IV-D-3-Regulations.) (LF/OPP)
- Construct waterway access site at Indian Lake Dam.

  Many residents of the Indian Lake are opposed to the idea of new facilities at the Indian Lake dam. Concerns over the parking and waterway access proposals at the dam included security and dam safety issues, need for a new water access facility, snowmobile access in the winter, and increased boat traffic. Some of this opposition is probably due to the misconception that large boats will use the site. In the past, the town of Indian Lake (Purdue letter, 1988) expressed the need for improved public access

to the northern end of the lake, suggesting a boat launch near the dam. The Departments proposal for a car-top waterway access site is minimal in nature consisting only of a foot path the lake and will not accommodate trailered boat or personal watercraft launching. The intent of this trail is to provide public access for people with canoes and other small hand carry watercraft to the northern portion of the lake and to allow a canoe carry between Indian Lake and Lake Abanakee. In consultation with the Hudson River Black River Regulating District staff, a carry trail will guide the public away from the downstream slope of the earth embankment dam, preventing safety issues or potential impacts on the operation of the dam facility. The proposed carry trail/waterway access will originate immediately upstream of the log safety boom. Sufficient room exists between the fence line and tree line to accommodate a trail. A small section of wood fencing and vegetative screening along the south side of the trail, will provide a visual buffer between the caretaker's house and the carry trail. Some people questioned the need for access at the dam. While access to the lake is possible via the existing campground boat launch at the southern end or from the private marina on the western shore, both of these locations are designed to allow for trailered launching and require the public to pay a fee. A formal canoe carry/waterway access site at the Indian Lake dam will enhance the public's ability to utilize this part of the lake. The short recreational access path will have to be hardened to provide for safe footing, enhance accessibility for people with mobility impairments, and to limit environmental impacts from erosion. A barrier to prevent trailered launching is not considered necessary. Administrative access during early winter and spring, when the Department ice boat is occasionally launched from this location for search and rescue efforts will be allowed north of the proposed access site. (LF/OP)

- Construct six vehicle parking area (including one accessible space) at Indian Lake Dam. A suitable parking area is proposed for the waterway access site and for users wishing to gain access to the JRWF lands at the end of Dam Road. Vehicles currently park either along the road shoulder or at the end of the town road sometimes obstructing HRBRRD access to the dam. A rectangular gravel parking lot designed to accommodate six vehicles will be developed in an open area near the existing utility line. The capacity needs of the parking facility involved a determination of how many vehicles in total would need parking space to access the lake for fishing and other day use activities, along with the canoe carry and proposed campsites along the Indian River. The design capacity of the parking area in terms of potential public need was kept at the minimum end of public need spectrum in order to limit potential safety concerns with the adjacent HRBRRD managed Indian Lake Dam. The lot will be located as far from the caretaker's house as feasible. See Section VI. (LF/OP)
- Construct waterway access site at Mason Lake. A suitable waterway access site is not currently provided for users of JRWF lands at Mason Lake. While access to the lake is possible from the DOT picnic area, the steep slope is difficult to traverse and prone to erosion. The most suitable area for hand launching is from JRWF lands on the northwest shore of the lake at the first open clearing 1/4 mile from the town road/NYS Route 30 intersection. A formal waterway access site at this location will enhance access to the lake. A short recreational access path will have to be hardened to provide for safe footing, enhance accessibility for people with mobility impairments, and to limit environmental impacts from erosion. A barrier to prevent launching of trailered boats is not considered necessary due to existing physical shoreline constraints. (LF/OP)

- Construct five vehicle parking area (including one accessible space) at the northwest side of Mason Lake. While DOT lands adjacent to NYS Route 30 and Mason Lake provide a roadside rest area and attractive stopping point for the public, the steep banks at this location restrict its suitability for car top watercraft access. Based upon DEC staff observations, almost all watercraft access occurs from JRWF lands adjacent to the Perkins Clearing Road. A suitable parking area is not currently provided for users wishing to gain access to the Mason Lake from the Perkins Clearing Road. Camping activity at an existing clearing on the northwest shore has discouraged other users from parking at this location to access the lake. Assuming an acceptable level of boat density of one watercraft per 10 acres surface water, the carrying capacity for 90-acre Mason Lake would be nine boats. Assuming that the DOT Route 30 rest area could accommodate a couple of additional overflow cartop watercraft, the proposed five vehicle parking spaces for the waterway access is still below the capacity of the lake in order to provide a quality experience on this easily accessible attractive waterbody. The parking area will also accommodate day use picnicking, further reducing the potential number of watercraft on the lake. The majority of the ten sites proposed for formal designation as tentsites do not have waterfrontage thereby reducing watercraft use associated with camping. A gravel parking lot designed to accommodate five vehicles will be developed in an open area where past water access has occurred on Mason Lake. A directional sign at the intersection of the Perkins Clearing Road and NYS Route 30 will be installed to focus public use to the waterway access site. An informational kiosk will be erected at the site. Efforts will be made in the siting of the parking spaces and planting of vegetation to screen both the site and vehicles from the lake. The picnic tables will be located to take advantage of views to the water. (See Section IV-C-23 and VI.) (LF/OP)
- Construct waterway access site at Gilman Lake. A suitable waterway access site is not currently provided for users of NYS lands at Gilman Lake. Access from the existing sandy beach includes a flat site with a history of occasional small trailer use. The hand-carry launch will be ADA compliant and designed in such a way as to deter launching of trailered boats. A suitable barrier will be installed to allow for administrative use, while closing the site to trailered launching. . (See proposed motorboat restriction) (LF/OP)
- Construct four vehicle parking area (including one accessible space) at Gilman Lake. Assuming an acceptable level of boat density of one watercraft per 10 acres surface water, the carrying capacity for Gilman Lake (46-acres) would be four to five boats. A rectangular gravel parking lot designed to accommodate four vehicles will be developed. This number of parking spaces is at or below the capacity of the lake since it will also be used to accommodate parking for day use picnicking. (LF/OP)
- Construct waterway access site at NYS Route 30 Jessup River Bridge. Access to the river is possible from JRWF lands in the vicinity of the highway bridge. A formal waterway access site will be designated near the bridge. No management action is needed other than identification by signage, formal parking area, and prohibition of camping. (LF/OP)
- Construct four vehicle parking area (including one accessible space) at Jessup River Bridge. A suitable parking area is not adequately identified to access the Jessup River. Vehicles currently park at two small cleared areas adjacent to NYS Route 30 on either side of the river. A rectangular gravel parking lot designed to accommodate four vehicles will be developed . The path to the water needs some limited maintenance to

provide for safe footing. All access will be restricted to car-top craft only. Boulders may be installed, if necessary to prevent the trailered launching of boats. (See Section VI.) (LF/OP)

- Construct waterway access site at the Outlet of Oxbow Lake (County Route 24). There is inadequate public access to this waterbody currently. A formal waterway access site will be designated at this location. The physical limitations near the outlet restrict the launching to car-top craft only. No management action is needed other than identification by signage. (LF/OP)
- Construct six vehicle parking area (one accessible space) at the Outlet of Oxbow Lake (County Route 24). A suitable parking area is necessary to enable the public to access JRWF lands north of Oxbow Lake and to access the 2.5 miles of JRWF shoreline. Hamilton county posts no parking signs along the highway and at the fire department water filling location, preventing the public from parking along the road shoulders. Assuming an acceptable level of boat density of one watercraft per 10 acres surface water, the size of Oxbow Lake (314-acres) would allow for more boats. A rectangular gravel parking lot designed to accommodate six vehicles will be developed west of the outlet to Oxbow Lake. The small size of the parking lot will also serve other day users keeping public use below the watercraft carrying capacity of the lake. (LF/OP)

The need for improved waterway access from other locations will be investigated during the next five years for possible consideration in a future revision of this UMP.

- Investigate possibility of an easement to secure a Fall Stream access/parking area on private lands. The Piseco Company has met with DEC staff to discuss various options regarding their property. One proposal involved a canoe launch site and parking area. (LF/OPP)
- Past discussions with the town of Lake Pleasant identified the need by the town for a formal boat launch on State lands on Lake Pleasant. Any facility of this type would require the reclassification of JRWF lands on South Shore Road and is beyond the scope of this UMP.

Table XIX - Waterway Access Sites

Lake Name	Size Acres	Max Dept in feet	Mean Depth	Entirely within JRWF	Current Launching/Access	Proposed Launching	Current Parking	Proposed Parking
Oxbow Lake	314	11.8	n/a	No	Hand, through the outlet	Construct waterway access site, limited to car-top craft only, action involves just signage	Not available, road shoulder closed to parking	6 vehicle parking area
Gilman Lake	44	62	20	No	Hand, but trailered boat launching does occur at a sandy beach	hand carry, will install suitable barrier	3-4 vehicles	4 car parking lot

Sacandaga Lake*	1589	18	27.6	No	Village boat lunch on Lake Pleasant which connects to Sacandaga Lake, Moffitt Beach Campground provides ramp access, poor access from end of Fawn Lake Rd.	Hand launching via 0.1 mile walk on old road from Fawn Lake Trailhead	Available space at Fawn Lake Trailhead	2 car parking designated for picnic site
Indian Lake*	4365	83.6	38.4	No	Path next to the dam, Lewey Lake Campground, Indian Lake Islands boat launch	New hand launching near dam	Roadside	6 car parking lot
Jessup River	N/A	N/A	N/A	No	Hand launching	Identify the launch site with signage	3-4 vehicles	4 car parking lot
Mason Lake	90	18	9.2	Yes	Hand launching/sandy beach	Hardened to provide safe footing	Campsite at the launch site	5 car parking
Fall Stream/Fall and Vly Lakes	N/A	N/A	N/A	No	Via private land	Investigate easement with landowner	private land	private land
Fawn Lake	289	18.9	10.2	Yes	Hand launching via ½ mile trail	none	Roadside	15 car parking

*Lakes over 1000 acres

Alternatives Discussion for Horsepower Limitation at Waterway Access Sites
The management of waterway access sites must give consideration to the impacts of additional public motorized boats on the adjacent private property owners, other users of the Forest Preserve and the environment. In order to adequately address APSLMP guidelines for waterway access sites regarding motor size limitations, carrying capacity, and potential adverse impacts on the physical, biological or scenic resources of the unit, a range of possible alternatives was discussed by the planning team regarding public watercraft use originating from the JRWF.

No Action Alternative - With the exception of Gilman Lake, the **preferred alternative** is The *"No Action"* alternative. Currently, there is no statute or regulation that prevents the use of motor boats on any JRWF water or a legal limitation (except for Mason Lake) on the size/type of motor boat that can be launched from any public access site. Upon completion of the pipe gates to prevent trailered launching, the physical limitation of each site (distance from parking to water and terrain constraints) will limit in practical terms what types of watercraft (and/or motor size) can be dragged around the barrier to each waterbody or river. The planning team felt that there was no need to develop specific horsepower restrictions given the history of use and minimal public complaints from these locations. Therefore, this alternative will be supported by this UMP.

Alternative 2 - Prohibit all motorized boats from using these waterway access sites.

Motorized watercraft can negatively impact other users through noise, air and water pollution. Two stroke engines are inefficient in the burning of fossils fuels. As a result, approximately 30% of the fuel is released unburned as pollutants into the air and water. While a motorboat prohibition may appease some canoe and kayak users, it would only apply to the public that uses the waterway access sites and does not consider the existing motorized uses on many of these waters. In wild forest, the use of motors is allowed. In the case of Gilman Lake and Oxbow Lake, a large portion of the shoreline is privately owned and the use of smaller motors has been commonplace. Therefore, it would not be appropriate to completely eliminate motorized use from these access sites, since this would deny the public a type of recreation enjoyed by the riparian owners. The Gilman Lake site in particular, offers an excellent location to develop opportunities for mobility impaired individuals. The use of motors would enhance use of the lake by those individuals who want the assistance of a motor, including persons with disabilities. Therefore, this alternative will not be supported by this UMP.

Alternative 3 - Allow electric motors only.
Develop a regulation to limit motors of watercraft using some or all of the proposed waterway access sites to electric only, similar to what currently exists on Mason Lake. This alternative would eliminate the noise, air and water pollution associated with gas powered engines. Furthermore, the use of electric motors would reduce the size of the wake created by boats thus minimizing the potential impact to smaller watercraft users. The use of electric motors by those individuals who want the assistance of a motor, including persons with disabilities would not be appropriate on larger waters such as Indian Lake where a battery may not provide sufficient power to traverse the lake. The public would question the logical reasons for a gas motor prohibition since the riparian owners and many of the public use motorboats. Therefore, with the exception of Gilman Lake, this alternative will not be supported by this UMP.

Gilman Lake is a small 44 acre lake that adjoins the Silver Lake Wilderness. The proposed motorboat restriction suggested by members of the Gilman Lake Association would eliminate any potential pollution hazard from oil spills and boat exhaust while helping to maintain the wild forest atmosphere of the adjacent State lands. This type of regulation has been done previously between the Department and adjoining landowners in other waters lacking a high degree of private shoreline development such as Willis Lake. The Department will propose a motorboat horsepower restriction (not to exceed 5hp electric motors) during the life of the plan. If a written agreement can be secured between all the private landowners including the State of New York, Section 300.10 (j) of the Department Rules and Regulation will be amended to include Gilman Lake in the listing of lakes with horsepower restrictions.

Alternative 4 - Develop a regulation for a horse power limit for gas motors.
In smaller waters , larger engines produce sufficient noise such that may be heard the length of the lake and into the adjoining State lands and private property. Motor size limitations would reduce the size of wake created by a motor boat and consequently reduce conflict with non-motorized users. While the motor size limits could reduce air, water and noise pollution it would not eliminate them completely. The barricading to prevent trailered launching will restrict the majority of motorboat use from the waterway access sites, making a new regulation unnecessary. Unless motorized uses, in particular PWC use, become a significant problem and issue on the smaller lakes, it is not the recommended management strategy. Therefore, this alternative will not be supported by this UMP.

Projected Use and Potential Impacts of the Preferred Alternative
The planning team considered whether motor size limitations or prohibitions were needed at these waterway access sites. In some cases such as the Jessup River and Oxbow Lake sites, the existing natural features physically prevent the trailered launching of boats, so no additional DEC action such as pipe gate installation is needed. At the other proposed waterway access sites, (Mason Lake, Indian Lake Dam, and Gilman Lake locations, pipe gates and/or rock barriers will be installed to prevent public trailered launching. These efforts will discourage anyone with a large motor boat from using the site. With the exception of Gilman Lake, it was felt that there was no need for specific horsepower regulation limitations at any of these sites. If personal watercraft or boat use becomes an issue, the respective town has regulatory ability to limit PWC use. There is also the option of closing the site if undesirable public use cannot be controlled.

While these waterway access sites will be closed to the trailered launching of boats, adequate public boat access on the larger waters is possible from developed boat launches or private marinas. In some locations with limited parking capacity such as the Jessup River site, the parking of vehicles with boat/canoe trailers will be monitored to insure that trailer parking does not interfere with general public access and parking.

28. Wildlife and Fisheries Structures

Present Conditions:
The Division of Fish, Wildlife and Marine Resources bears the programmatic responsibility for development of boat launch facilities. A discussion of modernization of existing boat launching facilities on Sacandaga Lake, Lewey Lake, and Indian Lake, including relocation of existing sites if necessary, will be included in individual unit management plans for the respective State campgrounds.

The APSLMP considers the establishment of trailered boat launching sites on small waters as non-conforming. The APSLMP (page 40) states: "*boat launching sites will only be provided on large lakes regularly used by motor boats. A large lake is defined as a lake approximately 1000 acres or more in area*." While there was some past discussion of providing a developed boat launch at the northern end of Indian Lake, concerns over the suitability of the site and carrying capacity of the lake led to the decision to only provide a hand launch at the waterway access site.

Management Actions:
- Details on proposed improvements to the existing boat launching facilities on Indian Lake can be found in the Lewey Lake Campground UMP. (FWMR/OP)

D.Public Use and Access

1. Over Use, Illegal Use, or Improper Use

The APSLMP requires: "*an assessment of physical, biological and social carrying capacity of the area with particular attention to portions of the area threatened by overuse in light of its*

resource limitations and its classification under the master plan." (APSLMP, page 10). The APSLMP also states on pages 9-11 that UMPs will contain: *"an assessment of the impact of actual and projected public use on the resources, ecosystems and public enjoyment of the area with particular attention to portions of the area threatened by overuse ..."*

In the past recreational planners focused primarily on the number of users per unit as a measure of carrying capacity. However, it is not solely the absolute number of users that results in impacts to an area, but also the actions of the users while present. Setting limits for carrying capacity by itself will not always protect natural resources. Monitoring and evaluating the biological, physical and social resource conditions is critical for the successful implementation of LAC within the JRWF. Detailed information on recreational uses and carrying capacity can be found in Section II-G. Public use and associated impacts on the more popular locations within the JRWF such as Fawn/Sacandaga Lakes, Fall Lake/Fall Stream, Mason Lake/Jessup River Road, Watch Hill, Indian Lake Islands Administrative Camping Area , and Indian Lake Dam/Lewey Lake/Lake Abanakee locations are discussed in detail in Section VI.

Present Conditions:
While most areas within the JRWF are not currently experiencing significant overuse, some locations such as the Mason Lake/Perkins Clearing Road have public use levels that are approaching the maximum sustainable by the resources, or the area's carrying capacity given the unregulated current situation. The heavy day use pressure and camping activity in the area is directly related to its uniqueness and easy access from a major scenic byway. The Department will control and reduce the adverse physical and social impacts of human use in the JRWF through a combination of education and minimum regulation. The most common violations deal with: tree cutting; littering; camping too close (less than 150 feet) to water, trails, or roads; failure to obtain required permits; or violating group size requirements. Many minor violations are due to unskilled actions and/or uninformed behavior rather than maliciousness. A combination of campsite designation, and general increased Department presence will be used to control use within the capacity of the resource to withstand use. If this approach does not achieve desired user behaviors, additional law enforcement measures will be employed.

While illegal All Terrain Vehicle (ATV) activity has been reported (Bauer, 2003), Department staff believe there have been few instances of illegal incursions by motorized vehicles into the JRWF. Recent field inspections conducted by the public and Department staff identified a couple of locations in the JRWF, where illegal ATV use has occurred. A report from the Residents' Committee to Protect the Adirondacks documented the results of a two year inventory of some of the wild forest areas in the Adirondack Park. One identified location within the JRWF involved a snowmobile trail near Oxbow Lake. Other locations reported by Department staff include Lot 1, Township 17, T&C Purchase (illegal riding into Finch, Pruyn, lands) and Round Pond Road (Lot 108, Township 15, T&C Purchase). Although actual ATV use is unknown, the severity or frequency of illegal use was considered minor. Evidence of additional ATV use has been observed on some frozen water bodies in the winter.

The majority of ATV riding in the unit occurs over private lands (primarily IP property such as the Speculator Tree Farm and Perkins Clearing tracts) and along old Route 8. Further clarification of the legal status of unmaintained town roads* is needed.

Potential impacts from ATV use include soil compaction, vegetation damage, rutting of trails, and creation of large wet areas. So far, the natural resources of the JRWF have not been damaged by the illegal use of motorized vehicles. However, the risk of such damage persists. While barriers are generally effective at stopping conventional motorized vehicles they can be ineffective at stopping ATV use. Barriers will be installed where necessary since the presence of a barrier does help with enforcement cases against illegal ATV use by making it obvious that motorized use is not allowed beyond the barrier. (See Section IV-C-1.) Catching an illegal ATV user on the Forest Preserve can be difficult. While to some people law enforcement seems practically non-existent, it can be difficult to be at the precise location at the same time the ATV use is occurring. When caught ATV users have the potential to be ticketed for a number of violations of the Vehicle and Traffic Law and the Environmental Conservation Law including trespass, lack of registration (all ATVs must have visible license plates), lack of insurance, lack of helmets, in addition to any unauthorized entry onto public lands. See: http://www.dec.state.ny.us/website/regs/index.html

Historically fires have only been a minor problem in the JRWF. Fires can spread from campfires and during dry conditions can burn deep into the duff killing all vegetation in the burn and exposing rock and mineral soil. During periods of high fire danger patrols to enforce fire laws and regulations are important to prevent fire starts from campfires. Aggressive initial attack can be effective in controlling these fires and preventing them from spreading. A combination of user education, removal of unsuitable fire rings, construction of fire resistant bases in sensitive locations, and increased Department presence will be used to control fire use within the capacity of the resource to withstand use.

It should be recognized that simple area closures or use prohibitions that do not address user demand or the root cause of the over use/abuse are likely to fail. In such cases, the over use, inappropriate use or abuse is likely to simply be relocated to other areas within the JRWF or adjacent units.

Objectives:

- Maintain levels of use and types of use that do not result in significant adverse impact on the physical and biological resources.
- Provide for resource protection through law enforcement activities when education and information efforts fail.

**The opening of public roads to ATV use is governed by Vehicle and Traffic Law §2403 and §2405. Vehicle and Traffic Law §2405(1) provides in part that a State agency may open roads under its jurisdiction to ATVs by rule or regulation where it determines that it "is otherwise impossible for ATVs to gain access to areas or trails adjacent to the highway." This provision contains similar requirements for municipalities which open public highways to ATVs. Recent cases interpreting the statute's municipal requirements have clarified that a municipality opening a public highway to ATV traffic must make a specific finding that the purpose of opening the road is to provide ATVs with access to areas or trails adjacent to the highway which are otherwise impossible to access. See, e.g., Santagate v. Franklin County, Supreme Court, Franklin County, Index No. 99-2; and Brown v. Pitcairn, Supreme Court, St. Lawrence County, Index No. 114295 (August 19, 2003).*

- Reduce, mitigate, or eliminate the effects of recreational use of campfires on natural resources.
- Provide a greater Department presence within the unit during peak use times.

Management Actions:

- Enforce Department policies and regulations governing use of ATVs. Increase law enforcement and install new barriers, to address illegal ATV use. (LF/OPP)
- Educate the public on "Leave-No-Trace" policies. Fire prevention activities will consist of public education by the integration of fire safety awareness information disseminated through brochures and signing at informational kiosks. (LF/OPP)
- Restrict or prohibit fires by signage or regulation in severely impacted areas. (LF/OPP)
- Remove illegally stored private boats, camp structures and supply caches. (OPP/OP)
- Enforce 6 NYCRR §196.5 , (additional statutory authority: ECL §9-0105) which prohibits the operation of mechanically propelled vessels other than those powered by an electric motor with a rating of five horsepower or less, on Mason Lake. (OPP)
- Enforce the 150 foot rule in conjunction with "no camping" or "no parking" signs to control inappropriate public parking or camping at parking lots, trailheads, and other areas where necessary. Specific locations include the beginning of Knox Road and at the end of Fawn Lake or Fish Mt. Roads. Prohibit camping in close proximity to the Indian Lake Dam and in the immediate area of the caretaker's facility. (OPP)

While only one town and one village within the planning area has opened roads for ATV use, some of the adjoining towns are discussing the topic.

- Work with towns to clarify which roads are town highways. See previous roads discussion in Section IV-C-19. (LF/OPP)
- Coordinate with towns to insure that any ATV riding associated with future "officially designated" town roads legally complies with Vehicle and Traffic Law and ATV use does not spill over into adjacent JRWF lands. (LF/OPP)

No Action Alternative - The "no action" alternative would prevent the rehabilitation of over used areas and limit the ability to reduce environmental impacts and mitigate impacts to adjacent landowners. Therefore, this alternative will not be supported by this UMP.

Impacts and Management Alternatives:

The **preferred alternative** is the list of management actions described previously, enforcement of existing regulations, along with some new proposed regulations. In compliance with wild forest principles, all management actions were reviewed to determine the minimum action or tool (practices, tools, equipment, regulations) needed to accomplish the task that would have the least possible negative impact on the resources and the visitor's experience. Alternate means of addressing over use and abuse including prohibition of certain uses such as campfires, area or trail closures, more restrictive camping controls such as camping by permit only or camping at designated sites only, were discussed by the planning team, but were not considered necessary at this time.

2. Public Use

Present Conditions:

Some recreational programs including, but not limited to, canoeing, fishing, hunting, trapping, hiking, picnicking, scuba diving, cross-country skiing, mountain and rock climbing, and swimming will be allowed everywhere. Other activities including, but not limited to, snowmobiling, horseback riding and packing, bicycling, and camping may be allowed only on designated trails, sites or restricted in certain locations, when necessary. In order to more effectively manage the area, additional information is needed about the public use of the JRWF and the impacts of use on the area's physical and biological resources, as well as its social impacts

Private lands must be crossed on some area trails before reaching NYS lands. In most cases permission is granted only for specific trail uses, snowmobiling, for example. These trails may be posted (no trespassing signs) and closed to the public for other recreational access or activities such as hunting, trapping, bicycles, and horseback riding. In some cases, seasonal public access over marked trails is allowed by a written grant of permission agreement negotiated between the town of Indian Lake and the private landowners. Parcels within the JRWF with questionable or restricted access due to adjoining private lands include:

Bear Trap Swamp Area (Township 17; Lots 1-7, 16, 17, 18, and 29) - This area has limited access. Only a small corner of Lot 29 adjoins NYS Route 28. JRWF frontage along County Route 12 provides access from this road but the Cedar River is a natural barrier that discourages use to the south. A snowmobile trail does bisect the area but both sides of this trail are on private land.

Crow Hill Area (Township 17; Lot 27) - A snowmobile trail passes through a section of the lot but both ends of this trail are on private land.

Porter/Squaw Mountain Area - Private lands restrict public access from the north, east, and south. While there is some JRWF land along Route 30 in the Lawrence Brook area, this access is poor with limited parking. The western portion of Squaw Mountain can be reached via the Snowy Mountain trail. A woods road (Squaw Brook Road -past use under a TRP) crosses this area but is not utilized by the public due to the adjoining private lands. A local trail starting on private land leads to Porter Mountain.

Baldface Mountain Area - The majority of potential access to this area is possible by water craft along the shoreline of Indian Lake. Access from a road is limited due to private land ownership. A small amount of JRWF land adjacent to the Jerry Savarie Road could be utilized to access this area.

Perkins Clearing Area - The town groomed snowmobile trails over IP lands are an important snowmobile link connecting the communities of Indian Lake and Speculator. Public access will be allowed subject to the recreation plan and conservation easement for the property.

Lake Abanakee Area - Cross country ski trails are located on this JRWF parcel south of NYS Route 28. While public roads do not provide access to this parcel, permission from some adjoining private landowners over a specific trail has allowed limited access to these State lands during certain times of the year.

Float plane Use - Only one public comment suggested the prohibition of floatplanes from Fawn Lake. Currently no interior waters within the JRWF are believed to be used regularly by float planes. When the phase out of float planes using Lows Lake was approved in the Bog River Management Complex UMP (November, 2002), the Department made a commitment to identify waters in Wild Forest areas that would be appropriate for float plane use. An analysis of the interior waters in the JRWF identified no suitable candidate waters to propose for float plane use. It is believed that the small size of most interior lakes and ponds does not provide enough room for safe landing or take off. The only larger interior waterbody (Fawn Lake) has been used occasionally but its proximity to a public highway and current public use from a marked trail tends to limit its value to commercial floatplane operators. Other larger waters that border the wild forest lands such as Indian Lake have mixed ownership, are readily accessible by vehicle, and currently support some floatplane use.

Day Use Constraints - There are no restrictions on day use group size in the JRWF. Regional Department policy limits camping group size in the JRWF to a maximum of 20 individuals. Large groups which travel together can create problems for other visitors, clogging up trails and impeding other hikers. Also, a large group can disrupt the experience of other visitors at summits and other stopping points by taking up a large area. Through interviews with Department staff, there have been few problems due to large groups in the JRWF. While a regulation limiting day use group sizes would reduce congestion at attractive locations, on trails, and at summits, it could prevent larger school groups and others from having any experience in the JRWF. There is no specific legal requirement for the Department to restrict day group size and the inventory for this UMP has not shown the need to restrict day use at this time.

Objectives:

- Allow for visitor use while limiting negative impacts on the natural resources or visitor experience consistent with Wild Forest as described by the APSLMP.
- Restrict the use of motor vehicles, motorized equipment, and aircraft by the public where the character of the natural resources in a particular area or other factors make such restrictions desirable.
- When unacceptable impacts resulting from public use are discovered, apply the least restrictive management actions necessary to reverse the impacts.

Management Actions:

- Monitor the levels and changes in visitor use. In addition to the visitor trail registration sheets, conduct visitor surveys, use trail counters, and other sources to determine the number of people visiting the JRWF, the activities they enjoy, and the type of experience they have. (LF)
- Undertake a park-wide visitor use survey of Forest Preserve lands. The data collected will focus on both park-wide trends in use and unit level use. The survey will investigate such aspects as seasonality, modality and total level of use of public lands. Data regarding specific units will focus on trends in register sign-ins, programs and resources targeted by users and other specific data to be used in a Limits of Acceptable Change (LAC) decision-making system. This survey is intended to provide data not only for use in managing facilities and improvements, but also to assist with decision making pertaining to management practices. State of the art technology will be used when

necessary and combined with traditional methods to inventory the type and extent of actual public use. (LF)

- Work closely with the New York Natural Heritage Program and as authorized by New York Education Law §235-a and pursuant to ECL §3-0302, to support the NYS Biodiversity Research Institute in the identification of lands and waters that harbor plants, animals, or ecological communities that are rare in the unit. If necessary, public use will be diverted to less environmentally sensitive areas. (FW)
- Monitor the summit areas of Snowy and Pillsbury Mountains. Since these locations are greater that 3,500 feet in elevation, APSLMP guidelines for camping will apply. Dispersed low-impact camping is currently allowed on both summits as long as the 150 foot rule is observed. Camping will be prohibited by signage in the vicinity of the tower, summit areas and/or Pillsbury observer's cabin. Use will be monitored, and if the level of camping and/or day use impacts exceeds thresholds established through the LAC process, public use will be further controlled. (See Section VI.) (LF/OPP)
- Continue to maintain a buffer area adjacent to the Moffitt Beach and Lewey Lake Campgrounds and Indian Lake Islands Administrative Camping Area where camping on Jessup River Wild Forest lands will be regulated or prohibited. (OP)
- Continue to post waters such as Panther (Mountain) Pond, the unit's only trout pond, as closed to bait fishing with the use of minnows. Native fish populations are not threatened by over-exploitation from sportsmen, rather, they are endangered by the presence of nonnative and NBWI competing species. (FW/OPP)
- Promote seasonal voluntary trail closures for horseback riding and ATB riding on trails designated for these uses. The open season will be from May 1st to October 31st. Establishing an open season will allow people to enjoy horseback riding and mountain bike riding during the most popular seasons while protecting the trails from deterioration and erosion during the normally wet "mud season" part of the year. For both of these activities, volunteer trail closures will be encouraged between November 1st and April 30th. Additional trail use restrictions may be imposed by signage during extended periods of wet weather and muddy conditions. The criteria and standards for when, and if, further action will be necessary will be included in the LAC process for soils (see Soils section in preceding pages). If voluntary seasonal trail closures are ineffective in reducing damage to soils and vegetation during these seasons, mandatory restrictions may be implemented through the development of rules and regulations. (LF/OPP)
- Apply use restrictions on Forest Preserve lands during periods of high fire danger. (OPP)
- Encourage campers to set up their tents within 15 feet of the "camp here" disk by locating "camp here" disks where tents can be easily accommodated. (LF/OPP)
- With the exception of the Indian Lake Islands Administrative Camping Area (See Section VI), camping will be addressed by 6NYCRR §190.3(b), which states, "*camping is prohibited within 150 feet of any road, trail, spring, stream, pond or other body of water except at camping areas designated by the DEC*." Overnight camping (eight or less individuals as per the APSLMP) will be allowed in most other locations as long as the "150-foot rule" is observed. This policy will accommodate occasional overflow camping away from the shoreline, trails, and waters during peak weekends and holidays. The issuing of camping permits and designation of group sites will help control group and long term camping activity. (LF/OPP)

- Support the posting against parking on JRWF lands at the turnaround at the end of some town roads where deemed to be necessary. (LF/OPP)
- If public use levels increase to significantly higher levels than have occurred in the past and resources are being seriously damaged, any or all of the following actions can be taken as temporary measures: request public to voluntarily not use parts of the JRWF, restrict or eliminate the issuance of camping permits, constrict available parking areas, close trails or access points, designate additional campsites in suitable areas, and close problem campsites. Permanent solutions would then be explored for inclusion in the five-year update of this UMP. (LF)

The UMP planning process focuses on a five year horizon but must also consider waterbody carrying capacity, based upon current and anticipated recreational use. As mentioned in the APSLMP: *"A comprehensive study of Adirondack lakes and ponds should be conducted by the Department of Environmental Conservation to determine each water body's capacity to withstand various uses, particularly motorized uses and to maintain and enhance its biological, natural and aesthetic qualities. First emphasis should be given to major lakes and ponds totally surrounded by state land and to those on which state intensive use facilities exist or may be proposed."* Some of this research is outside the scope of this UMP since it involves several land classifications and/or private land uses.

- As identified in the APSLMP, DEC will support the study of waters within the unit, such as Indian Lake, Lewey Lake, Sacandaga Lake, and Fawn Lake to survey existing use levels and determine carrying capacities related to access from State lands.

Off Season Campground Management

Public use in the winter months consists mainly of snowmobiling, cross country skiing, snowshoeing, and other day uses. Campgrounds adjacent to the JRWF where overlapping recreational activity occurs include Moffitt Beach, Lewey Lake, and Indian Lake Islands Administrative Camping Area . These areas are managed by Operations with specific information on off season use identified in the individual campground plans. Efforts will be made to coordinate activities proposed for the JRWF that would require use of specific campground roads for snowmobile trail connections or where snowmobile use is needed to access parking, frozen waterbodies, or other trails. The Indian Lake Islands Administrative Camping Area is further discussed in Section VI.

3. Regulations

(See http://www.dec.state.ny.us/website/regs/index.html)

DEC will manage visitor use and whenever necessary regulate the amount and kind, and the time and place, of visitor activities. Any restrictions will be based on a determination that such measures are consistent with Department policies and are needed to prevent resource damage, protect public health and safety or to minimize visitor use conflicts. Appropriate tools may include general or special regulations. For example, the use or possession of bait fish is prohibited in Panther Pond which is listed in the special regulations of the annual fishing guide. Any restrictions on recreational use will be limited to the minimum necessary to protect natural resources and to promote visitor safety and enjoyment.

A few of the management proposals outlined in this section require the promulgation of new rules and regulations in accordance with DEC policies and procedures, the Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA) and the APSLMP. Statutory authority for regulatory change is found in ECL §9-0105(3), ECL §9-0105(3) § 816, and Executive Law. Executive Law Section 816 (3) directs APA and DEC to develop rules and regulations necessary to implement the APSLMP. Existing regulations relating to public use of State lands under the jurisdiction of the Department are found at 6 NYCRR Part 190. The following proposed regulations constitute the minimum level of direct regulation necessary to assure APSLMP compliance and directly influence visitor behavior to protect resources and the experiences of visitors.

Present Conditions:
DEC has the power to regulate use of waters and to regulate uses of scenic and recreational rivers such as the Kunjamuk, Cedar, Indian and Sacandaga rivers. None of the river sections adjacent to JRWF lands are known to have existing uses in conflict with either ECL Article 15, Title 27 or the implementing regulations, 6 NYCRR Part 666.

Except in wilderness areas and selected waters (See 6NYCRR Part 196.4), the State has not imposed significant restrictions on the use of motorboats, although it does impose a number of safety requirements. There is no general law that restricts the size of motors or the level of noise they may create. However, local municipalities can enact horsepower or watercraft limitations within 1,500 feet from shore.

In general the current use of motorized vessels in streams, rivers, inlets, and outlets is believed to be light and sporadic. In some cases physical constraints such as beaver dams and narrow channels limit use of motorboats in some waterways. The planning team discussed existing uses on area waters and streams and did not identify areas where user conflicts or resource impacts rose to the level at which additional regulations would be necessary at this time. Several waterways such as the Miami River, Jessup River, and Fall Stream have channels generally less than 150 feet wide. Other smaller waterways such as Burnt Place Brook, Cherry Brook, and Hatchery Brook are even narrower, less than 100 feet wide. Existing Navigation Law, Article 4, §45-2 requires all motorized vessels to operate slower than 5mph within 100 feet of the shore or an anchored vessel. This law restricts all motorized craft to this slow speed helping to limit environmental impacts from personal watercraft and rendering the locations described above safer from reckless operation. Additional more restrictive regulations Navigation Law, Article 4, §46-aaa-1 and 2 regulate vessel speed and wake on Indian Lake.

Objectives:
- Protect and enhance the natural, scenic, ecological, recreational, aesthetic, botanical, geological, hydrological, fish and wildlife, historical, cultural, archaeological, and scientific features of designated scenic and recreational rivers/river areas within the JRWF.

- Adopt new regulations or strengthen existing regulations to accomplish management goals.
- When education is unsuccessful, control adverse and illegal uses through law enforcement.

Management Actions:

- Monitor public uses of scenic and recreational rivers within the unit. (LF/OPP)
- Increase patrols at problem locations like Mason Lake and other locations susceptible to environmental damage. (OPP)
- Post signs and enforce the 5 mph speed limit for Fall Stream and other locations currently protected under existing Navigation Law. This will help prevent a wake that unreasonably interferes with or endangers shoreline vegetation, wildlife or another vessel. (LF/OPP)
- Amend 6 NYCRR Subdivision 190.8 (General) to include the following language - No person shall: use soap or detergent in any pond, stream or other water body; dispose of any food scrap, food matter (except for fishing bait) or food container in any pond, stream or other water body; mark trails with plastic ribbons, paint, blazes or other devices, cut or clear trails, or mark summits with canisters except by written permission of the department; erect or maintain any commemorative features, such as signs, plaques or markers; erect or maintain any structure not specifically permitted; and leave a boat or other personal property unattended for more than 48 hours. (LF)
- Adopt regulations to limit the maximum number of persons per campsite to eight This will be implemented over a two year period. (LF)
  YEAR ONE – Inform the public of the impending change through an information and education effort.
  YEAR TWO –Adopt a specific regulation to conform with the APSLMP to reduce the maximum number of persons per campsite to eight.
- Amend 6 NYCRR part 190 to add a definition of a "person with a disability." (LF)
- Amend 6 NYCRR Part 190 to prohibit the use of reserved accessible camp sites by people other than persons with disabilities or people in a group associated with a person with a disability. (LF)
- Propose motorboat horsepower restriction on Gilman Lake. (See Section IV-C-27) (LF/FW)

The UMP planning process focuses on a five year horizon but must also consider what regulatory needs will be, based upon current and anticipated recreational use. While use and associated impacts within the JRWF have been low to moderate, increasing problems and user conflicts in other parts of the Forest Preserve is leading to the promulgation of additional regulations. While some of these regulations are specific to wilderness areas and help to provide for solitude (camping group size restrictions, day use size limits, and motorized equipment, for example), other regulations attempt to minimize conflicts between different user groups or strengthen existing regulations.

One safety concern regarding snowmobiling includes the lack of regulation of vehicle speed. There have been complaints from both the recreational users (snowmobilers and other users) and trail groomers over the lack of a speed limit on the trails on NYS lands. There is currently no statewide speed limit for the operation of snowmobiles on public highways or public trails in New York State (Comprehensive Snowmobile Plan, 2003). PRHPL § 25.03 provides that it is

unlawful for any person to operate a snowmobile *"at a rate of speed greater than reasonable or proper under the surrounding circumstances."* Factors that determine what speed is "reasonable or proper" include: sight distance; snow/trail conditions; alertness of the operator; brake wear; and the presence of other trail users, among others. Essentially a safe speed is that which permits the operator to bring the snowmobile to a stop within the distance the operator can see ahead of the snowmobile. Some New York communities such as the towns of Morehouse and Lake Pleasant have established local snowmobile speed limits.

Because of the APSLMP provision that snowmobile trails in the Adirondack Forest Preserve have the character of a foot trail, there is higher likelihood that they will have more curves and fewer straight sections than trails in other areas of the State. This necessitates that snowmobile operators drive at slower speeds on Forest Preserve lands than they might on other lands. Frozen water is another concern for trails. In view of the risks of ice, OPRHP has determined those trails over frozen bodies of water are ineligible for NYS snowmobile trail fund support, and supports efforts to move trails off of ice everywhere.

- Examine the need for new regulations to leash dogs, prohibit the possession of glass containers, other than those necessary for medication, prohibit the use of any audio device which is audible outside the immediate area of a primitive tent site, and prohibit the use of any motorized equipment by the public. (LF/OPP)
- Promulgate a regulation for speed not to exceed 25mph on JRWF snowmobile trails. While the Comprehensive Snowmobile Plan does not recommend imposing a Forest Preserve-wide speed limit, the JRWF planning team supports the promulgation of a snowmobile trail speed limit regulation, where conditions warrant it. This would be consistent with efforts from adjoining towns on the sections of trail over private lands. (LF/OPP)
- Investigate the need for stronger ATV regulations. Enforcement of the existing laws pertaining to illegal ATV use is a crucial part of any successful program. (LF/OPP)

4. Public Information and Education

Public demand for information concerning the Adirondack Park and recreational opportunities on NYS lands is growing. DEC staff at both the local and regional level attempt to answer questions, provide general trail brochures and maps, and promote appropriate use of Forest Preserve lands. Detailed maps and trail guides are published by the private sector.

Present Conditions:
Many area visitors have not contacted DEC or received area specific information (maps or brochures) prior to their trip. The Department of Environmental Conservation publishes numerous brochures with simple maps orienting visitors to areas of the Forest Preserve. A brochure for the JRWF has not yet been developed. DEC publications with general forest preserve information are available, including the Adirondack Forest Preserve Map and Guide, and Use of New York State Public Forest Lands. The proximity of developed trailheads along well traveled highways tends to encourage impromptu day hiking or sightseeing.

As they patrol the Forest Preserve, Forest Rangers and Assistant Forest Rangers carry out informal educational efforts when they visit with hikers, anglers, hunters, and campers. DEC also enters into partnerships with local governments and not-for-profit organizations for the purpose of educating and assisting Forest Preserve users. Examples of such partnerships include stewardship agreements with fire tower friends groups.

Objectives:

- Assist local Chambers of Commerce and town/county recreation staff to advertise and promote recreational opportunities in the area.
- Provide information which will increase the understanding and appreciation of the Forest Preserve and its unique resources.
- Encourage local snowmobile clubs and/or towns and/or counties to provide internet information with current condition reports on area snowmobile trails.
- Guide different kinds of users to the places and activities best suited to their objectives and abilities.

Management Actions:

- Develop a brochure and map outlining the recreational opportunities afforded by the JRWF. The brochure will provide a brief narrative of the area's history, natural resources, and will include a unit map showing present boundaries of State parcels and existing trails, parking lots, lean-to's, and other important public facilities. A segment on backcountry ethics will also be included. The brochure will be periodically updated as facilities are created or removed and as funds are made available. The DEC website will also be updated to include a JRWF page, such as exists for other Wild Forest units. (LF)
- Provide assistance to the publishers of commercially-produced trail guides and maps with the purpose of assuring the accuracy and suitability of all public information about the JRWF. (LF)

5. Access for Persons with Disabilities

The Americans with Disabilities Act (ADA) and its influence on management actions for recreation and related facilities was discussed in Section III-C-2 and parts of Section VI. Implementation of the ADA consent decree* will help ensure greater public access to Forest Preserve land in the Adirondack and Catskill parks for persons with disabilities, while preserving the *"forever wild"* protection of these lands under the State Constitution. Under the ADA consent decree of Galusha et al. V. New York State Departmental Conservation et al., Civil Action No. 98-CV-117 (United States District Court Northern District), DEC will enhance accessibility for persons with disabilities to parking areas, restrooms, fishing access sites, boat launches, campsites, and picnic areas along with other improvements. In addition, the agency will provide signs and promotional materials listing recreational opportunities in the Forest Preserve for persons with disabilities.

**ADA Consent Decree signed and ordered by US District Court Judge, Lawrence Kahn in 2001, settled a lawsuit (Galusha v. NYSDEC and APA, US District Court, Northern District of New York, 7-5-01) brought under the Federal Americans with Disabilities Act (ADA).*

The ADA consent decree includes a commitment on the part of DEC and APA, through the unit management planning process, to support the opening of carefully selected roads in the Adirondack Forest Preserve for motor vehicle use by persons with qualifying disabilities to provide access to activities such as fishing, hunting, canoeing, birdwatching, and sightseeing. These roads will remain closed to motor vehicle use by the general public. Other projects include constructing and/or improving parking, restroom and showering facilities, access to fishing opportunities, campgrounds, picnic areas, recreational trails, equestrian mounting platforms, boat launches, signage, promotional materials and road rehabilitation. While none of the projects identified in the ADA consent decree are located within the JRWF, one CP-3 project is proposed.

Present Conditions:
To date, no universally accessible structures or improvements have been designed or constructed within the JRWF. Past management has not focused on provision of access for people with disabilities. While all trails are legally open to wheelchair use, none have been improved to the standards necessary for access by a conventional wheelchair. Steep slopes and other terrain constraints such as exposed roots, rocks and other natural barriers make a large portion of the JRWF difficult to traverse. The Department is looking at ways to increase access opportunities for people with disabilities where such development is economically feasible, does not alter the fundamental nature of existing programs, is compliant with Department regulation and policy, and conforming under the guidelines of the APSLMP.

The JRWF includes approximately 28 miles of snowmobile trails concentrated mainly in the southern portion of the area. This trail system leads to several interior waters, the largest being Fawn Lake. Although these trails are closed to public motorized vehicles, some can be utilized by persons with mobility impairments who utilize mechanized aids (i.e., non-motorized or motorized wheelchairs or other similar devices), as well as the young hiker and families seeking an outdoor experience not requiring strenuous effort. People with mobility impairments can also utilize horses on existing JRWF snowmobile trails and old roads which are not also marked as foot trails.

The final report of the Regulatory Negotiation Committee on Accessibility Guidelines for Outdoor Developed Areas includes proposed ADA Accessibility Guidelines (ADAAG) for trails, outdoor recreational access routes, beach access routes, and picnic and camping facilities. As discussed previously in Section III-C-2, ADAAG apply to newly constructed structures and facilities and substantial alterations to existing structures and facilities. Technical provisions for trails include specifications for running slope or grade, cross slope, width, surface, passing space, edge protection, and signs. See http://www.access-board.gov/outdoor/status.htm.

The accessibility guidelines apply to those trails which are designed and constructed for pedestrian use. These guidelines are not applicable to trails primarily designed and constructed for recreational use by equestrians, all terrain bicyclists or snowmobile users, even if pedestrians may occasionally use the same trails. The majority of proposed trails within the JRWF include snowmobile trails and ski trails. Several new foot trails are proposed in this UMP. Some of the new trail proposals such as the Dug Mountain Brook Falls trail, Porter

Mountain trail, Miami River trail, Watch Hill trails and Canoe Carry trails are located over terrain that would not meet the minimum technical provisions under the proposed ADAAG guidelines for an accessible trail.

Two existing trails within the JRWF offer potential non-motorized recreational opportunities for people with mobility impairments. Terrain constraints may require the use of a wheelchair especially adapted for the outdoor environment.

Echo Lake Trail - This unmarked path between Page Street and Echo Lake is about 0.2 miles long Though this trail to Echo Lake has not been evaluated for its accessibility, its surface is relatively level (except for the beginning of the trail) and free of most obstructions. The terminus at the lake is over soft wetland soils.

Fall Lake Trail - The trail is about 0.8 miles long between the Airport and the lake. Though this trail has not been evaluated for its accessibility, it partly follows an old road for the first 0.7 miles with gentle grades and a few old culverts or snowmobile trail bridges. The trail leaves the old road and becomes more trail like following the existing snowmobile trail to Fall Lake. Though the trail surface of this section is smoother than most Adirondack trails, there are numerous roots, rocks and short steep pitches that can be obstacles to accessibility.

Fawn Lake Path - Although this one-half mile path to Fawn Lake has not been evaluated for its accessibility, it is generally flat and somewhat firm and free of most obstructions. There is a long downhill slope to the lake at the end of the trail that has eroded, exposing some rocks and roots. Since this is the most direct route to the lake, it is also popular as a canoe or boat carry trail. Once the private motor vehicle road is gated at the end of the town road, there will be a very steep grade between the original trailhead and the new parking area.

Objectives:

- Provide opportunities for access by people with disabilities.
- Comply with the Americans With Disabilities Act in the design and construction of all structures and improvements.
- For structures and improvements not covered by official accessibility guidelines, design and build them to maximize accessibility in accordance with available design information.

Management Actions:

- Involve a knowledgeable representative from the community of people with disabilities such as the NYS Independent Living Center Council, Inc. or other similar organizations in the facilities inventory and in all subsequent projects and proposals, including the design and construction of any accessible trails and the accessible campsites and picnic areas proposed in this plan. (LF)
- Include information on the level of difficulty visitors can expect to encounter when accessing the various facilities of the unit. Include this information at all appropriate trail heads, on the Department's website and in the area brochure. (LF)
- To enhance accessibility, conduct minor improvements, such as minor grading with hand tools to remove ruts, the removal of individual rocks or the targeted application of

limited amounts of native fill material to improve the trail surface to Echo Lake, Fall Lake, and Fawn Lake .

- Identify accessible facilities with signs where appropriate. New regulations are proposed (See previous Section) that will allow the Department to reserve specific primitive campsites, for people with disabilities. Upon promulgation of the regulation, individual accessible sites, where determined to be necessary will be reserved for exclusive use similar to an accessible parking space. This management decision will be applied where there is heavy camping pressure or a number of accessible sites in one area. At less popular locations, use of accessible camping sites (except for parking spaces) will not be limited to persons with disabilities, but will be available to everyone on a first-come, first served basis like other camping sites.
- Perform Universal Trail Assessment Process (UTAP)* inventory on the Fawn Lake Path and Fall Lake Snowmobile trail. (LF)
- Develop accessible camping site and access path, waterway access site and picnic area at Mason and Gilman lakes. Camping sites will be for exclusive use by persons with disabilities. (LF/OP)
- Convert existing sites or construct new accessible camping sites at Fall Lake and Fawn Lake (for exclusive use by persons with disabilities), Sacandaga Lake, Lake Abanakee, and Hernandez Road. (LF/OPP)
- Investigate the need for equestrian mounting platforms. Install, as needed. (LF/OP)
- Designate 0.1 miles of CP-3 road following the existing Peasley Access Road to an accessible parking area. Construct accessible picnic site at Sacandaga Lake. Camping will be prohibited at the picnic site to help prevent user conflicts. (See details in Section VI.) (LF/OP)

6. Encroachments

This category of uses includes both unauthorized occupancy of JRWF lands and unresolved issues related to the use of roads across State lands. Many of these may be inadvertent encroachments and may only be partly located on State land. In most situations, the issue can be resolved by the relocation of the use onto private land.

Recent boundary line maintenance efforts and discussions with area forest rangers revealed several occupancies in the JRWF area. Some forms of trespass were of a temporary nature including storage of vehicles or logs along road shoulders, plowing of snow from adjacent private land driveways, or dock storage. In some areas, private boats are being stored for long periods of time near popular water bodies such as Fawn Lake, and at other scattered locations. They will be addressed by enforcement of existing regulations when discovered or through the promulgation of new regulations. In addition, miscellaneous trespass files that involved JRWF lands were reviewed to determine current status. Some occupancies are no longer an issue since

**The National Park Service and USDA Forest Service are attempting to assess trail conditions to provide detailed and pertinent information about individual trails. Information is collected on grade, cross slope, width, surface characteristics, and type and magnitude of obstacles. Maps are produced that illustrate grade and surface information and 3-D topography. This information is beneficial to anyone who might want to hike the trails regardless of ability including people with walking or endurance limitations, respiratory limitations, inexperienced hikers, families with small children, and anyone else whose special circumstances limit their willingness or ability to navigate trails. This information would allow a visitor to decide whether he or she could enjoy the trail, and whether assistance would be needed to get around difficult areas or obstacles*

the adjoining landowner removed the structure or the State abandoned claim to title of the underlying land. Locations within the JRWF where questions exist regarding title to the land or occupancies are believed to occur on State lands include:

Table XX - Trespass problems to be addressed

TOWN	LOCATION	FILE	TYPE
Indian Lake	Lot 27, Township 17, T&C Purchase	none	woods road
Indian Lake	Lot 15, Township 15, T&C Purchase	none	possible tree cutting
Indian Lake	Lot 14, NW corner, Township 15, T&C Purchase	none	short section of woods road
Indian Lake	Lot 43, Township 15, T&C Purchase	none	possible part of structure
Indian Lake	Townships 8 & 32, T&C Purchase	none	reported underwater phone cable
Indian Lake	Township 15, T&C Purchase	none	possible occupancy
Indian Lake	Lot 29, Township 17, T&C Purchase	none	driveway
Arietta	Lot 144, Township 9, Moose River Tract	483	road use to Fall Stream
Arietta	Lot 152, Oxbow Tract	none	driveway
Lake Pleasant	Lot 19, Township 2, T&C Purchase	510	title dispute
Lake Pleasant	Township 8, T&C Purchase	388	pumphouse/dock
Lake Pleasant	Lot 150, Township 9, Moose River Tract	none	Fish Mt. Cemetery
Lake Pleasant	Lot 8, Township 2, T&C Purchase	none	earth fill
Wells	Patent 2, Bergen's Purchase	none	corner of log cabin

Fish Mountain Cemetery - The Town of Lake Pleasant owns and maintains a small cemetery at the end of the Fish Mountain Road. A recent DEC survey in 1989 identified that a portion of the existing cemetery occupies NYS lands. Research into the status of boundary lines in the area is currently being performed by a private survey firm for the town of Lake Pleasant.

Riparian Rights - The owner of land that abuts the shore of a body of water has a right of access to that water body. That right includes structures that facilitate access, such as docks, even if commercial in nature, as long as it is a valid exercise of riparian rights and does not impede the public's right of navigation. The support structure of a dock or boathouse may rest on the bed of the water body or pilings driven to support the structure. Riparian landowners or others do not have the right to build elaborate deck docks or other non-riparian structures, anchor a floating swim platform separated from shore, or buoy an exclusive swimming area where the underlying land is Forest Preserve.

Objectives:

- Identify and categorize all known issues of trespass, title questions, and occupancies within the unit.
- Seek information from landowners about their legal right to use roads that cross Forest Preserve for access to their property.
- Identify and document encroachments.
- Pursue enforcement of all documented trespasses within the JRWF.

Management Actions:

- Monitor boundaries for unauthorized activities, such as illegal motor vehicle access, encroachments, and timber trespass. Establish list of all discovered occupancies and attempt to resolve on a case by case basis. All coordination will be through the area manager. (OP/LF/OPP)
- Research the issue of rights of all inholders to access private lands over JRWF. Clarify maintenance issues and allowed uses where landowners have proven legal rights. (LF/OPP/Legal)
- Resolve Fish Mountain Cemetery Occupancy. An area of approximately 0.2 acre claimed by the State bisects the active town of Lake Pleasant cemetery. Twenty three plots marked with headstones (some for future use) along with chain link fencing, stone pillars and an entrance driveway are occupying these Forest Preserve lands. The oldest grave site is dated 1910 and the newest monument is dated 2000. The State land along the wide turn around at the end of the town road is used for parking by cemetery guests. This is essentially a permanent use of the land. Once a commitment of the land is made, there is little or no possibility to discontinue the use since this would involve disinterment, which is not proposed or desirable. DEC will share information with the town's surveyor to clarify the reported dispute over the location of the township line. Refer to legal staff for possible options. (LF/Legal)
- Move utility line. A short section of power line crossing lot 36, Township 1, Totten and Crossfields Purchase next to the South Shore Road was relocated within the highway right-of-way as part of a TRP issued to Niagara Mohawk. Other remaining cables (telephone and cable television) still cross JRWF lands and must be relocated with all vegetative maintenance of the strip discontinued. (LF/OPP)
- Resolve Town of Wells Water gauge Building - If determined to be an illegal occupancy, have the town remove structure and blowoff waterline to Elbow Creek. (LF/OPP)
- Contact new owner about Whitman occupancy on Hernandez Road, consisting mainly of the corner of a log cabin. Refer to legal staff. (LF/OPP)
- Clarify legal positions of reported Olsen (file# 510) occupancy. The potential difficulties in determining the exact location of the boundary between Preserve lands and private lands could possibly be addressed through a boundary line agreement. (LF/OPP/Legal)
- Clarify legal rights of Bonfey claim, Town of Arietta, lot 140 and 144, Twp. 9, Moose River Tract. Research the issue of motorized access on the user-created trail from the in-holding ("Bog Trotters Camp") to Fall Stream. (LF/OPP/Legal)
- Investigate and clarify legal position, document with on the ground evidence other reported trespass problems including but not limited to: old woods road-Crow Hill

parcel, possible tree cutting (North of Indian Lake Dam), reported underwater phone cable (Indian Lake), pumphouse-Lewey Lake*, and other more minor reports within the JRWF. (LF/OPP)

- Document all potential JRWF trespass problems as they are discovered. Report information to area manager. (LF/OPP)
- Refer occupancies which cannot be resolved by DEC staff to the Attorney General's office for appropriate action. (LF/Legal)

E.Updates to APA Adirondack Park State Land Map

There are a small number of apparent inaccuracies on the most recent version of the APA State Land Map (2001) regarding the JRWF. In a few instances the existing land classification has been incorrectly mapped or new State acquisitions were not correctly identified. In addition, the existing and proposed facilities map included in the Appendix contains a few errors regarding JRWF boundaries based upon the existing DEC map coverage. In some cases the error can be corrected easily with a technical map amendment, while in other instances a formal classification or reclassification process will be necessary.

As part of the JRWF planning process, the existing boundaries between the wild forest and adjoining wilderness areas was examined. At a few specific locations such as the Snowy Mountain trail, Cherry Brook, and the Piseco School, the team discussed the merits of proposing changes to the existing classification boundaries to reflect geographic boundaries and/or future public needs.

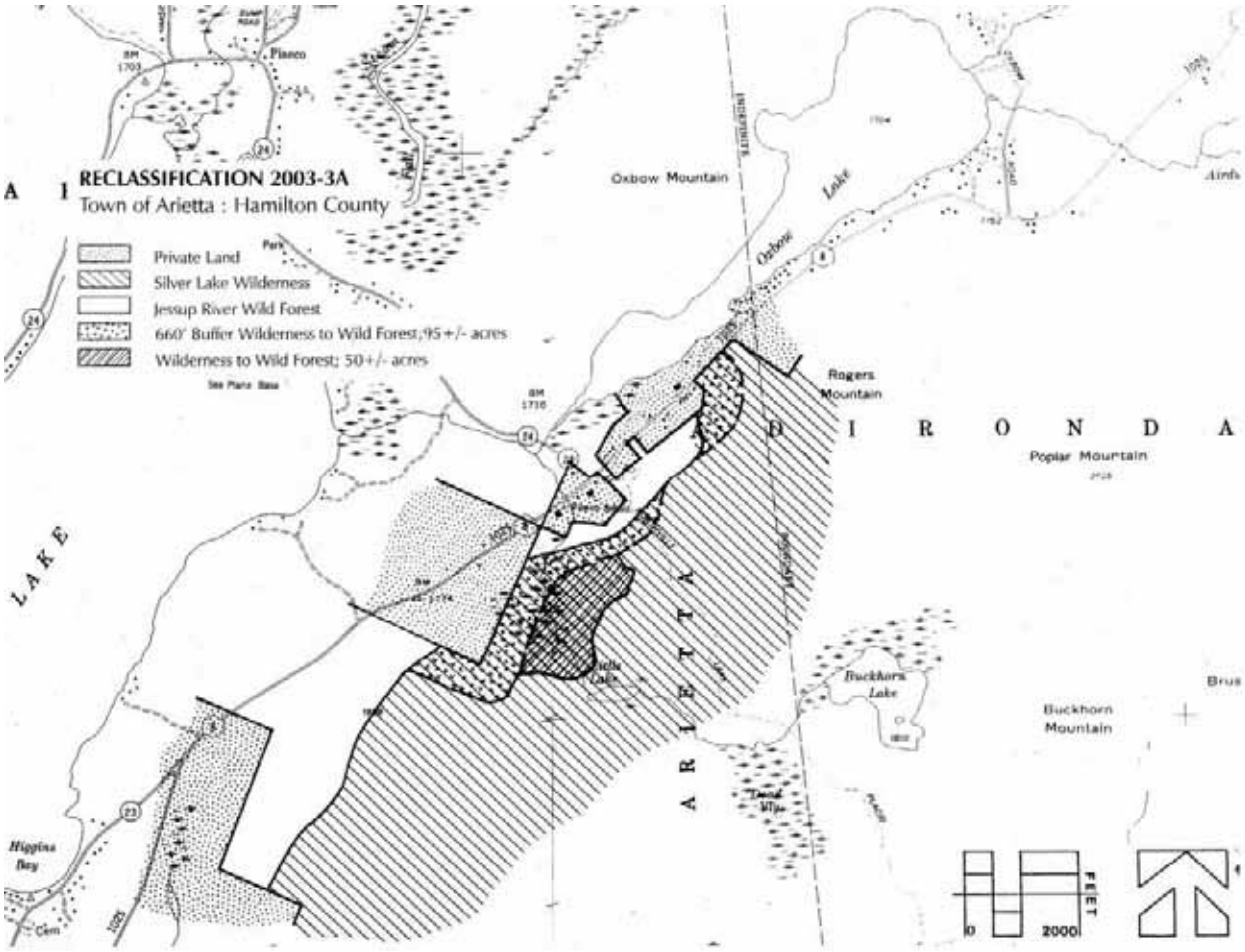
Indian Lake Dam Area
A negotiated settlement between DEC and HRBRRD was agreed to in 1996 and identifies conditions regarding the use and maintenance of the gatekeeper's house and the adjoining 2.63 acres of JRWF land. Since the caretaker house, dug well, septic system, and related facilities are not conforming in Wild Forest, this parcel should be considered for reclassification to Administrative. (See Appendix 19.)

Reclassification R2003-3A - In 1982, a small section of Silver Lake Wilderness in the town of Arietta was reclassified wild forest to allow for the continued use of a section of existing snowmobile trail. A section of the trail section directly behind the school was not included as part of the original reclassification process. Recent changes proposed for private land in the area near the Piseco School required the relocation of the section of Oxbow Lake-Spy Lake snowmobile trail** from private property. (See detailed information in Section IV-C-22.)

A consent decree was signed in 2003 to allow the removal of this occupancy.

***The closure of this corridor snowmobile trail would have eliminated the land based snowmobile route between Arietta and Morehouse. Steep unsuitable terrain prevented the easy moving of the trail to the north. It was not possible to simply relocate the trail to the southeast of the private land, since a large wetland area would force the trail into Silver Lake Wilderness far in excess of the 500 feet from a public highway APSMP exception.*

The need for the snowmobile trail relocation and discussion of the broader issue of the effects of wilderness on the Arietta town center, prompted a local desire to propose a land reclassification for State lands in the area. To address both the problem of the snowmobile trail and town zoning concerns (remove the town center from a Critical Environmental Area), the State lands behind the Piseco School were reclassified in 2004. Approximately 145 acres of the Silver Lake Wilderness was reclassified to JRWF. As part of the process, a 747 acre part of the Ferris Lake Wild Forest, in the vicinity of the West Branch of the Sacandaga River was reclassified to Silver Lake Wilderness.


RECLASSIFICATION 2003-3A
Town of Arietta : Hamilton County
Private Land
Silver Lake Wilderness
Jessup River Wild Forest
660' Buffer Wilderness to Wild Forest; 95+/- acres
Wilderness to Wild Forest; 50+/- acres
Oxbow Mountain
Oxbow Lake
Rogers Mountain
Poplar Mountain
Buckhorn Lake
Buckhorn Mountain
Higgins Bay
Planco
A R I E T T A
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2000
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Objectives:

- Identify all map errors and discrepancies between APA and DEC coverages.
- Update and correct the APAs State Land Map in future revisions to reflect actual State ownership and any changes in land classification.
- Recommend reclassification of Forest Preserve parcels to better define the unit, only if administrative benefits outweigh any potential negative impacts to adjacent private lands.
- Ensure that publicly available maps have accurate information.

Management Actions:

- Assist with the revision of the APA State Land Map in future editions to reflect actual State ownership and any changes in land classification. (LF)
- Consider for reclassification a 500 foot wide strip of JRWF land on the east side of Page Street to intensive use. This would allow the four primitive tentsites, garage and parking area, gas pumps, and small cemetery to be included within the adjacent Moffitt Beach Campground. (LF/OP)
- Clarify the boundary between the Silver Lake Wilderness and the JRWF. In a few locations the written boundary description for the wilderness conflicts with the existing APA State Land Map. A technical map amendment will rectify the map error identifying the land on the northeastern shore of Gilman Lake as private. In two other locations adjacent to the South Shore Road in the town of Lake Pleasant, small existing parcels of JRWF acres will be considered for reclassification from wild forest to Silver Lake Wilderness to move the wilderness boundary from a hard to define drainage to the road. Areas of private land within 1/8 of a mile of a wilderness, primitive, or canoe area boundary are considered critical environmental areas. Therefore, the potential effects of any wilderness classification on land use planning for adjacent private lands should be considered. If negative impacts to adjacent private land are anticipated to occur as a result of this proposal, no action will be taken and the lands will remain as they are currently classified. (LF)
- Consider for reclassification of State land in the vicinity of the Snowy Mountain trail. APA staff (Henry Savarie, personal communication) has examined the existing boundary between the West Canada Lake Wilderness and the JRWF near Snowy Mountain and found the mapped boundary location was questionable. This indefinable boundary does not follow an identified trail, watercourse or watershed boundary and is not very discernable in the field. A possible boundary that would be more practical in this instance would utilize the watershed boundary for Beaver Brook. This new boundary would move the existing boundary to the south and as a result (1) change a portion of wilderness to wild forest and (2) place the beginning portion of the Snowy Mountain trail completely in wild forest. (LF)
- Consider for reclassification the 2.63 acres in the vicinity of the Indian Lake Dam from wild forest to administrative. (LF/APA)
- Assist with classification process for the unclassified parcels in the vicinity of Gilman Lake. Include as part of this process, the 105 acres of lands proposed to be acquired from IP the same time as the conservation easement. (LF)

F.UMP Amendments and Revisions

Amendments to the UMP may be recommended if prescribed activities do not resolve problems, if there are significant changes in demands, or if activities prescribed in the plan seriously affect other resources or uses. Community snowmobile trail connections discussed in this UMP are conceptual and identify public interest to link communities in the Park. When and if specific designation as community connection trails/trail segments are identified, some additional use of the Forest Preserve may occur. Both the establishment and designation of actual Class III trails/trail segments on the Forest Preserve and the re-designation of interior Forest Preserve trails for non-motorized use only is part of the Comprehensive Snowmobile Plan. Specific routes will be identified and approved through the UMP Amendment Process.

V. SCHEDULE FOR IMPLEMENTATION AND ESTIMATED BUDGET

The following tables outline a schedule for implementation of the proposed management actions and their estimated costs. The estimated costs of implementing these projects is based on historical costs incurred by the Department for similar projects. Values for some projects are based on projected costs for service contracting. These cost estimates do not include capital expenditures for items such as equipment, nor do they include the value of program staff salaries or actual staff time* required to complete that task. It should be noted that the cost of contracting any job not earmarked for contracting could be two or three times the listed cost.

Cited costs for YEAR I are estimates based on 2005 labor, equipment, and materials rates. Successive years have been prorated to reflect price increases, but still may need to be adjusted accordingly. The Department will cooperatively work with volunteers, towns and counties to accomplish any of the proposed actions. It is possible that not all actions planned for a particular year may be implemented. Any action delayed will be undertaken in sequence in following years. Schedules may be readjusted if there are significant changes in resource and social conditions.

Annual Activities	Estimated Annual Cost
Review trail logs and information from Department staff and volunteers to update trail inventory and to document evidence of erosion and environmental impacts on natural resources. Collect and submit trail register sheets and camping permits to unit manager quarterly.	10 person-days
Perform routine maintenance of existing trails, including blowdown removal, brushing and trail marking in accordance with trail classifications and official trail marking standards. Assumes NP-trail, Snowy Mountain and snowmobile trails maintained under stewardship agreements or TRPs. Includes routine maintenance of roads, trailheads, parking areas, campsites, and associated structures and improvements.	$25,000
Prioritize, schedule, and budget for all proposals, including maintenance and rehabilitation. Develop annual work plans and site specific project plans. Coordinate non-routine activities with APA staff, secure wetlands permits as needed. Administer contracts for Forest Preserve stewardship funded by the Environmental Protection Fund.	20 person-days
Submit sign requests and install signs as necessary. Remove illegal signs.	5 person-days
Maintain boundary lines (11 miles/year @ $300/mile).	$3,300

* *person-days - an amount of permanent staff time is involved in all projects and covered under normal program funding. Since a reasonable estimate of time needed for implementation of each specific action is not easily determined, a rough approximation is provided at this time.*

Annual Activities	Estimated Annual Cost
Once LAC indicators and standards have been developed, monitor public use and visitor impacts to water quality, soils, vegetation, wetlands, and recreational river corridors to determine compliance with LAC standards. Take actions necessary to assure APSLMP compliance and to prevent standards from being exceeded.	15 person-days
Conduct biological and chemical surveys of selected unit waters to assess management needs and to determine progress towards the objectives stated in this plan.	6 person-days
Stock fish in unit waters consistent with Bureau of Fisheries policies and the Final Programmatic Environmental Impact Statement on Fish Species Management Activities of the Department of Environmental Conservation Division of Fish, Wildlife and Marine Resources.	20 person-days
Ongoing MMS inventory and inspection of area infrastructure. Identify and prioritize safety concerns.	$10,000
Enact voluntary trail closures during “frost—in” and “frost—out” periods.	N/A
Monitor water quality. Maintain database.	5 person-days
Support inventory of historic/archaeological sites or research.	1 person-days
Inventory non-game, endangered, threatened and special concern species as well as significant habitats. Survey for Bicknells Thrush.	5 person-days
Monitor boundary lines, identify all encroachments and take appropriate enforcement action. Maintain list of occupancies and coordinate with area manager to prioritize necessary actions. Work with legal staff to resolve illegal occupancies as quickly as possible. Close private trails as discovered.	10 person-days
Determine survey needs.	2 person-days
Assist with volunteer projects, AANR agreements, TRPs, and work with local municipalities to jointly accomplish identified projects.	10 person-days
Monitor baseline data to identify the effects of potential air pollutants.	5 person-days
Monitor effects of Indian Lake water releases.	1 person-days
Pursue removal of illegally stored boats, tree stands, and other private property.	10 person-days
Maintain radio equipment on Pillsbury Mountain fire tower.	1 person-days
Total Cost — Annual maintenance and other activities. 126 person-days	**$38,300**

Year 1	Estimated Cost
Assist with area brochure and map.	3 person-days
Contract development and printing of 5,000 copies of JRWF brochure.	$2,000
Designate unit manager and appoint unit management team.	1 person-days
Complete sign inventory and develop sign plan for the area.	5 person-days
Promulgate necessary regulations.	15 person-days

Year 1	Estimated Cost
Sign as open DEC roads: Old Military Road, Round Pond Road, Hernandez Loop Road, Gilman Lake Road, and access driveways.	1 person-days
Legal research: Clarify inholder and adjoining landowner access rights. Clarify status of old town roads and public motor vehicle access rights.	15 person-days
Reclaim Rudeston Hill pit. Plant trees and barricade with rocks	$3,000
Complete work on Snowy Mountain Fire Tower. Engineers assessment.	$2,000
Install two new pipe gates at Round Pond Road, and unnamed road (to "Bog Trotters Camp") at Piseco Airport.	$3,000
Develop uniform method of collecting use data across the unit. Use infrared counters to determine snowmobile use and other trail activity.	15 person-days
Install one new rock barrier on woods road adjacent to Gilmantown Road.	$500
Rehabilitate Old Military Road for safe public vehicle use.	$1,500
Designate JRWF campsites. Relocate and/or close primitive campsites not in compliance with the APSLMP. Establish fire rings at suitable locations. Conduct GPS baseline site inventory and document with digital photos.	$3,500
Designate and mark canoe carry trails along the Jessup River and Indian Lake - Lake Abanakee trail.	$2,000
Construct and install new level-two information "Storey kiosks" at the Snowy Mountain and Pillsbury Mountain trailheads.	$3,000
Designate and mark Fawn Lake Trail, Old Telephone Line Trail, Piseco-Perkins Clearing Trail, Hernandez Road, Gilman Lake Access Road, and Old Military Road Trail for all terrain bicycle use.	$5,000
Remove Dunning Pond snowmobile markers and rehabilitate as a foot/ATB trail.	$5,000
Install unit identification signs along major highways.	$500
Construct and mark Dunning Pond - IP snowmobile trail.	$5,000
Construct and mark Page Street snowmobile trail relocation.	$2,000
Investigate alternatives for Speculator - Indian Lake snowmobile trail (Phase 1) Pick preferred alternative and submit UMP amendment.	8 Person Days
Designate campsites at Mason Lake. Close and revegetate unsuitable campsites. Construct and install four new pit privies. Develop existing waterway access site parking area near lake and define with boulders to accommodate five cars, including one accessible parking space. If feasible, improve accessibility for hand launching of boats. Install pipe gate. Develop one roadside accessible camping sites. Construct and install new level-two information "Storey kiosk" and accessible picnic tables at waterway access site.	$20,000
Designate and mark Miami River trail as a class II foot trail.	$1,000
Designate and mark Echo Lake trail as a class II foot trail.	$500
Locate and remove illegal cable crossings over Fall Stream	$500
Stabilization of Indian Lake shoreline entrances and access points	$7,000
Evaluate site conditions on 35 Indian Lake sites. Implement corrective actions. ($5,000/year)	$25,000

Year 1	Estimated Cost
Evaluate pit privies on 35 Indian Lake sites. Implement corrective actions.	$35,000
Construct four campsites on Indian Lake to accommodate the relocation of sites from Siamese Ponds Wilderness.	$10,000
Rehabilitate Rudeston Hill snowmobile trail.	$1,000
Rehabilitate Old Parrish Road. Stabilize creek banks and remove old culvert.	$4,000
Designate and mark Dug Mountain Brook trail as a class III foot trail.	$1,000
Post as closed to horseback riding the Northville-Lake Placid trail, Snowy Mountain trail, Pillsbury Mountain trail, Baldface Mountain trail, Abanakee and Piseco Airport Loops. Snowmobile trails that will be closed include: Bear Trap Brook trail, Oxbow-Sacandaga Lake trail, Fall Lake trail, Oxbow Lake-Spy Lake trail, Crow Hill trail, Fawn Lake trail, Indian Lake - Sabael trail, Dunning Pond, and Rudeston Hill trail.	$500
Post as closed to all terrain bicycling the Northville-Lake Placid trail, Snowy Mountain trail, Pillsbury Mountain trail, Baldface Mountain trail, Abanakee and Piseco Airport Loops. Snowmobile trails that will be closed include: Bear Trap Brook trail, Oxbow-Sacandaga Lake trail, Fall Lake trail, Oxbow Lake-Spy Lake trail, Crow Hill trail, and Rudeston Hill trail.	$500
Coordinate with DOT to install rock barrier at Jessup River Bridge site.	2 person-days
Conduct an annual evaluation of Indian Lake Islands Administrative Camping Area site conditions (Years 1-5)	3 person-days
Develop LAC indicators and standards.	10 person-days
Propose classification of unclassified Forest Preserve parcel off Gilmantown Road to JRWF.	2 person-days
Propose reclassification of land containing four primitive tentsites, garage and parking area, and gas pumps for the adjacent Moffitt Beach Campground from wild forest to intensive use.	2 person-days
Consider for reclassification State land in the vicinity of the Snowy Mountain Trail. The new boundary would move the existing boundary to the south and as a result (1) change a portion of wilderness to wild forest and (2) place the beginning portion of the Snowy Mountain trail completely in wild forest.	2 person-days
Consider for reclassification of State land in the vicinity of the Indian Lake Dam and caretaker house. The new boundary would follow an existing survey.	3 person-days
Investigate reclassification of wild forest parcels adjacent to the South Shore Road in the town of Lake Pleasant, to Silver Lake Wilderness to move the wilderness boundary from a hard to define drainage to a road.	2 person-days
Contract out comprehensive public use surveys.	$20,000
Total Cost — Year 1 89 person-days	**$162,000**

Year 2	Estimated Cost
Coordinate with Niagara Mohawk to install pipe gate at Gilmantown Road site.	2 person-days
Designate and mark short connector cross-country ski trails at the Piseco Airport. Designate part of the Northville-Lake Placid trail as a cross-country ski trail.	$2,500
Rehabilitate Pillsbury Mountain fire tower and cabin. Install waterbars on trail. Secure repeater so that cab can be opened to public. Engineers assessment.	$10,000
Modify existing parking area at the end of Fawn Lake Road to accommodate 15 cars, including one accessible parking space. Relocate new level-two information "Storey kiosk" at the new trailhead. Install new pipe gate.	$7,500
Designate Peasley Road as CP-3 road for motor vehicles. Construct and develop accessible path, picnic area with two accessible picnic tables, accessible privy and two vehicle accessible parking area . Investigate possibility of providing accessible tent site in northwest part of the lake. If suitable site found, construct tent site with accessible privy.	$10,000
Construct a new lean-to on the Northville - Lake Placid trail in the vicinity of Fall Stream.	$10,000
Conduct roadside scenic assessment for JRWF.	2 person-days
Construct NYS Route 30 parking area to accommodate 15 cars, including one accessible parking space for Watch Hill. Construct and install new level-two information "Storey kiosk". Construct and mark Watch Hill ski/foot trails.	$50,000
Determine best alternative for Snowy Mountain trail rehabilitation.	5 person-days
Construct and mark Fish Mountain snowmobile trail, including spurs to Mud Lake, Moffit Beach Campground and Brister Brook.	$35,000
Construct and mark snowmobile trail from Piseco Community Center to Rudeston Hill Trail.	$2,000
Construct relocated section of Northville-Lake Placid trail from Piseco Airport to Fall Stream, mark with blue NP Trail markers. Install appropriate signs and guideboards. Construct NYS Route 8 parking area to accommodate 6 cars, including one accessible parking space. Designate parking area to accommodate 10 cars, including one accessible parking space on town lands at Piseco Airport. Construct and install new level-two information "Storey kiosk" at the Piseco Airport trailhead.	$7,000
Designate and mark Porter Mountain as a class IV foot trail with assistance from town staff	$1,000
Construct County Route 24 parking area to accommodate 6 cars, including one accessible parking space near Oxbow Lake. Install "Storey kiosk" at waterway access site.	$5,000
Install standard trail register at Baldface Mountain trail.	$1,000
Construct and install two new pit privies at the Snowy Mountain and Pillsbury Mountain trailheads.	$3,000

Year 2	Estimated Cost
Construct Dam Road parking area to accommodate 6 cars, including one accessible parking space at Indian Lake Waterway Access Site. Construct and install new level-two information "Storey kiosks". Install barrier at waterway access site.	$5,000
Construct Hernandez Road accessible camping site.	$3,000
Close Abanakee cross country ski trails and remove signs and markers.	$500
Develop Indian Lake map identifying the more notable navigation hazards.	1 person-days
Assist with inventory of the unit to determine the presence of invasive plant species. Solicit help from volunteers.	2 person-days
Total Cost — Year 2 12 person-days	**$152,500**

Year 3	Estimated Cost
Designate and mark foot/ATB trail to Mud Lake from Moffitt Beach Campground. Construct spur ATB trail to International Paper lands. Phase 1	$5,000
Construct a new lean-to and privy on Fawn Lake.	$10,000
Construct and mark Round Pond Brook snowmobile trail. Construct Big Brook Road parking area to accommodate 10 cars, including one accessible parking space.	$40,000
Designate and mark Old Telephone Line trail, Piseco-Perkins Clearing trail, Old Route 30, and Old Military Road for equestrian use.	$3,000
Construct and develop accessible camping site, privy and table on Fawn Lake.	$15,000
Construct a new lean-to, accessible site, privy, and picnic table on Fall Lake.	$20,000
Construct NYS Route 30 parking area to accommodate 4 cars, including one accessible parking space at Jessup River. Develop waterway access site.	$5,000
Construct Gilmantown Road parking area to accommodate 4 cars, including one accessible parking space Construct Gilman Lake waterway access site. Construct and install new level-two information "Storey kiosk." Install barrier. Construct accessible camping site, privy and table	$15,000
Rehabilitate Snowy Mountain trail.	$15,000
Evaluate plan effectiveness to date - comprehensive review.	3 person-days
Total Cost — Year 3 3 person-days	**$128,000**

Year 4	Estimated Cost
Designate and mark Silver Lake tannery interpretive trail as a class III foot trail.	$1,000
Relocate Crow Hill snowmobile trail with town of Indian Lake assistance.	$750
Contract inventory of ecological communities, rare species and critical habitats.	$20,000
Contract assessment of the Fawn Lake and Fall Lake trails using the Universal Trail Assessment Process. Provide information at trailheads.	$10,000

Year 4		Estimated Cost
Investigate the possibility for future trails: Baldface Mountain (land route), Snowy and Pillsbury mountains ridge trail, Vly Lake Mountain, etc.		15 person-days
Total Cost — Year 4	**15 person-days**	**$31,750**

Year 5		Estimated Cost
Determine feasibility of foot/cross country ski trail to connect Piseco Airport loop with Mud Lake trail. If approved by UMP amendment, construct and mark trail		$10,000
Construct Jerry Savarie Road parking area to accommodate 3 cars, including one accessible parking space.		$5,000
Reinventory baseline site inventory of all designated tentsites.		$2,500
Evaluate plan effectiveness to date - comprehensive review. Begin preparation for five year revision of UMP.		200 person-days
Reprint JRWF brochure.		$1,000
Total Cost — Year 5	**205 person-days**	**$18,500**

Cost Summary:

Annual Maintenance Costs:	**126 person-days**	**$38,300**
Five year total:	**324 person-days**	**$474,250**

*Note: Some UMP proposals will require approval in the UMPs for the adjoining land units. In addition, the conservation easement for the IP lands adjacent to the JRWF will have a significant affect on access to the wild forest and possible trail linkages.

VI. SPECIAL AREA MANAGEMENT PLANS

In order to better manage and control recreational uses and impacts in a few popular locations within the JRWF, these special area plans with maps were developed. While all proposed new facilities were briefly described in Section IV, a higher level of detail with maps was considered necessary for the areas around Fawn and Sacandaga lakes, Fall Lake and Fall Stream, Mason Lake, Watch Hill, Indian Lake Islands Administrative Camping Area , and Indian Lake/Lake Abanakee. At each of these locations the following assessments were made to help ensure that the proposed developments would have the least impact on the natural environment, other users, or adjoining private lands.

Analysis of Physical Conditions - An analysis of the physical conditions along the proposed trail corridors, day use areas and parking locations was performed to identify conditions which could present construction and operational problems (hazards) as well as to identify natural attractions which may add to the enjoyment of these areas.

Physiographic Conditions - Generalized slope conditions were reviewed. Areas of excessive slopes were identified. Route modifications in some cases were necessitated by this condition.

Soils - Areas of poorly drained soils are generally unsuitable for recreational trail development without extensive improvements to harden the trailtread surface or control water drainage. Meso-intensity soil survey maps were viewed. Areas of wet soil, muck, and other sensitive or unstable soil conditions will be avoided whenever possible.

Surface Drainage and Surface Water Areas - Streams, wetlands, lakes and ponds all restrict the placement of recreational facilities. In general, trail crossings of these features were avoided whenever possible.

Natural Environmental and Biological Resources - Records of sensitive and unique biological resources in these areas were reviewed through the Department's Master Habitat Data Bank (MHDB). Efforts were made to avoid locating facilities in deer wintering areas or other significant habitats. Detailed Fish, Wildlife and Marine Resources information for these areas is found throughout the UMP and in the Appendices.

Social Factors - New facility construction and/or designation of trails took into account the location of existing recreational trails in the general area and unit in particular. Of particular concern was the placement of trailheads since they determine the traffic flow and pattern of activity of the area. Another factor included sensitivity to the presence of neighbors living adjacent to the JRWF. Development of new or expanded facilities will be done in such a manner as to minimize whenever possible, the degree of negative impacts to adjoining private landowners.

In outline, the Department's LAC approach in managing the JRWF and these special management areas in particular will include:

• The identification of acceptable resource and social conditions by measurable indicators;

• An analysis of the relationship between existing conditions and those desired;
• Determinations of the necessary management actions needed to achieve desired conditions; and,
• A monitoring program to see if objectives are being met.

In all cases, proposed management actions will emphasize protecting the area's natural resources while accommodating appropriate public use and Department administrative needs.

IP Conservation Easement Lands (Speculator Tree Farm and Perkins Clearing) Areas
During Phase I of the Hamilton 308 acquisition project, approximately 138 acres of International Paper land located in the south-central portion of the Adirondack Park were acquired in fee* and a total of 39,578 acres were acquired under conservation easement A or B. The majority of the Speculator Tree Farm and Perkins Clearing lands will be subject to Conservation Easement A that will allow public access, resource conservation, and sustainable timber management. These IP lands are located adjacent to the JRWF and will be subject to an Interim Recreation Management Plan.

There is a long history of people using International Paper Company lands on both the Speculator Tree Farm and Perkins Clearing areas for a variety of recreational activities. Public uses have included snowmobiling, hunting, fishing (from banks, wading, and from watercraft), trapping, snowshoeing, cross-country skiing on groomed trails, walking and hiking, mountain biking, wildlife observation, canoeing/kayaking, and pleasure driving. While the general public was allowed to utilize the property for recreational purposes certain activities such riding ATVs, camping, or building fires were prohibited. In general, the parts of the Speculator Tree Farm and Perkins Clearing that were open to the public previously will remain open subject to the easement conditions. Areas that were generally off-limits to the public and leased to hunting and fishing clubs will be closed to the public with the possible exception of limited recreation rights on identified corridors and trails.

Portions of IP lands with recreational connections to the JRWF include: Sacandaga River (Main Branch - from Speculator downstream to Auger Flats), Jessup River (NYS Route 30 bridge upstream to Perkins Clearing Road), Austin Falls, and area snowmobile trails.

While camping was prohibited on IP lands previously, the easement will allow this activity in the future. Additional recreation facilities such a cross country ski, all terrain bicycle, and equestrian use will take advantage of the extensive existing road system. The development of campsites, trails, and parking facilities on IP lands will reduce the need to develop similar facilities on the adjoining State lands.

While the Interim Recreation Plan is beyond the scope of this UMP, public recreation on these International Paper lands and the access to State lands they provide are briefly mentioned in this plan since they have a direct bearing on existing and future recreational activities in the JRWF.

**The 105 acres of lands to be purchased fee title from IP consists of the area between Old Route 8 and the Sacandaga River and the five acre Auger Falls Picnic Area. This land will be managed as unclassified Forest Preserve and will be included in the appropriate Unit Management Plan after the formal classification process.*

A.Fawn Lake/Sacandaga Lake Area

This area consists of the JRWF lands at the end of Fawn Lake Road and north of Sacandaga Lake in the town of Lake Pleasant. These State lands serve as both a trailhead providing important access to snowmobile trails along with waterway access to Sacandaga Lake and Fawn Lake.

Present Conditions:

A fair amount of use occurs at this area consisting of day hikers, campers, anglers, and swimmers in the spring, summer and fall along with significant numbers of snowmobilers in the winter. The natural sandy beach/swimming areas on the north end of Fawn Lake and the western shore of Sacandaga Lake are popular attractions in the summer. Current public vehicle access in this area occurs on the open DEC road to the Peasley residence. Existing informal shoulder parking areas on either side of the end of the Fawn Lake Road, and near the Fawn Lake trail register are filled to capacity on some weekends and holidays. The parking is considered inadequate and poorly located since vehicles park wherever they can, often partially within the road ROW at the town road turnaround (posted against parking), or next to the Peasley residence. The frozen water surface of both lakes are used by snowmobilers, Sacandaga Lake being an important link connecting two separate DEC snowmobile trails.

Fawn Lake

This interior water is a popular camping, fishing, and day hiking location and is only a short ½ mile walk along an old road. The proximity to NYS Route 8 and short hike to Fawn Lake increase the likelihood of encountering other area users especially at the beach on the north shore. With the exception of snowmobiling in the winter months, the majority of public use occurs during July and August. Occasional large day use groups (predominantly from nearby Camp Fowler, Camp of the Woods or Deerfoot Lodge) visit the lake.

In addition to the popular day use activities such as swimming at the beach, hiking, and fishing, camping occurs on the scattered un-designated campsites around Fawn Lake. The campsites at the northern end of the lake are too close to the water and trail, and show evidence of physical impact from users. While the sites on the west side of the lake are somewhat accessible by foot, the existing paths are overgrown in places, with most access probably occurring by boat. The heavy day use at the sandy beach at the north end of the lake has led to problems with human sanitation, complicated by nearby area wetlands. Illegal boat storage occurs predominately on the eastern shoreline, with 12 unattended canoes and/or rowboats documented in 2003.

One public comment on the draft plan suggested the prohibition of motorboats and floatplanes from Fawn Lake. Motor boat and floatplane use is legal in wild forest waters. The long history of occasional motorboat use and general lack of public complaints or natural resource damage, led the plan to allow these uses to continue. In addition, floatplane use would enable people with mobility impairments easy access to the proposed accessible camping site on the eastern shore of Fawn Lake. One public comment asked for the removal of the Fawn Lake lean-to proposal, suggesting that there is no need to further enhance public use of the lake with such a facility. It was reported that the advantages of having a lean-to on the lake in the winter months

does not outweigh the impact of having one there for the summer months. The criteria used to determine suitable lean-to locations is discussed in Section IV-C-16. Fawn Lake was determined to be a suitable location and could accommodate a lean-to on the southwest shore.

Sacandaga Lake

Due to the large amount of JRWF land along the western shoreline, the public has the opportunity for a high degree of interaction with the natural environment, often with low or moderate challenge and risk. The proximity of the trailhead to NYS Route 8 and motorized uses on Sacandaga Lake result in reduced opportunities for exploring and experiencing isolation from the sights and sounds of man, with the probability of encountering other area users being moderate to high.

Snowmobile Trail Changes

Public concerns, recent purchase of recreational rights on adjacent International Paper Company lands, and the desire to insure the best possible future snowmobile trail system for the area, led the Department to consider various snowmobile trail configurations that would involve changes to portions of NYS Snowmobile Corridors 4 and 8 located between Piseco and IP lands in the vicinity of Perkins Clearing. Discussions with local government officials, snowmobile clubs, other groups, and interested individuals resulted in the identification of Alternative E, Option 3 as the preferred Department alternative. (See Appendix 25.) Using a combination of existing and proposed new snowmobile trails, the proposed Fish Mountain snowmobile trail would enable a land based connection between Piseco, Speculator, and IP lands to the north.

The full implementation of Alternative E, Option 3 would include construction of the Fish Mountain trail (section between CR24 and the IP boundary near Mud Lake), re-opening of the Mud Lake trail (to connect to public parking at the campground), and construction of a new 1.7 mile spur trail near Brister Brook to connect with snowmobile trails east of NYS Route 30. This proposal will require approximately 12.1 miles of new snowmobile trail, while eliminating the need for snowmobile use on 5.4 miles of the Piseco-Perkins Clearing trail, 1.2 miles of the Mossy Vly Spur, and 2.5 miles of the western part of the Fawn Lake trail.

The result would be an increase in three miles of snowmobile trails in the local area with the beneficial aspect of providing a land based route between communities. While snowmobile use levels are expected to increase slightly, a large portion of snowmobile activity will continue to use the existing Oxbow - Sacandaga Lake trail.

Adjoining Private Uses:

Information on the structures occupied by Mr. and Mrs. John Peasley can be found in Section IV-C-4 and Section III-A-4. The maintenance and use of these buildings are authorized by the terms and conditions of a 1981 agreement. When the existing housing accommodations are no longer used or occupied by the individuals authorized under the agreement, the State buildings will be demolished and the site will be converted into an accessible camping and waterway access site.

Terrain/Soils

The terrain of this area can best be described as rolling hills with occasional steep areas like Vly Lake Mountain and Fish Mountain. The mesosoils of the area are mostly Pillsbury-Lyme and Becket-Skerry in the higher elevations and along the lakeshores with Greenwood-Cathro in the lowlands and vlies. Generally, the soils are deep except for shallow soils and rock outcrops on some of the higher elevations.

Vegetation/Wetlands/Wildlife

Vegetative covertypes are predominately evergreen northern hardwood and evergreen wetlands with patches of spruce-fir and sugar maple mesic. The eastern edge of an old-growth beech-sugar maple dominated forest community has been identified in this general area. Otherwise, plant life is generally similar to other areas of the JRWF with the exception of wetland plant species in the inlets and vlies. Wetlands have been identified on small parts of the shore of both Sacandaga and Fawn lakes, but are more common along the inlets at Burnt Place Brook, Hatchery Brook and Fawn Lake Vly.

Two deer wintering areas have been identified on the northern and eastern shore of Fawn Lake. The occurrence of a large great blue heron rookery was first observed in the Fawn/Sacandaga Lake area in 1978. The current status of this nesting site is unknown.

Specific Area Objectives:

- Insure adequate public access while minimizing impacts to nearby private residences.
- Improve facilities to better manage the area and mitigate user impacts.
- Provide camping opportunities within the capacity of the area to withstand use.
- Enhance snowmobile community connections between Speculator and Arietta
- Link appropriate recreational opportunities to the adjoining Moffitt Beach campground.
- Bring primitive tent sites into compliance with APSLMP separation requirements.

Proposed Management Policies/Actions:

- Monitor area trails within the old-growth beech-sugar maple vegetative community for exotic plants and follow trends in the beech scale nectria complex disease. (FW/LF)
- Inspect heron rookery site to determine current status and condition. If the site is still active, the location will be protected from excessive human disturbance while birds are nesting during the breeding season. (FW/LF)
- Enforce existing navigation law by posting and enforcing the 5mph speed limit in navigable channels of Burnt Place Brook and Hatchery Brook. (OPP)
- Barricade Peasley Access Road with pipe gate to restrict public motor vehicle use on a 0.1 mile section of privately maintained road . This road is being closed to the general public for motor vehicle use to help prevent conflicts between the public and Mr. and Mrs. John Peasley at their residence. (LF/OP)
- Expand Fawn Lake Road existing parking to accommodate 15 vehicles,(End of Fawn Lake Road, including one accessible space) and construct additional two car accessible only parking area near Sacandaga Lake. Close parking near the Fawn Lake trailhead.

  Public parking consists of undeveloped road shoulder pulloffs and is considered inadequate for the network of existing and future proposed trails from this location. A formal developed parking area is necessary to limit conflicts with town road

maintenance or nearby private landowners. Two rectangular gravel parking lots will be constructed adjacent to the road, designed to accommodate a total of 15 vehicles, taking advantage of the large existing road shoulder. The proposed parking lot will consolidate general public parking at one location and help prevent conflicts between the public and the Peasley residence on Sacandaga Lake. Since this parking lot will serve a combination of uses (people walking the old road to Sacandaga Lake, existing Fawn Lake trail and the proposed Fish Mountain Snowmobile trail relocation) an adequate sized facility was needed in order to accommodate a wide variety of public recreational uses. The proposed parking area size was designed taking into consideration the use capacity of the interior, adjoining waterbodies, and need to accommodate vehicles with snowmobile trailers in the winter.

Since a large portion of the facility will be located within the existing cleared right-of-way, only a minor amount of tree cutting will be needed. The Department will consult with the town of Lake Pleasant prior to construction. Arrangements will be made with the town to provide for snow removal for access to winter recreational opportunities. Install a new level-two type "Storey kiosk" at the trailhead parking area. (LF/OPP)

- Designate the Peasley Access Road as open for CP-3 motor vehicle use between the end of the town road (Fawn Lake Road parking area) and the proposed accessible parking area. Minor gravel application and road drainage work will allow this road to be usable for three seasons of the year. (LF/OP)
- Develop an accessible picnic area with two tables, privy, and associated accessible two-car parking area and access path to ADA/ADAAG standards near the end of the Peasley Access Road. Construct accessible path from parking area to picnic area just north o f the Peasley residence. Since general public parking will be available at the Fawn Lake Road, public use of the access road and accessible two-car parking lot will be limited to individuals with mobility impairments who possess a CP-3 permit. Persons with disabilities will need to plan on assistance from family members or friends if they wish to access Sacandaga Lake itself. Restrict general public parking and camping by signage. (LF/OP)
- Inventory and rate the proposed 0.5 mile Fawn Lake foot/ski trail for accessibility using UTAP. See Section IV-D-5. (LF/OP)
- Identify and evaluate Fawn Lake camping opportunities on the 3.7 miles of JRWF shoreline. Fourteen undesignated tentsites currently exist at Fawn Lake. Designate and/or construct seven sites taking into consideration day use of the area, appropriate existing sites, APSLMP spacing guidelines, and terrain constraints. Construct and designate one of these sites (accessible firering, privy, tentsite, and picnic table) near the end of the proposed foot/cross country ski trail to Fawn Lake for exclusive use by persons with disabilities, using the proposed and/or adopted ADAAG. Close sites three, four, and five at the north end of the lake next to the beach area due to conflicts with day users and environmental constraints. Close sites eight, 11, and 12 that are unsuitable, too close to the water, or do not comply with APSLMP spacing guidelines. (LF/OP)
- Issue group camping (10 persons or more) permits only at the one designated group camping area at the northwest part of Fawn Lake. Total capacity of the site will not exceed 20 people. Post signage restricting camping at the site to camping by permit only. Site numbers comprising group site include sites six and seven.

- Identify and evaluate camping opportunities on the 3.2 miles of Sacandaga Lake shoreline within the JRWF. Three undesignated tentsites currently exist at Sacandaga Lake. Designate and/or construct three sites (specific locations need to be determined) taking into consideration day use of the area, appropriate existing sites, APSLMP guidelines, and terrain constraints. Construct and designate one of these sites (including accessible firering, privy, tentsite, and picnic table) or suitable substitute location for use by persons with disabilities, using the proposed and/or adopted ADAAG. Close unsuitable sites. (LF/OP)
- Construct a lean-to on the southwest shore of Fawn Lake. This remote location will help spread out use on the lake, while helping to avoid problems associated with lean-tos close to roads. Access will be primarily by watercraft or by a combination of existing snowmobile trail and 1.5 miles of proposed foot/ski trail (Piseco-Speculator trail) on the west shore of the lake. To allow for greater diversity of use, permits to camp for more than three nights will not be issued for the proposed lean-to or for other sites in heavy demand during the core camping season. (LF/OP)
- Construct Fish Mountain trail (± 12.1 miles, including spurs to Mud Lake, Moffitt Beach Campground and Brister Brook) - The existing Oxbow - Sacandaga Lake trail (Corridor trail - C4) is a very heavily used snowmobile trail connecting these two waterbodies and associated amenities. While a portion of this trail is on State lands, the majority of the snowmobile trail crosses private land that is not secured by an easement . The need to cross frozen waterbodies, especially early and late in the season, has been reported to discourage some snowmobilers from riding in this area because they do not have confidence in the safety of the lakes. Concerns over water crossings, rough existing trail conditions on the Piseco - Perkins Clearing trail, redundant trails, and ways to improve community connections led to the identification of Alternative E, Option 3 as the preferred long term solution for snowmobiling in the southern portion of the JRWF. (See detailed alternative analysis and proposed trail route in Appendix 25.)

  Since the Fish Mountain trail will be multiply marked for different recreational uses in addition to snowmobiling, it is broken down for description purposes into three separate trail segments.

  Mud Lake segment (± 2.4 miles, plus short 0.4 mile spur trail to the IP boundary line) - The proposed Mud Lake foot/snowmobile/bike trail would begin at the public parking area in Moffitt Beach Campground and utilize campground utility line clearing, roads, and new trail construction for approximately 0.5 miles to the wild forest boundary. The trail will continue northeasterly for approximately 0.4 miles to intersect an old snowmobile trail in the vicinity of Hatchery Brook crossing. The trail will continue generally northwesterly along the old snowmobile trail when appropriate, for a distance of approximately 2.0 miles to Mud Lake. In cooperation with town of Lake Pleasant efforts for local ATB trail systems, this trail will provide a link to ATB riding opportunities on IP lands in the Perkins Clearing area. This trail may be suitable for "family" use since it has varied and interesting scenery; is located on relatively gentle terrain; offers a good return in terms of overall mileage compared to new trail construction; and requires no new parking facilities. Due to its campground beginning, it is expected to be a popular trail for campground users and the general public. Utilizing

parts of the old existing snowmobile trail will help limit the number of trees needed to be cut. Construction of the trail will not begin until the trail proposal is approved in an amendment to the Moffitt Beach Campground UMP. The terrain, potential wet ground conditions, and terminus at the campground would preclude this trail for equestrian use. Conflict between hikers and ATB riders will be closely monitored. The trail will be marked with blue markers.

Brister Brook segment (± 1.7 miles) - The proposed snowmobile/bike trail would begin near the Hatchery Brook bridge crossing and proceed for 1.6 mile trail easterly, parallel to Brister Brook ending on Old Indian Lake Road (Page Street Spur). The trail would follow the town road shoulder for a short distance before crossing NYS Route 30 to enter JRWF lands. Some steep terrain and area wetlands will be limiting factors for the final trail location. From NYS Route 30, the trail would follow 0.1 miles of an existing old road easterly to intersect the Lawrence Farm trail and network of snowmobile trails on IP lands. The trail will be marked with yellow markers.

Fish Mountain segment (± 7.6 miles, plus 1.0 mile existing snowmobile trail) - This proposed trail would begin at County Route 24 (Old Piseco Road) and end near Mud Lake. New sections of snowmobile trail would be constructed north of Oxbow Lake with the trail roughly parallel to the Oxbow - Sacandaga Lake trail to the existing Fawn Lake trail. The proposed trail would continue northerly along the Fawn Lake trail for 1.0 miles before turning northeasterly to cross Burnt Place Brook on a new bridge ending at the Mud Lake trail. The trail will be marked with red markers.

The Fish Mountain trail will be designed and constructed to provide for a more primitive experience with curves and hilly sections to accommodate more leisurely riding and slower speeds. It is expected to receive moderate use and will also accommodate occasional use by other types of recreation, including hikers. (LF/OP)

- Designate Echo Lake trail (± 0.2 miles) An existing path allows the public to walk from Page Street to the outlet of Echo Lake. Use of this path has been limited due to the unmarked nature of the trail and lack of developed parking or signage. Recreational activity has consisted primarily of day use by fisherman or day hikers from the adjacent Moffitt Beach Campground. Winter use has consisted of occasional illegal snowmobile riding, with some people ice fishing the lake for yellow perch and the occasional walleye. In summer, the lake is fished for bass and bullheads.

  Several comments on the draft plan suggested the removal of the Echo Lake foot trail proposal based on the opinion that increased use will lead to litter, illegal boat storage, illegal snowmobile use and negative impacts to area wildlife and wetlands. In a couple of cases, some people thought the trail was going to be upgraded to accommodate wheelchairs. This 50-acre lake has mixed ownership with approximately 0.7 miles (32%) of JRWF shoreline on the southwest portion of the lake. Some landowners on the lake incorrectly regard Echo Lake as being entirely private which has led to occasional confrontation with local anglers. There is considerable local interest to improve access to the lake. To enhance access to State land the existing path will be formally designated as a foot trail. There is adequate parking capacity on a large existing road shoulder, so a formal parking lot is not needed. In the winter ice fisherman and other

recreationists can park at the plowed parking in the campground and walk/snowshoe a 0.25 mile section of existing snowmobile trail to Page Street to access the foot trail to Echo Lake

The path will be maintained as a class II path and will be marked with red trail markers. The trail is very short and will not be designated for other recreational activities such as ATB use. It is expected to only receive light to moderate use. While there is no need for bridging, other trail hardening techniques will be used if needed to protect natural resources. A minor relocation is necessary at the beginning of the trail to avoid steep slopes on the existing path. Use of the trail will be monitored and illegal activities such as boat storage will be addressed. (OP/OPP)

- Relocate Page Street Snowmobile Trail (± 0.5 miles) - The existing trail between Lake Pleasant and Sacandaga Lake is a heavily used local trail that relies on a combination of private lands, town road ROW, and intensive use classified lands in the Moffitt Beach Campground to connect these two waters. It enables riders from the Speculator area to quickly travel westerly to Oxbow Lake and further west into Arietta without the need to travel over a long 13 mile detour through IP lands in Perkins Clearing and JRWF trails to the Piseco Airport or Fawn Lake. Complaints have been reported by snowmobilers and some local residents about the section of existing trail along Page Street. The trail is heavily used by snowmobiles traveling between Lake Pleasant and Sacandaga area homes or businesses and is dangerously close to traffic (no buffer to the road). The trail is groomed by the town of Lake Pleasant but is very difficult to maintain because of the high salt and sand content presented by plowing of Page Street itself. One safety concern involves a traffic hazard caused by a blind spot on a sharp turn where snowmobilers currently cross. Another concern involves illegal road riding. When the trail gets rough, its close proximity to the road leads some snowmobilers ride the highway instead of the trail, mostly late at night.

  To solve these problems a short 0.5 mile section of new snowmobile trail will be constructed on JRWF lands outside the road ROW. The trail will be relocated from its existing location to the northeast into the woods, a short distance away from Page Street. This relocation will minimize current conflicts with vehicle traffic and enable a more suitable location for the highway crossing closer to NYS Route 8, thereby avoiding the blind curve. By locating the trail away from the highway it will be screened from view. It is anticipated that a couple of short sections of wetlands may need to be crossed. To insure a more permanent solution, written permission or an easement to move the section of trail from the road shoulder onto private property will be secured by the local snowmobile club or the town of Lake Pleasant.

Proposal discussion

The proposed Page Street trail relocation will eliminate the existing unsuitable roadside trail that is neither safe nor enjoyable for most snowmobilers. There are no known endangered or threatened plants or animals in the vicinity and the proposed segment does not pass through any known critical environmental areas or deer wintering yards. Any new sections of snowmobile

trail through the Moffitt Beach Campground will be identified in the separate UMP for the area.

Although this trail relocation will address current safety concerns along the road, the proposal does not eliminate lake travel on either end of this snowmobile trail. One proposal suggested by the local snowmobile club would be to develop a trail through state land in Moffitt Beach Campground and along Hatchery Brook, crossing NYS Route 30 near the other end of Page Street connecting to the existing Corridor 4 trail to provide an alternative to the Lake Pleasant water crossing. This proposal would also eliminate a 20 mile or so detour through Perkins Clearing to reach the same point, and would allow Echo Lake/Page Street residents to connect to the village by snowmobile. The proposed Fish Mountain trail identified as Alternative E, Option 3 in Appendix 25, will enable an alternative land based snowmobile trail connection for people who wish to avoid lake crossings.

As part of the planning process, other snowmobile activity in the Echo Lake area was examined. During the last couple of years, a few people have illegally snowmobiled on an unmarked path between private lands at Echo Lake and Page Street. Existing regulations prohibit the operation of snowmobiles on Forest Preserve lands unless the trail is designated for this use. This activity enabled a small group of private landowners to access the snowmobile trail that enters the Moffitt Beach Campground without having to ride the shoulders of Page Street. The ability to designate this path for snowmobile use was considered by the planning team. The public benefit to provide snowmobile access to Echo Lake was weighed against potential conflicts with private landowners. Existing policy restricts development of new snowmobile dead end trails, especially where there may be adverse affects to adjoining landowners. Since the proposed Echo Lake foot trail will provide adequate access to the lake for ice fishing purposes, there would be minimal public benefit for a short snowmobile trail that dead ends on a lake with a large degree of private ownership. Therefore, the trail will only be designated for pedestrian use. A boulder barrier will be installed to prevent illegal snowmobile use. See Section IV-C-22.

No Action Alternative - If no action is taken, the existing trail would remain along the road and a hazardous road crossing would continue. While the dangerous crossing could be moved it would be preferable to address the entire section of unsuitable trail.

- Designate Fawn Lake Cross Country Ski Trails - Upon closure of the western end of the Fawn Lake trail to snowmobile use, the trail will be designated for cross country ski use. A new trail will continue southwesterly parallel to the shore for approximately 1.5 miles to the Fawn Lake lean-to. To allow for a loop trail around Fawn Lake the old road to Fawn Lake will also be marked with foot/ski trail markers. A barrier will be installed to prevent illegal snowmobile use. By using a combination of this spur to the lake, one mile of the frozen surface of Fawn Lake to the proposed lean-to, 1.5 miles of proposed ski trail, and 1.5 miles of existing snowmobile trail; a 4.5 mile ski trail loop is possible.

  Each trail segment will be marked with trail markers. The overall trail is expected to receive light use in the winter . (OP/OPP)

Impacts and Alternatives for All Management Proposals:
Environmental - A minor amount of tree and vegetation removal will be necessary for the designated tentsites and proposed lean-to, parking area improvements, picnic area, and trails. Increased law enforcement presence will help reduce illegal tree cutting associated with camping. Disturbance of wetlands and water quality will be mitigated through proper trail layout and new privy construction and location. Effects on fish and wildlife populations are expected to be minor, with new trails routed to avoid the heron rookery, deer wintering yards, and possible osprey or loon nesting sites.

Social and Economic - Localized increases in traffic and highway use are anticipated to be minor. Safety hazards on area snowmobile trails will be reduced by relocating one trail from a wide road over private land to a more narrow, curvy trail over JRWF land. The posting of speed limits on snowmobile trails should also provide for a safer experience, and reduce noise levels from snowmobiles. Noise and visual impacts associated with camping are expected to be reduced with the spacing out of campsites and vegetative screening. The development and designation of ski trails near Fawn Lake, ultimately linking the towns of Lake Pleasant and Arietta will allow for a long distance cross country skiing opportunity that may have economic benefits to the communities.

The minor proposed development of primitive sites, small picnic area, and undeveloped beach on Wild Forest lands is not expected to compete with the DEC campground on the north end of Sacandaga Lake. The two recreational experiences are different and largely mutually exclusive with the campground providing amenities such as modern rest rooms with showers, public telephone, changing rooms, covered pavilion, etc. The section of the proposed Mud Lake trail will enhance the camping experience at Moffitt Beach Campground by providing a day hike and/or bicycle trip into JRWF using this proposed trail.

No Action Alternative - The first option considered was to do nothing and allow use to continue as is. This alternative would not enhance protection of the environment, would interfere with people seeking a wild forest experience and would negatively impact the adjacent property owners. This alternative would allow the continued public use on unsuitable sections of trail and shoreline in the area. It would also not address the non-conforming use of undesignated sites and sites that do not meet APSLMP spacing guidelines. Therefore, this option is not viable.

Alternative 2 - Minimal facility development and designation. This alternative would be a conservative approach with limited parking area improvements, no new trails, no accessible picnic site, and closure of some existing facilities. Designate a small number of primitive tentsites. Close the open DEC road at the end of the Fawn Lake Road and do not reopen the Sacandaga Peasley Access Road to motor vehicles under CP-3. This action would eliminate the private access road maintenance issue and limit conflicts with adjoining private landowners. While this alternative would restrict public motor vehicle use, it would not eliminate public use completely, since the public could walk or bicycle in the area. The Fish Mountain snowmobile trail crossing over private land would eventually be closed and not relocated, eliminating a popular snowmobile route. Trail linkages proposed by neighboring towns, such as the Piseco - Speculator ski trail connectors would not be constructed. Bike trail designation would await

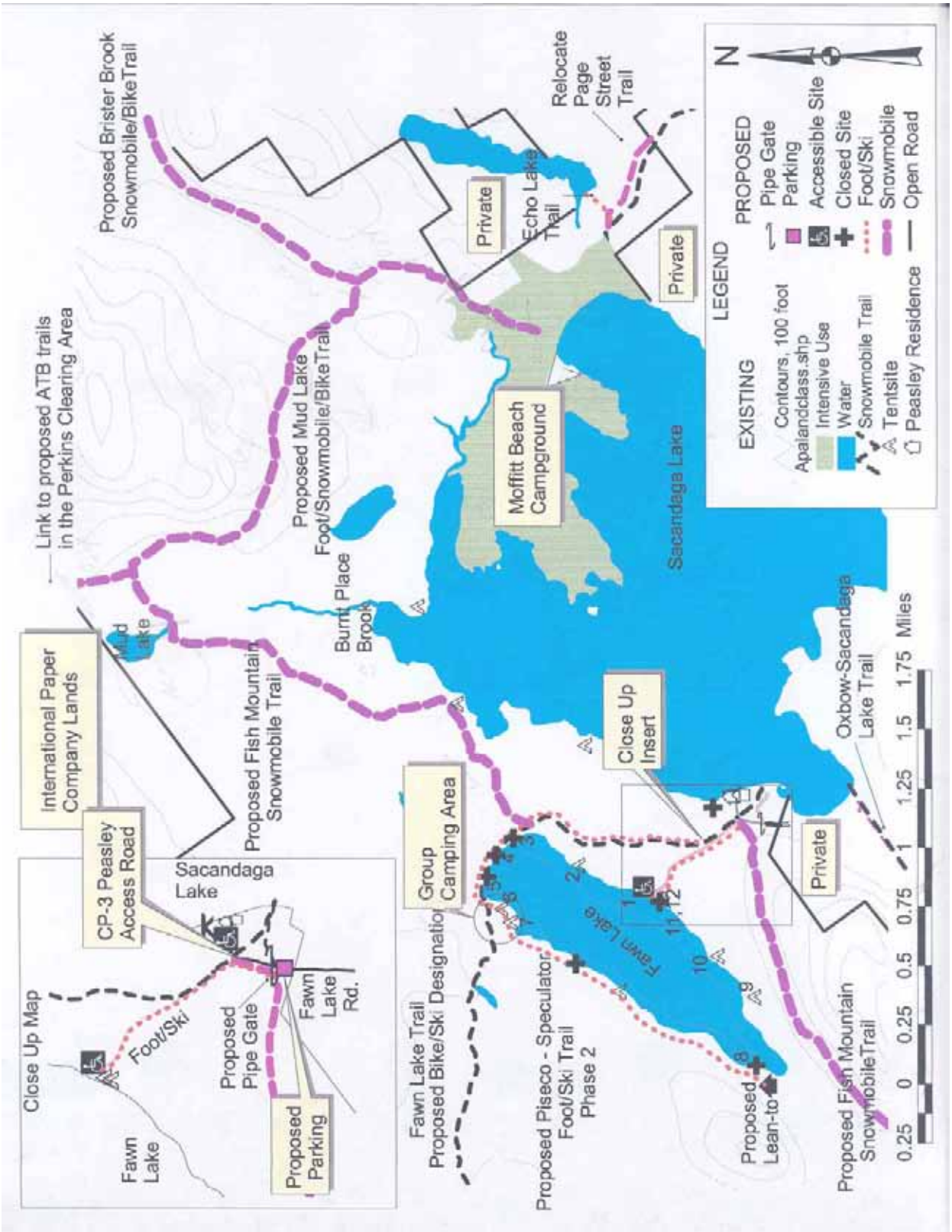
further study. While this alternative would result in the least disturbance to plant and animal habitats, public use would be discouraged. The lack of bike trail designation and ski trail construction would deny the public legitimate recreational opportunities identified as important to the local communities. This alternative would also restrict opportunities for mobility impaired individuals to picnic, easily access the lake or camp on JRWF lands. Therefore, this alternative will not be supported by this UMP.

Alternative 3 - Significant facility development. This alternative would provide for maximum access and variety of recreational opportunities. In order to accomplish this, there would need to be a large increase in the size of parking capacity to accommodate expected increased public use. In addition to the trail proposals in alternative four, additional trails would be constructed to the summit of Fish Mountain and around the south end of Fawn Lake. More opportunities for equestrian and ATB riders would be available by additional trail hardening and designation for these uses. Maximize camping opportunities, including roadside campsites. This level of development would not enhance protection of the environment and could lead to user conflicts due to the mix of hikers, bikers, and equestrian use on the same trails. This alternative would result in the most disturbance to plant and animal habitats due to the large degree of trail construction and maintenance. Therefore, the level of development described in this alternative will not be supported by this UMP.

Alternative 4 - The **preferred alternative** is to close undesirable trails and a short section of road, with a limited amount of new trails to be officially designated and maintained. This alternative proposes a rehabilitation of the area with a consolidation of public parking to one location at the end of the town road. Existing camping locations will be either closed or officially designated. One group camping site will be designated on Fawn Lake. An accessible picnic site will be developed near Sacandaga Lake with access by CP-3 permit. See details in previous pages. The addition of a level-two type “Storey kiosk” at the trailhead and development of an official parking area will alleviate parking problems in the summer/fall and accommodate plowed winter parking that currently does not exist. In order to minimize potential conflicts, proposed area ski trails were separated from snowmobile trails as much as possible. Proposed improvements at the site will allow for more controlled day use in the area while minimizing impacts to a nearby private residence. For these reasons, this alternative will be supported by this UMP.

Projected Use and Potential Impacts of the Preferred Alternative

The Department is charged with protecting the resource and providing appropriate recreational opportunities for the people of the State of New York. The proposed area improvements will provide a safer and more enjoyable experience which may eventually increase public use due to greater user satisfaction. An additional benefit of this proposal includes a greater variety of new opportunities for the recreational user. By spreading use across a larger number of trails and trail length encounters with other users may be reduced.


Proposed Brister Brook Snowmobile/BikeTrail
Link to proposed ATB trails in the Perkins Clearing Area
Relocate Page Street Trail
Private
Echo Lake Trail
Private
Proposed Mud Lake Foot/Snowmobile/BikeTrail
Moffitt Beach Campground
Sacandaga Lake
Burnt Place Brook
Mud Lake
International Paper Company Lands
Proposed Fish Mountain Snowmobile Trail
Close Up Insert
Oxbow-Sacandaga Lake Trail
Private
Group Camping Area
CP-3 Peasley Access Road
Sacandaga Lake
Fawn Lake Trail Proposed Bike/Ski Designation
Proposed Piseco - Speculator Foot/Ski Trail Phase 2
Fawn Lake
Proposed Lean-to
Proposed Fish Mountain SnowmobileTrail
Close Up Map
Foot/Ski
Proposed Pipe Gate
Fawn Lake Rd.
Fawn Lake
Proposed Parking
LEGEND
EXISTING
Contours, 100 foot
Apalandclass.shp
Intensive Use
Water
Snowmobile Trail
Tentsite
Peasley Residence
PROPOSED
Pipe Gate
Parking
Accessible Site
Closed Site
Foot/Ski
Snowmobile
Open Road
N
0.25 0 0.25 0.5 0.75 1 1.25 1.5 1.75 Miles

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B.Fall Lake/Fall Stream Area

This location consists of the JRWF lands east of the Piseco Airport in the town of Arietta. The town property and other private lands serve as important trailhead or waterway access sites providing important access to area ski and snowmobile trails, along with waterway access to Fall Stream.

Present Conditions:
The general area receives a moderate amount of use from day hikers, campers, boaters and anglers in the spring, summer and fall along with significant numbers of snowmobilers in the winter. Camping occurs on a few scattered un-designated campsites on Fall Stream and around Fall Lake. The character of the area can be intermittently noisy due to air traffic at the Piseco Airport and numerous snowmobile trails. These activities result in reduced opportunities for exploring and experiencing isolation from the sights and sounds of man, with the probability of encountering other area users likely to be light to moderate. The only official parking areas are associated with the town owned Piseco Airport and a small waterway access site on private lands. It is common on weekends and holidays to see the parking areas filled to capacity, with a majority of the town parking associated with local use of the airport.

Piseco Airport
The Piseco Airport is a publicly owned aviation facility under the jurisdiction of the town of Arietta. The airport is situated north of County Route 24 (Old Piseco Road) near the hamlet of Piseco. Access is from the Airport Road, with the facility operating daylight hours from May through November. A public telephone is located near the runway entrance. The parking area next to the airport is currently utilized by the public to access NYS lands and for open space recreational purposes on the 50 acres of town lands at the end of the runway.

Fall Stream/Fall and Vly Lakes
Water access to Fall Stream is currently allowed from a small parking area on the Old Piseco Road owned by the Piseco Company. Additional use occurs from members of the "Bog Trotters Camp" that have an inholding within the JRWF, and other landowners with private access to Fall Stream. This watercourse is passable by small watercraft from the Old Piseco Road to Vly Lake and is used for canoeing, fishing, hunting, and trapping; in addition to providing access to Fall Lake and Vly Lake. The meandering narrow streambed winds across a broad, marshy area with the terrain consisting of low rolling hills, traversing through a picturesque marsh for most of the trip with occasional beaver dams to carry over. Above Vly Lake, Fall Stream becomes narrower and the number of obstacles increase. A few primitive tentsites are located next to these waters.

Northville-Lake Placid Trail (NP trail)
The Northville-Lake Placid trail was constructed by the Adirondack Mountain Club and opened in 1923 as a foot trail. Approximately 5.7 miles (four percent) of this well-known trail is within the JRWF. Use numbers range from 600 to 1,000 annually. An examination of the trail register information indicated that the majority of day use and short overnight trips are to Spruce Lake. Individuals completing this long trail primarily travel from south to north.

Piseco Airport Cross Country Ski Trail
This trail, also referred to locally as the Foxey Brown trail, receives light to moderate use with a range of 200 to 800 individuals registering annually. Use is almost entirely related to winter activities, predominantly skiing with occasional snow shoe use. In the past, the Chambers of Commerce of Speculator, Lake Pleasant, and Piseco annually sponsor a 10 kilometer cross country ski race (under a TRP) on this trail. Until 2000, the trail was groomed before the race with a snowmobile. A range of 30 to 50 people have competed annually in this event. Off season use through the Spring, Summer, and Fall is very light. Some bird watching occurs at this location.

"Bog Trotters Camp" Inholding - Only one "inholding" exists within the JRWF that is completely surrounded by wild forest classified lands. This 180 foot by 180 foot parcel (approximately 3/4 acre) was included within the area purportedly granted to the State by the town of Arietta by warranty deed under the 1965 constitutional amendment and subsequent land exchange. However, while doing a subsequent survey of the parcel acquired by the State it was found that one Clifford Walter claimed title to these lands.

The status of this land (Claim of Clifford Walter; Miscellaneous Title Investigation # 483) was researched by DEC legal and real property staff. In 1981, legal counsel recommended that no action be brought to eject or evict the occupants as it was believed that the premises could likely be sustained by the claimants through many years of adverse possession against the previous owner. The camp is currently named the Fall Stream Sportsman Club.

Access Road (0.2 of a mile from the airport to the State boundary on the westerly line of Lot 144)
This road crosses JRWF land in Lot 140, Township 9, town of Arietta, Hamilton County, to the small inholding (3/4 acre) near Fall Stream. The original owners of the private camp claimed this road as a right-of-way easement. An easement through Lot 144 (acquired by NYS in 1891) has not been documented.

Snowmobile Trail Changes (See previous discussion in the Fawn Lake/Sacandaga Lake section and Appendix 25.)
The development of the proposed Fish Mountain snowmobile trail (Alternative E, Option 3) will eliminate the need for the rehabilitation of the Piseco-Perkins Clearing trail. While this relocation doesn't solve the problem of crossing Fall Lake, the alternatives are less desirable. A large extensive wetland system lies to the north of Fall Lake and would need a significant amount of wetland bridging along with a large inlet bridge to cross. A trail crossing to the south of Fall Lake would also involve wetlands and a major bridge over Fall Stream. This existing crossing over the ice of Fall Lake has been in existence for many years and in the opinion of local riders, freezes adequately during most winters.

Terrain/Soils
The terrain of this area can be described as rolling hills. The mesosoils of the area are mostly Pillsbury-Lyme, Becket-Lyman and Becket-Skerry in the higher elevations with Greenwood-Cathro and Fluvaquent-Borasprist in the wetlands and along Fall Stream. Generally, the soils are deep except for shallow soils on some of the higher elevations.

Vegetation/Wetlands/Wildlife
Vegetative covertypes are predominately evergreen northern hardwood and evergreen wetlands with patches of spruce-fir and sugar maple mesic. The eastern edge of an old-growth beech-sugar maple dominated forest community and unusual mixed conifer-hardwood floodplain association have been identified in this general area. Otherwise, plant life is generally similar to other areas of the JRWF with the exception of wetland plant species scattered throughout the general area and along the shore of Fall Lake and Fall Stream. No deer wintering areas have been identified in this area.

Specific Area Objectives:
- Insure adequate public access while minimizing impacts to adjacent private lands.
- Provide camping opportunities within the capacity of the area to withstand use.
- Consolidate public parking on JRWF lands or through easements.
- Enhance recreational trail connections between Speculator and Arietta

Specific Northville-Lake Placid Trail Objectives:
Though there is as yet no formal policy governing the management of the Northville-Lake Placid trail, the following objectives have been developed to guide the process of selecting a new route for the trail in the vicinity of the Piseco Airport. The objectives reflect the goal of maximizing recreational values and the stability of the location of the route while minimizing environmental impacts and keeping costs within reason.
- Minimize the length of the trail on roads open to motor vehicle use.
- Minimize the length of the trail open to conflicting recreational uses.
- Maximize the length of the trail on State land rather than private land subject to uncertain landowner permission or activities that would affect the scenic qualities of the trail corridor.
- Minimize the total length of new trail construction, when feasible.
- Identify a trail location that minimizes the potential for impacts on soils, wetlands, significant habitats and rare species.
- Use old roads or existing trails for the route to minimize the cost of trail construction, but build new trail if desirable to reduce overall trail length, reduce use conflicts, avoid wet areas and bypass sections that do not have the natural character appropriate for a foot trail.
- Maximize the length of trail with a corridor of high scenic quality.
- Minimize steep trail sections and minimize variation in elevation, for ease of walking and to help prevent erosion.
- Identify a route where good camping spots are available at strategic locations.
- Designate long trail for pedestrian use only, as much as possible, with the exception of short sections of shared multiple use trail.

Proposed Management Policies/Actions:
- Monitor area trails within the old-growth beech-sugar maple vegetative community for exotic plants and follow trends in the beech scale nectria complex disease. (FW/LF)

- Enforce existing navigation law by posting and enforcing the 5mph speed limit in the navigable channels of Fall Stream. This action will allow for a safer experience for non-motorized recreationists and help reduce noise levels in the area. (OPP)
- Barricade with a pipe gate the private access road ("Bog Trotters Camp" Access) across from the Piseco Airport facility to restrict illegal public motor vehicle use. (LF/OP)
- Identify and evaluate camping opportunities in the area. Undesignated tentsites currently exist along the NP trail and at Fall Lake and Fall Stream. Designate and/or construct sites (specific locations need to be determined) taking into consideration day use of the area, appropriate existing sites, APSLMP guidelines, and terrain constraints. Due to the presence of wetlands and unsuitable terrain, the northwestern part of Fall Lake is the only suitable location for camping, requiring the primitive tentsites and proposed lean-to to be in close proximity to each other and spaced less that 1/4 mile apart. Close and/or relocate unsuitable sites. (LF/OP)
- Issue group camping (10 persons or more) permits only at the one designated group camping area in an old pit near the Piseco Airport. Total capacity of the site will not exceed 20 people.
- Construct an accessible lean-to on the west shore of Fall Lake. This facility will be accessible by a variety of means including foot, bike, snowmobile, horse, or watercraft. Given the history of past uses in the area, the location is not expected to attract all-night parties or other inappropriate uses sometimes associated with easily accessible lean-tos. The lean-to will be built and located, taking into consideration universal design. Upgrade and harden trail from waters edge to the accessible tentsite and lean-to site to ADA/ADAAG, either proposed or adopted. A wooden boardwalk/dock will be needed at the landing site to facilitate access from water craft by people with mobility impairments. DEC will consult with APA to assure that any structure has minimal impact to wetlands and visual impacts from the surrounding area. A wetlands permit will be secured from the APA , if necessary. Also, because of their anticipated popularity, camping permits to stay for more than three nights will not be issued for the proposed lean-to or nearby sites. (LF/OP)
- Construct and designate one site (firering, privy [to be located if possible, to be shared with users of the nearby Fall Lake lean-to], accessible tentsite, and picnic table) at Fall Lake for exclusive use by persons with disabilities, using the proposed and/or adopted ADAAG. DEC will consult with APA to determine if terrain constraints justify less than 1/4 mile separation. (LF/OP)
- Inventory and rate the Fall Lake trail for accessibility to people with disabilities. Determine if physical parameters (slope, obstacles, etc.) can be easily modified or the trail hardened to accommodate persons with disabilities. (LF)
- Construct and designate Piseco Airport-Northville-Lake Placid Connector trails (± 0.8 miles consisting of three new trails) - To enhance cross country skiing opportunities a few new trail links are proposed for the existing Piseco Airport Loop Trail. One modification will be to develop a 0.25 mile crossover trail in the middle of the existing loop. This enables a shorter loop for those not willing to ski the entire 6.2 miles (10 kilometers). An additional short connection will provide skiers access to the Northville -Lake Placid trail. By skiing south on the NP trail to the boundary and using a 0.5 mile existing path to the east, skiers would be able to intersect the existing Airport Loop ski trail next to its southwest terminus on town property.

This potential series of alternative loops will allow for a varied trail experience within a small geographic area. The intent of this trail system would be for primitive winter non-motorized uses such as cross-country skiing, and snowshoeing. A small portion of new trail will cross wetlands on the town property that is part of the FAA cleared zone and will require consultation with APA staff to determine if a wetlands permit is necessary. No bridges are expected to be necessary and the trail should freeze adequately for skier use in the winter. FAA regulations would preclude any pedestrian use of the runway when the airport was operational. Parking would be at the proposed NP trail parking area at the Piseco Airport. The connector trails will be marked with yellow trail markers. (OP/OPP)

- Close portion of Piseco-Perkins Clearing trail to snowmobiles - (NYS Corridor 4.8) ± 5.4 miles - One public comment on the draft plan questioned the amount of money proposed to rehabilitate this trail and the lack of any supporting accident information to justify the work. It was stated that straightening and smoothing the trail would permit riders to travel at higher speeds, potentially making the trail more dangerous. Other public comments from snowmobilers mentioned that this corridor trail is very narrow from Fawn Lake outhouse to Piseco Lake with long stretches of trail preventing snowmobilers from passing safely. It has been reported that the poor quality of this corridor trail causes many snowmobilers to use the Oxbow to Sacandaga trail and connecting lakes. While the northern portion of this trail has had some maintenance work performed by the town of Lake Pleasant a few years ago, the five-mile section between the airport and Fall Stream is considered inadequate as a corridor snowmobile trail with numerous unsafe trail obstacles such as large trees, stumps or rocks that protrude into the trail surface. The southern 1.0 mile part of the trail between the Piseco Airport and Fall Lake will continue to be maintained for snowmobile use. The proposed Fish Mountain trail will offer a substitute recreational snowmobiling opportunity for those people who enjoy riding on a Forest Preserve snowmobile trail. (LF/OP)
- Designate Piseco - Speculator Ski Trail - The towns of Arietta and Lake Pleasant have proposed the development of a long distance trail that would connect the two towns and link the existing Piseco Airport loop trail to Speculator. Due to possible conflicts with motorized snowmobile uses on nearby snowmobile trails, the development of a separate non-motorized ski/snowshoe trail that minimizes trail sharing was identified as an important requirement by town staff.

  The State's purchase of a conservation easement with recreational rights over adjacent IP lands, enable alternatives routes over these private lands for a cross country ski trail connection between Arietta and Speculator. Pending the closure of the northern portion of the Piseco - Perkins snowmobile trail to snowmobile use, the trail will be designated as a cross country ski trail. (OP/OPP)

  The trail will be marked with red trail markers. The overall trail is expected to receive light use in the winter due to the long distance nature of the trail and the lack of mechanical grooming.
- Construct lean-to on the Northville-Lake Placid trail. On this long trail, there is currently no lean-to between Hamilton Stream in the Silver Lake Wilderness Area and Spruce Lake in the West Canada Lake Wilderness Area. The area receives not only

hikers on the NP trail, but family groups and individuals starting out from Piseco and going to Fall Stream. A new lean-to is proposed for the vicinity of Fall Stream. The structure will be set back a minimum of 100 feet from the mean high water mark in addition to being reasonably screened from the Northville-Lake Placid trail. A short yellow marked spur trail will provide access to the lean-to. (LF/OP)

- Designate parking lot for Northville-Lake Placid trail (on existing paved area of Piseco Airport south of the playground) 10 vehicles (including one accessible space), to be plowed. There is no established parking area for the public to access the section of the NP trail in the Piseco area. The lack of suitable public prompted the idea of the development of a formal NP trail parking area on town property at the Piseco Airport. With the permission of the town of Arietta, a parking area is proposed to be located on an existing paved area south of the playground. The parking lot will be defined with painted lines and will be developed to accommodate approximately 10 vehicles. The facility was sized taking into consideration public use capacity and the variety of recreational uses that could originate from this location. Parking of vehicles with horse trailers is contingent upon approval from the town of Arietta. Arrangements will be made with the town of Arietta to provide for snow removal in the winter. Install a new level-two type "Storey kiosk" at the trailhead parking area. (LF/OP)
- Construct and designate Northville-Lake Placid Trail (NP trail) Relocation. (LF/OP)

Impacts and Management Alternatives:
The development of a satisfactory relocation for the NP trail within the JRWF was considered a high priority project for this important Adirondack recreational asset. A section of the NP trail between the Piseco School and the end of the Haskell Road was determined to have several problems mostly related to inadequate parking, unsecured private land crossings, and undesirable road walking. The process of selecting a new route for the NP Trail involved a comparison of a number of alternatives. To assist in the elaboration and analysis of alternatives, DEC convened a meeting in December, 2001 involving the coordinators of the UMPs potentially affected by relocation proposals and a number of individuals and organizations with interest in the trail. Meeting participants presented and discussed a number of alternative routes. It was the consensus of this group that where feasible the trail be relocated off roads to better enhance the aesthetic experience. Other suggestions included developing spur trails to attractive side destinations, spacing camping locations at reasonable distances and the development of a maintenance policy for this long trail. An additional meeting was held in September, 2004 to consider alternatives involving Piseco Company lands for the NP trail and public access/parking at Fall Stream. The following discussion builds upon the results of the meetings and staff discussions, and concludes with the selection of a preferred alternative.

In describing and comparing the alternative routes included for discussion, the planning team benefitted from the extensive knowledge of field conditions provided by DEC staff and interested volunteers. Portions of these alternatives have been scouted in the field. The alternative analysis includes consideration of hypothetical locations of some route segments and involves a comparison of recreational characteristics, practical considerations such as land ownership, and available ecological information, such as information about rare species and significant habitats from the records of the Natural Heritage Program, regional mapping of deer wintering areas, and wetlands.

All alternatives were judged (x total miles; x miles road, x miles existing trail, x miles of new trail) for comparison purposes for the section of trail between NYS Route 8 crossing to a point on the existing NP trail west of Vly Lake.

No Action Alternative (4.7 total miles; 3 miles roads, 1.7 miles existing trail, 0 miles of new trail) The first option considered was to do nothing and allow use to continue as is. Maintaining the current route would require no trail construction and by its location along public and private roads would minimize the physical and biological impacts on Forest Preserve lands. Existing maps and guidebooks would not need to be revised. The current route is the alternative with the least overall length. Of all the alternatives, this one would require the longest road walk, and therefore the greatest length of undesirable trail shared with potentially conflicting uses due to the presence of automobiles. Problems with parking at the airport or public access north of the Haskell Road would continue since at these locations area trails are not secured by easements. The trail could possibly be closed by the private landowners. Therefore, this alternative will not be supported by this UMP.

Alternative 2 (5.5 total miles; 0 miles roads, 3.5 miles existing trail, 2.0 miles of new trail) - A second option considered was developing a trail over JRWF lands to the greatest possible degree. Starting at the NYS Route 8 crossing a 0.2 mile trail would be developed parallel to the Old Piseco Road crossing the outlet of Oxbow Lake on the highway bridge. The majority of this part of JRWF on both sides of the highway is designated wetlands that would require extensive trail hardening and/or boardwalk construction to support foot traffic. From the highway bridge suitable upland areas would allow for a new 0.5 mile section trail to be developed to the east along the shoreline of Oxbow Lake to the existing Rudeston Hill Snowmobile trail, then continuing west along this snowmobile trail for a distance of 0.5 miles. The NP trail would continue on new trail in a northerly direction for a distance of 1.0 mile crossing wetlands and Fall Stream to intersect the existing snowmobile trail near the proposed airport parking facility. The trail would follow the snowmobile trail for a 0.5 mile then turn north to intersect the ski trail following the same route as in alternative 4.

The entire route would be on Forest Preserve land. This route would eliminate all the road walking but would require 1.0 miles along snowmobile trails. Because it would have the largest amount of new trail construction, it would have more trail character than the other alternatives which utilize sections of public roads. Existing camping opportunities on Oxbow Lake could be made available to NP trail travelers. A side trip to the cliffs on Oxbow Mountain would be an attractive diversion for through travelers.

The configuration of private land, wetlands, lakes, and Fall Stream make a completely JRWF land base route from NYS Route 8 to the existing NP Trail the most costly to construct. Significant amounts of new trail construction and environmental remediation would be necessary over the numerous sections of wetland in this general area. It would also require a sizeable new bridge over a 100 foot section of Fall Stream. The potential environmental impacts and difficulty of developing foot trails through wetlands along with a major new footbridge would make this alternative a poor choice. Therefore, this alternative will not be supported by this UMP.

Alternative 3 (6.3 total miles; 0.2 miles roads, 5.3 miles existing trail, 0.8 miles of new trail) - A third option considered was developing a trail starting at the NYS Route 8 crossing following the Old Piseco Road for 0.2 miles to the outlet of Oxbow Lake. From the highway bridge suitable upland areas would allow for a new 0.5 mile section trail to be developed to the east along the shoreline of Oxbow Lake to the existing Rudeston Hill Snowmobile trail. The NP Trail would continue west along this snowmobile trail for a distance of 1.2 miles to a private land (Irondequoit Club) boundary. With the permission of the private landowners* the trail would continue on the existing snowmobile trail crossing Fall Stream on the existing bridge near the county road, re-entering JRWF lands after 1.0 mile. The trail would follow the snowmobile trail for 0.6 of a mile then turning north to intersect the ski trail following the same route as in alternative 4.

Due to the winding nature of the existing snowmobile trail, this alternative would have the longest overall length. Though most of the road walking would be eliminated, a short 0.2 mile section would remain between NYS Route 8 and the Inlet to Oxbow Lake. As in alternative 2, existing camping opportunities on Oxbow Lake or a side trip to the cliffs on Oxbow Mountain would be available to NP trail travelers.

This alternative would utilize the largest amount of existing snowmobile trail and private land crossing, and would require permission from private landowners. A portion of the snowmobile trail section on JRWF lands is over wetlands that freeze adequately for snowmobile use but would have to be bridged to accommodate NP trail use. Activities on the private land such as logging could close the trail for periods of time. Without a secured easement, this permission if granted, could be revoked, requiring closure of the trail and resumption of the original road walk. Until an easement is likely, this alternative will not be supported by this UMP.

The Preferred Alternative: Alternative 4 (5.6 total miles; 2.2 miles roads, 3.0 miles existing trail, 0.4 miles new trail) - This alternative would use the existing part of the NP trail along 2.0 miles of County Highway 24 turning on Airport Road for an additional 0.2 mile to the proposed parking area. The trail would continue northeasterly approximately 0.1 mile partly on an old road to a gravel pit and partly on newly constructed trail to connect with an existing snowmobile trial to the east. The NP trail would turn north on the snowmobile trail for a distance of 0.5 miles before turning westerly on a short, newly constructed link trail to intersect the existing ski trail. The NP trail would continue along the ski trail for a distance of approximately 2.5 miles, then turn westerly on a new 0.15 mile link trail to intersect the existing NP trail.

**The Piseco Company would like to continue managing the forest resources of their property. An important concern of the landowner is to avoid an easement that would negatively impact the possible development of the property in the future. It was suggesting initially that the Department consider a 20-30 year lease for the NP trail and Fall Stream parking area. This alternative is not viable or would rank the project very low when compared to other permanent easements. Since the landowner in this case a board of individuals, is unclear as to their final ideas for the property, it was suggested that Piseco Company develop a simple master plan for the property. Through proper planning the valuable roadside frontage could remain in its current state for future development while a portion of interior property (mostly Fall Stream riparian buffer) may be considered under a conservation easement.*

Potential conflicts could develop over multiple trail uses for the 0.5 mile section of shared snowmobile trail. Occasional use by all terrain bicyclists and horse back riders has occurred on the snowmobile trail and is expected to continue. By using the existing ski trails to the greatest degree possible, only three new short connector links totaling approximately 0.4 miles would need to be constructed for the relocation. In order to provide a unique recreational experience, the NP trail relocation (with the exception of the short 0.5 mile shared trail) will be only marked with foot and ski trail markers even though the wild forest designation could permit other uses such as ATBs and horseback riding. Many people using foot trails, in particular "long trails," prefer trails to be restricted to pedestrian use only because of conflicts with other recreationists, especially motorized uses. This will be one of the few trails in the JRWF marked solely for pedestrian travel.

Though the road walking between the Airport Road and the Haskell Road trailhead would be eliminated, some road walking would remain. Overall, the NP trail mileage will increase by about a mile with almost one mile of public highway walking eliminated. The trail character and maintenance needs of the existing Piseco Airport cross country ski trail is comparable to the character of NP trail section north of the Haskell Road. Fairly heavy snowmobile use could conflict with winter pedestrian uses. Most of the route would follow existing trails and new trail construction would be minimal.

Comparison of Alternatives and Selection of a Preferred Alternative

A review of the alternative routes for the NP trail relocation shows that each has advantages and disadvantages. In comparing alternatives, their benefits and drawbacks were weighed in terms of their relevance to the objectives listed previously. Long-term benefits were given more weight than one-time costs such as trail construction. The possibility of a more direct route using town of Arietta lands north of the airport by sharing the proposed ski trail link was examined in the field. This route crossed wetlands on the town property that is part of the Federal Aviation Administration (FAA) cleared zone and would require significant bridging to allow for hiking use. Any other routes that would cross the active part of the airport property are not possible due to existing FAA regulations.

Segments of the trail that will follow existing trails generally will require little more work than cutting brush and posting trail markers. Minor bridging or other trail hardening techniques will be needed in a few locations. In general the new sections of trail will be located with the goal of minimizing the need for foot bridges and drainage structures, tree cutting, long-term maintenance needs and impacts to soils, wetlands, significant habitats and rare species. The trail will be designated with blue NP trail markers. Before trail construction begins, DEC will consult with APA in the development of a detailed work plan along with securing all necessary permits.

Projected Use and Potential Impacts of the Preferred Alternative

It is not possible to accurately project use levels of trails yet to be constructed or designated. However, general predictions can be made from a review of characteristics such as location, access, land character and the use patterns in nearby areas. Though it will afford a more attractive route than the current road walk, the relocation of the NP trail is not expected to result in a significant change in the use of the trail by through-hikers or other day users. Winter use of

all parts of the relocated trail segment is expected to be low. Given the multitude of trails and uses of JRWF lands in the area, it is practical to have one centralized trailhead. By using an existing paved area on town property (with permission) no trees will need to be cut on JRWF lands. The parking area would address the needs of NP trail users in addition to other users going to the proposed leanto on Fall Lake or State land in general. This location would allow the public would be able to take advantage of the amenities (phone, rest rooms, vending machine) at the nearby airport or use the parking lot as a staging area.

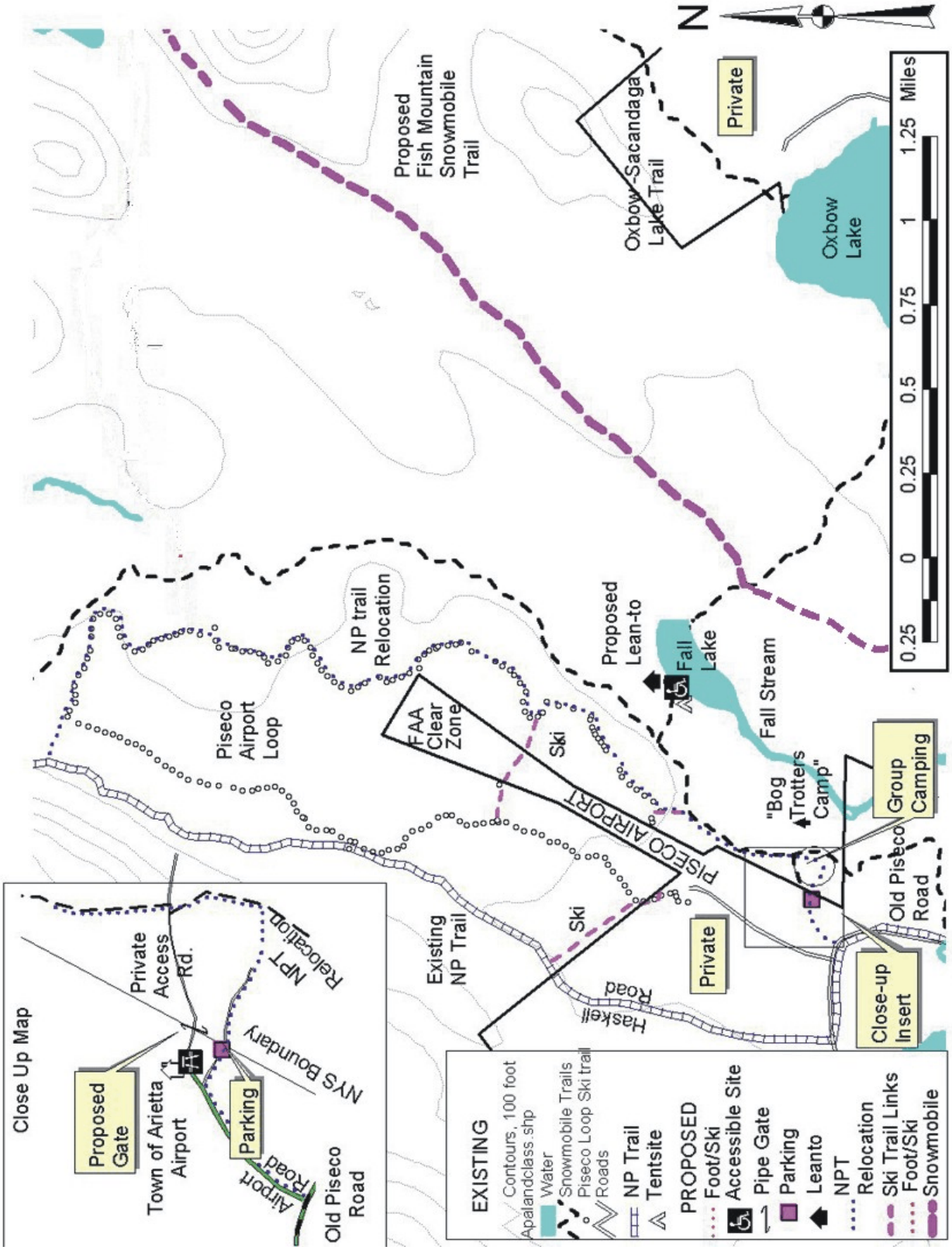
Impacts and Alternatives for all proposals in this area:
Environmental - Air quality will continue to be monitored at the DEC research trailer. A minor amount of vegetation removal will be necessary for the construction of the parking areas, lean-to, and new trails. The utilization of existing trails will limit the amount of tree cutting necessary. Prior to any construction work, a work plan will be completed, including a tree tally. Disturbance of wetlands and water quality will be mitigated through the use of BMPs, proper trail layout and new privy construction and location. Wetlands work will require consultation with and/or a wetlands permit from the APA. Effects on fish and wildlife populations are expected to be minor, with new trails routed to avoid known deer wintering yards, whenever possible.

Social and Economic - Localized increases in traffic and highway use are anticipated to be minor. Use of the adjacent town lands is expected to occur both in the summer when the airport is open and the winter, when skiing and snowmobiling occur. Safety hazards on area snowmobile trails will be reduced by rehabilitating the snowmobile trail north of the airport, thereby enhancing the recreational experience with the potential to bring more snowmobiles into to the local community. The posting of speed limits on snowmobile trails should also provide for a safer experience and reduce associated noise levels.

Future Proposals:

- Investigate Proposed Interpretive Trail - The town of Arietta supports the development of an interpretive trail close to the day use area at the airport similar to the one in the Village of Speculator. The feasibility of this proposal will be investigated during the term of this UMP. The plan will be amended to accommodate this proposal, if determined to be appropriate. (LF/OP)

- Investigate the feasibility of relocating the NP trail entirely over JRWF lands from the outlet of Oxbow Lake to the Piseco Airport Loop ski trail. Public comment on the NP trail relocation proposal supported a route entirely on Forest Preserve land, with concerns over potential user conflicts on shared sections of trail that are also designated for snowmobile use. A relocation placing the entire route on Forest Preserve land would require the largest amount of new trail construction and wetland crossings, along with a sizeable new bridge over Fall Stream. The potential environmental impacts and difficulty of wetland crossings along with a major new footbridge would make this alternative the most costly to construct although it would preserve the trail character. The feasibility of this alternative will be investigated in the field, before the preferred alternative is implemented. If a viable route can be established, this proposal will be adopted through a UMP amendment.


Close Up Map
Proposed Gate
Town of Arietta Airport
Parking
Private Access Rd.
NPT Relocation
NYS Boundary
Airport Road
Old Piseco Road
EXISTING
Contours, 100 foot
Apalandclass.shp
Water
Snowmobile Trails
Piseco Loop Ski trail
Roads
NP Trail
Tentsite
PROPOSED
Foot/Ski
Accessible Site
Pipe Gate
Parking
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NPT
Relocation
Ski Trail Links
Foot/Ski
Snowmobile
Existing NP Trail
Haskell Road
Ski
Ski
PISECO AIRPORT
Piseco Airport Loop
NP trail Relocation
FAA Clear Zone
Proposed Lean-to
Fall Lake
Fall Stream
"Bog Trotters Camp"
Private
Group Camping
Old Piseco Road
Close-up Insert
Proposed Fish Mountain Snowmobile Trail
Oxbow-Sacandaga Lake Trail
Private
Oxbow Lake
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C.Mason Lake/Perkins Clearing Road Area

This area consists of the JRWF lands in the vicinity of Mason Lake and the Perkins Clearing Road* (formerly referred to as the Jessup River Road), which offer an attractive wild forest setting easily accessible from two public roads. Its location only nine miles north of Speculator, proximity to the nearby Lewey Lake Campground, good bass fishery, and unique roadside camping have contributed to the popularity of the area. A NYS Route 30 DOT roadside pull-off/picnic area provides a scenic view of Mason Lake.

Current Situation:

The Mason Lake Area probably receives the greatest camping use of any undeveloped location within the JRWF. The close proximity to public roads, attractive setting, and large number of roadside sites have encouraged use of this area for fishing, primitive camping and other recreational activities. The location near NYS Route 30 and the Perkins Clearing Road results in reduced opportunities for exploring and experiencing isolation from the sights and sounds of man, with a high probability of encountering other area users or hearing traffic sounds. While this area is frequently used during the summer season there has been increasing heavy use in the fall during the big game hunting season, when many of the roadside sites are occupied by camping equipment. Most of this use is regulated by long term camping permits and occurs predominately on the roadside sites. Soil compaction and loss of vegetation, as a result of overuse, are visible at several sites. Over the years, there has been a continuing problem of campsite expansion, littering, occasional rowdy behavior, and damage to trees. Rock barriers and signs have also been vandalized at this location.

Mason Lake - This water body is entirely surrounded by State land with approximately 2.6 miles of JRWF shoreline. The lake bottom contains a fair number of boulders and some sand in a couple of locations. The shoreline of Mason Lake is quite irregular with several small bays and no discernable inlet, the outlet forming a picturesque wetland. The lake contains one small wooded island. A five horsepower or less electric motor regulation limits the size of boats and type of motor allowed on this small waterbody.

When NYS Route 30 was realigned a DOT parking/rest area was created along the north shore of the lake. The edge of this pull-off is approximately 60 feet from the water's edge. While the steep bank showed signs of erosion in the past, this problem was corrected by DOT in 2002 when the site was rehabilitated and picnic tables were added. The lack of screening provides a scenic overlook from the public highway but may impact negatively on the public utilizing the lake. The boundary between JRWF lands and edge of the DOT ROW is not identified in the field.

In 2003, as part of a partial campsite inventory and monitoring program, baseline site information for Mason Lake and a portion of the Perkins Clearing Road was gathered for 17 of

In 2003, the road name was changed from the Jessup River Road to the Perkins Clearing Road by a resolution from the town of Lake Pleasant town board. This action was based upon local preferences and the history of the area. The road is seasonal and open from May 1 to October 1.

the more popular undesignated primitive tentsites (site #1, 2, 3, 6, 7, 9, 10, 11, 13, 14, 15, 16, 18, 19, 21, 22, and 24). The results of the inventory are listed in Appendix 2. The density of tent sites in this area does not conform with the APSLMP separation requirements. Occasionally long term camping permits are issued to the same people, resulting in a particular group of individuals occupying the same campsite on an annual basis. This may deny others recreational access and occurs more frequently on the larger sites or those capable of accommodating vehicle campers. In some instances violations of the site occupancy rules have occurred where the camping trailer or other structure is unoccupied for most of the week, and the site is only used on the weekends.

The most popular sites are those close to the water with views of the lake or sites easily accessible from the Perkins Clearing Road. The inventory has identified damage to vegetation and size of the disturbed area as the two campsite impacts which are of primary concern. Increase in the size of the disturbed areas associated with a campsite and user created sites have been a problem at this location. While most camping sites can only accommodate the maximum three tents allowed by the APSLMP, several sites have cleared areas that can exceed these maximum capacity numbers. The disturbed area in a campsite tends to expand with time as more people use a site and visitors are likely to set up their tents where it is convenient, even if it is not necessarily in the original area of the campsite. There is no regulation which requires that a camper must pitch their tent within some certain specified distance from a “camp here” disk. The lack of formal designation has contributed to the problem, since the public has generally camped anywhere they wanted often in violation of the 150 foot rule.

Another problem associated with the use of campsites is the number and location of fire rings. There is no regulation which requires users to build campfires in an existing fire ring. As campsites expand additional fire rings often appear. Many of these fire rings are poorly constructed or located, and may not properly contain fire. This may result in damage to natural resources or a potential fire hazard.

Terrain/Soils

The terrain of this area can best be described as rolling hills. The Lyman-Rock Outcrop mesosoils of the area are mostly located in the higher elevations, Becket-Lyman in the lower elevations and Adams-Croghan or Borosprists - Fluvaquents in the lower wet areas. Generally, the soils are deep or moderately deep except for shallow soils on some of the higher elevations. A duff and sandy-silt overburden is common with a few areas showing the presence of boulders.

Vegetation/Wetlands/Wildlife

Vegetative covertypes are predominately sugar maple mesic and evergreen northern hardwood with patches of spruce-fir and evergreen wetlands. No exemplary natural communities or deer wintering areas have been identified in this general area. Wetlands are scattered throughout the area and along parts of the shore and outlet of Mason Lake.

Specific Area Objectives:

- Bring primitive tent sites into compliance with APSLMP separation requirements.
- Provide camping opportunities within the capacity of the area to withstand use.
- Improve facilities to better manage the area and mitigate user impacts.

Proposed Management Policies/Actions:
APSLMP guidelines for wild forest areas include the encouragement of the kinds and levels of recreational use that are compatible with an area's wild character. Recreational activities to be encouraged include hiking, camping, hunting, fishing, trapping, snowshoeing, ski touring, birding, nature study and other activities that rely on the natural environment rather than a developed setting for their enjoyment. In addition, snowmobiling and motor boating are permitted on a limited and regulated basis, as long as the use will not adversely affect the wild character.

In general, wild forest areas are intended to accommodate higher levels of recreational use than wilderness areas, where motorized vehicles are not permitted and managers work to provide outstanding opportunities for primitive unconfined recreation. On the other hand, wild forest areas are not managed to accommodate the concentrated use typical of the Department's intensive used campgrounds and day use areas where hundreds of campers and day users visit daily. Therefore, in wild forest areas camping is permitted, but only in widely-separated primitive tent sites, not dense concentrations of developed sites, as in campgrounds. Activities such as picnicking and swimming are permitted, but are not supported by extensive structures and improvements such as picnic pavilion buildings, flush toilets, running water, and changing rooms. Because of these differences in management approach, generally the people who visit wild forest areas are seeking a different less developed and regulated recreational experience than those who visit the more intensively managed areas, like campgrounds and boat launch areas.

The goal of management is to maintain and protect this property while providing high quality scenic and educational opportunities for visitors of all ages. The challenge is to meet increasing demand in a way that reduces its impact on the property while providing for public safety without diminishing the areas' natural beauty. This location is unique in having an attractive wild forest setting readily accessible from a public road. Another consideration in the discussion of management strategies for Mason Lake is the opportunity to provide access to Department programs for people with mobility or other impairments.

Because of the areas accessibility and visibility adjacent to both a State and town highway, it is likely that visitors would expect and tolerate a relatively high level of interpersonal encounters. In light of these characteristics, solitude is not a management objective at this location. The pattern of public use that developed on this property prior to the development of the UMP has been detrimental to the natural resources of the area and has contributed to use related problems in the area. Some of these negative impacts and uses persist. The site is currently undeveloped and minimally patrolled leading some of the public to feel that they are free to use the area any way they want. To better manage this location, there needs to be an improved identification of DECs stewardship of the property with a clear identification of recreational opportunities and allowable uses for this Forest Preserve land. Carefully planned improvements that are minimal in nature and designed to blend into the natural environment will help direct appropriate public use to suitable locations, while reducing impacts to the natural environment.

This strategy follows the guidelines within the APSLMP which states on page 33: *"when public access to and enjoyment of the wild forest areas are inadequate, appropriate measures may be*

undertaken to provide improved access to encourage public use consistent with the wild forest character." The following proposed management actions are designed to address the challenging task of balancing appropriate public access and use of these Forest Preserve lands with the need to protect natural resources and respect the interests of adjacent property owners. Actions will emphasize protecting the resource first, while accommodating types of uses that will not negatively affect the wild forest atmosphere.

Vandalism, littering, poor human sanitation, and building open fires at inappropriate locations have been reported. These activities must be curbed in order to limit degradation of the area. A combination of user education and modest facility development with additional law enforcement presence is planned for this area.

- Designate Miami River trail. The existing ± 1.1 mile path to the Miami River is not officially marked, but will be designated as a new foot trail. This path begins at the Perkins Clearing Road across from Mason Lake and proceeds generally westerly then turning northerly to a makeshift bridge across the Miami River. The trail designation will stop at the Miami River, although an unmarked herd path continues into the West Canada Lake Wilderness eventually ending in the upper drainage of Callahan Brook. The purpose of the trail is to enhance access to the upper Miami River and provide additional fishing and hiking opportunities for people camping in the vicinity of Mason Lake. Formal designation of the trail should help keep users on one route, minimizing the impacts associated with people choosing their own, often inappropriate, route.

  The path will be maintained as a class II trail and will be marked with red trail markers. It is expected to only receive light use, and there is currently no need for bridging or other trail hardening techniques. (LF/OP)
- Designate Old Telephone Line trail and Old Military Road for equestrian and bicycle use. See Section IV. In addition to these two old roads, IP roads in the Perkins Clearing tract allow for additional riding opportunities in the area. The town of Lake Pleasant designated the Perkins Clearing Road as an official bicycle trail. By combining highway shoulders of town and state roads (where such use is legal), private land, and JRWF lands in the area loops are possible. The ability to camp on State lands in the Mason Lake area would enhance day riding activity. (See details in Section IV.) (LF/OP)
- Enforce existing motorboat horsepower restriction regulations at Mason Lake. (OPP)
- Barricade Mason Lake illegal access driveways with rocks to restrict illegal public motor vehicle use. (LF/OP)
- Identify and evaluate camping opportunities in the area. Management for solitude is not a goal for this area since this small piece of JRWF land is sandwiched between two public highways. The presence of wetlands in the inlet part of Mason Lake renders this part of the shoreline unsuitable for camping. Based upon a 2003 inventory, 24 undesignated tentsites currently exist in the vicinity of the shoreline of Mason Lake and along the Perkins Clearing Road. Formally designate eight sites (plus another two sites limited to group camping under permit) taking into consideration day use of the area, appropriate existing sites, APSLMP guidelines, and terrain constraints. By utilizing existing impacted locations, many undeveloped parts of the lake will be preserved in

their natural, tentsite free condition, while concentrating camping activity in the vicinity of the town road.

Close fourteen established sites: 2, 4, 5, 7, 8, 9, 11, 12, 13, 14, 16, 17, 20, and 23. The closure of these sites and formal designation of ten sites will result in a significant reduction of camping opportunities in the area. This action is necessary to prevent further natural resource degradation and help meet APSLMP spacing guidelines. Except for sites within the group camping cluster, individual campsites will generally be out of sight and sound from each other and generally 1/4 mile apart. (LF/OP)

- Adapt one existing site (privy, accessible tentsite, firering, and picnic table) for exclusive use by persons with disabilities, using the proposed and/or adopted ADAAG. (LF/OP)
- Issue group camping (10 persons or more) permits only at the one designated group camping area near the IP boundary line. Total capacity of the site will not exceed 20 people. Post signage restricting camping at the site to camping by permit only. Site numbers comprising group site include sites 22 and 24. (LF/OP)
- To limit site impacts, campers will be encouraged by signage to set up their tents within 15 feet of the "camp here" disk. (OPP)
- Enforce camping permit site occupancy rules, to limit inappropriate storage of camping structures. (OPP)
- To control fire ring locations and to prevent multiple fire rings from appearing at primitive tent sites, construct in fire sensitive areas, a fire ring with a hardened slab. At these sites visitors will be requested to build fires only in the existing fire ring. (LF/OP)
- Develop necessary signage to inform people about recreational opportunities in the area. At the proposed waterway access site, install an ADA/ADAAG compliant level-two type "Storey kiosk" to provide visitor information on general regulations, the special horsepower regulations of the area and campsite locations. This structure and attached map will clarify management strategies for the area.(LF/OP)
- Designate Mason Lake Waterway Access Site - (See Section IV-C-27.) (LF/OP)
- Develop accessible picnic area next to the waterway access site. Construct and install two accessible picnic tables and privy to ADA standards. The site will be designated as day-use only; all camping will be prohibited. (LF/OP)
- DEC will conduct an inventory to determine the extent which roadside camping exists in Wild Forest areas park-wide. The Department will consult with APA to establish and implement design criteria for campsites accessible along roads.
- Work with DOT to identify property boundary between JRWF lands and edge of the DOT ROW by the Mason Lake rest area. Plant low vegetation on steep bank to help prevent erosion and screen rock rip-rap from the lake. (LF)

Alternatives Discussion for Mason Lake/Perkins Clearing Road Camping:
No Action Alternative - The first option considered was to do nothing and allow use to continue as is. Problems would only get worse and user created sites would continue to expand with public use generally uncontrolled. Minimal maintenance and limited enforcement of existing regulations is not enough to address concerns regarding overuse of the area. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - Close Undesignated Campsites and /or Restrict Type of Camping. This alternative would propose the removal of user created primitive tent sites within 150 of water or road for environmental or social reasons. Camping structures would be restricted by regulation to "tents, tarps and lean-to's as required by the APSLMP, thereby eliminating use of travel trailers, "pop-up" style campers, tent trailers, or structures of similar fashion. This option would eliminate opportunities for individuals seeking an easily accessible camping site close to a lake or road. Current regulations allow for camping anywhere in the JRWF as long as the 150 foot set back requirement is met. People would probably still park by the road and camp further in without any controls. This alternative would also restrict opportunities for mobility impaired individuals to access the lake and/or camp on JRWF lands. Therefore, this alternative will not be supported by this UMP.

Alternative 3 - Increased Regulations. This alternative would propose limiting use to designated sites only or restricting camping by permit only. This strategy is difficult to manage in the field and can cause administrative problems when users show up last minute looking for a permit. Therefore, this alternative will not be supported by this UMP.

Alternative 4 - Significant facility development. Provide for maximum degree of camping and variety of recreational opportunities. Designate the majority of existing sites and develop new sites. Provide a fire ring, pit privy, and picnic table at each site. This alternative would result in the most disturbance to plant and animal habitats due to the large degree of facility improvements. This level of development would not take into consideration required APSLMP tentsite spacing guidelines with the level of development approaching that of a primitive campground. Therefore, this alternative will not be supported by this UMP.

Alternative 5 - The **preferred alternative** is to designate sites taking into consideration day use of the area, appropriate existing sites, APSLMP spacing guidelines, and terrain constraints. Because of their anticipated popularity, permits to stay for more than three nights will not be issued for sites in heavy demand during the core camping season. The camping areas at the northwest end of the lake will be closed due to conflicts with day users and environmental constraints. Other sites that are unsuitable or too close to the water will be closed and revegetated.

Projected Use and Potential Impacts of the Preferred Alternative
The closure of fourteen sites along with official designation of 10 suitable sites will reduce the amount of camping the area is currently experiencing. When all sites have been occupied, users will be directed to camp elsewhere. The opening of the adjacent IP lands to camping under the conservation easement will accommodate overflow camping. Use levels and site impacts will be closely monitored on the designated sites. If LAC standards are exceeded, the individual site will be closed and/or rehabilitated.

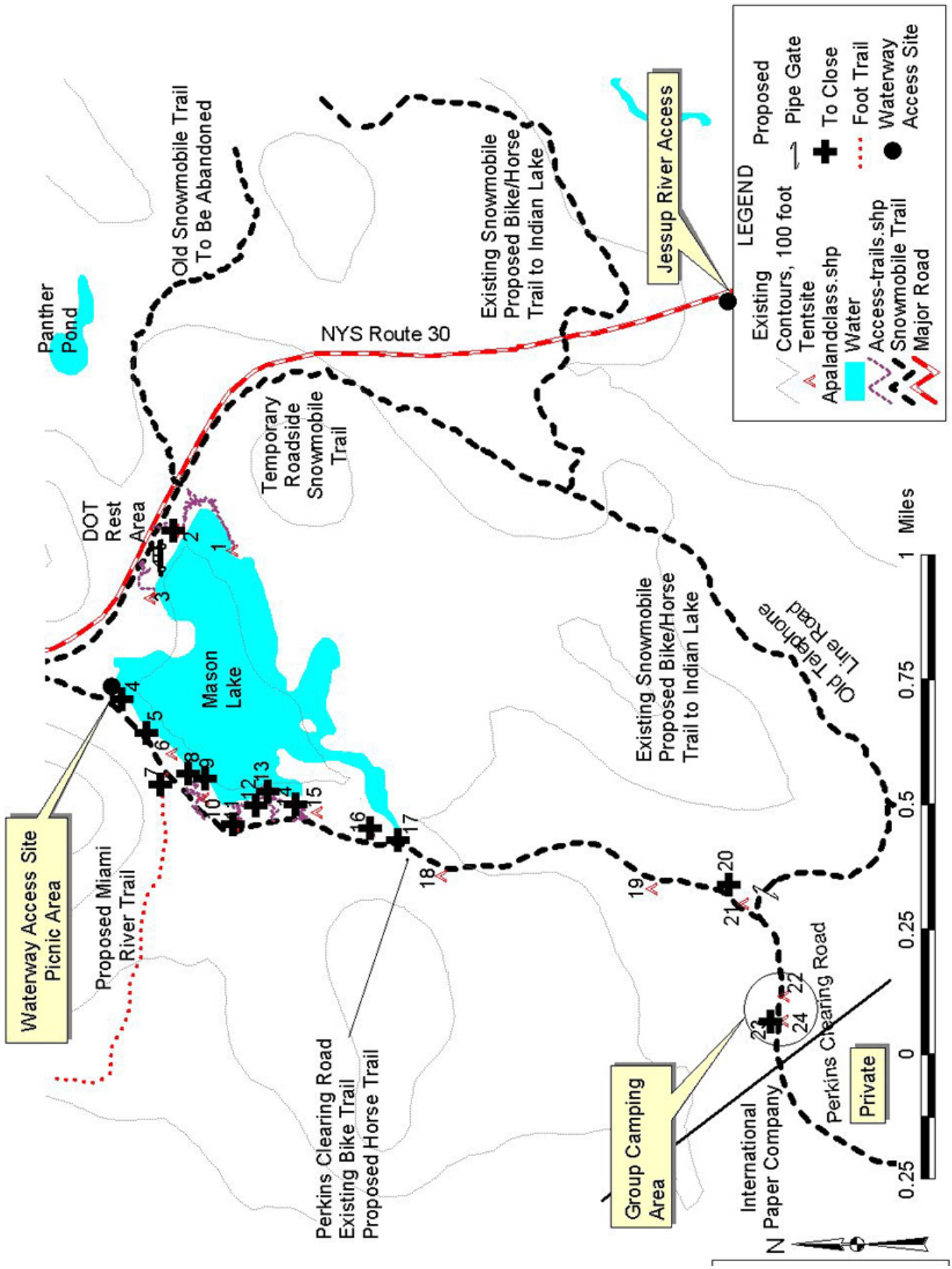
Impacts for all proposals:
Environmental - A minor amount of vegetation removal will be necessary for the construction of the parking areas, campsites, and new trails. The utilization of existing trails will limit the amount of tree cutting necessary. Prior to any construction work, a work plan will be

completed, including a tree tally. Disturbance of wetlands and water quality will be mitigated through proper trail layout and new privy construction and location. Effects on fish and wildlife populations are expected to be minor, with new trails routed to avoid known deer wintering yards, whenever possible.

Social and Economic - Localized increases in traffic and highway use are anticipated to be minor. Use of the adjacent private lands is expected to increase slightly due to improved camping opportunities on the public lands. Safety hazards on area snowmobile trails will be reduced by relocating one trail from along the NYS highway ROW a more interior trail over State land. The posting of speed limits on snowmobile trails should also provide for a safer experience and reduce associated noise levels.

Future Proposals:

- The possibility of an accessible fishing pier will be investigated during the term of this UMP. No specific location has been identified to date. If a suitable location can be found it will be included in the five year update to this UMP. (LF/OP)
- Investigate the suitability of designating sites for parking and use by equestrians. Camping with horses has the potential to cause impacts which can degrade a normal tentsite. An accumulation of horse manure on the ground can render a campsite undesirable for use by others. Horses also may damage campsite vegetation through trampling or by eating the bark and branches of trees, and damage tree roots through soil compaction. To help mitigate potential impacts and limit conflicts with other users, opportunities for equestrian camping will be considered for this area. Accessible mounting platforms will be provided, if determined to be necessary. No facilities for manure disposal will be provided. The level of development necessary for adequate horse trailer parking areas with pull-through access and space for large vehicles would be more appropriate for the adjacent IP lands under conservation easement . (LF/OP)


Panther Pond
Old Snowmobile Trail To Be Abandoned
NYS Route 30
Existing Snowmobile Proposed Bike/Horse Trail to Indian Lake
Jessup River Access
LEGEND
Existing Contours, 100 foot
Tentsite
Apalandclass.shp
Water
Access-trails.shp
Snowmobile Trail
Major Road
Proposed
Pipe Gate
To Close
Foot Trail
Waterway Access Site
DOT Rest Area
Temporary Roadside Snowmobile Trail
Mason Lake
Existing Snowmobile Proposed Bike/Horse Trail to Indian Lake
Old Telephone Line Road
Waterway Access Site Picnic Area
Proposed Miami River Trail
Perkins Clearing Road Existing Bike Trail Proposed Horse Trail
Group Camping Area
International Paper Company
Perkins Clearing Road
Private
N
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Miles

D.Watch Hill/Indian Lake Area

This area contains approximately three miles of lake frontage, an attractive waterfall (Beaver Brook), along with rocky outcrops with views of Indian Lake and Snowy Mountain. An old stone chimney-fireplace documents the location of a previous camp structure . Even though the 1983 trails sub-committee (See report in Appendix 12) recommended that the existing trails at Watch Hill not be formally designated as official Department trails, increasing public use, resource degradation, and suitability for other recreationists (ATB bicycling, hiking, cross-country skiing, etc.) can best be addressed by official designation, marking and maintenance. One isolated campsite administered as part of the Indian Lake Islands Administrative Camping Area is located near Beaver Brook Falls. The area also receives use by horseback riders on non-designated trails.

Current Situation:

This block of NYS land is sandwiched between Indian Lake and NYS Route 30. The proximity to NYS Route 30 and motorized uses on Indian Lake result in limited opportunities for exploring and experiencing isolation from the sights and sounds of man, with the probability of encountering other area users being moderate to high, particularly on the lake. While there are no developed DEC trails, day use is popular due to the combination of attractive natural features including an old public highway, rock overlooks, attractive lakeshore, and waterfall all within a small geographic area. The majority of use consists of day hiking, with some horseback riding occurring on the old road and herd paths in the area. A fair amount of this activity is from guests from the adjacent private land at Timberlock.

Illegal user-created painted trails have developed, some which have no public benefit serving only to provide access from adjoining private land. The majority of equestrian trail riding within the JRWF has been at Watch Hill. A short de facto horse trail has developed over the years using to a large degree parts of an old highway and paths towards Watch Hill.

The existing informal NYS Route 30 shoulder parking near the southern terminus of Old Route 30 is considered inadequate to meet current public use at this location. The capacity of the road shoulder parking has been exceeded on popular weekends and the lack of a plowed parking area has discouraged winter use.

<u>Old Route 30</u>

This old road is presently used by the public to access JRWF lands in the vicinity of Watch Hill. A 1.4 mile section of the old town highway between Speculator and Indian Lake was not incorporated into the construction of the NYS Route 30 Highway. While the jurisdiction of this road may be under the town of Indian Lake the is not maintained as a town highway, and has not received motor vehicle use or road maintenance for many years.

Terrain and Soils

The terrain of this area can be described as moderately rugged with some steep areas. The mesosoils on Watch Hill are mostly Becket-Lyman with some of the lower elevations

consisting of Becket-Skerry. Generally, the soils are deep or moderately deep except for shallow soils on some of the higher elevations.

Vegetation/Wetlands/Wildlife
Vegetative covertypes are predominately sugar maple mesic and evergreen northern hardwood with patches of spruce-fir and evergreen wetlands. Plant life is generally similar to other areas of the JRWF, with the exception of a small portion of a mature hardwood forest natural community in the northern portion of the tract. The majority of the Watch Hill area does not contain mapped wetlands with only a few small scattered pockets near Griffin Brook and the Snowy Mountain trailhead. No deer wintering areas have been identified in the area.

Specific Area Objectives:
- Maintain scenic qualities in the area.
- Insure adequate public access while minimizing impacts to the adjoining travel corridor.
- Identify and evaluate existing uses, paths, and natural features to accommodate a variety of public recreational opportunities throughout the year.
- Develop and designate facilities such as trails and parking areas to better manage the area and mitigate user impacts.
- Coordinate proposed recreational activities on the short section of Old Route 30 with the town of Indian Lake.

Proposed Management Policies/Actions:
- Close user created trails that have no public benefit. (See proposed regulations in Section IV-D-3.) (OPP)
- Enforce regulation prohibiting of camping within 150 feet of the trails at the summit of Watch Hill and attractive locations such as the waterfall, beach area, and lakeshore along Indian Lake. (OPP)
- Construct parking lot for 10 vehicles (including one accessible space), to be plowed. A suitable parking area is necessary for this NYS Route 30 location upon completion of the proposed trails. Vehicles currently park either along the road shoulder of the State highway or on the southern part of Old Route 30. Since this parking area will be the main access point for the myriad of trails in the area a capacity of 10 vehicles was determined to be the minimum size lot needed. This facility will supplement the existing Snowy Mountain parking area to the north.

  The lot will be located as close to the proposed trailhead as possible, taking advantage of the existing road shoulder. Additional fill and surface dressing will be needed to provide an adequate parking lot. The facility is intended to primarily serve recreationists accessing this area by foot, ski, or bike. Since part of the parking area may be located within the NYS Route 30 right-of-way, the Department will consult with the DOT prior to construction. Arrangements will be made with the DOT to provide for snow removal in the winter, to accommodate anticipated use by skiers. (LF/OP)
- Install a new level-two type “Storey kiosk” at trailhead parking area. This small display will assist users to self-interpret the recreational, historical, geological and natural resource information of the surrounding area. Construct pit privy for trailhead users. (LF/OP)

- Designate the 1.4 mile old town road with red trail (accommodate ski, bike and foot travel) markers to the Snowy Mountain trailhead. Since the trail may also accommodate horse back riders, a horse trail bridge may be constructed across Griffin Brook in the future. Bridging and/or other types of drytread will be installed in the wet area adjacent to the Snowy Mountain trailhead to allow a connection with the existing parking area. All necessary wetlands permits will be obtained prior to commencing construction of any bridging or drytread. (LF/OP)
- Designate a 1.0 mile spur trail starting approximately one-half mile north of the parking area. This trail leads to the top of Watch Hill with scenic views of the lake and Snowy Mountain. This trail approaches the first rock outcropping in 0.5 miles, continues to the second outcropping then turns downhill to Watch Point on Indian Lake. While most users approaching Watch Hill from the west will stop at the top, the trail to the lake could be used by people with boats who wish to climb Watch Hill. Along the climb and ridge line are areas of thin soil and exposed rock. Although the potential exists for soil loss, serious problems will be avoided through proper trail layout and trail hardening, where necessary. The path will be maintained as a class III primitive trail and will be marked with yellow trail markers. It is expected to receive moderate use. (LF/OP)
- Construct and designate new foot/ski trails. In order to create a nested loop system, a 3.5 mile looping ski and foot trail will be constructed and designated with blue markers. This trail will start from the old road just past the Griffin Brook bridge and will be located along the east side of Griffin Brook to Indian Lake passing by sandy beaches then continuing northeasterly along the shoreline to the waterfall and picnic area at Beaver Brook, then turning westerly to intersect the old road near the Snowy Mountain trailhead. By walking back along the road to the parking area a five mile loop is possible. By using a mile of existing herd path along the lake tree cutting can be reduced. The development of this facility will help offset the loss of 3.5 miles of poorly located and maintained designated ski trails in the Lake Abanakee area that will be closed. (LF/OP)
- Accommodate equestrian use on Old Route 30. While existing regulations normally prohibit the use of horses on foot trails, unless the trail is also specifically designated for horse use, this old town road may still considered a public highway, and the regulation may not apply. To better inform the general public and accommodate existing equestrian uses, the town road will be signed at the entrance identifying equestrian use. Horseback riding will also be allowed on an existing path partly up Watch Hill separate from the proposed foot tail. Since existing use levels are low, this short section of path will not be designated officially as a horse trail. Impacts from horse use will be monitored. In the event that unacceptable environmental impacts cannot be addressed, the trail will be rehabilitated and/or closed to horse travel. Maintenance for equestrian use will be conducted under a stewardship agreement. (LF/OP)

Alternatives Discussion for Watch Hill

No Action Alternative - The first option considered was to do nothing and allow use to continue as is. Problems would only get worse. User created trails would continue to expand and public use would be uncontrolled. Outstanding opportunities for public recreation along a travel corridor would not be realized. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - Close All Trails. This alternative would propose the closure of all trails in the area for environmental or social reasons. This option would afford the opportunity for the greatest degree of solitude but would not eliminate public use completely, since the public will still use the area. While this action would lower public use thereby limiting impacts to the ecological, scenic, and historical characteristics of the area, it would also eliminate appropriate public enjoyment of these same resources. This alternative would also be difficult to enforce given the historic use patterns in the area and easy access from the State highway. Therefore, this alternative will not be supported by this UMP.

Alternative 3 - Partial Trail Designation. This alternative would propose limiting trail designation to the existing herd paths to Watch Hill and Indian Lake. This alternative while viable, would limit the number of recreational opportunities in the area and miss an opportunity to provide a worthwhile educational experience to the general public. The lack of a nested loop trail system would require the public to repeat a trip up and down Watch Hill to return to their vehicle at the trailhead. Therefore, this alternative will not be supported by this UMP.

Alternative 4 - This area is ideal for the development of "family-oriented" trails that are short in length and require only low to moderate exertion. This Watch Hill parcel offers the opportunity for the public to see a waterfall, enjoy sandy beaches and rocky shoreline, climb to the top of a small mountain with rock outcrops, or just take a stroll along an old road. The **preferred alternative** is to provide and manage for family trails and multiple recreational opportunities in this attractive natural setting. All combination foot/ski trails will be maintained to the maintenance standards for cross-country ski trail specifications to accommodate this use.

The town of Indian Lake suggested the utilization of all proposed area trails by ATB riders to provide additional mountain bike riding opportunities in the area. The planning team considered the proposal but decided that the potential number of ATB riders, level of environmental impacts, and conflicts with other users render the proposed foot/ski trails and Watch Hill foot trail unsuitable for ATB use. While Old Route 30 will be designated for bicycle use, riders will have to park their bikes if they wish to hike on the trails to Watch Hill or Indian Lake.

Projected Use and Potential Impacts of the Preferred Alternative

The parking lot development, trail construction, and formal designation will create a safe trail system that will be maintained to Department standards. While use may increase significantly, the trails will be located along appropriate terrain and soils to minimize the need for bridging and will be hardened when necessary to limit environmental impacts. Use levels and site impacts will be closely monitored. Increased law enforcement presence will help reduce illegal tree cutting, improper fires, and other potential problems.

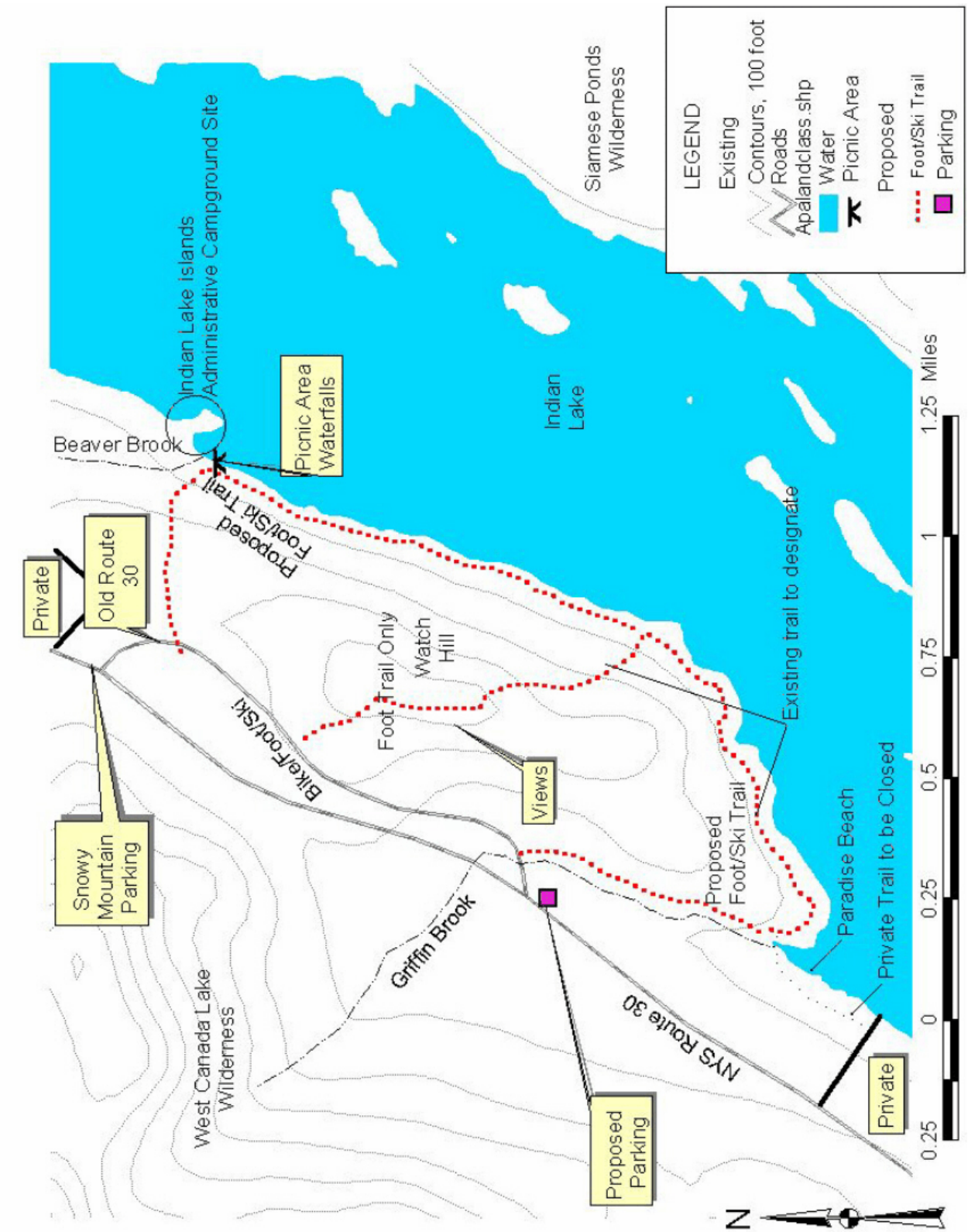
Environmental - A minor amount of vegetation removal will be necessary for the construction of the parking areas and new trails. The utilization of appropriate sections of existing trails will limit the amount of tree cutting necessary, rather than constructing completely new trails. Prior to any construction work, a work plan will be completed, including a tree tally. Disturbance of wetlands is not anticipated. Any wetlands work will require consultation with and/or a wetlands permit from the APA. Water quality impacts will be mitigated through proper trail

layout and trail hardening techniques. Effects on fish and wildlife populations are expected to be minor.

Social and Economic - Localized increases in traffic and highway use are anticipated to be minor. The improvement to parking will alleviate existing parking problems in the summer/fall and provide plowed winter parking that does not exist currently. The development of a viable ski trail system offers the potential to increase cross country skiing activity and be of economic benefit to the nearby communities. Formal designation of area trails should help keep users on one route, minimizing the impacts associated with people who may trespass on adjacent private lands.

Future Trails:

- Investigate the feasibility of links to future trails, such as the West Canada Wilderness to the west. Some members of the public currently visit the wilderness to view the new slide on Snowy Mountain, or the glacial erratics in the area. (LF)


LEGEND
Existing
Contours, 100 foot
Roads
Apalandclass.shp
Water
Picnic Area
Proposed
Foot/Ski Trail
Parking
Siamese Ponds Wilderness
Indian Lake islands Administrative Campground Site
Picnic Area Waterfalls
Beaver Brook
Indian Lake
Proposed Foot/Ski Trail
Private
Old Route 30
Existing trail to designate
Foot Trail Only
Watch Hill
Bike/Foot/Ski
Views
Snowy Mountain Parking
Proposed Foot/Ski Trail
Paradise Beach
Private Trail to be Closed
Griffin Brook
West Canada Lake Wilderness
NYS Route 30
Private
Proposed Parking
0.25
0
0.25
0.5
0.75
1
1.25
Miles
N

E.Indian Lake Islands Administrative Camping Area

To deal specifically with recreation impact management, the Jessup River Wild Forest UMP has been divided beyond its APSLMP classification into a smaller subdivision called a special area compartment - the Indian Lake Islands Administrative Camping Area. This is an area of major concern which requires special attention. Factors considered in defining the compartment boundaries included: existing and historic recreational use patterns and the desired resource, social, and managerial setting to prevent unacceptable change as prescribed by the APSLMP.

Special Features:
The islands of Indian Lake have been a popular camping destination for over fifty years. Public access to the lake and state land is available from various points along route 30 as well as from the public boat launch in the Lewey Lake Campground. Various problems associated with unregulated use of the area became evident in the 1950's. The Indian Lake Islands Campground was established in 1960 to improve protection of the area. The presence of campground staff along with tables, fireplaces, pit privies and campsite regulations enabled the department to successfully manage recreational use. Today, the campsites are consistently among the most popular in the Adirondack Park and are referenced in numerous regional travel guides, maps, and on the Internet.

The 1972 APSLMP included the Indian Lake Islands Campground Intensive Use Area. Concern about possible future expansion of the campground may have prompted a reclassification which eliminated the Intensive Use Area in 1979. The reclassification left 20 campsites in the Siamese Ponds Wilderness Area and 35 campsites in the Jessup River Wild Forest. A perhaps unintended consequence of the action was that campsite regulations which limit party size, establish quiet hours, control pets, etc. no longer applied. Site separation distance also became important, because under the previous Intensive Use classification no separation guidelines are specified in the master plan.

Current Situation:
There are 35 designated campsites on the islands and shoreline of Indian Lake which are part of the Jessup River Wild Forest. These campsites are administered through the department's campground recreation program. There is a $17.00 per night camping fee, and individual campsites may be reserved on the Internet. Current use of the 35 campsites is approximately 8,600 camper days annually. Campsite permits show that two thirds of campers are New Yorkers, but other states as well as several foreign countries are also represented. These recreational visitors help to support local businesses when they purchase goods and services locally. Camping fees are used to help offset the cost of maintenance and seasonal staffing. Seasonal hiring of staff also helps the local economy. The camping season runs from Memorial Day through Labor Day, although many campsites are still used after the campground officially closes.

Campsite separation distances have been carefully measured using GPS technology to determine the map coordinates of each site. The APSLMP provides that campsites should generally be at least one-quarter mile apart and out of sight and sound from each other. However, where severe terrain constraints prevent the attainment of the one-quarter mile separation, individual UMP's may provide for lesser separation distances, provided such sites remain out of sight and sound from each other and are generally not less than 500' from any other campsite.

A campsite survey was conducted in 2003 to document current management needs and site conditions. The results of this survey were used to help develop the following proposed management actions.

Off-season Use

The off-season for Indian Lake Islands Administrative Camping Area will be the fall, winter, and spring period when there is no full time staffing at the facility, approximately between Labor Day and Memorial Day. During this period, the Intensive Use Area regulations will remain in effect. The department may allow camping at the developed campsites on a first-come first-served basis. Groups of over six people per site or camping activity in excess of three nights will be regulated by permit. Day use activities such as boating, fishing, picnicking, snowmobiling, cross country skiing, snowshoeing and other legal uses will be allowed.

Specific Area Objectives:

- To protect the Forest Preserve in accordance with Article 14 and the APSLMP
- To provide recreational opportunities to the public
- To offset management costs with revenues from fees
- To provide economic benefits to local communities

Management Actions:

- **Stabilization of Shoreline Entrances and Access Points (Year 1-5)**

The fluctuating level of Indian Lake, sandy soil and foot traffic between the shore and campsite necessitates the stabilization of many shoreline entrances. The Stabilization of Shoreline Entrances and Access Points referenced in Management Actions, will be tailored specifically for each site listed and will follow a general planning scheme of utilizing vegetative controls where conditions warrant, with utilization of local stone rip rap and/or log cribbing in areas prone to more severe degradation. In all cases, the designs will be developed by a DEC Landscape Architect or Park Engineer, under the direction of a Licensed Professional Engineer. Final design details will be submitted to the APA for review prior to construction. Estimated cost - $7,000

- **Evaluate Site Conditions and Implement Corrective Measures (Years 1-5)**

High use of the 35 campsites on Indian Lake during the camping season has the potential to adversely impact soil, vegetation and shoreline stability. A procedure will be established to monitor campsite conditions and conduct annual camper surveys. Based on this information, work plans will be developed, and, after consultation with the APA, will be implemented to address any noted deficiencies and will include site stabilization and erosion control, re-vegetation, re-location and closure, if necessary. A report on the status of planning for campsite

evaluation, relocation, stabilization and erosion control will be provided to APA in the first year and on implementation progress in the third year. Estimated cost - $5,000/year.

- **Evaluate Pit Privies and Implement Corrective Measures (Years 1-3**)

Locations and conditions of pit privies will be evaluated to insure compliance with APSLMP guidelines and SPDES requirements. Corrective measures will be tailored specifically for each site and could include moving privies to new locations which are at least 150 feet from the mean high water mark, or where 150 foot setback cannot be met, replacement of privies with composting or vault privies. The exterior appearance of the composting or vault units would be of a rustic design, similar to the standard pit privy design and they would be located a minimum of 50 feet from the mean high water mark and screened from view as much as possible. Estimated cost - $35,000

- **Construct (4) Campsites (Years 1-5)**

Four (4) campsites will be constructed to accommodate the proposed relocation of (4) Campsites from the adjacent Siamese Ponds Wilderness Area special area compartment also known as the Indian Lake Islands Administrative Camping Area. The proposed changes in both UMPs will not impact the overall number of campsites located on Indian Lake but will result in improved separation between sites in the Siamese Ponds Wilderness Area. The four proposed relocated campsites are #13, 27, 44 & 46. Locations are indicated on the campsite map in the appendix. Each campsite will be located on a well drained, level area at least 100' from the shoreline. Final locations will be selected after consultation with the APA. Estimated cost - $10,000

- **Amend Campground Regulations (Year 1)**

To provide DEC the legal authority to enforce campground rules which include requiring all campers to register, limit the number of people per site and the length of stay, establish quiet hours, and prohibit the discharge of firearms, amend 6NYCRR Section **190.0(10)** by adding "Indian Lake Islands administrative camping area" and by adding a new Section 190.7(a)(21)(g) Indian Lake Islands Administrative Camping Area. The state-owned islands and shoreline, to a point 500 feet landward from the water's edge of the eastern shore of Indian Lake beginning north of campsite #1 at the state Wild Forest boundary south to UTM gridline 4833, west on that gridline across John Mack Bay then continuing north at Gates Hill Point, then south to 500 feet south of campsite #51, then across the Jessup Bay continuing at the state Wild Forest boundary with privately owned Backlog Camp, running north around the Point, then south to the Intensive Use classified Lewey Lake Campground boundary, and including a 500 foot radius around campsite #11 on the western shore of Indian Lake at Griffin Falls, shall be designated the Indian Lake Islands Administrative Camping Area**.**

While a legal boundary of the administrative camping area is needed to enforce campground rules, these regulations do not limit the use of this area to paid campers and day users. The public is permitted the use of lake and shoreline for picnicking, swimming, hiking, boating, and other legal activities within the forest preserve. The public would not be allowed the use of the developed campsites unless having registered and paid appropriate fees. Estimated cost - none

- **Draft New Regulation**

Section 190.7(21)

(g) **Indian Lake Islands Administrative Camping Area**

The state-owned islands and shoreline, to a point 500 feet landward from the water's edge of the eastern shore of Indian Lake beginning north of campsite #1 at the state Wild Forest boundary south to UTM gridline 4833, west on that gridline across John Mack Bay then continuing north at Gates Hill Point, then south to 500 feet south of campsite #51, then across the Jessup Bay continuing at the state Wild Forest boundary with privately owned Backlog Camp, running north around the Point, then south to the Intensive Use classified Lewey Lake Campground boundary, and including a 500 foot radius around campsite #11 on the western shore of Indian Lake at Griffin Falls, shall be designated the Indian Lake Islands Administrative Camping Area.

(1) Notwithstanding subdivision (a)(1) of this section, day users are not required to register with the facility supervisor when entering the Indian Lake Islands Administrative Camping Area.

(2) Notwithstanding subdivision (a)(20) of this section, boats may be landed or beached at any point within the Indian Lake Islands Administrative Camping Area except at developed campsites unless having registered and paid appropriate fees.

Alternatives Discussion for Indian Lake Islands Camping Area

No Action Alternative - This option would minimize disruption because campers would be able to return to favorite sites as they have for the past 45 years. The current level of attendance would be maintained and campers would continue to patronize local businesses. Revenues from camping fees would be used to hire seasonal staff, who would provide maintenance services as well as a full time presence for the enforcement of rules and for emergency assistance. Maintenance would be provided for erosion control and rehabilitation of fireplaces, picnic tables and pit privies as necessary. However, stricter camping regulations would not apply making it impossible to enforce quiet hours, a party size limit of six, possession of firearms, etc.

Alternative 2 - The Indian Lake campsites would be treated as designated interior sites under this option. The Division of Lands and Forests would assume responsibility for their management. No camping fees would be charged, however there would be no ability to make reservations for a particular campsite. Prospective campers would have no way to determine site availability without boating to each site. Camping rules in Wild Forest and Wilderness are also less restrictive than those in developed campgrounds. The overuse problems experienced prior to the creation of the campground in 1960 would likely reemerge. Except for occasional Forest Ranger patrols, there would be no staff available on a 24 hour basis for campsite maintenance, enforcement of rules, or in emergencies. This option might be welcomed by those who want free camping, but would generate complaints from current campers who use the reservation system and would limit the department's ability to manage the area. Attendance would probably drop since the Indian Lake Islands Administrative Camping Area would not be advertized and promoted as other campgrounds are. Local businesses, who benefit from the patronage of campers, might see some decline in patronage. Local government officials would

probably express concern about the loss of the seasonal campground positions and the impact on local business.

Alternative 3 - Alternative 3 would increase site separation to a minimum 1/4 mile between campsites. However, it would be impossible to uniformly distribute campsites over the area because of the limitations imposed by topography and the lake. This would essentially mean the elimination of approximately half of the existing campsites on Indian Lake. Some of the most popular sites which offer natural sand beaches, views, and shelter would be closed to camping. Camping attendance would drop proportionally. A special regulation would be proposed to allow the application of the stricter campground rules. This option would likely generate complaints from campers and be unpopular with local businesses as well as from local government officials. Revenues from camping fees would decrease and fewer seasonal staff would be employed. Camping fees might not be enough to offset operating costs. However, capital and R&I expenditures would decrease with sites to maintain.

Alternative 4 - Some have suggested that the Indian Lake Islands Administrative Camping Area be reclassified as an Intensive Use Area as it was in 1972. This would be consistent with the master plan (page15) which states "the presence of an existing campground requires the classification of intensive use." A reclassification would not disrupt recreational users, attendance levels would be maintained and local businesses would benefit. Revenues from camping fees would be used to offset the cost of seasonal staff who provide maintenance services as well as a full time presence for the enforcement of rules and to provide emergency assistance. In addition, stricter camping regulations would apply making it possible to enforce quiet hours, the party size limit of six, and the possession of firearms. However, individuals and organizations concerned with wilderness protection in the Adirondack Park might oppose any change in classification which reduces the size of either the Jessup River Wild Forest or the Siamese Ponds Wilderness.

Alternative 5 - The **preferred alternative** is to continue to manage the 35 campsites on Indian Lake through the campground program as an administrative camping area. This will maintain the current Wild Forest classification and yet provide recreational opportunities for the public at a level that are consistent with protection of the forest preserve and the carrying capacity of the area. Seasonal campground staff would be available to enforce rules, maintenance and to provide assistance in the event of an emergency. A special regulation has been proposed to allow the application of the stricter campground rules.

Summary of Alternatives

Criteria	Alt 1	Alt 2	Alt 3	Alt 4	Alt 5
Protect Forest Preserve	Yes	Limited	Yes	Yes	Yes
Comply With APSLMP	Yes	Yes	Yes	Yes	Yes
Provide Recreational Opportunities	Yes	Yes	Limited	Yes	Yes
Offset Management Costs	Yes	No	Limited	Yes	Yes

Support Local Economy	Yes	Limited	Limited	Yes	Yes
Strict Camping Regulations Apply	No	No	Yes	Yes	Yes

Projected Use and Potential Impacts of the Preferred Alternative

The administration of the campsites on Indian Lake through the campground recreation program offers the most practical means of providing for a significant level of recreational use while protecting the area from overuse. Future use of the campsites over the term of this plan is unlikely to change from the current level. The potential impact of the Indian Lake Islands Administrative Camping Area on the Forest Preserve is negligible for many reasons including the limited number of campsites, the seasonal nature of camping, the large size of the area, restrictions placed on party size, and routine maintenance activities by seasonal staff.

Site Separation Distances for Jessup River Wild Forest Campsites							
Present Condition				**Proposed Condition**			
Site #	**Nearest Site**	**Unit***	**Distance Between**	**Site #**	**Nearest Site**	**Unit***	**Distance Between**
1	2	JRWF	2,140'	1	2	JRWF	2,140'
2	3	JRWF	1,385'	2	3	JRWF	1,385'
3	4	JRWF	748'	3	4	JRWF	748'
4	5	JRWF	403'	4	5	JRWF	403'
5	6	JRWF	377'	5	6	JRWF	377'
6	5	JRWF	377'	6	5	JRWF	377'
7	8	JRWF	1,109'	7	8	JRWF	1,109'
8	9	JRWF	830'	8	9	JRWF	830'
9	8	JRWF	830'	9	8	JRWF	830'
10	9	JRWF	964'	10	9	JRWF	964'
11	12	JRWF	2,859'	11	13	JRWF	2,165'
12	13	SPWA	1,039'	12	13	SPWA	497'
–	–	–	–	13**	27	JRWF	276
15	18	JRWF	332'	15	18	JRWF	332'
16	15	JRWF	349'	16	15	JRWF	349'
17	18	JRWF	155'	17	18	JRWF	155'

Site Separation Distances for Jessup River Wild Forest Campsites							
Present Condition				**Proposed Condition**			
Site #	**Nearest Site**	**Unit***	**Distance Between**	**Site #**	**Nearest Site**	**Unit***	**Distance Between**
18	17	JRWF	155'	18	17	JRWF	155'
20	21	JRWF	804'	20	21	JRWF	804'
21	22	JRWF	145'	21	22	JRWF	145'
22	21	JRWF	145'	22	21	JRWF	145'
23	22	JRWF	479'	23	22	JRWF	479'
24	25	JRWF	145'	24	25	JRWF	145'
25	24	JRWF	145'	25	24	JRWF	145'
–	–	–	–	27**	13	JRWF	276'
28	26	SPWA	473'	28	26	SPWA	473'
32	33	SPWA	1,469'	32	33	SPWA	1,469'
34	35	JRWF	237'	34	35	JRWF	237'
35	34	JRWF	237'	35	34	JRWF	237'
36	35	JRWF	442'	36	35	JRWF	442'
37	38	JRWF	702'	37	38	JRWF	702'
38	37	JRWF	702'	38	37	JRWF	702'
39	40	JRWF	932'	39	40	JRWF	932'
40	33	SPWA	641'	40	33	SPWA	641'
–	–	–	–	44**	41	SPWA	2,209'
–	–	–	–	46**	52	JRWF	2,303'
52	54	JRWF	3,678'	52	46	JRWF	2,303'
53	54	JRWF	254'	53	54	JRWF	254'
54	53	JRWF	254'	54	53	JRWF	254'
55	54	JRWF	286'	55	54	JRWF	286'

* SPW is Siamese Ponds Wilderness; JRWF is Jessup River Wild Forest
** Proposed Relocation from Siamese Ponds Wilderness Area

F. Indian Lake/Lewey Lake/Lake Abanakee Area

This general area allows for unique year round recreational experiences due to the connection of different waterbodies and streams, large percentage of State ownership, and aesthetic qualities of the shoreline.

Present Conditions:
Indian Lake, although a reservoir, is a popular recreational destination with the characteristics of a natural body of water containing numerous islands and bays to explore, offering views of beautiful mountains, rock outcroppings and stony shoreline, along with occasional sandy beaches at the lake's edge. Indian Lake , Lewey Lake, and Lake Abanakee support shanties used for ice fishing from December through March, with the majority of use concentrated in Townline Bay, on Indian Lake. In addition, the frozen water surfaces of these lakes are used by snowmobilers and other winter enthusiasts and provide important snowmobile links to communities. Portions of these lakes are also occasionally used by ATVs in the winter. The proximity to NYS Route 30 and motorized uses on area lakes result in reduced opportunities for exploring while experiencing isolation from the sights and sounds of man, with the probability of encountering other area users being moderate to high on these waterbodies.

Snowy Mountain Trail (Some of the information for this section was derived from a 1989 memo from Willie Janeway, past ADK trails coordinator). Visual evidence of resource problems on this hiking trail is significant as the upper portions of the trail have worn through the thin soils to bedrock. The natural process of erosion is aggravated by soil compaction and the churning agitation of hiking traffic. The rough, slippery nature of the trail further encourages hikers to walk parallel to and alongside of the trail corridor, further compounding soil and plant disturbance.

In the late 1980's professional crews and volunteers from the Adirondack Mountain Club worked with DEC to correct erosion problems on parts of the Snowy Mountain trail. Intensive maintenance activity on lower portions of the Snowy Mountain Trail have hardened some of the trail surface and diverted water problems on some hillsides. The final section of trail near the summit was not worked on and is currently in very poor shape. It is reported that this upper section of trail may actually be along a portion of the original telephone line trail that went straight up the mountain.

This steep section has eroded from five to twenty feet in width and down to bedrock in several places. There are islands of soil and vegetation within this section of 30 to 40 degree slope. The edges are one to three feet in height and are losing lateral support due to rapid water runoff and the parallel herd paths. Unless appropriate action is taken, the trail area will continue to erode and widen due to the use of its edges by hikers afraid of slipping.

Snowy Mountain Tower - In 1983, the Hamilton County Board of Supervisors passed a resolution recommending preservation of the tower. The Citizens Advisory Committee unanimously endorsed retention of the tower. The tower provides views from the top of the mountain which are mostly obscured by existing vegetation at ground level. Work conducted

by DEC Operations, Office of Public Protection and Americorps staff in the Summer of 2001 included the replacement of the wood treads, some of the fencing, restoration of the cement footers and rebending of the bottom two flights of stair-tread brackets. Due to the remoteness of Snowy Mountain, all the materials and equipment were flown to the summit.

An examination of recent trail data (See use statistics for the entire unit in Section II-D.) indicates that registered public use ranges from 3,500 to 5,100 users annually. It has been estimated by the area forest ranger and the volunteer steward that only one-third to one-half of the people using the area sign the register. This would indicate that the summit and fire tower receives actual use numbers in the range of 8,000 to 11,000 visitors each year.

Snowy Mountain Trail - Register Data 1999-2003

Month	1999	2000	2001	2002	2003
Jan	24	60	59	86	56
Feb	41	35	40	59	28
Mar	45	79	27	45	44
Apr	102	124	58	69	45
May	331	278	237	245	189
Jun	319	320	270	289	281
Jul	981	785	896	908	933
Aug	877	808	1012	948	911
Sep	667	480	602	483	464
Oct	351	390	367	334	372
Nov	76	64	107	7	120
Dec	51	43	73	0	55
Total	**3865**	**5071**	**3748**	**3473**	**3498**

An examination of the register pages for 2003 indicates several trends. The core season where use is the highest occurs between May and October. Within this five month popular period, the months of July, August, September, and October receive the greatest use, mostly on the weekends and holidays. This use is lower than what is observed on Blue Mountain where upwards of 300 individuals have signed in on peak days. Large groups do not commonly visit this area. In 2003, there were 26 days when larger groups visited Snowy Mountain with the most common group size between 10 and 12. The only large group in 2003 consisted of a total of 40 people. Most activity consists of very small groups of between two to four people in size.

Indian Lake - 4,365 acres, with a maximum depth of 83 feet and shoreline length of 49 miles. This lake has a maximum length of 12 miles and maximum width of 1 ½ miles. At the head of the lake, a dam blocks the channel. Winds can make the main portion of the lake too rough for some non-motorized recreationists. The five mile long Jessup River arm of the lake is a

narrow, one-fourth-mile-wide fjord-like channel lined by densely wooded steep terrain. This part of the lake is somewhat protected from the wind by the adjoining topography.

The public owned shoreline provides visitors with large areas of undeveloped woodland scenery and the opportunity to interact with a natural environment, with low to moderate challenge and risk. Boating, day use and camping activity has increased in recent years, part of which may be a consequence of special laws, rules, and regulations for Lake George. The high use and crowding on parts on Lake George (estimate of 2.3 acres per boat provided by Lake George Association) and area commercialization has encouraged some users to look elsewhere. Although power boating is a major activity on Indian Lake, canoeists, kayakers, and other non-motorized craft make up a significant proportion of the total numbers of watercraft users. With the exception of riparian owners, the majority of the boaters on the lake launch from the Indian Lake Boat Launch or from private marinas. Occasional hand launching occurs at the Indian Lake Dam.

There are approximately 23.0 miles of JRWF shoreline with 23 islands, greater than 1/4 acre in size. Thirteen of the islands and portions of the mainland have developed facilities (picnic tables, fireplace, privy) administered as part of the Indian Lake Islands Administrative Campground. These established tent sites and picnic areas (on Indian Lake only) contribute to the popularity of swimming and camping opportunities in the area. Trails which provide access from Indian Lake enable hiking opportunities to various waters in the Siamese Ponds Wilderness and attractive scenic overlooks in the JRWF such as Baldface Mountain and Watch Hill.

Indian River - classified as a recreational river (ECL §15-2714(3)(m)) approximately one mile from the Indian Lake dam to the southern boundary of Lot 16, Township 15, Totten and Crossfield's Purchase. The rapids below the Indian Lake dam require a short carry to proceed to Lake Abanakee.

Jessup River - This stream is easily accessible from informal parking areas at the NYS Route 30 bridge. During high water conditions, the Jessup River is navigable for 1.5 miles upstream from Indian Lake. Low water levels during the peak recreational season expose a long section of shallow rocky river before entering a narrow bay of Indian Lake. This has tended to discourage canoeing into the lake during the summer unless a portage is made over these river obstructions. The river is also navigable for approximately two miles upstream from the NYS Route 30 bridge.

Lewey Lake/Miami River - 365 acres, with a maximum depth of 58 feet and shoreline length of 4.4 miles. There are approximately 1.6 miles of JRWF shoreline mostly along the western and southern shores. The lake is somewhat protected from winds by the adjacent high mountains and is often calmer than the nearby Indian Lake. Lewey Lake and Indian Lake are connected by Lewey River, commonly known as Lewey Channel, which is approximately three feet deep. A small piled stone dam beneath the NYS Route 30 bridge prevents power boats from motoring between the lakes. When Indian Lake is full the two lakes are at the same level, later in the summer there may be a foot or two difference requiring a portage over the highway. The Lewey Lake Campground provides public access to the Miami River

approximately 1.3 miles across the lake. This river is passable for approximately one mile upstream from the lake and is utilized by a variety of recreationists including boaters, anglers, and trappers. Numerous beaver dams and log jams restrict easy passage when traveling upstream. The river is also the boundary line between the JRWF and the West Canada Lake Wilderness to the west.

Lake Abanakee - 480 acres, with a maximum depth of 21 feet and shoreline length of 9.6 miles. This lake is long and narrow with 1.2 miles of JRWF shoreline concentrated mainly in the south part of the lake near the Indian River. The dam is situated at the north end of the long axis of the lake and the Indian River enters at the opposite southern end. Public access to this lake is available from the causeway on the Big Brook Road.

The lake is popular with anglers and sustains a moderate amount of fishing pressure throughout the year. Heaviest angling use occurs during the summer months when anglers focus on catching largemouth bass, northern pike, yellow perch and brown bullhead. Lake Abanakee is also open to ice fishing in winter, when there is some angling effort for northern pike and yellow perch. Concerns over water releases and impacts to riparian owners during the summer have been expressed in the past by some members of the Lake Abanakee Civic Association. Detailed fisheries data for Lake Abanakee is provided in the Blue Mountain Wild Forest UMP, May, 1995.

Background and History of the Indian Lake Dam - Indian Lake is a reservoir impoundment that helps regulate the streamflow of the Hudson River Basin. The reservoir is formed by a stone/masonry dam with a usable capacity of 4.668 billion cubic feet at elevation, 1,651.29 ft (crest of spillway). The existing stone dam constructed in 1898, transformed the three small original lakes into the 4,365-acre two-story reservoir that is Indian Lake today. This structure was preceded by two earlier dams erected to assure a supply of water for driving logs down the Indian River.

The majority of lands under Indian Lake in TWP 32, T&C Purchase, were included in a purchase by the State of New York in 1891 and 1897. The flowage rights were reserved by the Indian River Holding Company in the 1897 deed. The rights to operate the dam were turned over to the Hudson River-Black River Regulating District (HRBRRD) from the Indian River Holding Company after a rehabilitation of the dam was completed in 1987. The HRBRRD has the right to:

"Perpetually to maintain, use, control, and operate the dam now, as well as such as may hereafter be raised, constructed, repaired, or improved at the outlet of Indian Lake...(and also)...such dam or dams as may be constructed across the Indian River lower down said river."

Background and History of the Indian Lake Caretaker Facility - In the past, a house was built adjacent to the Indian Lake Dam to provide housing for an on-site caretaker. A problem concerning the caretaker's use of the buildings and surrounding land has existed since 1916. The then Conservation Commissioner, George Pratt, gave permission for the caretaker to remain on the property and use the buildings. The Commissioner did state, however, that this

permission could be revoked. In 1946, the Attorney General determined that the occupancy is illegal under the provisions of Article XIV, Section 1 of the Constitution, Section 61 of the Conservation Law, and Section 1425 of the Penal Law.

"A right reserved by the State's grantor of forest preserve lands to maintain, use, control and operate a dam at the outlet of a lake on the lands conveyed and to enter upon such lands for the purpose of constructing, repairing, maintaining, and operating the dam does not entitle the gate tender of the dam to live upon the lands conveyed or to cut firewood thereon or cultivate a portion thereof."

The HRBRRD position after acquiring the dam rights in 1987 was to affirm their belief in a legal right to maintain an on-site dam keeper at the existing residence. The associated caretaker house, dug well, septic system, and related facilities will be maintained by the HRBRRD. Use by the HRBRRD staff of these lands and shoreline shall not be deemed exclusive. (See Appendix 19.)

Hudson River-Black River Regulating District

The HRBRRD, created by the NYS Legislature in the early 1920's, is charged under ECL Title 21, Article 15, section 15-2101 with regulating the flow of the Hudson and Black Rivers *"as required by the public welfare including health and safety."* Specifically, the District's responsibilities involve reducing floods caused by excess run-off, and augmenting river flow at times of drought or other periods when normal river flows are low. Snow melt run-off fills the reservoir in the spring capturing water that otherwise would flood downstream cities, villages, farmlands and industries. During the rest of the year, the stored water is systematically released to protect water quality standards and downstream industrial and hydroelectric sites. This action also assists navigation in the lower Hudson River and compensates for flow diverted from Hudson River at Glens Falls into Champlain (Barge) Canal.

Weather and hydrologic patterns are a prime concern to water management, so the HRBRRD operates observation stations to monitor streamflow, temperatures, precipitation, reservoir and ground water levels. To assist with this effort, HRBRRD field staff also include part-time meteorological observers. The District uses a system of automatic chart and digital recorders, remote sensing equipment and a computing system to collect and analyze meteorological and hydrological information. The data is shared with the National Weather Service and the U.S. Geological Survey, and is used in formulating District water management policy.

One USGS Surface-water Gaging Station is located on JRWF lands near the Indian River approximately one-half mile downstream from the Indian Lake Dam It is a non-recording gage that is monitored daily. Elevation records at this location provided by HRBRRD can be viewed at: http://waterdata.usgs.gov/ny/nwis/uv?01314500.

<u>Indian Lake Water Release Data</u> (Information condensed from phone conversation - Robert Folton, HRBRRD Chief Engineer) - The management of the dam including water levels have a direct effect on JRWF lands and waters both upstream and downstream into Lake Abanakee. Indian Lake experiences significant water level fluctuation as a result of lake drawdowns for flood control. Large areas of the lake bottom are exposed for a portion of the year, especially

during the mid-and late summer months. There have been complaints both downstream and upstream due to the fluctuating water levels. Erosion of portions of the shoreline of the islands and mainland is a result of wave action, boat wakes and/or water level changes.

For many years, the operation of the Indian Lake dam had significant adverse effects on downstream aquatic life. Between the 1920s and 1980s discharge rates from the Indian Lake dam were nearly zero at times. More recently, as a result of the efforts of HRBRRD, the adverse effects of the operation of the dam on invertebrate abundance have abated. The HRBRRD have established target elevations for Indian Lake that have been in effect for the last 10 years with the goal of maintaining water quality while accommodating public recreation.

The drawdown is started when the lake is full since existing law prevents water above the spillway crest at 1650.9 feet. Target elevations: July 1(1,649.9 feet), August 1 (1,647.9 feet), Sept. 1 (1,645.9 feet), bottoming out in mid to late March (1,636.9 feet). Since 1988, when HRBRRD modified its dam release protocol after negotiations with DEC, minimum discharge rates usually have been maintained within the range of 50 to 60 cfs. This range is considered by DEC fisheries staff to be adequate for the maintenance of aquatic life between the dam and Lake Abanakee.

Relationship to the Town of Indian Lake Dam on Lake Abanakee
Most of the shoreline of Lake Abanakee is privately owned. A portion of the land along the shore of the lake is Forest Preserve land with approximately 1.2 miles of JRWF shoreline located south of NYS Route 28.

Excessive fluctuations in lake water levels caused by uncontrolled water releases could alternately expose the lake bottom and flood shoreline areas, resulting in damage to property, interference with property owners access to the lake, and reductions in the quality of shoreline aesthetics. The potential impacts of water releases on fisheries were first assessed in the 1995 Blue Mountain Wild Forest UMP. Town of Indian Lake staff have gained experience in judging lake recharge rates and have been effective in their efforts, seldom lowering Lake Abanakee gauge readings by more than two inches. The lake level gauge installed at the dam and the electronic water level monitoring system installed farther up the lake have enabled interested parties to obtain instantaneous water level readings at any time before, during or after release periods. The ability of the town of Indian Lake to maintain the water level of Lake Abanakee and minimum flows below the dam has been supported by improvements in the regulation of the Indian Lake dam.

Relationship to Adjacent Private Lands
Access to the following private lands is currently across JRWF lands without deeded easement:

International Paper (Portion of the southeast quarter of Township 32, T&C Purchase - 2,632 acres) IP owns a large block of forested land in Township 32. This property is managed for a

variety of forest related products and is also leased to individuals who have established camps in the area.

Crotched Pond Hunting & Fishing Club (Portion of the southeast quarter of Township 32, T&C Purchase - 346 acres) - In 1985, this club purchased IP land and land under the waters of Crotched Pond from IP. The acquired property also included a camp on Crotched Pond.

Round Pond Road (Lot 108, Twp. 15, T&C Purchase) - Motor vehicle use of the Round Pond Road is primarily by International Paper staff and lessees along with the Crotched Pond club members. This road crosses more than 700 feet of State land from the Big Brook Road to the JRWF boundary.

In 1975 a steel beam-rock crib bridge with a span of 48 feet was constructed under TRP across Round Lake Outlet by International Paper Company. The bridge allows IP ingress and egress to their lands in Township 32 while providing public access to the Siamese Ponds Wilderness across an existing trail easement. In 1977, this road was realigned and improved. Maintenance of the road and bridge have been conducted recently without a TRP. While use of this road over JRWF land is a benefit to both International Paper for access to its lands, and the public for access to the trail easement, problems concerning maintenance and improper use need to be examined. A portion of this road washed out in 1993. In 1994, the bridge over Round Pond Outlet was closed to motor vehicle traffic by DOT. A new bridge was constructed in 1995 by IP under a TRP.

Kunjamuk Trail Easement - The public may use the Round Pond Road to access a trail easement across IP lands to the Siamese Ponds Wilderness. This trail easement* was granted in 1954 to cross International Paper Company lands. The Kunjamuk Trail follows woods roads on International Paper Company lands in Township 32, Totten & Crossfield's Purchase. Public use is guaranteed from the JRWF boundary (Lot 108, Township 15, T&C Purchaseto the Siamese Ponds Wilderness boundary in the vicinity of Round Pond. Access to the beginning of this trail is from the Big Brook Road over the Round Pond Road and bridge over Round Lake Outlet. This DEC road is currently used by both the general public and private landowners and lessees for access. If the deeds transferring these lands to NYS do not reserve a right of access across such land, the DEC does not have the legal authority to grant unreserved rights-of-way to private property owners. Allowing unrestricted ingress and egress almost exclusively to private parties constitutes a permanent use of State lands that is neither legal nor in the best interests of the people of the State.

Public Parking Area - In 1975, International Paper granted the State a 75-foot by 25-foot area to be used as a public parking area just inside the private land boundary. To date, no official DEC parking area has been established although the Kunjamuk trail was officially marked with blue trail markers in 2005.

Recreational Activity/User Conflicts

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* *This easement was for the purpose of passing through or across IPs lands on foot, skis, snowshoes, or horseback. The easement allows the DEC motorized access to construct, improve, and maintain the trail.*

As mentioned in previous sections of this UMP, DEC has the power to regulate use of waters totally surrounded by State lands and to regulate uses of scenic and recreational rivers. In addition, local municipalities can enact horsepower or watercraft limitations within 1,500 feet from shore. While the Indian Lake Association has discussed banning personal watercraft in the past, the number of nuisance jet skis has been greatly reduced since the private marina stopped renting them. Recent local opinion favors enforcing existing regulations.

In 2002, the Adirondack Explorer launched a Campaign for Quiet Waters to call for limits on motorized use on some Adirondack lakes, ponds, and streams that are bordered or surrounded by Forest Preserve lands. Within the JRWF, it was suggested that motorized use of the five mile long Jessup River Arm of Indian Lake would continue, but that a five mph speed limit be posted and enforced. During the planning process, letters were received from the public both in favor and opposition to banning motors in this part of the lake. The Seaplane Pilots Association strongly objects to closure to motorized craft of the southern portion of the lake since some campsites are accessible by seaplane. (See discussion of public comments in Section IV-C-27)

Some of the requests for limits on motorized use on Adirondack lakes, ponds, and streams is due to conflicts with non motorized crafts or shoreline erosion concerns caused by boat wakes. In some locations, existing laws already restrict boat speed or wake. Along the Miami and Jessup rivers, channels are generally less than 150 feet wide. Navigation Law, Article 4, §45-2 requires all motorized vessels to operate slower than 5mph within 100 feet of the shore or an anchored vessel. This law restricts all motorized craft to this slow speed helping to limit environmental impacts in shallow areas and rendering the channels safer from reckless operation. Article 4, §§46-aaa-1 and 2 provide additional regulations regarding vessel speed and wake on Indian Lake. On this waterbody, motorized watercraft are restricted for a distance of 200 feet from shore to a maximum speed limit of five mph.

An analysis using ArcView software was performed for the Jessup River Arm of Indian Lake to determine the portion of area already under protection by existing Navigation law. The results of this analysis indicate that the total size of the Jessup River Arm is approximately 580 acres, with 80 acres or 13% within the town of Indian Lake and the remaining 500 acres in the town of Lake Pleasant (including small part in the village of Speculator). The regulated area 200 feet from each shore amounts to approximately 240 acres currently protected by existing regulations. This amounts to approximately 40% of the total surface area of the Jessup River Arm where motorized vessels cannot exceed 5mph. As the water levels in the lake are lowered in the fall, the navigable portion of the Jessup River Arm is reduced. Based on reports from Indian Lake Association members, the lake does not have a heavy boating traffic during the week, and the weekend traffic is not much greater. People who paddle a canoe or kayak in the Jessup arm in June or September, would rarely be disturbed by powerboats. During July and August in the early morning there is seldom any boat traffic on the lake. The planning team discussed existing uses on the lake and did not feel that user conflicts rose to the level that a five mph posting for the entire Jessup River Arm was justified.

A rock ledge area near the spillway portion of the Indian Lake dam is a popular spot for public day use with access to this spot primarily by boat. Illegal climbing on the dam structure also

occurs. In 1994, the Hudson River Regulating District posted the dam and some adjoining NYS lands as a hazardous area. Additional safety concerns involve the public use on unsafe ice or water in front of the dam when the gates are operating, illegal rope swings, and the lack of buoys and other navigation aids. To address security and dam safety issues, the HRBRRD recently installed a log safety boom anchored to Forest Preserve lands to keep boaters away from the dam, spillway, and outlet structure. Additional fencing and signage was placed to prevent people from climbing on the dam.

Terrain and Soils

The terrain of this general area can be described as moderately rugged with some steep areas. The mesosoils within the JRWF are mostly Lyman-Rock Outcrop/Rock Outcrop-Lyman in the higher elevations and Becket-Lyman in the lower elevations. Generally, the soils are deep or moderately deep except for shallow soils on some of the higher elevations.

Vegetation/Wetlands/Wildlife

Vegetative covertypes are predominately sugar maple mesic, evergreen hardwood, with patches of spruce-fir. A small portion of a mature northern hardwood forest natural community is found in the vicinity of Lewey Lake. A report of an endangered plant species (Cloud Sedge - *Carex hayenii*, - G5, S1, Endangered, EO rank-H, Last observed in 1927) was found with a possible location radius within the JRWF in the vicinity of the northern part of Indian Lake. The majority of the wild forest area at this general location lacks wetlands with the exception of areas adjacent to the Miami River, Jessup River, and small scattered pockets near streams and drainages. Deer wintering areas have been identified on the southeast shore of the Jessup River, Bear Trap Brook, and in the vicinity of Doherty Brook.

Specific Area Objectives:

- Monitor impacts of water releases on upstream and downstream biological resources
- Identify and monitor user conflicts.
- Encourage enforcement of Navigation Law, where appropriate.
- Identify public safety concerns.
- Insure adequate public access while minimizing impacts to the adjoining travel corridor.
- Identify and evaluate existing uses, paths, and natural features to accommodate a variety of public recreational opportunities throughout the year.
- Provide primitive opportunities for free low impact camping in parts of Indian Lake.
- Investigate the feasibility of a land based snowmobile community connection between Speculator and Indian Lake.

Proposed Management Policies/Actions:

A discussion of the impacts of the town of Indian Lake rafting program on Lake Abanakee including growth-inducing impacts, mitigation measures, alternatives, lake drawdown levels, etc., will be analyzed in depth in the Hudson Gorge Primitive Area Unit Management Plan.

- Rehabilitate Snowy Mountain trail. (LF/OP)

Impacts and Management Alternatives for the Snowy Mountain trail:

No Action Alternative - The first option considered was to do nothing and allow use to continue as is. Undertaking no management action will result in further degradation of the resource, and only postpones the ultimate need to furnish a safe enjoyable hiking route to the summit with minimal environmental impact. Therefore, this option is not viable.

Alternative 2 - Strip and Scrape: This undesirable sounding remedy would serve to remove unstable elements (loose soil, rocks, etc.), from the eroded area making footing more secure, encouraging hikers to friction climb the rock. Considering the high usage of this trail by inexperienced hikers who could be expected to be afraid of the height, angle of incline and potential chance of injury, most people could be expected to continue to use the edges for security, especially when walking downhill. Also, for long periods, this eroded area can be expected to be wet if not icy. As a result erosion and widening would most likely continue. Therefore, this alternative will not be supported by this UMP.

Alternative 3 - Relocation: Relocation may be impossible due to the steep topography to the south, north and west. There may be room for several tight switchbacks on the first part of the summit cone. There is the possibility that the original trail was somehow replaced with the telephone line trail. Therefore, this option is viable and will be further investigated.

Alternative 4 - Rock Steps: When there is suitable material and soil, rock steps offer a solid natural, permanent solution. These conditions may exist on the first half of summit cone, but the final stretch appears to be void of materials. Therefore, this alternative will not be supported by this UMP.

Alternative 5 - Wood Steps: Wood steps, anchored into stable soils on the sides of the trail provide a tread and work as check dams, collecting debris while allowing revegetation to occur just above them. Where there are relatively stable banks this could work, but in many places the existing "slide" is too wide. There is not enough material near the summit to provide for the number of steps that would be needed. Due to the width of the trail, and corresponding amount of wood that would be needed, this activity would have a very high negative aesthetic impact. Therefore, this alternative will not be supported by this UMP.

Alternative 6 - Low Angle Ladders: Use of low angle wooden ladders would be a possible solution to the problem, providing a firm, solid and safe surface for hikers with some drawbacks. Their construction is very labor intensive, requiring chain saws to build, and they need to be bolted to the bedrock (four holes per 15 foot ladder). While they would work and combined with proper revegetation, would allow the eroded slides to recover, the extent to which they might detract from naturalness of the trail must be considered. Therefore, this alternative will not be supported by this UMP.

Alternative 7 - Pin Steps: This is an engineering technique developed by the US Forest Service and involves drilling holes in the bedrock for rebar which holds small custom shaped 8" by 8" treated wooden blocks for steps. This requires extensive drilling and re bar, but involves less wood than ladders or steps. Aesthetically this technique probably has less impact than ladders, but provides a less secure tread and tends to be avoided by some users. Therefore, this alternative will not be supported by this UMP.

Alternative 8 - Coated Cable(s): Cables alone have arguably the highest aesthetic impact. They could be used in conjunction with pin steps. Compared to low angle ladders and pin steps, cables are relatively inexpensive and simple to install. Use by hikers depends on circumstances at the site. On Gothics in the High Peaks Wilderness, for example, cables are used by some users and avoided by others who prefer the security of edging on the flora adjacent to the trail. On the summit of Snowy a significant number of users could be expected to take advantage of the open woods around the trail and ignore the cable. Therefore, this alternative will not be supported by this UMP.

Alternative 9 - Closure: While closure may be considered an option, it will not solve the erosion problem since some use will continue and water will continue to erode the trail. Therefore, this alternative will not be supported by this UMP.

Alternative 10 - The **preferred alternative** is to leave the trail in as natural, erosion resistant safe and enjoyable condition as possible for aesthetic considerations. To complete the stabilization and reconstruction of the Snowy Mountain trail, the upper portion of the trail will be relocated, if possible. If relocation of the trail is not feasible, the Department will establish switchbacks, rock steps and drainage control devices (wood or rock waterbars, etc.) on the lower part of the top section. The use of low angle wooden ladders will be used on the summit cone only if no other practical solution is possible. The restoration of the Snowy Mountain fire tower and the recent publication of a number of books popularizing fire towers is likely to cause the use of the trail to increase. However, these trail improvements are expected to harden the trail sufficiently to withstand use without significant new soil erosion.

- Encourage botanical survey to determine presence and status of Cloud Sedge . The plant was last observed in 1927. (FWMR)
- Work with HRBRRD and the town of Indian Lake to monitor water levels in the area. (FWMR)
- Enforce existing navigation law by posting and enforcing the five mph speed limit in appropriate locations. The planning team discussed existing uses on area waters and streams and did not identify areas where user conflicts rose to the level at which additional regulations would be necessary at this time. (OPP)
- Close Abanakee Loop Cross-Country Ski trails. A series of poorly designed and maintained loop trails in a small parcel of JRWF land will be closed as official trails. The small amount of public use, lack of adequate access over private lands, wet trail conditions, and lack of a formal parking area limit the suitability of this site for public skiing. Trail markers and signage will be removed and all maintenance will end. (OP/OPP)
- Develop Snowy Mountain Kiosk and Summit Display. Construct level-two “Storey kiosk” at the NYS Route 30 trailhead to provide helpful information to the general public. A large percentage of visitors to the area are not aware of trail conditions between the parking lot and the summit and may be ill equipped to make the climb. Trailhead informational signing will stress the relative difficulty of the ascent, especially when the trail is wet, and the need for proper apparel and footwear. Relevant historical, geological, and natural resource data will be provided along with a topographic map of the area. A small display exhibit is proposed for the summit area in

the vicinity of the firetower. The facility will allow users to self-interpret the historical, geological and natural resource information of the surrounding area. The display will be a valuable educational tool to supplement any DEC staff presence or a volunteer program. The design will be flexible to allow information materials to be changed and updated as necessary. (LF/OP)

- Enhance public educational efforts about the Snowy Mountain fire tower. Various restoration and interpretation activities, possibly including the installation of original equipment in the fire tower cab, the development of an informational brochure and website, and staffing the tower during the summer with an interpretive guide has been discussed. DEC is currently working with an individual to maintain the area under an AANR Agreement. (See Appendix 16.)
- Designate Canoe Carry trails (± 1.5 miles) - The intent of these carries is to provide links between area waterbodies and to help avoid river obstacles. Without formal carries, users will continue to use existing paths. Multiple paths often develop in wet areas contributing to erosion. To enhance canoeing opportunities on both Indian Lake and Lake Abanakee a short canoe carry trail will be designated beginning on the south side of the Indian Lake Dam and continuing southeast for 0.2 miles along the Dam Road. The trail will continue easterly for approximately 0.5 mile along an existing herd path to the Indian River. A short carry also needs to be marked along the east side of the Jessup River (currently a herd path) to assist portaging around a impassible river section. (OP/OPP)
- Designate/Construct Waterway Access Sites at the northern end of Indian Lake and the Jessup River. Many residents of the Indian Lake area submitted comments opposed to the idea of new facilities at the Indian Lake dam. It was felt by some people that the various proposal will increased road traffic on a narrow unpaved road, create potential security problems at the dam, encourage illegal snowmobile access, PWC launching, and add congestion to boat traffic on the northern part of the lake (Tamarack Cove). (See additional details on the waterway access site in Section IV-C-27.)
- Construct level-two type “Storey kiosk” near the Indian Lake dam to direct the public to the canoe carry trail and present information on specific rules and regulations for use of the area. It will also inform the public about this Forest Preserve land and the history of the HRBRRD caretaker house and dam. (LF/OP)
- Designate Dug Mountain Brook trail (± 0.4 miles) - There is an attractive waterfalls at the mouth of Dug Mountain Brook, where it enters the Jessup River. From the northeast shore (used as a picnic area in the past), an existing unmarked path proceeds upstream along the north bank of Dug Mountain Brook. The path generally parallels the brook leading to a pool at the base of a 40 foot high waterfall. The trail then ascends to the top of the cataract, where it terminates. To enhance short recreational family trails, this 0.4 miles path will be formally marked and designated.

  The path will be maintained as a class III primitive trail and will be marked with red foot trail markers. Since the trail is accessible primarily by watercraft it is expected to only receive light to moderate use. The need for bridging or other trail hardening techniques is unknown at this time. Should bridging or other construction be necessary to cross wet areas, the appropriate permits will be obtained from the APA. (OP/OPP)

- Encourage and enforce low impact camping by closing illegal non-designated sites and not designating any camping sites within 150 feet from shore, trail, streams, or wetlands for the portion of JRWF at Watch Hill, Indian Lake Dam, Poplar Point, and Dug Mountain Brook.

Impacts and Management Alternatives of Overnight Camping on portion of Indian Lake not considered part of Indian Lake Islands Administrative Campground:
Groups and individuals presently camp on the Jessup River and parts of Indian Lake, with some groups paddling down the lake to the dam area. Several options were considered in determining a preferred management strategy for camping in the non-campground administered portion of the lake that minimizes potential conflicts with campground site users:

No Action Alternative - Not a solution, problems with illegal or inappropriate camping could develop as the area becomes more popular and facilities such as trails are designated. Illegal user created sites close to shore would continue to expand and public use would be unregulated. Camping activity that is not out of sight & sound from the numbered campground sites would invite conflicts between the two types of users possibly leading to complaints and/or confrontations. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - Close Watch Hill, Indian Lake Dam, Poplar Point, and Dug Mt. Brook areas to all camping within 500 feet from shore: The developed campground sites offer the recreational public the opportunity to insure in advance by reservation an attractive shoreline camping location with amenities such as fireplace, picnic tables and pit privy. For some recreational users, the freedom to camp for free on a primitive camping spot of ones own choosing in an area as natural as possible without the need for site amenities, is an important component of their Forest Preserve experience. If all camping was restricted to the developed Indian Lake Islands Administrative Campground sites, the ability to camp along a large portion of the lake that was never part of the campground would be severely restricted. Recreational users and youth groups passing through Indian Lake from camping areas along the Jessup River and connecting to Lake Abanakee would find it inconvenient or impossible to find an available campground site on popular weekends. Therefore, this alternative will not be supported by this UMP.

Alternative 3 - Designated Site Camping: Designate sites near the shoreline of Indian Lake (non administrative campground portion) for primitive camping. Public camping in the non-campground administered portion of Indian Lake could be enhanced by the designation and construction of several primitive tentsites consisting of a fire ring and flat spot for a tent. They would be administered on a first come-first served basis. The small number of these sites would be inadequate for the anticipated demand in this popular area. The public would be confused why they are required to pay for some sites and not others. The free sites would probably be utilize more heavily by people from nearby communities, making them unavailable to recreational users who have to spend time traveling to the area, especially on weekends. Care, custody & control of any sites outside of the campground would be the responsibility of Lands and Forest staff and would involve controlling excessive noise in the middle of the night, removal of garbage left on site, and other administrative concerns. While the physical locations of designated sites would be under Department control and site impacts

could be minimized by proper site placement and spacing the anticipated social problems and lack of onsite staff to properly maintain these sites outweigh the beneficial aspects. Therefore, this alternative will not be supported by this UMP.

Alternative 4 - Regulated Camping: This alternative would propose limiting use near the shoreline of Indian Lake (non campground portion) to designated sites only or restricting camping by permit only. This alternative would be similar to alternative 4 by providing developed sites for primitive camping. Additional regulations would restrict all camping in these areas to designated sites only. While this alternative would enable enforcement of established carrying capacities for the area, the strategy is difficult to manage in the field and would cause administrative problems when users show up last minute looking for a site or permit. Therefore, this alternative will not be supported by this UMP.

Alternative 5 - With the exception of the area identified as the Indian Lake Islands Administrative Campground (See 500 foot shoreline buffer identified on map), the **preferred alternative** proposes so-called "at-large" camping to be allowed within the JRWF at the Watch Hill, Indian Lake Dam parcel, Poplar Point, and Jessup River areas in accordance with 6NYCRR, §190.3(b). This regulation prohibits camping within 150 feet any road, trail, spring, stream, pond, or other body of water except at camping areas designated by the department. This alternative would propose the closure of all existing illegal user created primitive tent sites within 150 feet of water or road for environmental or social reasons. No designated sites will be provided but dispersed camping using low-impact techniques will be allowed. In order not to conflict with day use activities, additional locations such as Paradise Beach, Dug Mountain Brook Falls, Griffin Falls, and the Indian Lake Dam will be closed to camping by signage or regulation.

A review of all the alternatives shows that each has advantages and disadvantages. In comparing alternatives, their benefits and drawbacks were weighed in terms of their relevance to the objectives for the entire Indian Lake area. Long-term benefits were given more weight than one-time costs such as site development. The preferred alternative is the most desirable option since it allows for a type of camping that would not interfere with the administration of the campground portion of the lake.

Projected Use and Potential Impacts of the Preferred Alternative

The lack of site designation and identification on area maps or brochure would discourage the majority of the public from camping at these locations. The small amount of camping that will occur by users practicing low-impact camping techniques will be minimal and widely dispersed, with few if any anticipated environmental or social impacts. Use levels and site impacts will be monitored. If LAC standards are exceeded, or specific sites start receiving constant use the possibility of limited designation may be considered.

Proposed Snowmobile Trail Improvements

- Construct Big Brook Road Parking Area, 10 vehicles (including one accessible space) , to be plowed. A suitable parking area is necessary for this location upon completion of the proposed Round Pond Brook Snowmobile trail. Currently, vehicles park at the small plowed area along the road shoulder next to the bridge. This area is mostly used

by lessees or the owners of the Crotched Pond property. The proposed rectangular parking area will be located in an existing open field and will be designed to accommodate a total of 10 vehicles with trailers. Arrangements will be made with the town of Indian Lake to provide for snow removal in the winter. (LF/OP)

- Relocate Crow Hill Trail (± 0 .1 miles). In an effort to enhance snowmobiling, the town of Indian Lake is attempting to relocate a portion of the Indian Lake-Sabael Trail in the vicinity of Crow Hill. The purpose of this change is to realign some private land crossings and to move the existing trail section over JRWF lands from an unsuitable wet section along a creek bed. If the town of Indian Lake can negotiate a grant-of-permission agreement with the new private landowners, DEC would be willing to consider the relocation proposal. This change would remove approximately .5 miles of trail from JRWF lands, with the new trail section only crossing 0.1 mile of JRWF lands in the northwest corner of Lot 27.
- Designate Round Pond Brook Snowmobile trail (Preferred Alternative Option B ± 2.7 miles). A new trail is proposed to allow snowmobilers to travel from Pratt Road to Jerry Savarie Road in the town of Indian Lake. This trail will enable residents of the Big Brook area to connect with the town and county trail systems. In 1995, the Indian Lake town board voted to authorize this trail in addition to approving designation of Pratt Road and Jerry Savarie Road as snowmobile trails.

Option A - A suitable route was investigated by volunteers from the town of Indian Lake, the area forest ranger, and town staff. This proposed trail would cross two parcels of private land. Grant of permission agreements from these landowners have been secured. Permission from the private landowners is primarily for winter use, thereby limiting a year-round trail that could connect the two roads. Total trail length will be approximately three miles, of which 2.5 miles would cross JRWF lands. A bridge would need to be constructed to cross Round Pond Brook.

Option B - An alternative start to the proposed Round Pond Brook snowmobile trail is possible through International Paper lands. With IP's permission (in accordance with the conservation easement for the property) the trail would begin along Round Pond Road continuing over approximately one mile of IP woods roads to the State boundary. From the boundary, a new trail would have to be constructed for a distance of approximately 0.7 mile along the east side of Baldface Mountain before continuing northerly across Jerry Pond Outlet for an additional two miles to the Jerry Savarie Road at a point east of Jerry Pond.

Option B is the **preferred alternative** for a number of reasons. State land on Big Brook Road would enable the development of a suitable winter parking area, that is not possible in Option A. This trail location would also avoid the need to build a large bridge to cross Round Pond Brook. Another advantage would be the ability to consider in the future designation of the trail for multiple uses, instead of just winter snowmobiling.

The trail will be considered a Class B snowmobile trail and will be marked with blue trail markers. It is expected to receive heavy use and will also be designed to accommodate use by other types of recreation, including hikers, bicyclists, etc.

Lake Pleasant - Indian Lake Snowmobile Trail Community Connection System

In the past snowmobile riders traveling between Indian Lake and Speculator or Arietta had to cross the dangerous "narrows" portion of the frozen surface of Indian Lake. This area can be hazardous, as evidenced by the death of a snowmobiler through the ice in 1993. After the accident, the town of Lake Pleasant proposed a change to the existing snowmobile trail system and DEC and APA staff authorized a temporary relocation in 1994. Approval was granted to clear, maintain, and groom on a temporary basis approximately three and one-half miles of snowmobile trail. The majority (2.2 miles) of this route follows portions of the old snowmobile trail within the NYS Route 30 ROW.

Bridges were rebuilt but no other tree cutting or trail improvements were made. The use of this temporary trail enabled snowmobiles to travel from Speculator to Indian Lake until a more permanent and suitable trail was located and developed. In order to promote use of the reopened trail and discourage use of the unsafe trail, the town of Lake Pleasant suspended grooming of the existing trail to Indian Lake.

More recent efforts by town and DEC staff concentrated on finding a suitable route that would safely link the communities of Arietta, Speculator, and Indian Lake and avoid water crossings as much as possible. For safety reasons, trails should be kept off highways (especially major highways) and waterbodies. However, trails must also be sited with environmental considerations in mind: rare and endangered plant and animal species and their habitats should be avoided; deer wintering yards should be avoided; vegetative disturbance should be minimized; wetlands and areas with poor drainage or steep slopes should be avoided; tree cutting should be minimized and the trail canopy preserved.

Following the release of the proposed final JRWF UMP, it was determined that additional field work was needed to adequately identify the most appropriate snowmobile route and possible alternatives for a new snowmobile trail in the vicinity of Pine Hill. A detailed alternative analysis and identification of a preferred alternative will be conducted during year one. The preferred alternative will then be submitted to the APA for approval through the UMP amendment process.

- Amend UMP to Address Speculator-Indian Lake trail

  In the draft UMP, an interior snowmobile trail was proposed from the south end of Indian Lake to Lewey Lake campground, passing next to Pine Hill. During the public comment period, several letters and numerous signature cards from one adjoining landowner opposed the proposed trail location identified in the draft UMP. Some comments suggested the relocation and creation of new snowmobile routes must conform to the definition of a snowmobile trail under the APSLMP. It was suggested that Community Connector snowmobile routes should be located on the periphery of wild forest units and the mileage of new routes must be offset by the phase out of snowmobile trails in the interior of Wild Forest Areas.

An alternative route was proposed by members of Backlog Camp, in cooperation with adjoining private landowners near Lewey Lake who are directly affected by the proposed trail. The alternative proposal would relocate the existing roadside NYS Route 30 trail further into the woods in some locations, then looping around private land beside Pine Hill, eventually turning northerly to the Lewey Lake campsites on the "Quaker Loop".
Both alternatives eliminate the Lewey Lake snowmobile crossing and are desirable since this reduces overall trail mileage over ice. Department efforts will concentrate on finding a viable snowmobile route that minimizes new mileage over JRWF lands while limiting conflicts with adjoining landowners. Since the preferred route is not decided at this time, the UMP will be amended to accommodate this important snowmobile trail after further field investigation in year 1. After the selection of the preferred alternative and amendment of the UMP, the trail will be constructed. The trail will be considered a Class A snowmobile trail and will be marked with blue trail markers.

The feasibility of a future snowmobile connection to the hamlet of Indian Lake has not been adequately identified at this time. The presence of a wilderness area on the west side of NYS Route 30, large amount of private lands, steep terrain over a flank of Squaw Mountain make a completely land based route over State lands difficult. Because of the ownership patterns in this area, it may be necessary for the new trail to cross sections of private land. The Department will not place snowmobile trails on private land without the owner's permission. This phase could only continue if the town of Indian Lake was able to secure permission from private landowners and a suitable route could be found.

Potential Future Proposals
A few proposals while considered desirable need further consideration and study. It is suggested that these proposals be investigated during the five year term of this UMP and considered in future revisions of the UMP or through a UMP amendment, if determined to be feasible and necessary.

- Investigate the need for buoys on Indian and Lewey lakes. The increase in recreational water-based activities on Indian Lake has led to an increased potential for drowning and other water related accidents. The lack of buoys and other navigation aids renders parts of the lake hazardous to the inexperienced user. ECL, Article 41, §41-0103 states that "*the department shall, within the sixth park region, administer Articles 3 and 11 of the Navigation law*." Section 35 of the Navigation Law allows for the placement, by the department, of navigation aids on lakes and rivers in the Adirondack Park.

  There has been public disagreement over how to provide for safer motorboat use on Indian Lake. The CAC campground subcommittee recommended the charting and buoying of boating hazards in Indian Lake and Lewey Lake as funds become available. Other individuals, landowners and the lake association are opposed to the addition of orange and white bouys, feeling that the wild character of the area would suffer. (LF/OP)

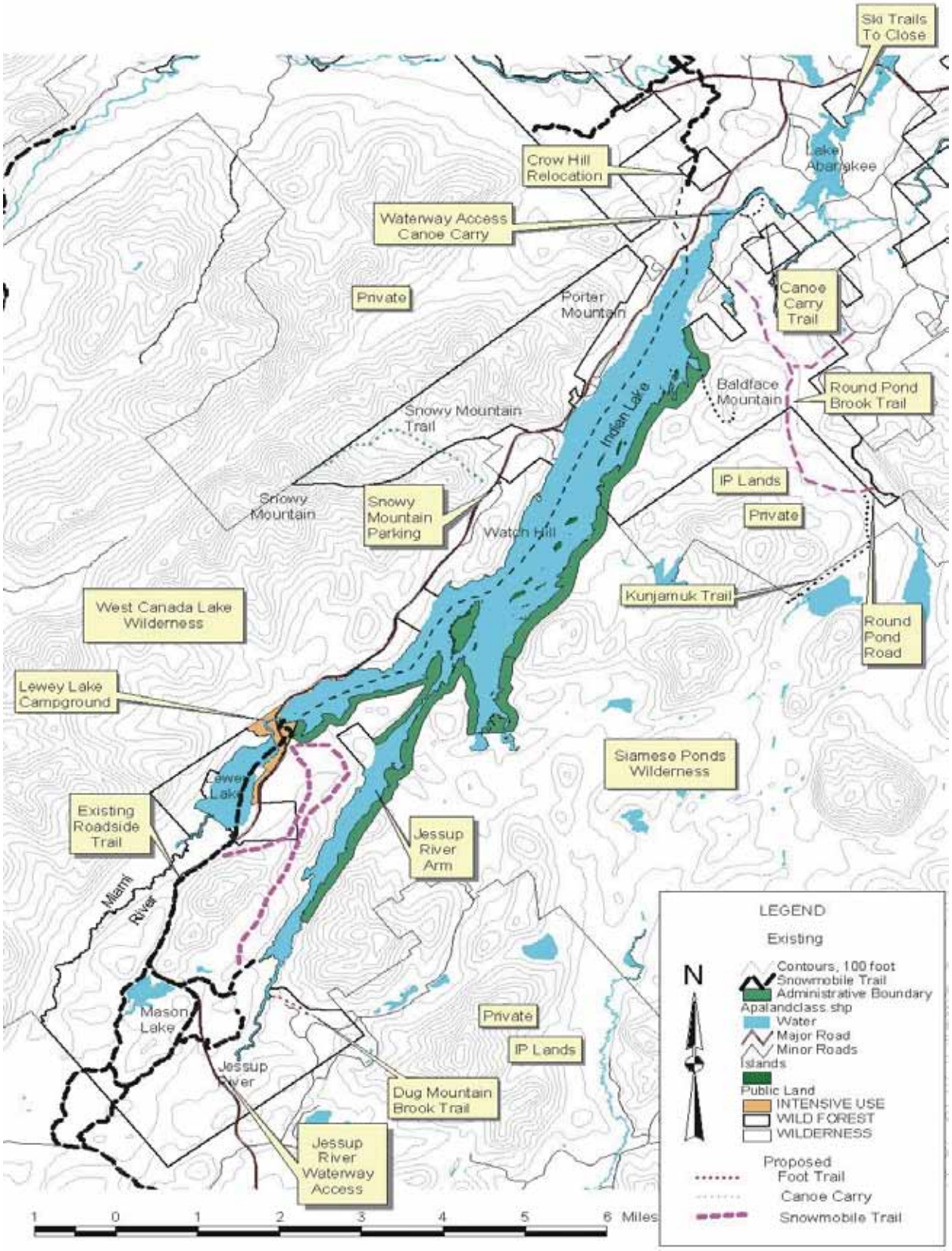
- Investigate the need for Kunjamuk Trail Parking Area, (IP lands-authorized by easement) A parking area is needed to accommodate users when the Old Kunjamuk Road is opened as a foot and cross-country ski trail as identified in the Siamese Ponds Wilderness UMP. While there is a current agreement between International Paper Company and the Department allowing for the construction of such a parking area, the conservation easement for these International Paper Company lands (Phase 2) will require the identification of parking needs and access to the entire Crotched Pond Tract. This will be addressed in the future recreation plan. (LF/OP)
- Evaluate potential for North Country National Scenic Trail (NCNST) - (See Appendix 21 for map of original route, the final route is not decided at this time.)

The NCNST is a proposed interstate trail system extending 3,200 miles from the vicinity of Crown Point, New York, through the states of New York, Pennsylvania, Ohio, Michigan, Wisconsin, and Minnesota, eventually joining the Lewis and Clark Trail at Lake Sakakawea, North Dakota. The United States Department of Interior is the main administering agency for this facility. The section through the Adirondacks does not currently exist, however, the final route will likely use existing trails and some new trail construction. A separate comprehensive trail plan is being developed for this long trail.

In New York, the DEC as the lead agency has proposed a broad corridor concept for the trail originating at Crown Point and traveling in a southwesterly direction to enter Pennsylvania in the vicinity of Allegany State Park. The original 1982 proposed corridor traverses the JRWF from the Haskell Road along the existing Northville-Lake Placid trail. The original route has been re-evaluated in light of the findings of the High Peaks Wilderness citizens advisory committee. A southern New York route terminating at the Appalachian Trail and alternative routes avoiding the High Peaks Wilderness are under consideration. These options would avoid the Northville-Lake Placid trail section through the JRWF. At the time of development of this UMP, there were several proposed routes through the Park, one of which passes through JRWF. The Department plans to finalize the entire route through the Adirondack Park. Other routes were identified in a 1997 issue paper prepared by the National Park Service. The suggested route that crossed the JRWF was described in one of the alternatives:

"would enter from the West Canada Lake Wilderness in the vicinity of the Pillsbury Mountain trailhead. The proposed trail would skirt the south and southeast flanks of Page Mountain, cross the Miami River, pass to the south of Mason Lake, cross the Jessup River and continue along the arm of Indian Lake into the Siamese Ponds Wilderness."

Since the actual trail designation is contingent upon a final route and completion of the unit management plans for all Forest Preserve lands involved, only a general outline of the proposal is possible within this document. If the preferred route passes through the JRWF, a comparison and field evaluation of suitable routes will be conducted. A detailed work plan will be prepared and the UMP amended before any construction or designation occurs.


Ski Trails To Close
Crow Hill Relocation
Lake Abanakee
Waterway Access Canoe Carry
Private
Porter Mountain
Canoe Carry Trail
Baldface Mountain
Round Pond Brook Trail
Snowy Mountain Trail
Indian Lake
IP Lands
Snowy Mountain
Snowy Mountain Parking
Watch Hill
Private
Kunjamuk Trail
West Canada Lake Wilderness
Round Pond Road
Lewey Lake Campground
Siamese Ponds Wilderness
Lewey Lake
Existing Roadside Trail
Jessup River Arm
Miami River
Mason Lake
Private
IP Lands
Jessup River
Dug Mountain Brook Trail
Jessup River Waterway Access
1 0 1 2 3 4 5 6 Miles
LEGEND
Existing
N
Contours, 100 foot
Snowmobile Trail
Administrative Boundary
Apalandclass.shp
Water
Major Road
Minor Roads
Islands
Public Land
INTENSIVE USE
WILD FOREST
WILDERNESS
Proposed
Foot Trail
Canoe Carry
Snowmobile Trail