New York State
Department of Environmental Conservation

Division of Lands & Forests
Region 5

Shaker Mountain Wild Forest and Northville Boat Launch

Unit Management Plan
Environmental Impact Statement

Town of Benson in Hamilton County

Towns of Northampton, Mayfield, Bleecker, and Caroga in Fulton County

January 2006

GEORGE E. PATAKI, Governor

DENISE M. SHEEHAN, Commissioner

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"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 edition

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 SMWF.

GEORGE E. PATAKI
GOVERNOR

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

DENISE M. SHEEHAN
COMMISSIONER

MEMORANDUM

JAN 03 2006

TO: The Record

SUBJECT: Shaker Mountain Wild Forest Final Unit Management Plan/FEIS (Final UMP/FEIS)

The Final UMP/FEIS for the Shaker Mountain Wild Forest has been completed. The Final UMP/FEIS 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.

Denise M. Sheehan

Denise M. Sheehan, Commissioner

1/3/06

Date

Acknowledgments

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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.

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APA Staff: Richard Weber, Sunita Halasz, and Henry Savarie

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:

The Association for the Protection of the Adirondacks - David Gibson and Kevin Prickett
Adirondack Mountain Club (ADK) - Neil F. Woodworth, Bill Coffin, Tim Tierny, Betty Lou Bailey, Bill Ingersoll.
Adirondack Nature Conservancy - Hilary Oles and Steven Flint
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NYS Off-Highway Recreational Vehicle Association - Alex Ernst
4Wheel Drive clubs - NorthEast 4 Wheelers, North Country Off Roaders, Mohawk 4 Wheel Drive, and Adirondack Dirt Devils
NYS Snowmobile Association - Doug Brownell and Robin Bryant
Local snowmobile clubs - Bleecker SnoRovers and Nick Stoner Trailers
SUNY ESF - Chad Dawson, Jennifer Gagnon and Stacy McNulty
North Country Trail Association - Albert Larmann
Residents' Committee of the Adirondacks - Peter Bauer

Local Government - Special thanks to: Town of Benson Supervisor - Robert Morrison, previous Town of Bleecker Supervisor - George Manchester, Town of Caroga Supervisor - Stephen Barker, Town of Mayfield Supervisor - Carol L. Hart, and Town of Northampton Supervisor - Ted Collins, James Groff, Mayor of Northville, and members of the Town and Village boards.

Adjoining landowners - Finch, Pruyn, Inc. - Steve Satterfield, Pine Lake Association - John Jones, Eric White, Beatrice Havranek and other members of the Lake Association, Lakefront owners - Sid Harring, John Shepard, and Trailhead Adventure Treks - John Washburn

PREFACE

The Shaker Mountain Wild Forest (SMWF) and Northville Boat Launch 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 Review Act.

Most of the State land which is the subject of this Unit Management Plan (UMP) is Forest Preserve lands 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, nor 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 Shaker Mountain Wild Forest and Northville Boat Launch.

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 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 Shaker Mountain Wild Forest and Northville Boat Launch.

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

We intend that this UMP 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, principles of management 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/assessment phase of the planning process, public input, 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 Kane Mountain, Pine Lake, Holmes Lake, Irving Pond, Peck Creek, Stony Creek/Northville-Lake Placid Trail relocation and Northville Boat Launch 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 Shaker Mountain Wild Forest lands and waters. However, the Northville DEC Intensive Use boat launch is also within the planning area boundaries and will be discussed in detail in the special management area - Section VI of this plan. 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 SMWF. 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.

Cathead Mountain Trail/Parking Area Update

This access issue, while beyond the scope of this UMP, requires a brief explanation. The issue involves the relationship to the Cathead Mountain trail and parking area to private motor vehicle access over nearby Forest Preserve lands.

The Cathead Mountain trail was a popular hiking trail to a State owned fire tower located within a private inholding. For years the public was granted permission by the private land owners to cross a portion of their property to access the tower. In September 2000 the property owners withdrew their permission for public use of the Cathead Mountain trail. Since the shoulder parking which facilitates access to the trail along the North Road is within the SMWF, public parking will still be allowed for access to the adjacent wild forest parcel. Additional information regarding the trail and road over lot 120 can be found in the Silver Lake Wilderness UMP.

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 SMWF 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 will be declared through a press release/Notice of Intent to Prepare an Environmental Impact Statement. This UMP constitutes the Draft Environmental Impact Statement (DEIS).

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 be published in the Environmental News Bulletin and local newspapers, and the public meeting will be 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 input received on the draft plan is assessed, and appropriate changes are made to the plan. The final UMP/final EIS is then reviewed by the APA staff and Commission-

ers 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 SMWF 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 SMWF 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 SMWF 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 resources, etc.). Management Alternatives were developed for the UMP proposals that may: (1) have significant environmental impacts, (2) involve facility closures, or (3) involve controversial actions changing existing public use, can be found in Section IV and VI of this document.

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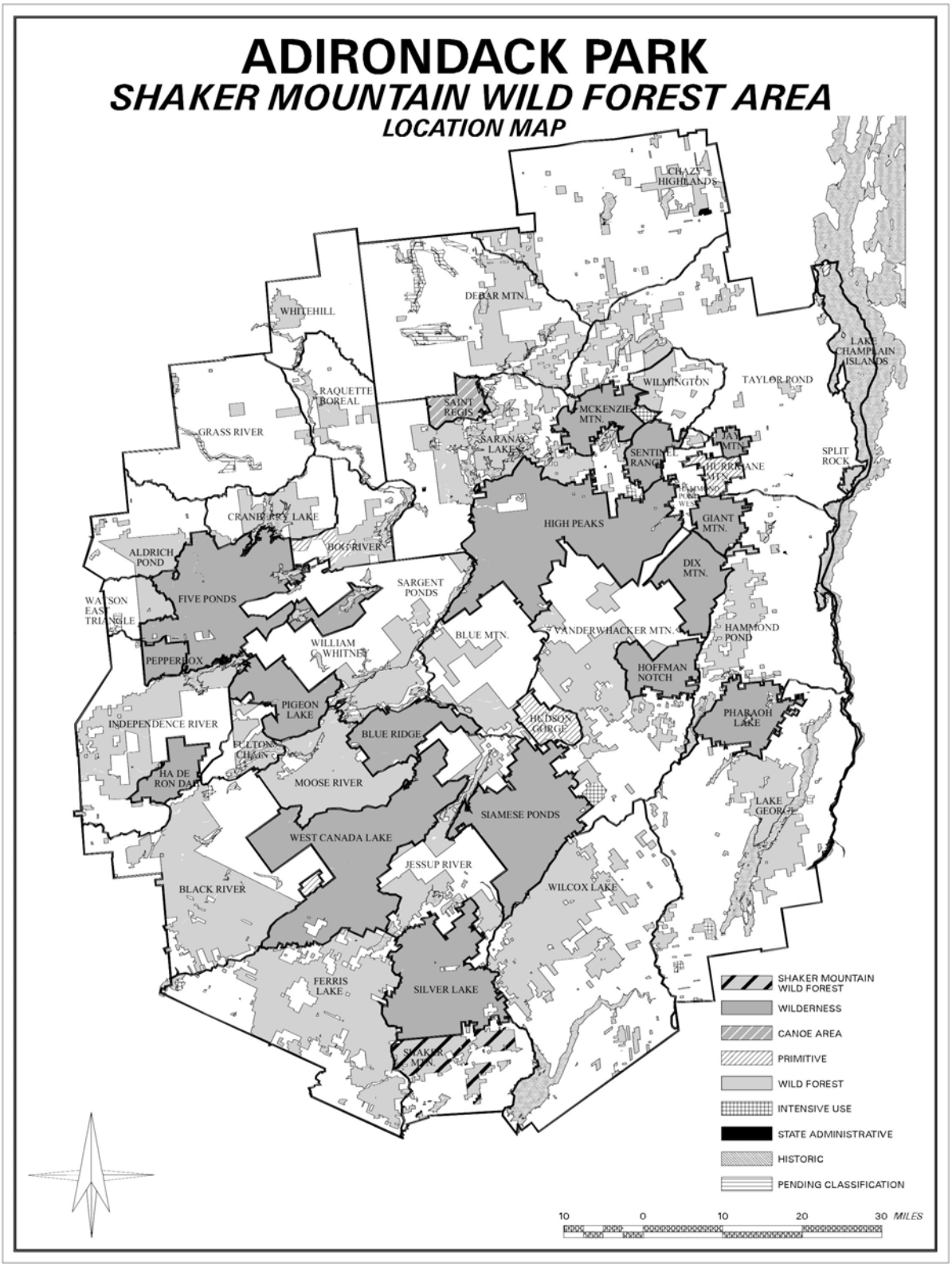
ADIRONDACK PARK
SHAKER MOUNTAIN WILD FOREST AREA
LOCATION MAP
CHAZY HIGHLANDS
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WHITEHILL
LAKE CHAMPLAIN ISLANDS
WILMINGTON
TAYLOR POND
RAQUETTE BOREAL
SAINT REGIS
MCKENZIE MTN.
GRASS RIVER
SARANAC LAKE
SENTINEL RANGE
HURRICANE MTN.
SPLIT ROCK
CRANBERRY LAKE
HIGH PEAKS
GIANT MTN.
ALDRICH POND
BOG RIVER
DIX MTN.
SARGENT PONDS
WATSON EAST TRIANGLE
FIVE PONDS
WILLIAM C. WHITNEY
BLUE MTN.
WANDERWHACKER MTN.
HAMMOND POND
PEPPERBOX
HOFFMAN NOTCH
PIGEON LAKE
INDEPENDENCE RIVER
HUDSON GORGE
PHARAOH LAKE
BLUE RIDGE
FULTON CHAIN
HA DE RON DAH
MOOSE RIVER
LAKE GEORGE
SIAMESE PONDS
WEST CANADA LAKE
JESSUP RIVER
BLACK RIVER
WILCOX LAKE
FERRIS LAKE
SILVER LAKE
SHAKER MTN.
SHAKER MOUNTAIN WILD FOREST
WILDERNESS
CANOE AREA
PRIMITIVE
WILD FOREST
INTENSIVE USE
STATE ADMINISTRATIVE
HISTORIC
PENDING CLASSIFICATION
10 0 10 20 30 MILES

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 irregularly shaped Shaker Mountain planning area located in the southern portion of the Adirondack Park. (See planning area* boundary shown as a green line in the fold out facilities map in the Appendix.)

While the overall planning area boundary outlines an area of 166 square miles and approximately 106,000 acres of public and private lands, this plan only addresses the use and management of the 40,500 acres of Forest Preserve land classified as Wild Forest along with one 4.2 acre Intensive Use area (Northville Boat Launch). Approximately 84% of the Shaker Mountain Wild Forest (SMWF) lands are in Fulton County, with the remaining 16% in the town of Benson, Hamilton County. One small parcel is considered non-Forest Preserve since it was acquired within the village of Mayfield. (The definition of "forest preserve" provided in § 9-0101(6) of the ECL specifically excludes "lands within the limits of any village or city.") While the planning area perimeter includes a small portion of the Hamilton County town of Hope, and the Fulton County towns of Johnstown and Ephratah, there are no SMWF lands within these towns. No unclassified parcels or easement lands are located within the planning area.

The mix of public and private lands within the planning area results in approximately 140 miles of common boundary between SMWF land and private property. Finch, Pruyn and Co., Inc. is the largest adjoining landowner, sharing approximately 17 miles of boundary with SMWF lands. The Gloversville waterworks and Woodworth Lake Boy Scouts of America property are the next largest adjoining landowners, each sharing one to two miles of boundary in common with the SMWF. Within the planning area there are five private inholdings completely surrounded by wild forest classified land. One other private parcel, while not technically an "inholding" is entirely bordered by SMWF land but may have a small amount of shoreline and water frontage on Irving Pond at current water levels.

Private land, whether owned by individuals or organizations, within the planning area 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 SMWF land.

**Throughout this plan, the term "unit" will be used to describe the state-owned lands comprising the Shaker Mountain 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.*

All NYS lands under the jurisdiction of DEC within the planning area will be addressed in this document with the exception of two intensive use areas (Northampton Beach and Caroga Lake Campgrounds). Separate site specific management plans along with a generic intensive use area campground UMP have been developed for these areas. While this UMP focuses mainly on the SMWF parcels, the proximity to adjoining water bodies, other land classifications, recreational interconnections, and complimentary management requirements justify brief discussions of other State lands and/or facilities within this document. More information on adjacent State lands can be found in Section II-F-5.

B. Unit Geographic Information

Boundaries of the SMWF 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 in the Fulton County towns of Northampton, Mayfield, Bleecker, and Caroga, and the Hamilton County town of Benson. The lands involved State-owned portions of the Glen, Bleecker and Lansing Patent, Chase's Patent, Haring Patent, Mayfield Patent, Kingsborough Patent, and a small southern portion of the Benson Tract. A more detailed description of the tracts can be found in Appendix 12.

United States Geological Survey (USGS) 15 minute topographic maps required to cover this unit include the Lassellsville, Gloversville, and Broadalbin quadrangles or National Geographic 1:75,000 scale Northville/Raquette Lake map.

C. General Location

The SMWF is located east of NYS Route 10 and Ferris Lake Wild Forest, south of Silver Lake Wilderness, west of the Great Sacandaga Lake (also called Sacandaga Reservoir), and north of the Adirondack Park "Blue Line" boundary. The actual wild forest boundaries follow public roads, water courses, lakes and individual property lines. State 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 only a small fraction of the total land base in Hamilton and Fulton Counties, consisting of scattered blocks of State land that vary in size and distribution with a combined total of approximately 40,500 acres excluding waters. A few parcels are less than 100 acres, with the largest tract approximately 24,000 acres in size. The Northville Boat Launch consists of 4.2 acres of intensive use classified land.

Table I -Shaker Mountain Wild Forest Acreage [1] (Town and county acreage totals are for in-park portions only)

COUNTY	TOWN	LAND	WATER	SMWF-LAND	%	-WATER [2]	%
	Benson	53,202	394	6,660	13	4	1
Hamilton	**(All Towns)**	**1,097,331**	**58,798**	**6,660**	**<1**	**4**	**<1**
Total County Acres		**1,156,129**		**Total SMWF Acres - 6,664**			
	Northampton	21,518	8,733	145	<1	0	0
	Mayfield	28,741	3,792	4,180	15	13	<1
	Bleecker	38,000	1,443	18,594	49	150	10
	Caroga [3]	34,525	2, 217	10, 952	32	531	23
Fulton	**(All Towns)**	**180,191**	**23,055**	**33, 871**	**19**	**698**	**3**
Total County Acres		**203,246**		**Total SMWF Acres - 34,565**			
Grand SMWF Total - 41,229 acres - 702 acres (underwater lands) = 40,527 acres							

[1]Surface area acreage of SMWF calculated using ArcView software 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. More accurate Fulton County parcel by parcel public land coverage is being developed by DEC Real Property staff, but its not yet complete. Total land and water acreages from statistics generated from the Adirondack Park Agency Land Classification Geographic Information System database (August 2000).
[2] Lands under water include river area, interior and perimeter waters where the bed is owned by the State.
[3] Minor correction for change in surface size of Irving Pond and the inlet of Pine Lake.
Note: Percentage (%) columns in table denotes portion of SMWF lands or waters within each town/county.

E. General Access

Fulton County is located north of New York State Thruway (I-90), west of Interstate 87 and northwest of Interstate 88,which provide direct linkage to all major population areas in the Northeast. State Routes 30, 30A, 10 and 29 connect the traveler to the interstate highways enabling over 70 million people in the northeast states and Canada to reach the SMWF within one day's drive.

Most of the State lands and waters within the SMWF are fairly accessible to the public due to the abundance and proximity of public roads and trails. NYS Route 10 and 29A provides highway access to the western portion of the area, with NYS Route 30 providing access to the eastern portions. These major highways are connected by a county highway system that passes through Benson, Benson Center, Bleecker, Lindsley Corners and Peters Corners. This road network along with several town roads result in approximately 13 miles of maintained public highways adjacent to SMWF lands and enables vehicular access to within three to four miles of any State land in the unit. The proximity to roads lends itself to a variety of outdoor opportunities for those recreationists seeking a higher level of facility and trail development as

compared to more 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 SMWF lands is available. Private lands in some cases may restrict 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 adjacent waters such as Green Lake, Pine Lake, and Irving Pond with seasonal water access also possible via West Stony Creek. Trailheads located on both State and private lands can provide entry points to the various trails within the SMWF. While a large portion of SMWF trails are designated for snowmobile use, they are also used by skiers, hikers, hunters, anglers, and all terrain bicycle (ATB) or horseback riders.

F. General History

Fulton County is blessed with a rich, inviting history which continues to affect the charm and vitality of the area today. The county (Decker,1989) evolved through aboriginal settlements along its southern fertile boundaries with fine hunting and fishing in its northern lakes and mountains, where before the coming of the European settlers, dwelt the Mohawk nation keepers of the Eastern gate of the Iroquois confederacy. This area began as a frontier with primitive homesteads and settlements where many sensitive negotiations took place between the English king's representatives and the Native American nation leaders.

The present day Fulton County was originally a part of Albany County, named after the Duke of Albany, King James II. With the influence of Sir William Johnson, who had settled at Johnstown, New York, the county was named after the Royal Governor, Tryon. After the close of the American Revolutionary War the county was later divided into Fulton and Montgomery counties.

Fulton County was named after the famous inventor of the steamboat, Robert Fulton. As established in 1838, it contained nine towns: Bleecker, Broadalbin, Ephratah, Johnstown, Mayfield, Northampton, Oppenheim, Perth and Stratford. Caroga became the tenth when added in 1842, being formed from parts of Stratford, Bleecker and Johnstown. A peculiar type of manufacture came to be associated with Fulton County and its towns as a result of the county being the center of the leather gloves industry in the United States. As early as 1809 buckskin gloves were favorably known as a Fulton County product. The old Indian formula for tanning was used, skins were brought in by trappers and farmers, and the makers who had learned their trade, many of them abroad, shaped the gloves.

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, Decker,1989, Aber and King,1965,VanValkenburg,1985):

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.

1793 - Towns of Johnstown and Mayfield were formed from "Caughnawaga".

1799 - Town of Northampton was set apart from the Town of Broadalbin.

1831 - Town of Bleecker was formed from the town of Johnstown. A part was re-annexed in 1841 and a part of Caroga was taken off in 1842.

1842 - Town of Caroga was formed from Stratford, Bleecker, and Johnstown.

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..."*

1875 - Fulton, Johnstown and Gloversville Railroad (FJ&G) extended to Northville.

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. 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 taxation of Forest Preserve lands at the same rate as private lands.

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

1894/1895 - Constitutional Convention and subsequent vote by the public 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.

1896 -"Mayfield" received its name from the Mayfield patent granted in 1770. The village of Mayfield was incorporated in 1896.

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.

1910 - The first fire observation towers were placed on the higher Adirondack and Catskill mountain peaks. The Kane Mountain Tower was erected in 1925.

1923 - The Northville-Lake Placid Trail was completed. Approximately 11 miles of this popular trail adjoins the SMWF unit along the public highways.

1930 - Great Sacandaga Lake Dam and Reservoir (42 square miles) is completed.

1931 - Adirondack Park Blue Line enlarged to 5.6 million acres, including Fulton County.

1950 - Hurricane force winds cause severe damage and blowdown.

1955 - Completion of a paved road (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.

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

1972 - The Shaker Mountain Wild Forest was created as a result of the completion of the APSLMP by the APA in consultation with the Department of Environmental Conservation. Creation of a wild, scenic, and recreational rivers system on both State and private lands. Included in this system is West Stony Creek which traverses a portion of the SMWF.

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 Glacial Geology of the Lower Mohawk, NYS Museum Bulletin - Number 280)

The Adirondacks are a roughly domically 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 whole area of Fulton County lies to the north of the Helderberg range, and contains: Gneiss of several varieties, granite, etc., being the primary rocks; Potsdam sandstone; the Calciferous group; Black River limestone; Utica slate; and Frankfort slate, and its sandstone. The primary rocks cover the northern part, bounding the Sacandaga valley at the northeastern corner of Fulton County, turning to the southwest a few miles below the line of Hamilton County, forming the high ridges known as the Mayfield mountains. At Buell Mountain (two and one-half miles west of Northville) a fault scarp is evident. The Little Falls dolomite, lying at 800 feet, is sharply faulted against the syenite of the mountain which rises to 2020 feet.

The cumulative effects of running water, weathering, and other agents of change, glacial erosion and deposition have had effects on area landscapes. During the Pleistocene Epoch, 1.6 million years ago, huge ice sheets advanced and retreated several times across the Adirondacks. In retreat, the glacier plucked rock fragments in its path, scoured mountaintops, scraped away soil and loose sediments, wore away bedrock, and gouged river valleys into deep troughs. Melting ice sheets released huge volumes of melt water. Retreating glaciers deposited accumulations of glacial till, a mixture of clay, silt, sand, and stone, in their wake which dammed stream channels to form lakes, ponds, and wetlands.

The 15-minute geological quadrangle reports, published as Museum Bulletins by the New York State Museum and Science Service, contain descriptive accounts of glacial deposits and history in some of the region but contain little or no specific information on the SMWF. While there is evidence of waters at the northern part of Fulton County due to glacial drift blockages, most of the area is absent of lakes. This lack of waters in the great morainic belt of Gloversville is perhaps due to the porosity of the subsoils and subterranean drainage. The

bedrock on the summit of Pinnacle exhibits considerable areas of "*roche moutonnée*,"* around the USGS benchmark. Furrows shaped by a glacier run south 40 to 50 degrees west. Another example of the effects of glaciation are ellipsoid hills also called "drumlins," These drumlins are developed in the greatest number around the cities of Gloversville and Johnstown.

There is relatively little published information on the surficial geology of the SMWF. The following table is derived from the Surficial Geologic Map of New York.

Table II - Shaker Mountain Wild Forest Surficial Geology [1]

MATERIAL	TOTAL ACRES
Fluvial deltaic sand - Same as outwash sand and gravel, except deposition further from glaciers, age uncertain. Example - Northville Boat Launch.	2
Kame deposits - Coarse to fine gravel and/or sand, includes kames, eskers, kame terraces, kame deltas, ice contact, or ice cored deposition, lateral variability in sorting, texture and permeability, may be firmly cemented with calcareous cement, thickness variable (10-30 meters). Examples - NYS Route 10, West Stony Creek, Hatch Brook, and Mussey Road Area.	1508
Kame moraine - Variable texture from boulders to sand, deposition at an active ice margin during retreat, constructional kame and kettle topography, locally, calcareous cement, thickness variable (10-30 meters). Examples - Benson Tract and Lake 16.	345
Outwash sand and gravel - Coarse to fine gravel with sand, proglacial fluvial deposition. Examples - Pine Lake, Bellows Lake, and Benson Tract.	1586
Bedrock - Exposed or generally within one meter of surface, in some areas saprolite is preserved. Examples - Scattered throughout area, Kane Mountain, Hogback, and Mayfield Hills.	5363
Till - Variable texture (boulders to silt), usually poorly sorted sand-rich diamict, deposition beneath glacier ice, permeability varies with compaction, thickness variable (1-50 meters). Examples - Scattered throughout area.	31663

[1]Surface area acreage of SMWF calculated using ArcView software from surficial geology of the Adirondack Park information published by the Adirondack Park Agency (APA). Metadata on APA-Disk2/Geologic/metadata/surficial.html.

Within the SMWF, old mines and gravel pits exist in a few locations. An abandoned quarry is located on SMWF lands near Cranberry Creek in the town of Mayfield. An old gravel pit is located next to the Tannery Road in the town of Bleecker.

Roche Moutonnee is a knoll or hill of bed rock that has been eroded and smoothed by a glacier. The name is French and translates into English as 'sheep rocks,' a good description of them when seen from a distance.

Soils

Site specific soil surveys have not been conducted within the SMWF. Adirondack Park wide, 132 map units or soil associations* have been identified, with only a small portion occurring within the SMWF. Three of the associations may be considered anomalies based on their small size since the accuracy of these map units is between 40-100 acres.

Table III - Shaker Mountain Wild Forest Soils [1]

MESO SOIL DESCRIPTION [2]	SLOPE [3] RATING	DEPTH [4]	DRAINAGE [5]	FOR [6]	EROD [7]	TOTAL ACRES
Adams-Croghan	NL	1	3.0	3	4	146
Bice-Insula/VS	MS	2	2.5	2	2	656
Bice-Insula/VS	SL	2	2.5	2	3	781
Bice/VS	SL	1	3.0	1	3	11
Colton	GS	1	1.0	3	4	16
Colton	MS	1	1.0	3	3	0.3
Crary-Lyme (Pillsbury)/S	NL	1	5.0	2	2	1
Fluvaquents-Borosaprists	NL	1	7.0	5	5	382
Greenwood-Cathro	LL	1	7.0	5	5	359
Pillsbury-Lyme/S	GS	1	6.0	3	3	2204
Pillsbury-Tughill/VB	NL	1	6.5	3	3	348
Potsdam-Crary/S	SL	1	3.5	1	2	1521
Potsdam-Crary/VB	SL	1	3.5	1	2	2914
Potsdam-Lyman/B	MS	2	2.5	2	1	18430
Potsdam-Lyman/B	SL	2	2.5	2	2	6844

**Soils across the planning unit vary widely in degree of slope, depth to bedrock, stoniness, and drainage. General meso-soil maps for the planning area are available from the Adirondack Park Agency and the Natural Resource Conservation Service's County Soil Survey. These depict broad soil associations relative to a particular landscape type. The maps portray soil associations as patterns of similar soils based on their properties and constituents. These are useful in the management of large forested areas and watersheds, but are not suitable for planning areas less than 40 acres in size. For specific projects in small areas, such as placement of trails, parking facilities, camping areas, etc., detailed on-site soil surveys may be required.*

MESO SOIL DESCRIPTION [2]	SLOPE [3] RATING	DEPTH [4]	DRAINAGE [5]	FOR [6]	EROD [7]	TOTAL ACRES
Potsdam/B	MS	1	3.0	1	1	2
Rock Outcrop-Lyman/VS	VS	4	1.0	4	2	4432
Schroon-Lyme/VS	GS	1	5.0	2	4	852
Searsport	NL	1	7.0	4	4	239

[1]Surface area acreage of SMWF calculated using ArcView software from General Soils of the Adirondack Park information published by the Adirondack Park Agency. Metadata on APA-Disk2/Geologic/metadata/surficial.html.
[2] SOIL DESCRIPTION: S - Stony, VS - Very Stony, VB - Very Bouldery, B - Bouldery
[3] SOIL SLOPE RATING : LL-level (0%), NL-nearly level (1-3%), GS-gently sloping (3-8%), SL-sloping (8-15%), MS-moderately steep (15-25%), ST-steep (25-40%), VS-very steep (>30%)
[4] DEPTH TO BEDROCK: 1-Deep Soils (>60in), 2-Deep & Some Shallow or Moderately Deep (20-60in) Soils, 3-Shallow Soils (<20in) & Rock Outcrop, 4-Rock Outcrop
[5] DRAINAGE CAPACITY: (1.0-1.5)-Excessively Drained, (2.0-2.5)-Somewhat Excessively Drained, (3.0-3.5)-Well Drained, (4.0-4.5)-Moderately Well Drained, (5.0-5.5)-Somewhat Poorly Drained, (6.0-6.5)-Poorly Drained, (7.0-7.5)-Very Poorly Drained
[6]FOREST PRODUCTIVITY: 1-Very Good, 2-Good, 3-Fair, 4-Poor, 5-Non-Commercial, 6-Water
[7]ERODABILITY RATING: 0-Water, 1-Very Severe, 2-Severe, 3-Moderate, 4-Slight, 5-Low

Soils provide the basic support, nutrient, and water reservoir for the plant and animal communities within the unit. All soils are formed by the chemical and physical breakdown of bedrock. However, soil composition can be vastly different from the bedrock beneath due to deposits that have been moved and deposited as glaciers advanced and retreated. 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 the limiting factors for most trail projects. Physical features such as drainage, slope, and vegetative cover also influence the degree of soil disturbance, especially compaction created by public use. Soils can be divided into broad groups based upon the deposition of soil material.

Glacial Till

Soils in this category are the major type and occur widespread throughout the unit.
Potsdam - Lyman complex: This complex is the most common soil association within the SMWF and consists of loamy soils with stones and boulders scattered across the surface on gently sloping to moderately steep mountain sides. Examples - Found throughout the area.

Potsdam - Crary complex: This complex is the second most common soil association within the SMWF and consists of very deep, gently sloping to strongly sloping soils on till plains. The moderately well drained Crary soils are typically on footslopes, lower sideslopes, and slightly concave areas. The well drained Potsdam soils are typically on upper side slopes and on convex knolls and hilltops. Examples - Found mostly in the Shaker Mountain Tract (Bellows Lake, Pinnacle, and Stoner Lake Outlet) and West Stony Creek Tract (Hatch Brook Area).

Pillsbury-Lyme complex: Examples - Found mostly in the Pinnacle Road area and in the vicinity of Holmes Lake and Chase Lake.

Bice-Insula complex: Consists of very deep, well drained, loamy soils. Examples - Found mostly in the Peck Creek Tract near the Adirondack Park boundary line. Also found in the Tannery Road Area (Lynus Vly Outlet) and Warner Hill Extension.

Organic Deposits

Rich in vegetative matter in various states of decay, occurring in the low wetlands where impeded drainage creates saturated soils on top of glacial outwash or bedrock and where upland forest plants could not survive.

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 Examples - Found near Pine Lake Inlet, Chase Lake Outlet, and Peters Pond.

Fluvaquents - Areas of various kinds of soil materials on the bottom lands of streams and rivers. The soil material ranges in texture from silt loam to sand and gravel. It is moderately well drained to very poorly drained and is seasonally flooded. Examples - Found in the vicinity of Stony Creek.

Non-Soil Areas

Rock Outcrop-Lyman: Consists of rock outcrops and shallow to bedrock (ledge), somewhat excessively drained Lyman soils are on mountain sides. Rock outcrops consist of exposures of bare bedrock with little or no vegetation. These areas may provide viewpoints or support rock nesting birds or animals. Rock outcrops can be slippery when wet. For areas with soil, slope is a severe limitation for developing paths and trails. Examples - Found on Pinnacle, Kane Mountain, and Pigeon Mountain, along with an unnamed mountain west of Winter Lake.

Terrain/Topography

Many independent factors have contributed to the terrain and drainage patterns of the SMWF. The valleys and mountain regions were formed by the Earth's upheaval and its cooling off period. The present Mayfield mountains were rounded by the powerful, southerly flow of glaciers during the ice age, along with many others on the northern boundaries. Lakes were filled, creek beds and streams were deepened when the glaciers slowly receded, thus helping to establish some of the natural features of the area. The physiography is largely low, rolling forested hills with a maximum elevation of 2,780 feet at the summit of Pigeon Mountain. The lowest elevation is about 880 feet along West Stony Creek in the town of Benson.

Of the 32 named summits of Fulton County*, half are within the SMWF. Pigeon Mountain represents the highest peak in Fulton County with other points of significant elevation within the SMWF occurring on the summits of Hogback, Panther Mountain, Pinnacle and Shaker Mountain. Detailed information on area topography can be found on the Caroga, Northville, Gloversville, Peck Lake, Jackson Summit, Canada Lake, and Piseco Lake 7-1/2 minute USGS maps.

A general description of the planning area by Fulton County township (French, 1861):
CAROGA: Rolling in the south and broken in the north by small, sharp mountains. A large hill lies west of Caroga Creek and a swell of land rises about 300 feet between the principal branches. Numerous clusters of lakes lie in the center and north part of the town, and include Stoner Lakes, Caroga Lake, Bellows, Prairie, Green, and Pine Lakes.

BLEECKER: Hilly and mountainous with the highest summits upon the northern border. The streams are branches of West Stony and Caroga Creeks. In the valleys are several small lakes, the largest being Chase Lake. The soil is thin and light, and the surface is very stony.

MAYFIELD: The northern part of the town is broken by mountains rising 1,500 to 2,000 feet above sea level. These elevations are of primary formation, with rounded summits, the higher peaks having steep declivities. The central and south parts are rolling and more conducive to cultivation. Stony Creek flows through the northwest corner. The soil is sandy and gravelly, in some places with boulders. The valleys are alluvial, with some clayey loam.

NORTHAMPTON: Its surface is hilly in the north, the hills rising about 1,000 feet above the valley. The soil in the valley is a rich alluvium, and on the upland, a sandy loam. In places it is stony and rocky.

Water

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

Ponded Water**

More than 30 ponds and lakes occur within or adjacent to the SMWF with a total surface area of 783 acres. SMWF waters range in size from less than one acre to 168-acre Pine Lake. Most of these waters have all, or a majority of their shoreline within the wild forest boundary. The exceptions are Green Lake, Irving Pond, Pine Lake, East Stoner Lake and Fish Hatchery Pond that have sections of their shoreline in private ownership and County Line Lake, Duck Lake and East (Middle) Stoner Lake that have sections of their shoreline in Silver Lake Wilderness. The ownership of the underwater lands is vested with the State on the interior SMWF waters and portions of Pine Lake, East Stoner Lake and Irving Pond.

Data extracted from USGS Geographic Names Database.

***For purposes of this plan, only waters officially recognized (those with P numbers) by the NYS Biological Survey are included. The Shaker Mountain 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 SMWF waters used throughout this document and pond narratives was provided by DEC Fisheries. This acreage differs slightly from the GIS calculated acreage in Table IV.*

Appendix 7 lists the major ponded waters in and bordering the SMWF 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. (See 11" x 17" hydrology map in the Appendix)

A comprehensive survey was conducted in many Adirondack waters between 1984 and 1987 by the Adirondack Lakes Survey Corporation (ALSC,1984-1987). Within the SMWF, eight waters were sampled. They included Bellows Lake, Chase Lake, East Stoner Lake, Green Lake, Little Holmes Lake, Mud Pond, Prarie Lake, and Stewart Lake. 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.

The classification of larger planning area water bodies are listed in the following table:

Table IV - Shaker Mountain Wild Forest Waters [1]

WATER BODY	ELEVATION (ft.)	SHORELINE MILES	ACRES
Duck Lake [2]	▬	Total 1.3, SMWF-0.2 (15%)	Total 25.8, SMWF-0.4
County Line Lake [2]	2,430	Total 1.2, SMWF-0.8 (67%)	Total 20.9, SMWF-10.5
East Stoner Lake	▬	Total 1.7, SMWF-0.1 (6 %)	76.9
Little Oxbarn Lake	2,410	0.4	5.9
Winter Lake	▬	0.7	10.5
Unnamed (P-736C)	▬	0.4	3.9
Fisher Vly Lake	2,370	0.8	9.7
Chase Lake	1,450	1.6	64.3
Mud Pond/Lake	▬	0.6	9.7
Oxbarn Lake	2,310	1.5	29.9
Unnamed (P-5282)	▬	0.4	6.5
Pine Lake [3]	1,570	Total 3.7, SMWF-2.9 (78%)	179.5
Little Holmes Lake	1,910	0.4	7.3

WATER BODY	ELEVATION (ft.)	SHORELINE MILES	ACRES
Indian Lake	▬	0.9	21.1
Otter Lake	1,650	Total 1.5, SMWF-1.5 (99%)	40
Holmes Lake	1,850	0.7	17.2
Stewart Lake	1,970	1.3	32.8
Bellows Lake	1,780	1.1	32.1
Racker Vly [4]	1,245	Total 0.9, SMWF-0.1 (11%)	14
Fish Hatchery Pond	▬	Total 0.3, SMWF-0.1 (33%)	3.2
Prarie Pond	1,870	0.5	8.4
Irving Pond [3]	▬	Total 2.8, SMWF-2.6 (93%)	58.0
Lynus Vly	▬	0.5	5.2
Green Lake	▬	Total 1.2, SMWF-0.3 (25%)	46.6
		SMWF-20.8 miles	729.4

[1] Surface area acreage and shoreline length in miles of SMWF calculated using ArcView software from 1:24,000 Hydrography Digital Line Graph data for New York State. Data created by NYSDEC-Division of Water and US Geological Survey - National Mapping Division. Water elevation from Streams and Drainage Basins, Fulton County, New York.

[2] Portion of water area within wild forest unit boundary. These waters will be managed for fisheries purposes as wild forest even though a portion of their acreage is in Hamilton County and within the Silver Lake Wilderness unit boundary.

[3] Minor correction for change in surface size of Irving Pond and the inlet of Pine Lake. Removal of the dam changed the size of Irving Pond from its original 134 acres to approximately 58 acres. The Inlet bay of Pine Lake is approximately 12 acres larger when water levels are high than what is on the USGS map. Approximately 27 acres of underwater land at the southwest end of Pine Lake are in private ownership. The State owns the rest of the underwater lands up to the high water mark. A small portion of underwater land at the southwest end of Irving Pond are in town ownership. The State owns the rest of the underwater lands excepting any private pieces within Lot 46, Sub 6, Glen, Bleecker & Lansing Patent.

[4] Possible occupancy (1-1/2 acres of water) of State lands due to dam on private lands- See Section IV-D-6.

▬ Data unavailable

Impoundments

Within the planning area, a few waters with SMWF shoreline are the result of man-made impoundments. They include Fish Hatchery Pond, Green Lake (water level influenced by dam on Stewarts Landing), Racker Vly, and Pine Lake. The dam on Irving Pond was removed in 1997. Racker Vly is almost entirely on private land with the exception of a small part at the southern end.

The Great Sacandaga Lake is the second-largest lake within Adirondack Park. Actually, it's a reservoir resulting from the damming of the Sacandaga River in 1930, a move made to help tame the Hudson River from its springtime flooding that occasionally caused havoc in Glens Falls and as far downstream as Troy and Albany. The Northville Boat Launch provides one location to access this waterbody.

Watercourses

The SMWF contains approximately 63 miles of miles of small, coldwater and warmwater beaver flows and streams. A detailed list can be found in Appendix 7, Table 3. The majority of these streams are in Fulton County within the towns of Caroga and Bleecker.

Table V - Whitewater/fastwater Opportunities (Derived from American Whitewater.org)

RIVER	LENGTH [1]	NYS [2]	ACCESS	CLASS [3]
West Stony Creek	10.5	4.8	Pinnacle to Route 30	II-III

[1] Estimated total miles between access points
[2] Approximate miles along SMWF land.
[3] River class based on the International scale of difficulty:
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, 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 SMWF* different portions of West Stony Creek are classified under this Wild, Scenic, and Recreational Rivers System Act as scenic and recreational. 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. 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 West Stony Creek that are designated river segments located within the SMWF planning area. (See 11" x 17" hydrology map in the Appendix)

The area of SMWF within the one-half mile river corridor includes approximately 3,005 acres, which represents 7% of the land area of the unit. None of the SMWF portions of West Stony Creek 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.

**For purposes of this plan, the eastern planning area boundary ends at the western shore of the Sacandaga River and the Great Sacandaga Lake. The Recreational classification of the Sacandaga River will be addressed in adjoining UMPs.*

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, 2001, page 44) Recreational river boundaries, including a one-half mile corridor from each bank:

West Stony Creek (ECL §15-2714(3)(cc)) - approximately six miles from the Persch Road crossing to the Tannery Road crossing and approximately two and seven-tenths miles from the confluence with Hatch Brook to the confluence with the Main Branch of the Sacandaga River. The portion adjacent to SMWF lands includes approximately one-half mile in Lot 2, Benson Tract. Additionally, portions of SMWF in the vicinity of Hatch Brook are within the one-half mile corridor width.

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 adjacent to SMWF, including a one-half mile corridor from each bank:

West Stony Creek (ECL §15-2714(2)(ee)) - approximately seven and seven-tenths miles from the Tannery Road crossing to the confluence with Hatch Brook. The portion through or adjacent to SMWF lands includes approximately 4.3 miles in lots 6, 7, and 9, Glen, Bleecker and Lansing Patent. Additionally, portions of SMWF in the vicinity of Tannery Road, Tolmantown Road, and Barlow Road are within the one-half mile corridor width.

Watershed and Aquifer Information

Waters in the SMWF occur in two distinct watersheds, the Hudson (27,216 acres) and the Mohawk Hudson (13,252 acres). The boundary between the two watersheds runs north and south along a ridge connecting Hogsback Mountain, Shaker Mountain, and Pigeon Mountain. SMWF waters that flow into the Mohawk River generally flow to Canada Lake and then via Sprite Creek to the Mohawk. Ponds that drain to the Hudson flow into West Stony Creek to Great Sacandaga Reservoir and then to the Hudson. Exceptions to the latter include County Line Lake and Duck Lake which flow to Great Sacandaga via the West Branch of the Sacandaga River.

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 association reports, basin studies, and other special projects. Within the planning area, two waters are monitored. Pine Lake is 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. Otter Lake is monitored as part of the Adirondack Long-Term Monitoring program managed by the ALSC.

Lake Associations

Within the planning area various lake associations have been formed for Canada Lake, Pine Lake, East (Middle) Stoner Lake, (fish & game club) and the Great Sacandaga Lake.

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. Between 1907-1910 records of flow were collected on the Sacandaga River, near Northville. Stream-flow records on West Stony Creek were obtained for the time period between 1933-1937. Of the surface stations currently located within the Adirondack Park, none are located within the planning area.

Water Classification

The protection of NYS 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 regulate 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 private lands, the portions of streams through State lands are not specifically classified. (See Appendix 7-Table 3.)

Flood Plains

Fulton County generally lacks large rivers, and, for the most part its streams are small and flow through sparsely populated areas. The effect of climate on evaporation, transpiration, precipitation, runoff, and stream flow results in visible phenomena within the planning area 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. 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, 2001, page 19).

**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.*

Wetlands* within SMWF 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.

Within the SMWF wetlands account for approximately 1,400 acres or 3% of the area. This is much smaller than the rest of the Adirondacks where wetland areas range from 12-16% (APA, personal communication). While the digital wetland data for the Mohawk watershed is unavailable, a review of information for the Upper Hudson watershed indicated that no portion of the SMWF contains megawetlands.** The closest megawetland (Tamarack Swamp) occurs on private land to the east of SMWF. Wetlands within the unit are scattered along major drainages and in association with many area lakes and ponds. The largest wetland complex located on Forest Preserve lands in the SMWF occurs west of the Pinnacle Road in the Peters Pond area. With the exception of portions of the Holmes Lake snowmobile trail and the Sailor Swamp snowmobile trail, 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.

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 5) wildlife species are believed to occur within the SMWF that would have special wetland related habitat requirements. Wetland vegetation can be variable and may include trees and shrubs along with bog, emergent, and aquatic vegetation Wetlands and their relationship to existing and proposed facilities are shown on the 11" x 17" hydrology map in the Appendix. The source data is incomplete, lacking wetland information for the Mohawk Watershed portion of the unit. (Metadata on APA-Disk2/Wetlands\metadata\covertypewetlands.html.)

SMWF wetlands data is summarized in the following tables.

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* *Wetlands are inventoried, mapped and protected under the 1975 Freshwater Wetlands Act by the Adirondack Park Agency. Complete wetland coverage for the SMWF is only available from The National Wetlands Inventory maps produced by the U.S. Fish and Wildlife Service. They contain information on the location and characteristics of wetlands and deepwater habitats and were developed using 1:24,000 U.S. Geological Survey (USGS) base maps. Wetlands are classified using the method described in the Classification of Wetlands and Deepwater Habitats of the United States, published by the U.S. Fish & Wildlife Service.*

** *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*

Table VI - SMWF Wetlands (National Wetlands Inventory - See Map in Appendix 18)

System	Acres
U - upland All areas not defined as wetland or deepwater habitats. Examples - throughout area.	38,890
L - lacustrine Includes wetlands and deepwater habitats with all of the following characteristics: 1. situated in a topographic depression or a dammed river channel; 2. lacking trees, shrubs, persistent emergents, emergent mosses or lichens with greater than 30% area coverage. 3. total area exceeds 8 hectares (20 acres).	37
R - riverine Includes all wetlands and deepwater habitats contained in natural or artificial channels periodically or continuously containing flowing water or which forms a connecting link between the two bodies standing water. Upland islands or Palustrine wetlands occur in the channel, but they are not part of the system.	19
P - palustrine Includes all nontidal wetlands dominated by trees, shrubs, emergents, mosses or lichens.	1,343

Primary Wetland Class	Acres
US - unconsolidated shore Unconsolidated Shore - Includes all wetland habitats having three characteristics: (1) unconsolidated substrates with less than 75% area cover of stones, boulders, or bedrock;(2) less than 30% area cover of vegetation other than pioneering plants; and (3) any of the following water regimes: irregularly exposed, regularly flooded, irregularly flooded, seasonally flooded, temporarily flooded, intermittently flooded, saturated, or artificially flooded.	2.7
FO - forested Characterized by woody vegetation that is 6 meters tall or taller. Examples - Peters Swamp, West Stony Islands, and SMWF land south of Nick Stoners Golf Course.	729
SS - scrub - shrub Includes areas dominated by woody vegetation less than 6 meters (20 feet) tall. The species include true shrubs, young trees (saplings), and trees or shrubs that are small or stunted because of environmental conditions. Examples - Chase Lake western shore, Peters Swamp, and Bellows Lake-Frie Flow Area.	258
UB - unconsolidated bottom Includes all wetlands and deepwater habitats with at least 25% cover of particles smaller than stones (less than 6-7 cm), and a vegetative cover less than 30%. Examples - Pine Lake Inlet and Prarie Lake.	143

EM - emergent Characterized by erect, rooted, herbaceous hydrophytes, excluding mosses and lichens. This vegetation is present for most of the growing season in most years. These wetlands are usually dominated by perennial plants. Examples - Chase Lake Outlet, Pinnacle Creek Area, and Pine Lake Outlet.	267

Air Resources

Climate

The Adirondack region climate is characterized by short cool summers and long cold winters. Elevation differences produce some 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 cover 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. The average mean temperature in Fulton County is 45 degrees Fahrenheit. In January, the mean is 19 degrees Fahrenheit and in July, 70 degrees Fahrenheit.

Climatological factors, such as snow cover and rain affect seasonal use trends, trail locations, accessibility and public use management. A NYS Cooperative Snow Survey (Fear,1972) during 1965-1972 surveyed snow-on-the-ground at nine selected sites within Fulton County. The Bleecker site reported maximum snow accumulation and water content for the county, with an average snow depth of 18.8 inches in January and 30.3 inches in March. The northern part of Caroga also reported season long snow cover. The amount of snowfall and length of snowcover have a direct bearing on the ability of the public to use the SMWF for snowmobiling and cross 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. Prevailing winds are generally westerly, but may be modified by topography. 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 little damage within the SMWF area, mostly in the Peters Mountain Tract. A more recent wind event occurred across northern New York on July 15, 1995. Although no significant damage was reported for the SMWF, portions of the area may have been impacted. A local ice storm in the winter of 2000 - 2001 caused scattered minor tree damage in parts of Fulton County. Ice storms, tornados, micro bursts, fires, and insect outbreaks all occur and affect area flora and thereby fauna.

Air Quality/Atmospheric Deposition

The effects on SMWF air quality have not been sufficiently measured or determined. Air quality and visibility in the Adirondacks 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 have 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 the closest permanent monitoring site is approximately 20 miles away from the center of the unit, 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 indicate that sulfates declined in 92 percent of a representative sample of lakes selected by the Adirondack Lakes Survey Corporation (ALSC), but that 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 of acid deposition will allow the monitoring network to determine if improvements will continue .

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.

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. 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 of 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 consists of over six million acres of forest, lakes, streams and mountains interspersed with dozens of small communities, and a large seasonal population fluctuation. However, due to its geography and geology, it is one of the most sensitive regions in the United States to acidic deposition and has been impacted to such an extent that significant native fish populations have been lost and signature high elevation forests have been damaged.

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. A 1995 EPA Report to Congress (Acid Deposition Standard Feasibility Study, EPA 430-r-95-001a, October 1995) estimated that 70% of the target population lakes are at risk of episodic acidification at least once during the year. The 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. Acid ion depositions, popularly known as "acid rain," is the greatest single fisheries issue in the SMWF. Data on pH of small streams in the unit are not available. (See critically acidified waters on 11" x 17" hydrology map in the Appendix)

Permanent Long Term Monitoring sites in or near this unit

The effects of outside pollutants, e.g. acid precipitation, are under investigation by various researchers. The closest DEC atmospheric deposition monitoring research trailer is stationed at the Piseco Airport approximately 20 miles to the north of the center of the unit. 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. Otter Lake is one of the monitored waters. Summaries of the data can be found at http://www.adirondacklakessurvey.org

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 SMWF are almost entirely forested with species composition 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 SMWF, but they are believed to have been a mixture of mature, old growth northern hardwoods, lowland coniferous forest, and mixed woods 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. Because this area was not within the original bounds of the park, it has had a much more varied history of use than areas in the core of the park (McMartin, 1999). Early logging activity was almost completely restricted to removing much of the overstory of pine and spruce for sawlogs and hemlock for bark. As the name of the nearby city of Gloversville suggests, a large portion of the local economy was based on the production of leather and therefore required a supply of timber, especially oaks and hemlocks (McMartin, 1999).

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 loggers. While some areas of older hardwoods remain, most of the forest is composed of younger second growth hardwoods consisting predominately of maple, hemlock, and birch. The clear cutting of softwoods for pulp left 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.

While no comprehensive history of land use in the SMWF is available, past major disturbances to the landscape are described in the following table.

Table VII-1 1916 Adirondack Fire Map Information [1]

VALUE	DESCRIPTION	ACRES
1	Green Timber - virgin and second growth - no slash (Scattered over large portion of area)	28208
2	Logged for softwood only - considerable slash (Northeast of Pine Lake, and Lynus Vly Area)	570
3	Logged for both softwood and hardwood - much slash (Scattered parts of Shaker Mountain Tract, SW parcels, and Round Vly/Lawyer Mountain Tract)	6340
4	Burned over area - much inflammable material left (Parts of West Stony Creek Tract in the town of Benson and west of Pinnacle Road)	643
5	Waste and denuded lands - very little inflammable material (West Stony Creek, Whitman Flow Area, and Upper Benson Tract)	2001
6	Open land - farmland and grazing (Holmes Lake Road, Peters Pond Area, West Stony Creek, and Upper Benson Tract)	2265
7	Water bodies	440

[1]Surface area acreage of SMWF calculated using ArcView software from coverage containing the 1916 fire protection areas of the Adirondack Park, New York State published by the Adirondack Park Agency. Metadata on APA-Disk2/Geologic/metadata/ForestDisturbance/metadata/1916fire.html. Data created for the Adirondack Park Agency (APA) as an historical reference.

Vegetative Cover Types

No detailed cover type inventory is available for the SMWF. The forest cover is believed to be predominately hardwoods, ranging from pole size to mature stands. 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's Ecological Communities of NYS (Reschke, 1990). (See Appendix 9 for a list of common and scientific names for tree species.)

Northern Hardwoods Forest - This type is the most common throughout the unit and usually consists of sugar maple (*Acer saccharum*), American beech (*Fagus grandifolia*), and yellow birch (*Betula alleghaniensis*). Other associated tree species may include northern red oak (*Quercus rubra*) on warmer and drier sites, eastern hemlock (*Tsuga canadensis*), black cherry (*Prunus serotina*), white ash (*Fraxinus americana*), red maple (*Acer rubrum*), and less frequently American basswood (*Tilia americana*). Characteristic understorey vegetation includes hobblebush (*Viburnum lantanoides*), striped maple (*Acer pennsylvanicum*), 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. Stands of white ash may be found in the West Stony Creek and Round Vly/Lawyer Mountain tracts.

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. Pine and hemlock stands occur in the Peters Mountain and West Stony Creek tracts as well as the eastern portion of the Shaker Mountain Tract. Notable hemlock stands exist in the vicinity of Chase Lake and the West Stony Creek Tract.

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 balsamea*) and red spruce (*Picea rubra*) and occasionally has an eastern white pine (*Pinus strobus*) component. Infrequent associated species include black spruce (*Picea mariana*) and tamarack (*Larix laricina*). Often tree canopy is very dense and subsequently the herbaceous layer is quite sparse. The majority of spruce fir stands are believed to be concentrated in the eastern portion of the unit in the lowlands along Pinnacle Creek and West Stony Creek, and in the vicinity of Chase Lake. Other examples include areas around Stoner Lake Outlet, Whitman Flow, Frie Flow, North Branch of Stony Creek, and the north slopes of Pinnacle Mountain.

Other forest types occur on the unit but occupy relatively small areas. The northern hardwood/oak type Has been observed in parts of the Round Vly/Lawyer Mountain Tract and the western part of the Shaker Mountain Tract. Although not necessarily natural in character, plantations are present in a couple of locations. Plantations were concentrated on abandoned farmland and may be made up of one or more species of softwoods. Examples of red pine (*Pinus resinosa*) can be seen in Benson (Godfrey Road Area) with Scots Pine (*Pinus sylvestris*) in the vicinity of Holmes Lake Outlet.

The following is a list of general plant communities within the SMWF from New York State Gap Analysis Project (NY-GAP) information. While the NY-GAP relies heavily on ecological community descriptions (Reschke, 1990), land cover types are slightly different from these ecological communities. Combinations and modifications were necessary due to the scale at which the State was mapped, ability to distinguish types using satellite imagery, and limited field data. (See 11" x 17" land cover map in the Appendix)

Table VII-2 SMWF Land Cover [1]

GRIDCODE	DESCRIPTION [2]	ACRES
1.	Spruce-fir	4429
12.	Deciduous wetland	76
18.	Evergreen northern hardwoods	11736
26.	Shrub swamp	106
3.	Evergreen wetland	115
31.	Emergent marsh/open fen/wet meadow	78
37.	Open water [3]	1230
39.	Roads	37
7.	Sugar maple mesic	22586
8.	Oak	73

[1] Surface area acreage of SMWF calculated using ArcView software from coverage containing the land cover of New York State from single-date Landsat-5 Thematic Mapper data acquired between 1991 and 1993 published as part of the New York State Gap Analysis Project by Cornell. Metadata on NYGAPCD1/gisdata/landcover/grid/NYLANDCOV_CLP.HTML.

[2] These descriptions are general approximations of what plant species one can expect to find in the areas mapped as a particular cover type. Included in each description are some of the dominant and associated species for each type, site factors where available and a general distribution within the State. See Appendix 14 for additional information on land cover classification and descriptions.

[3] Acreage total is greater than water acreage since this description includes the open water associated with the more prominent area streams.

Threatened, Rare, and Endangered Plants

A 2005 review of the Master Habitat Data Bank (MHDB) for the SMWF identified no exemplary natural community, endangered, threatened, or special concern plant species within the wild forest boundaries. (See additional information in Section II-A-4)

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, ice damage, severe winds, and flooding. Only a few areas near the perimeter of the SMWF were impacted by the "Blowdown of 1950." 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 one major disease described below have had an 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.

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. A temporary pheromone trap monitored by Lands and Forest staff is located within the SMWF in the vicinity of the Pinnacle Road.

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 Fulton or Hamilton Counties. Favored hosts are sugar maple and aspen with birch, cherry, and ash also being utilized.

Balsam Woolly Adelgid: The balsam woolly adelgid, *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.

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 inventory and analysis plots have been established in the SMWF. (See Section II-H.) These plots and the evaluation of the data collected at them, document 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 20.) 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 within proximity to the SMWF. Purple loosestrife and common reed have been observed adjacent to NYS Route 30 and 30A in the towns of Mayfield and Johnstown along the southeastern edge of the planning area. Japanese knotweed has been identified at several sites to the north, along the Benson Road. (See terrestrial invasive plant species distribution map in Appendix 20.) Japanese knotweed, purple loosestrife, and common reed are three species that are invasive and can cause serious ecological problems.

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

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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).*

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 SMWF has an assemblage of both remote and easily accessible lakes and ponds. Access points are primarily limited to hand launches, with the exception of Pine Lake where trailered launching has occurred. 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 Holmes Lake and nearby East and West Caroga Lake. No aquatic invasive plant infestations are documented in Holmes Lake to-date. Eurasian watermilfoil is documented in East and West Caroga Lake. Eurasian watermilfoil and curlyleaf pondweed are documented in Mayfield Lake. For more information refer to the following website:
http://www.adkinvasives.com/Aquatic/Maps/Maps.asp.

Wildlife

This unit is located within the 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, various 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 SMWF. Critical habitats such as deer wintering areas, waterfowl and raptor nesting areas are discussed in Section II-A-4-Critical Habitat. (See 11" x 17" potential deer and spruce grouse habitats map in the Appendix)

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 SMWF, 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) is the primary source used to develop a list of birds believed to be present in the SMWF. 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 SMWF 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 habitat 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 the SMWF.

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 an 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. Species such as cerulean warbler prefer these types of conditions.

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 118 species as present in the 14 atlas blocks that overlap the majority of the SMWF. Blocks were selected only if they had a fairly high percentage of State lands in them. (See Appendix 4.) Atlas blocks overlap and extend beyond the land boundary of SMWF. Therefore, BBA data does not reflect what is found on the SMWF, but on the atlas blocks. It is probable that some species determined to be present by BBA where 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 SMWF. Sites that are appealing places for bird watching enthusiasts within the SMWF have not currently been identified but will be researched during the term of the plan. Nearby Willie Wildlife Marsh is located in the Peck Hill Reforestation Area. Information on the Breeding Bird Survey can be found in Section II-H-Education, Interpretation, and Research.

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.

Bird Conservation Areas

In September of 1997, §11-2001 of the Environmental Conservation Law of New York was established creating the New York State Bird Conservation Area Program. 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). No areas within the SMWF are above 2,800 feet.

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 SMWF, 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 SMWF. 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, individuals congregate around waste transfer stations or 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 SMWF. 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 SMWF. 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 25 species of reptiles and amphibians located within or partially within the SMWF. These include three species of turtles, six species of snakes, nine species of frogs and toads, and seven species of salamanders and newts. Of these, none are listed as endangered or threatened. Only two species, the spotted salamander and the eastern box turtle are listed as a Special Concern species. The other 23 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*
	Northern Ringneck Snake	*Diadophis p. edwardsii*o
	Smooth Green Snake	*Liochlorophis vernalis*
Turtles:	Common Snapping Turtle	*Chelydra serpentina*
	Painted Turtle	*Chrysemys picta*
	Eastern Box Turtle	*Terrapene c. carolina*

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 protective status of some vertebrates that may be in the unit:

Endangered: any species that is 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 in the unit.

Threatened: any species that is 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. Bald Eagle use of the area is believed to be seasonal migrants.

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, they receive no additional legal protection under the Environmental Conservation Law; but, they could become endangered or threatened in the future and should be closely monitored. Species of special concern that may be present in the SMWF include the spotted salamander, eastern box turtle, wood turtle, and common loon. Whip-poor-will, red-shouldered hawk, Cooper's hawk, American bittern, sharp-shinned hawk, and Northern goshawk are also possible according to BBA data.

Eastern Box Turtle - The eastern box turtle (*Terrapene carolina carolina*) is New York's most terrestrial turtle species. It is locally common in a number of the counties of the lower Hudson Valley. There is concern for the future of this species due to the adverse effects of habitat fragmentation, collecting of specimens for the pet trade, and the species' low recruitment rate.

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.

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.

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 hawk 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.

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 SMWF. Loons have been observed on Pine 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 SMWF, no waters 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.

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 SMWF 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.

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 adjacent to the SMWF have occurred over the past few years.

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 SMWF. Golden Eagles are generally considered to have always been rare breeders within NYS. They are currently considered rare visitors only.

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 exotic 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. There has been no organized effort to determine the presence of zebra mussels in Fulton County or any confirmed reports of zebra mussels in planning area waters. Calcium levels may prove to be too low for the existence of the zebra mussels, as was observed in parts of adjacent Hamilton County. (See Section III-E-2.)

Other Fauna

Other animals occur within the SMWF, 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 influence relatively simple fish communities were common. Human caused changes in habitat and introduction of fishes have altered those natural communities. Nonnative fishes are now widespread and many native species are now more widely distributed than historically; sometimes at the expense of other species. A few native species, 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. Around 12,300 BP further retreat of the glacier allowed drainage eastwards through the Mohawk Valley or "Rome Outlet," but this corridor provided little or no access to the Adirondack upland because glacial Lake Albany had already drained by this time and Lake George was isolated from Lake Champlain by a series of cascades and falls. *"Regardless, some species were probably added to the Hudson-Mohawk ichthyofauna at this time, but they are poorly defined."* Around 12,000 BP the St. Lawrence Valley and the Laurentian Corridor opened for recolonization of the Adirondacks via the Raquette River. 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, occurred in various waters.

Human Influences

Detailed documentation of the historic fish communities in SMWF is not available. Extensive fishery survey data was first collected in the 1930's, decades after the massive stockings and introductions of the late 1800's. Reviewing work by Mather (1884) and others from the late 1800's, George (1980) has summarized what is known. Appendix 8 presents information on species known to be native, native-but-widely-introduced (NBWI), and nonnative.

Brook trout, however, were particularly successful at colonizing and thrived in the relative absence of competing and predacious fishes. George (1980) states:

"Under primeval conditions, the brook trout was nearly ubiquitous in the Adirondacks. Its agility, great range in size and facility in rapidly flowing water allowed it to spread widely,

perhaps even concurrently with the demise of the glaciers, thus explaining its presence in unstocked waters above currently impassible waterfalls."

Acid Precipitation

Acid precipitation is a serious threat to the aquatic communities of certain areas of the Adirondacks, and the SMWF is an area that has been heavily impacted. Fish species native to the SMWF are largely those typically associated with the Adirondack upland; however, area waters have been severely impacted by acid precipitation. Many waters that formerly contained fish populations are now devoid of fish life and the diversity of native species has been reduced. (See 11" x 17" hydrology map in the Appendix)

Many brook trout fisheries in the Adirondacks have succumbed to the insidious phenomenon of acid precipitation. It is generally believed from DEC fishery survey records that the effects of acid rain began impacting fish populations three to four decades ago. Early survey data from the SMWF suggests that in this unit the problem may date back even further, perhaps as early as the 1930's. Nearly 50% of lakes and ponds in the unit have pH values of less than 5.0, a value below which indicates that a water body is critically acidified. Only Green Lake and Holmes Lake have pH values consistently above 6.0, and the pH of Holmes Lake is maintained by liming. Because many of the SMWF ponds have only sparse historical fisheries data, it is difficult to document the fish community changes associated with acidification. Bellows Lake and Irving Pond provide the most apparent examples of species decline. Bellows Lake contained three fish species when first surveyed in 1934; white suckers, creek chubs and pumpkinseeds, and had a pH of over 6. A June 1955 netting revealed that brown bullheads and pickerel had become established, but indicated white suckers and creek chubs were no longer present. The pH had dropped markedly during the intervening years. The most recent survey of Bellows Lake, a 1987 Adirondack Lakes Survey Corporaton (ALSC) effort, showed the pond to be fishless and the pH to be only 4.82. A similar decline is noted for Irving Pond. In 1934 six species of fish were collected in Irving Pond including blacknose dace, a species intolerant of low pH (Gallagher and Baker, 1990). When last surveyed in 1992, only pickerel remained. The fact that Irving Pond was subject to annual draw down for many years complicates its fish composition history. The dearth of minnows collected in SMWF waters during the early surveys of the 1930's may also indicate that acidification had already impacted much of the unit by that time.

Brook Trout Distribution

Currently, five SMWF ponds support brook trout fisheries; Holmes Lake, Indian Lake, Otter Lake, Fish Hatchery Pond and Stewart Lake. Holmes Lake requires periodic liming to maintain conditions suitable for brook trout and as detailed in the individual pond narrative section, County Line Lake will likely require the same.

Early fish introductions

Fish Distribution (other than brook trout)

One of the more abundant species in the SMWF is the chain pickerel. This species is reported by George (1980) to be introduced from the lowlands. Records indicate introductions to the area in 1842. The species was widespread in the unit when early survey work was done in the 1930's. Chain pickerel are less widespread in the unit now than 60 years ago due to pond reclamation with rotenone and acidification. A very interesting member of the SMWF fish fauna is the creek chubsucker (See Appendix 7). During the New York State Biological Survey, conducted in the 1920's and 1930's, creek chubsuckers were collected from several

SMWF waters, including Pine Lake, Otter Lake and Green Lake. In the Adirondacks, the species was not collected from any of the other major river drainages, including the Hudson, during this intensive sampling effort. This species continues to have a limited range in the Adirondacks of New York State and was found by the ALSC from only 17 of 1123 waters surveyed, although it is now found in the Hudson and Black River drainages as well as the Mohawk Hudson. The restricted range of creek chubsuckers in the early 1900's suggests the Mohawk Valley or Rome outlet avenue of introduction to which George (1980) referred.

Streams

The most recent fisheries survey data for West Stony Creek is from September 6-7, 1955. At that time the stream had a diverse fish fauna, with 14 fish species captured at one 300 foot sampling location. The only notable game fish was smallmouth bass. West Stony Creek is generally a warm water stream, with Peck Lake as its primary source. It is not considered to be a trout stream, although brook trout are present in low abundance.

Pinnacle Creek is a small tributary of West Stony Creek and when last surveyed was home to several minnow species. The stream does not provide a significant trout fishery. A 1.3 mile section of Lynus Vly Outlet is within the SMWF. This small stream does have a naturally reproducing population of brook trout. It was stocked annually with fall fingerlings, but a June 28, 1994 survey indicated that further stocking was not warranted given the density of wild trout and remote location of the stream. Creek chubs and blacknose dace were also captured.

3. Visual/Scenic Resources/Land Protection

Aside from acid rain, 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 10, 29A, and 30 - Portions of these public highways within the planning area and the NYS 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 SMWF, and address concerns such as State land access, viewsheds, and parking needs. Additional information on adjacent State lands involving the Northville-Lake Placid trail or the Northville Boat Launch can be found in Section VI.

Observation Points

Pigeon Mountain is the dominant landform within the unit and the highest peak in Fulton County. Kane and Pinnacle Mountains provide views from their respective tower or summit. There are no maintained scenic vistas on SMWF lands. Generally the mountain summits are forested with aesthetic observation points often isolated requiring a bushwhack to reach. Some rock outcrops offer views but may require leaf off conditions in late fall and winter.

Special Management Area

The Adirondack Park State Land Master Plan recognizes one Special Management Area within the SMWF. In compliance with the APSLMP, management of this land will not be less restrictive than that of the wild forest land classification.

Kane Mountain Summit

The summit of Kane Mountain is listed under the special management areas under the heading of scenic (APSLMP, 2001, page 100). In addition, the fire tower and trail are listed as a National Historic Landmark. Recent work to restore and rehabilitate the tower and associated facilities has been overseen by the Department and administered through an Adopt-a-Natural-Resource Agreement. Management actions in the area will focus on protecting the ecological, scenic, and historical characteristics of the summit while providing a worthwhile educational experience to the public. (See Sections IV-C-25, IV-C-4, and VI-A for further discussion of proposed management activities on and around the summit area.)

Other Natural Areas

Sand Beaches - Portions of Pine Lake, generally underwater until late summer/fall.
Islands - Small islands occur on Oxbarn/Eastman Lake and West Stony Creek.
Waterfalls - Small falls and cascades along several streams.
Vly - Chain of dry meadows near Whitman Flow.
Cliffs/Overlooks - South of Mud Lake, North of Indian Lake
Outlets/Inlets - Long narrow channel on the northeast side of Chase Lake. Inlet to Pine Lake.

Other Open Space Concerns - 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 SMWF 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 SMWF 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 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 SMWF. The sound environment adjacent to roads, NYS Route 10, for example, and within corridors or areas popular with motorized recreational activities will be intermittently less quiet than the more remote interior locations. Commercial and noncommercial aircraft are also occasionally heard. 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 significant issue within the SMWF in spite of the many roads that help provide access. The heaviest used highways, NYS Route 30 and NYS Route 10 are on either side of the planning area boundary which limits noise penetration. Peak traffic is greater on the weekends, especially during the busy tourist season. Many of the interior attractions such as Chase Lake and Holmes 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; Pine Lake Inlet, for example. Additional information on sound issues can be found in II-G.

Military Overflights

Military aircraft occasionally use SMWF airspace. The unit is within a low-level training route that originates outside 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 Fulton County is outside 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 and exemplary natural communities 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.

Rare Plants and Exemplary Communities

The SMWF has not had a complete survey for rare, threatened, or endangered plants. A 2005 review of the Natural Heritage Program point data files on the MHDB did not reveal the presence of any threatened, endangered, or special concern plant species in the SMWF. However, four records of historic reports of threatened or endangered plant species were found using Natural Heritage region data with a possible location radius within the SMWF boundaries. The plant species include Clustered Sedge *(Carex cumulata*), Cloud Sedge *(Carex haydenii*), Carey's Smartweed (*Polygonum careyi*), and Troublesome Sedge (*Carex molesta*). These sites are concentrated in the eastern part of the planning area, and may involve portions of the Stony Creek, Peters Mountain, and Round Lake/Vly Mountain tracts. (See Appendix 17.) Since most of these plants have not been observed since the 1940's, it is recommended that NYNHP perform a survey to determine if these plants are present in the SMWF and what measures, if any, should be taken to protect them.

The SMWF does not contain any known exemplary natural communities (Adirondack Council, 1988), however matrix old growth patches and mid-elevation river systems have been identified to the north and east. A biologically rich or unusual site described below was identified that may include a small parcel of wild forest land. There are no SMWF facilities located within this community, nor are any proposed in this UMP. Therefore, no action beyond monitoring is advocated.

West Stony Creek Headwaters

COVER TYPE: Swamp Hardwoods; AREA: 3,900 Acres; TOWNS: Bleeker, Caroga; COUNTY: Fulton; Natural Heritage Program Community: Sedge meadow, shrub swamp, hemlock-hardwood swamp, red spruce-balsam fir swamp, pine-northern hardwood forest, and Appalachian oak-pine forest.

This area of multiple ecosystems is a complex mix of vegetative cover types including pockets of white pine and hemlock scattered throughout a forest generally made up of northern hardwoods and oaks. Smaller stands of mixed woods occur along streams on the easterly portion of the area as does a spruce-fir swamp. There are pockets of both heath and sedge wetlands as well as forested swamps.

Significant Habitats (See potential deer and spruce grouse habitats map in the Appendix)

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 NY Natural Heritage Program files were reviewed through the Master Habitat Data Bank for biological information on the SMWF. The following sites were identified:

Deer Wintering Areas

Information provided by regional wildlife staff identified two historic deer wintering areas that are wholly or partially contained within the planning area. Using ArcView software and GIS coverage containing deer wintering areas for the general area, the acreage was calculated

that contains identified wintering locations. One yard of approximately 240 acres is located entirely on private land in the town of Northampton. Less than four acres of the approximately 250-acre yarding area that spans the towns of Bleecker and Mayfield is on SMWF lands west of Tolmantown in the vicinity of the North Branch of West Stony Creek. 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 SMWF and surrounding areas. Initial results suggest that most of the potential deer wintering habitat lies outside historical area boundaries, primarily on nearby private 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. The model was developed for the central Adirondacks and may be inaccurate along the periphery of the Park.

Waterfowl Nesting Areas

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

Raptor Nesting Areas

The following raptors were listed as possible breeders within the area: broad-winged hawk, Cooper's hawk, northern goshawk, red-tailed hawk, red-shouldered hawk and sharp-shinned hawk.

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 SMWF and on nearby private lands, no spruce grouse have actually been observed within the SMWF 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 SMWF.

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. The portion of SMWF within Hamilton County does not exceed 2,000 feet in elevation, therefore no part of the wild forest is part of the BCA.

Old Growth Sites

The presence of old growth remnants of the great forest of the Adirondacks has not been documented within the SMWF. Recent research (McMartin, 1994) indicates the potential for old-growth sites in a few places 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 SMWF was acquired between 1871 and 1885. The largest block included the Stony Creek Tract and Peters Mountain Tract in the eastern part of the unit.

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 SMWF 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 SMWF lands and waters. (See Existing and Proposed Facilities Map 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 (11) - Numerous barriers, primarily associated with roads or trails. Includes rock/earth berms and pipe or cable gates.
Boundary Lines (± 140 miles) - Property line with associated monumentation. Does not include mileage of State shoreline, SMWF road frontage or administrative boundaries.
Bridges/Trail Hardening Facilities (total number N/A) - A wide variety of bridging including road, foot and snowmobile bridges, occur within the area with possibly some boardwalks, drytread, ditching, native rock stepping stones and waterbars also present.
Buildings (1) - Kane Mountain Fire Tower Cabin.
Buoys (user placed, N/A)
Camping Sites (7)- Designated primitive tent sites
Group Camping Sites (0) - Other locations include non-designated sites where historic camping activity has occurred.
Communication Facility (0)
Dams (1 existing, several remains)
Fireplaces (1 existing, 1 partial). Other scattered fire rings not inventoried.
Historic Locations, Memorials, Plaques (1) - within NYS Route 10 ROW
Lean-to/Camping Structures (1) - Chase Lake.
Picnic Areas (0) - There are no designated picnic areas in the SMWF.
Privies (2)
Roads: Town, County and State Roads (29 roads adjacent to SMWF - 14.6 miles) DEC Motor Vehicle Roads (2 roads across SMWF, Open to the public, - 0.3 mi. Additional 0.8 miles over private lands is also open to the public by road easement) DEC Administrative Roads (3 roads - undetermined length over private lands) Closed Roads (several - mileage N/A) Private Roads (3 roads - 0.7 miles)
Signs (N/A)
Trail Facilities Trails (designated facilities approximately 13.6 miles) Additional unknown mileage of herd paths and unmarked trails exist.

Foot Trails (4 marked approximately 3.0 miles)
Snowmobile Trails (5 marked approximately 8.1 miles) Does not include sections of illegal trails (combined distance of approximately 4.1 miles) or use on town trails along private lands, highway corridors or on frozen waterbodies.
Nordic Ski Trails (2 marked approximately 3.3 miles)
Horse Trails (0) - None formally designated/marked.
Bicycle Trails (0) - None formally designated/marked. However, some trails have been ridden by bicyclists.
Trailheads (7) With Maintained Parking (5) Without Maintained Parking (2)
Registers (2)
Trail/Road Easements (2)
Trail/Road Agreements (numerous)
Towers and Appurtences (1-Fire) Kane Mountain.
Utilities (numerous - N/A) Facilities along Town Roads with SMWF frontage or outside ROW of NYS highways.
Waterway Access Sites (3) a. Developed (0) b. Undeveloped (3, includes DOT parking area at East Stoner Lake)
Wildlife and Fisheries Structures (N/A)

Non-conforming Facilities Inventory (excepting occupancies)
The following is a list of known non-conforming facilities in the SMWF:
Cable crossing (1, remains) on Stony Creek , docks (floating) - user placed, dumps (1, remains), gravel pit (1, needs to be reclaimed), boat launch site at Pine Lake, and old cabin platform at Kane Mountain summit. Some primitive tent sites at Holmes Lake are non-conforming due to APSLMP 1/4 mile spacing guidelines. The Chase Lake lean-to is non-conforming since it is less than 100 feet from water.

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 and type of structures is generally limited due to the requirements of the Adirondack Park State Land Master Plan. Often those that remain are structures that relate to the Department's land management activities such as fire towers, "ranger" cabins and related resources. 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, such as the Kane Mountain facility, 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 requirements of the Adirondack Park State Land Master Plan and the State Historic Preservation Act.

Natural features (lakes, ponds, streams, etc.) were often named after local individuals and families 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 Kane Mountain, Whiskey Hill, Trypoli Creek, and Frie Flow. Conversely, the derivation of the names of a number of features in and around the SMWF is somewhat clearer and is listed below (Info summarized from town historian reports, Decker,1989, and McMartin,1998):

<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>Bleecker</u> - Named for Rutger Bleecker, of Albany, a patentee who, in company with Glen and Lansing, purchased a tract of land covering a large portion of the town in 1793. An Indian trail ran through the town, from south to north, passing through Bleecker, past Pine tannery in the north, and into Hamilton county.

<u>Caroga</u> - Formed from Stratford, Bleecker, and Johnstown on April 11, 1842. Named from the principal stream. Custom has applied the named *"Garoga"* to the latter and *"Caroga"* to the town.

Prior to the Revolutionary War, the harsh area that now comprises the Town of Caroga was sparsely populated. By the early1790's, a sawmill was established, a road was surveyed from Johnstown north to the mill and area lands were patented. In the early 1800's, lumbering and sawmills were the main industries. Hunting and trapping of the plentiful wildlife in the area led to the building of a large tanning industry. Boarding houses and homes for tannery workers were built. Teams transported skins to Gloversville daily. Many residents surrounding the tannery made their living providing service to the tannery community.

Private cottages, or camps as they are called in the Adirondacks began to spring up along the lakeshore. More hotels and boarding houses opened. By 1920, there was a large summer community on the Caroga Lakes. An "auto stage" company provided transportation between Gloversville and Caroga Lake. With the increasing popularity of private cars, roads improved and access to the lakes became easier.

Canada Lake Area - Early settlers began to arrive in what is now the town of Caroga in the mid 1700's. Most of the rough topography did not support farming. Instead, logging and tanning industries flourished during the late 1700's through the late 1800's. Early roads were built to connect the mills with population centers, thus enabling sportsmen and others who appreciated nature to enjoy the beauty of lakes in the town. Many of the cottages that now dot the shores of Canada, and Green, and West Lakes were built in the late 1800's and early1900's.

Chase - William Chase was in early life a sea captain, and in the Revolution became an American privateer. He purchased some 12,000 acres of land in the western part of Fulton county. A large tract of land adjoining his, and which Chase intended to buy, was subsequently sold in Albany by auction, and purchased by Barent Bleecker, Cornelius Glen and Abraham G. Lansing. It was known as Bleecker and Lansing's patent. Failing to secure this tract of land, on which he seems to have set his affections, Captain Chase was heard to exclaim, with an oath, *"I would rather have lost my right in heaven than a title to this soil."*

Couchsachrage - French word on a 1756 Map and means *"Indian Beaver Hunting Country."*

Gloversville - Four miles north of Johnstown, is also noted for its manufacture of gloves and mittens

Holmes Lake - The Hartley lot was an early sawmill site. A large sawmill and woodworking factory (Holsted and Ward) operated from about 1900 to 1920 on a site north of the Holmes Lake trailhead. The numerous cement piers which supported the mill still stand. At Holmes Lake there is an old clearing with apple trees and stone walls which was the site of the Holmes' seasonal residence before 1900.

Jackson Summit - Named after the Jackson family, for many years was a prosperous hamlet containing saw mills, tannery, clothespin shop, wooden-ware factory, blacksmith shop, and homes. Jackson Summit began to lose its business places when the bark from hemlock trees used for tanning became hard to find.

Johnstown - Named for Sir William Johnson. The first settlement was commenced under the auspices of Sir William Johnson, in 1760. He removed to "Johnson Hall," about ¾ of a mile northwest of Johnson Village in 1761 or '62. The lands were leased by him with the evident

intention of establishing a baronial estate for his family. The manufacture of buckskin gloves and mittens forms an important item in the business of the town.

Little Holmes Lake - Frie Flow - mill site

Mayfield - Named from the Mayfield Patent, granted June 27, 1770. The first settlement was commenced about 1760 or '61 under Sir William Johnson, on the old road from Tribes Hill to the Sacandaga, and was then called "Philadelphia Bush"

Northampton - Formed from Broadalbin, February 1, 1799.

Old Canadian Trail - The Old Canadian trail north to Lake Champlain is now part of NYS Route 30. This is the trail over which Sir John Johnson escaped to Canada when the American authorities were entering Johnstown to arrest him in 1776. Over this trail Johnson and an enemy war party of 500 Tories and Native Americans came south on May 21, 1780 and entered Johnstown at midnight, plundering, burning and killing. The next night these raiders escaped north by another trail. This forest trail was a difficult point to defend and there was much skirmishing and scouting along it in the Revolution. An American blockhouse was built (1779) on the Sacandaga at Northville as an outpost. It was successfully defended, in April 1780, by a heroic American soldier, Woodworth (later killed at Fairfield), who fought off a party of seven Native Americans singlehanded. In the French-British wars, Canadian-French and Native Americans descended by this trail to the Mohawk.

Shaker Mountain - The Shaker Mountain Wild Forest is named after the mountain at its heart, but it is not clear how the peak was originally named. Another interesting fact is that there are two different Shaker Mountains named within this unit.

Stink/Stoner Lakes - Name originally applied to two crystal sheets of sparkling water in the northern part of the town of Caroga, from the fact that, at one time, when Nicholas Stoner and a companion were hunting in this vicinity, they discovered large quantities of fish which had got over a beaver dam in a freshet, and being unable to return, had perished on the recession of the water, to the great annoyance of those hunters, who thus named the lakes. The naming of the Stoner Lakes varies depending upon which map is referenced ranging from Stink Lakes to Stoner Lakes (with no individual names) to West Stoner Lake/ Stoner Lake/ East Stoner Lake to West Stoner Lake/Middle (East) Stoner Lake/North Stoner Lake. For the purposed of this plan, the lake within the planning area will be referred to as Middle (East) Stoner Lake.

Stoner, Nick - Monument at the Stoner Golf Course in Wheelerville in honor of one of New York's first outdoor guides. Namesake of the Stoner Lakes and roads around the lakes.

Tomantown (Tolmantown, sp.) - (Lee Garlock, History of Mayfield website) was a settlement north of Jackson Summit that existed from mid 1800s to the 1930s. Tomantown was named after a Wendel Toman, a German immigrant in 1830s who settled the area. The foundation remains of the abandoned settlement of Tomantown/Dutch Town, which included a school house and other buildings are all that is visible at the location today. The area appears on most maps as “Tomantown.”

While the name of the old community still shows up on the Jackson Summit 7.5 minute topographic maps as Tomantown, a corruption of the name has led to some confusion as to the

proper spelling of the access road. The road from the south was called the Jackson Summit Road, until in 1996 the town of Mayfield changed the name of the highway to the Tolmantown Road. It is not known for sure how the "l" may have entered the spelling.

2. Historic Resources

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

The Kane Mountain Fire Observation Station was identified as a historic resource in an unpublished inventory prepared by NYSDEC in 1991. Subsequently, with assistance from the New York State Office of Parks, Recreation and Historic Preservation, Field Services Bureau, the Kane Mountain Fire Observation Station was identified as meeting the criteria for listing on the State/National Register of Historic Places. In 1995, the Kane Mountain Fire Tower became the tenth structure in New York State to be included in the National Historic Lookout Register.

The Kane Mountain Fire Observation Station is significant for its association with the New York State Forest Preserve and as a representative example of an early twentieth century fire observation tower. The station, established on State land on Kane Mountain north of Canada Lake, was the only station put into service in 1925 and the only one built in Fulton County. It brought the number of fire towers in the Forest Preserve to 55.

> *"On account of the accessibility of the forests in the vicinity of this station, and the large number of lakes and ponds, there is probably no area of equal size anywhere in the Adirondacks that is more used by the public for camping, hunting and fishing. Existing observation stations were too far away to cover this area efficiently and therefore the Kane Mountain station was established."*
> (National Register of Historic Places registration form, 2001.)

The Kane Mountain Fire Observation Station is located at the 2,060 foot summit of Kane Mountain in the town of Caroga, Fulton County. The fire observation station includes a 60 foot tall, steel frame lookout tower erected in 1925 and a rebuilt observer's cabin, both reached by a foot trail of approximately 0.8 mile in length along the approximate route of the former jeep trail to the summit. The boundary for the nominated property is drawn to include a 500 foot square area surrounding the tower and the full length of the trail leading up to the tower from the base of the mountain and related features.
Contributing resources: 2 (tower, foot trail)
Non-contributing resources: l (observer's cabin)

The 60-foot tower was prefabricated by the Aermotor Corporation and erected in 1925. It is typical of the structures built by the Conservation Commission. The structure consists of a square steel and metal grid "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.

A standard observer's cabin is situated within view of the tower approximately 170 feet to its southwest. The cabin is a single-story rustic dwelling erected in 1961 to replace a building of similar character. The building is classified as a non-contributing building due to its age.

Archaeological Resources - (Site file information provided by Charles Vandrei, 2002)
The archaeological inventory of the SMWF reflects the known general characteristics of the area's history. A number of precontact Native American sites have been identified. Euro-American 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 Tomantown. 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 Euro-American 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 a 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 25 sites within the general planning area boundaries, of which only five are within or in close proximity to the SMWF. The details of concerning these five sites are summarized in the following table.

Table VIII - Known Archaeological/Historical Resources

SHPO/NYSM [1]	Site Name	Description
A3501.000007	HAA 19-3	At this location, A. Gessinger excavated a large (10' diameter) "hearth" area, which produced 40 complete, and 40 fragments of projectiles. At present, 65 have been reassembled. In appearance they suggest Fox Creek Lanceolate/Stemmed. In addition, two grooved axes were recovered as well as hammerstones and a large (4-5"x2.5") very thin and dark "leaf-shaped" knife. Many of the points appear to have been "killed." Reported by Adirondack Park.
A3501.000011	Pinnacle Tannery	Tannery C. 1855. Only the stone foundation remains. Reported by Steven Englehart.

SHPO/NYSM [1]	Site Name	Description
A3503.000005	Wheelerville Hemlock Bark Tannery	One of the larger bark tanneries.
A3503.000006 NYSM 3320	HAA 64-1	Prehistoric woodland site. Corded pottery sherds and stemmed projectile points. Identified by A. C. Parker as traces of occupation
8132	No site name	Paleo Archaic. Fluted point recovered. Reported by D. Rumrill.

[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 SMWF lies on the southern border of the Adirondack Park near the cities of Gloversville and Johnstown and within an hours drive from the larger population centers of the Capital District and Amsterdam. Even though the SMWF is easily accessible from these metropolitan areas and potentially at risk of exploitation by recreational users, it remains comparatively little used by the public.

A wide variety of recreational activities are allowed on SMWF 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 SMWF is difficult to estimate accurately due to the variety of potential access points such as unmarked trails, public highway or shoreline frontage. 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.

Levels of Use

The Department monitors trail use by voluntary registration. There are only two existing register booths that sample public use within the planning area. Both of these facilities are located adjacent to marked hiking trails (Kane Mountain trail and the Northville-Lake Placid trail). 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 two access points. Although this is the best documentation currently available, register figures can 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). While there is no reliable estimate on the percentage of visitors who do not sign the register sheets in the SMWF, registers are useful at showing trends and getting an idea on relative use.

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

TRAIL	1990	1995	1997	1998	1999	2000	2001	2002	2003	2004
Northville-Lake Placid (Benson)	669	1000	▬	725	1049	925	1011	493 [1]	995	1084
Kane Mt. Trail [3]	▬	1482 [2]	3603	3664	▬	2902	3796	3716	3618	3695

[1] Information is incomplete due to missing register pages
[2] Missing information for the beginning of the year since the register was first installed here in 5/95.
[3] In 1997, register information includes totals for the two other trails that lead to the tower, since the register was moved from the trailhead to the summit. In 2004, the register was moved back to the trailhead to capture public use to Hatchery Pond and the Stewart/Indian Lake trail.
▬ Data unavailable.

A few general conclusions can be drawn from an analysis of past register data:
• Between 3,500 and 4,800 visitors annually register for some type of activity within the area at the two trailhead registers.
• On average, registered users travel in small groups; generally of 2-3 people.
• The majority of registered use occurs in the vicinity of Kane Mountain.
• The majority of registered use at Kane Mountain occurs during the mid- and late summer months, with low winter use in comparison. This is partly due to lack of plowed parking.
• The NP trail experiences the greatest registered use in July, August, and early Fall.
• Public use levels have been fairly stable with no significant increase in use for the last decade.
• Limited data make it difficult to quantify overall public use of the SMWF.

Since no registers are located adjacent to area snowmobile trails, use numbers are not available.
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 the Management Recommendations section.

Public Use Intensity/Adjoining Units

In order to better quantify the degree of use in the SMWF, it is helpful to compare use levels both from within the unit and on nearby State lands. In the adjoining Silver Lake Wilderness to the north, an assessment of the available use data (SLW Draft UMP, 2005) for the last five years indicates that between 2,000 to 3,600 people annually register. This data is the combined total from the three trailheads with a large portion 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.

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 (does not include West Lake Boat Launch) for some type of trail activity within the unit. The highest use occurred from the Nine Corner Lake trailhead (an average of 2,848 people/year). The remaining trailheads received use ranging from 2,483 people/year to 277 people/year. Approximately 10 camping permits are issued annually from the forest rangers.

Based upon a generalized analysis of this information, intensity of registered public use within the SMWF appears to be slightly more than what is occurring in Silver Lake Wilderness, but less than what is occurring in 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 over 5,000 people. Heavy use will include use levels over 10,000 people. An examination of distribution and estimated level of general public use within the SMWF follows:

Areas sustaining apparent <u>low use</u> within the SMWF include:
Because of the limited access from water or public road (Peters Mountain Tract, used mostly during the fall hunting season) or scattered nature of small wild forest parcels (Lots 110 and 114, Chases Patent, Lots 97 and 91, Mayfield Patent), these parts of the SMWF offer visitors outstanding opportunities for solitude.

Areas sustaining apparent <u>light to moderate use</u> within the SMWF include:
Even in summer, use levels in many parts of the SMWF such as the Round Vly/Lawyer Mountain Tract are relatively light. Additional information concerning Holmes Lake, NP trail, and the Indian Lake and Pine Lake cross country ski trails can be found in Section VI.

<u>Irving Pond</u> - Access to the western side of this pond is along an abandoned town road. The road starts next to Nick Stoner Golf Course in Caroga Lake and continues for approximately a mile ending at the old dam site. Public use was greater in the past before the road deteriorated and Niagara Mohawk removed the dam, resulting in a much smaller and less attractive waterbody. Access to the eastern side of the pond is also possible from a snowmobile trail at the end of the Shutts Road. Recently the old shoreline north of the dam site has been used a few times for long distance target shooting.

<u>Green Lake</u> - Approximately 0.3 miles of the shoreline of this lake is in State ownership. Illegal rope swings have been a sporadic problem at this location. The lack of a public parking facility has discouraged entry, with most use from adjoining cottage owners. A small herd path is occasionally used by the public that park on shoulder of NYS Route10/29A. This lake is popular for a variety of water based recreational activities occurring from spring through fall. Since this lake connects with Canada Lake under a highway bridge, public water access by small craft is possible from the West Lake fishing access site.

Chase Lake - The Chase Lake trail only receives minimal use even though there is a lean-to on the lake. Information from the lean-to journal indicated approximately 25 people signed in for 2003. Estimates provided by the forest ranger indicate that approximately 100 people use the trail each year, mostly for hunting, fishing and camping. Snowmobile use is minimal.

Northville-Lake Placid Trail (NP Trail) - A register for the Upper Benson beginning of this trail is located near the intersection of the Grant and Godfrey roads. No register pages are available previous to 1995, but tallies of register data for the period between 1985 and 1990 indicate a range in use between 601 and 953 registered visitors per year. More recent register data indicates approximately 900 - 1,000 registered visitors per year. Actual public use in this area is most likely higher since the five-car parking facility on SMWF near the Grant and Godfrey road intersection is not the only parking area the public uses. Additional public parking occurs on private land for a fee (donation) near the end of the town road. Some people also drive their vehicles on the Godfrey Road extension ROW eventually parking in the Silver Lake Wilderness. It is believed that a portion of the users of these other parking areas drive past the register on SMWF lands before parking and may not sign in.

While there is a long history of some people driving on the Godfrey Road extension ROW, the road has been deteriorating through lack of maintenance. Current use of this road by motor vehicles is believed to be low and may actually be declining. This may partly be due to the roads rough condition, but also to the clubs posted signs at the end of the town road which may give the public the idea that they can't drive in. An examination of available trail register data indicates that public use is evenly distributed between thru hikers on the NP trail and day hikers headed to local destinations in the Silver Lake Wilderness (SLW). The future management of this ROW will be addressed in the SLW UMP.

The number of people intent on traveling the NP trail from end to end in a given year is relatively low. Since 1971, the Schenectady Chapter of the Adirondack Mountain Club has issued patches to those who have certified that they have hiked the full length of the trail. The chapter has awarded between 60 and 90 patches in each of the past several years.

Areas sustaining apparent moderate use within the SMWF include:
A few areas receive the majority of public use in the SMWF. They include the Kane Mountain trail and Pine Lake Area. More detailed information concerning these locations can be found in Section VI.

Kane Mountain - Between 1996 and 2002, Kane Mountain received the most documented public use within the SMWF with an average of approximately 3,343 registered visitors per year. The drop in apparent use in 2000 from previous years may have been due to the wet summer weather. Although no register pages are available previous to 1995 when the register was first installed, 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 1,818 - 2,883 people who climbed Kane Mountain during this time period. Several years ago the register was moved to the summit area to better capture total use from the alternate trails to the mountain. In late 2003, a kiosk with register was installed at the trailhead. Additional detailed public use analysis for the Kane Mountain trail can be found in Section VI.

Areas sustaining apparent moderate to heavy use within the SMWF include:
The two main statewide corridor trails (Route #8 and #8B), account for a majority of snowmobile use within the SMWF. (See Appendix 2 for detailed trail descriptions.) Accurate use numbers are not available for these snowmobile trails. Estimated use over an average weekend day on a popular trail such as Route #8 can exceed 20 sleds per hour amounting to a total of 300 - 400 estimated users per day (personal communication - William Pitcher). Snowmobile use at the eastern end of the planning area tends to be low before the Great Sacandaga Lake freezes adequately or during periods of unsafe ice conditions.

Periods of Use and Distribution Patterns

Use within the SMWF can be quite variable dependent 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. (The SMWF is in the southern part of the Northern Zone.) 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 the formation of a thermocline which causes cold water 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. Within the SMWF, ice fishing during the winter is allowed on Chase Lake, Green Lake, Pine Lake, and East Stoner 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 or failure to plow them in the winter can affect use or access from the Fish Hatchery Pond Road, Holmes Lake Road, and Godfrey Road parking areas. At other 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 unit. With the exception of hunting, trapping, and bushwhacking the majority of this use occurs on the more popular trails around Kane Mountain or in close proximity to water and consists of day hiking, picnicking, swimming, snowmobiling, and sightseeing. Swimming is a popular activity at Pine Lake and occasionally from DOT lands at Green Lake.

Overnight Use

The majority of camping activity within the unit is not regulated by DEC permit and consists of small groups staying for a night or two at waterfront locations near a stream, lake or pond. There are only seven officially designated sites within the SMWF which is a very low number for a wild forest area of this size. All of these camping sites are located next to or in close proximity to Pine Lake, Indian Lake, Irving Pond, and Holmes Lake. One lean-to is located at Chase Lake. Use occurs primarily on summer and fall weekends with overall camping use estimated to be generally light. No significant camping activity has been documented by permit to organized youth groups or other large outdoor related camps. Information gathered

for the last several years indicated that few people receive camping permits from the forest rangers.

Group Camping Permits

Groups of ten or more camping on State land overnight, 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 limit overnight group size to no larger than 20 individuals. Very few permits, if any, have ever been issued for large groups in the SMWF.

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 are 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. These permits have been issued annually for the Whitman Flow Area (two camps) and Pinnacle/Pigeon Mountain Area (two to three camps).

Types of Use

Hiking/Backpacking

A large portion of walking occurs in association with marked foot trails. The greatest amount of day hiking has been observed on the popular east trail to Kane Mountain summit and tower, with backpacking more prevalent on the small portion of the Northville-Lake Placid trail along roads within the planning area. Additional use occurs by bushwacking and along established herd paths.

Snowmobiling

This activity is very popular within the planning area and in the neighboring communities of Northville, Wells, and Caroga Lake. Visitor use is difficult to estimate with no registration booths documenting this activity. The frozen water surface of Irving Pond, Holmes Lake, and the Great Sacandaga Lake 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 motorized form of recreation in the SMWF. The size of the snowmobile 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 surface 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 cross country skiers. Snowmobiling also differs from many other pastimes such as hiking, skiing, snowshoeing and biking, in that a portion of snowmobile use occurs at night.

Day use can be significant during weekends with good riding conditions or during area "poker runs." 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. Interconnected 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 (lack of bridging, etc.) has discouraged or limited trail grooming and subsequent snowmobiling on some area trails. The Chase Lake trail, for example, was not ridden by a snowmobile in 2002, and in previous winters was only used a few times (personal communication, John Ploss).

Cross-Country Skiing

The majority of cross country skiing in the vicinity of the planning area occurs at developed private centers, such as the one at Benson, or at the groomed trails at Nick Stoner Golf Course, maintained by Fulton County. While two marked cross-country ski trails can be found in the SMWF, visitor use is estimated to be fairly low. Actual use is difficult to estimate with no registration booths documenting this activity. The lack of a suitable plowed parking area in the winter has prevented access from the Fish Hatchery Pond Road trailhead. Occasional cross country skiing activity occurs on SMWF hiking or snowmobile trails. Some cross country skiers use groomed snowmobile trails usually on weekdays or low use periods.

Horseback Riding

While there are no marked horse trails on SMWF lands, horseback riding is permitted 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 provisions 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 trails 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. Within the SMWF, occasional trail riding occurs sporadically on snowmobile trails (Sailor Swamp trail, Holmes Lake trail), old roads (Tolmantown Road), and unmarked paths within the area. In addition, some hunting parties use horses or mules to team in supplies. Public equestrian use occurs more often on nearby reforestation areas, such as Peck Hill or Rockwood Reforestation Areas.

All Terrain Bicycling

There are different styles of 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.

Currently, bicycling is not prohibited on any SMWF trail or road. Occasional all terrain bicycle use has been observed on some area trails, in particular the Holmes Lake and Bellows Lake

trails, with only limited activity occurring on steeper areas like the east trail to Kane Mountain. Some of this use may have been due to the published listing of the Holmes Lake and Bellows Lake trails in the Adirondack Park 1994 Mountain Bike Preliminary Trail and Route Listing guide.

Access problems and private land crossings have tended to limit this activity in other parts of the unit. The combination of existing public highways, old town roads, and interior snowmobile trails can provide a special opportunity in a few locations such as the Bellows Lake trail, that allows ATB riders to ride long loops back to their vehicle or camping site.

Float Planes

The accessibility, acidified condition, and small size of most unit waters has tended to discourage the hiring of bush pilots who provide outfitter services. This method of access has not been reported to occur on any SMWF water (personal communication, Leo Demong).

Non-motorized Vessels

Canoeing and kayaking occurs on some of the area lakes and ponds. Popular watercourses include the inlet to Pine Lake and sections of West Stony Creek during optimal whitewater conditions. The larger heavier watercraft (sailboats, rowboats, etc.) are found more frequently on the more accessible waters or in close proximity to developed/residential areas. Pine Lake has the greatest variety of non-motorized use due to the availability of rental paddle boats and rowboats.

Motorized Vessels/Waterskiing

This activity tends to be concentrated on the larger area waters with mixed ownerships such as Pine Lake, East Stoner Lake, and Green Lake.

Auto/Bicycle Road Touring

One of the Adirondack North Country Scenic Byway routes passes along the eastern boundary of the Shaker Mountain planning area. A portion of the 188 mile Adirondack Trail (NYS Route 30) offers road touring and highway bicycling opportunities. The ability to link biking opportunities between NYS Route 30 and NYS Route 10 is possible using the County Route 125, although the narrow shoulder and lack of an adequate bike lane makes the establishment of this connection more difficult.

Off-Highway Recreational Vehicles

ATVs are only allowed to operate on highways designated and posted for ATV use by State or local authority; on public land where specifically designated and signed for ATV use, and on private land where the operator has written 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 is presently no road, trail or area legally designated for this activity within the SMWF. An identified Commissioner's Policy #3 (CP-3) road in Peck Hill Reforestation Area that provides motor vehicle access for mobility impaired users is believed to cross a small 300 foot section of SMWF land in the town of Caroga.

Illegal ATV use has occurred in parts of the SMWF, with some areas receiving moderate use, while other areas have only occasional illegal activity. While this use has been reported mostly on a few area snowmobile trails, additional use has been observed on the shoreline of Irving Pond and on old gravel pits and roads. This issue is further discussed in Section IV-C-19 and IV-D-1.

Other Uses/Benefits

Other recreational activities occur in the SMWF, 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 caches have been reported on SMWF lands, including a cache near the Kane Mountain fire tower. 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 unit 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 SMWF is not available. A variety of wildlife dependent recreation uses of wildlife occur on the SMWF, including: hunting, hiking, bird watching, and trapping. Recreational use tends to be heaviest near towns, roads, and access points. With the exception of the more readily accessible areas, the majority of the unit is not as heavily used by sportsmen during the hunting and trapping seasons. However, the Round Vly/Lawyer Mountain Tract is utilized consistently every year by people who own camps nearby or by parties that use the Tolmantown Road. The few hunting parties that camp in the interior for longer than three nights under a DEC permit have primarily used the Shaker Mountain Tract in the vicinity of Pinnacle Mountain and Whitman Flow. It is believed that some areas are frequently hunted, especially during archery, muzzle-loading, and the early part of big game season. 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 SMWF 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, turkeys, 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.

Information on harvest is collected for deer, bear, turkeys and selected furbearers (beaver, bobcat, coyote, fisher, marten and otter) by township, county and Wildlife Management Unit. Since the distribution and abundance of wildlife is habitat related, harvest figures by town are generally not representative of actual harvest or consumptive use within the SMWF. Public use associated with non consumptive use has not been determined.

3. Fisheries

Quantitative information about the numbers of anglers who visit the waters of the SMWF is unavailable. However, it is known that fishing ranks as a popular activity in a few waters. Fishing activity would undoubtedly be far greater if not for the high incidence of acid impacted waters in the unit. Stream fishing activity is slight, due to a limited resource.

**Past studies by DEC indicate that few sportsmen stop at trailhead 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.*

Table X -Shaker Mountain Wild Forest Fishing Streams [1]

COMMON RIVER NAME	PRESENT USE [2]	TYPE OF FISHING ACTIVITY	USER [3] SATISFACTION	SCARCITY	TOTAL MILES
Holmes Lake Outlet	Moderate	Cold water salmonid non-migratory	Unique	Common	2.2
Lyons Vly Outlet	▬	Cold water salmonid non-migratory	▬	▬	2.5
N Branch West Stony Creek	Low	Warm water	Uncommon	Common	1.7
Peck Creek	High	Cold water salmonid non-migratory	Unique	Common	0.9
West Stony Creek	Moderate	Warm water	Rare	Rare	2.8

[1]Fishing recreation potential of SMWF calculated using ArcView software from an assessment of recreational fishing activity conducted as part of a NYS Rivers Inventory in 1991 to determine recreational fishing type, intensity and quality assessment. It was conducted by DEC regional staff from the Divisions of Lands & Forests and Fish & Wildlife under tight time frames and may contain inaccurate information.

[2] Present use and potential use values were identical for these streams.

[3] The following criteria were considered in rating user satisfaction: a. lack of competition from other boaters; b. lack of competition from other uses which can interfere with boating; c. aesthetic qualities of the setting; d. difficulty of use and e. ease of access to and from the stream segment

▬ Not documented. A total of 0.4 miles of unnamed streams were also on SMWF lands but had no rating information.

In ponds where trout and other coldwater fish are the primary game species, fishing normally begins around April 1, after the trout season opens and peaks in May when trout can still be found in the cool water near the surface of the pond. Fishing activity declines from late spring through the summer due to formation of a thermocline which causes fish to move to deeper water. The decline of fishing activity which occurs as the summer progresses coincides with an increase in pond use by hikers and campers. Angling on brook trout ponds ceases altogether after the trout season closes on October 15. Warmwater angling on Green Lake, Chase Lake and Pine Lake peaks in July-August. Ice fishing for pickerel, yellow perch and pumpkinseeds also occurs in East Stoner Lake, Green Lake, Chase Lake and Pine Lake.

4. Water Resources

The scenic beauty of the lakes, ponds, streams, and waterfalls set in a background of surrounding forests and mountains makes the Adirondack Park unique, attracting the general public from a vast geographic area. Aside from fishing, the water resources of the SMWF 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 waters are utilized by snowmobilers to access some trails or ice shanties. Use of this resource is dependent upon a variety of factors including access, shoreline characteristics, 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. Most waterbodies fully contained within the SMWF, are small and accessible by non-motorized means only. These waters receive limited use, primarily by anglers willing to carry small boats or canoes moderate to long 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 unit include East Stoner Lake and Pine Lake. Developed public boat launch sites are located in Northville and the DEC campgrounds on Caroga and Great Sacandaga Lakes. Public water access to Green Lake is possible from the fishing access site on West Lake.

White/Fastwater

Only one watercourse adjacent or through SMWF lands offers seasonal fastwater opportunities. The degree of navigability depends on user ability, season of the year, and type of water craft. Adequate water levels are essential, and are usually found in the spring (April to May), fall or after a period of heavy rain.

Table XI - Shaker Mountain Wild Forest Boating Recreation Activity [1]

COMMON RIVER NAME	PRESENT USE [2]	TYPE OF BOATING ACTIVITY	USER [3] SATISFACTION	SCARCITY	TOTAL MILES
West Stony Creek	Moderate	Open Boats, Canoes	Common	Common	4.8

[1] Boating recreation potential of SMWF calculated using ArcView software from an assessment of recreational boating activity conducted as part of a NYS Rivers Inventory in 1991. It was conducted by DEC regional staff from the Divisions of Lands & Forests and Fish & Wildlife under tight time frames and may contain inaccurate information.

[2] Present use and potential use values were identical for this stream.

[3] The following criteria were considered in rating user satisfaction: a. lack of competition from other boaters; b. lack of competition from other uses which can interfere with boating; c. aesthetic qualities of the setting; d. difficulty of use and e. ease of access to and from the stream segment.

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 SMWF. 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 SMWF . Actions to identify, improve, or create new opportunities are detailed in Section IV-D-5 and Section VI.

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. A 300 foot portion of an existing CP-3 route is within the SMWF. A consent decree signed in 2001, settled a lawsuit (Galusha v. NYSDEC and APA, US District Court, Northern District of New York, 7-5-01) brought under the ADA. The consent decree will be referred to throughout this UMP as "ADA consent decree". (See Sections IV & VI.)

F. Relationship between Public and Private Land

1. Land Ownership Patterns and Tax Base

The State lands that comprise the SMWF occur within one town in Hamilton County and four towns in Fulton County. The SMWF surface area comprises only a small portion 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 $12.58 in the town of Benson, Hamilton County to a high of $20.75 for the town of Mayfield, Fulton County. Excepting the underwater lands, the State of New York pays approximately $661,000 per year taxes (Based on 2001 Assessment Roll information provided by New York State Office of Real Property Services) on the SMWF.

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 demands (e.g. public schools, water and sewer, and road maintenance) that improved private land does.

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. 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 State lands will involve an examination of the particular zoning of any potential private land crossing.

NYS-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 Caroga Lake and Mayfield, the private lands are also zoned "Low Intensity Use" and "Hamlet." A few "Moderate Intensity Use" areas occur within the planning area boundary. 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.

Table XII - Adirondack Park Land Use and Development Plan Map Data [1]

LAND CLASSIFICATION (portions within planning area boundary)	TOTAL ACRES
Hamlet (Caroga Lake, Mayfield, and Northville)	1705
Wild Forest	40467
Intensive Use (Caroga Lake Campground, Northampton Beach Campground, Northville Boat Launch)	290
Water	4047
Moderate Intensity	2042
Low Intensity	8595
Rural Use	26248
Resource Management	22645

[1]Surface area acreage within the entire planning area boundary calculated using ArcView software 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.

3. Impact of State Ownership on Adjacent Private Lands

The economic base of the general area that includes the SMWF 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.

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. The business of supplying recreationists or visitors has long been an important part of the local economy 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). Except for popular attractions or at trailhead locations, most adjoining 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 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. 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 summit of Kane Mountain, the Northville-Lake Placid trail, and adjacent DEC campgrounds draw people into the area. The purchase of local goods and services by visitors to the Forest Preserve generates income 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, and photography. People pursuing these activities infuse considerably more money into the state and local economy.

c. Fisheries

Quantitative angler use estimates and their economic impact for the SMWF are not available. Angling-related expenditures contribute to the economy of the area, but are not high given the limited fisheries resource. Negative impacts on the fishery resource due to acidification have probably led to lost economic opportunity. In the winter, some frozen water bodies are utilized for accessing temporary ice shanties used for ice fishing.

d. Water Resources

The abundance of small lakes and ponds in the northern portion of the SMWF contributes to and helps maintain a stable tourism economy for the area. In some cases like Pine Lake in particular, SMWF lands have been critical for water access by riparian owners and the general public. There is a 40 year plus history of motorboat access on Pine Lake, with a large portion of the private lake shore containing boat docks. Most launching of trailered boats occurs from SMWF lands at the end of the Pine Lake Road. While this launch is considered a non-conforming use, it is the only launch site on the lake. Proposed closure of the site to trailered launching could significantly reduce access for people with larger motor boats. (See Section VI for additional details.)

DEC allows, under permit, various treatments for the purposes of reduction of nuisance aquatic weeds and Bti application for black fly control. Within the SMWF, the Townships of Benson, Hamilton County and Caroga, Bleecker, Mayfield, and Northampton, Fulton County 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 the visiting public, adjoining landowners and citizens from the local community.

Impoundments
Several waters within the planning area currently have dams or were dammed in the past. Fish Hatchery Pond is an impoundment with the dam entirely on State land and a portion of the pond on SMWF lands. The Stewart Landing Dam is outside of the planning area , but controls the water level in Green Lake since the two waters are interconnected. The management of Stewart Landing Dam will be addressed in the Ferris Lake Wild Forest UMP.

4. Relationship of Adjacent Private Lands on State Holdings

Approximately 55% of the Adirondack Park is privately owned; a fact that is often confusing to some visitors. There are 12 counties that are partially within the Adirondack Park and Fulton County is one of these. Two other counties, Hamilton and Essex, are entirely within the Adirondack Park. Over half of Fulton County is located within the Adirondack Park. 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. General Obligations Law § 9-0103 affords landowners protection from liability associated with certain recreational activities on their property, including snowmobiling, and all clubs that maintain state-funded snowmobile trails are eligible for liability coverage under a statewide policy.

Industrial Forest Landowners
Private commercial forest lands are adjacent to the SMWF in the Lawyer Mountain Tract. Finch, Pruyn & Co., Inc. has substantial forest holdings in this area. These lands are actively managed for forest products. Public use of adjacent Finch, Pruyn lands involves use and access along the Tolmantown and Tannery roads.

Non-Industrial/Private Forest Landowners
The SMWF borders private residences and small non-commercial forest landowners (less than 50 acres in size). A few larger sized parcels in this category include the Gloversville Waterworks and the Woodworth Lake Boy Scout property.

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 NYS lands. Specific trespass cases are discussed in Section IV-D-6-Encroachments.

Easements and rights-of way (ROWs) provide a means of access to property. An easement is a right or ownership interest in 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 SMWF several types of easements exist:

Public Rights/Leases/Easements (See Appendix 19)
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:

United Rod & Gun Club - Public easement is guaranteed across these private lands for a distance of 0.8 miles following the route of an old town road on Lot 73 of the Benson Tract to the State boundary of the Silver Lake Wilderness. This road is currently used by both the general public and private landowners, but has deteriorated to the degree that only four wheel drive or high clearance vehicles can currently use it. (See Section VI for additional details.)

Gifford Valley Road - A 1980 acquisition, provided public access across a 100 feet section of existing road over private lands to the State boundary in Lot 20, Haring Patent.

Pine Lake Area - A public easement may exist across private lands in Great Lot 60, Glen Bleecker and Landsing Patent, Fulton County: *"... for the purpose of passing through or across the lands hereinafter described on foot, skis, snowshoes or horseback, as hereinafter provided, over a trail...."* Status needs clarification.

In addition to legal easements, access to SMWF lands over private property is also allowed on some area trails by permission, lease, or written agreements. This use is subject to the owner's 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.

Administrative Easements
The Department has administrative access over some adjoining private lands as specified in the deeds where the previous owner had a legal right of way. Examples within the planning area include:

United Rod & Gun Club- DEC has an easement for administrative purposes and the right to construct, improve, and maintain an existing roadway for a distance of 0.8 miles along an old town road on Lot 73 of the Benson Tract; said easement being 49.5 feet in width.

Pine Lake Area - DEC may have an easement for administrative purposes and the right to construct, improve, and maintain a trail: *"having a width of not to exceeding twenty (20) feet throughout said trail except where, in the judgement of the parties of the second part, through the Conservation Department, greater width may be necessary to assure the safety of the public..."* Status of this easement needs to be clarified.

Blaha Property - The State may have obtained a right-of-way for administrative purposes over a portion of this property. Status needs clarification.

Collins Hill Club (Warner Hill Road) - During the appropriation of Sub Lots 8 and 9, the State may have obtained a right-of-way over the Collins Hill Club lands. Based upon past Department correspondence, the easement is believed to be for administrative purposes only. Status of this easement needs to be clarified.

Private Easements and/or Uses

Within the unit some private landowners have right-of-way easements over SMWF lands. Other landowners or lessees sometimes utilize roads for access but may not have legal rights-of-way* across State 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 Otter Lake Camp, Jackson Summit Area, the "Old Sawmill Road" from the Hilley Road, access to Fries Flow, and portions of "old town roads" that crosss SMWF lands such as the end of Lake Edward Road and Hilley Road. (See Section IV-C-19-Private Roads/Public Highways.) The status and identification of some State land crossings are as follows:

Hatch Brook Parcel - Private ROW over State lands, said easement being approximately 1,300 feet in length ending at Hatch Brook. The use or condition of this ROW is unknown. The ROW is shown on survey map #10,523 and begins on private lands.

Access Road (Lot 429 & 36, Chase Patent) - A private landowner owning approximately 280 acres in the Pinnacle Road area has had annual temporary revocable permits (TRPs) issued for over the last 20 years, dating back to a previous owner in1973. The use of this roadway is somewhat exclusive because the road begins on private lands. Upon legal review, it appears that the private landowner may have a way of necessity across SMWF land and is no longer required to apply for a TRP for ingress and egress, or for routine maintenance.

Irving Pond - DEC recognizes a long-existing road across approximately 990 feet of SMWF lands in Lot 53, Glen Bleecker and Landsing Patent for the benefit of private lot owners in lot 46 of said Patent. Evidence on file shows that an easement was in existence for at least 20 years prior to the State's acquisition of its land in Lot 53 and that the acquisition by the State was subject to the said easement. The road crossing has an average width of approximately 12 feet.

Utilities (Niagara Mohawk-Caroga Transmission Line) - According to the deed, a right-of-way was granted for *"a permanent right to transmit electricity and electric current over and across... and to enter upon said lands and to construct, reconstruct, maintain or repair at any time...the electric line or lines constructed upon a strip of land seventy-five (75) feet in width..."*. The ROW is located over a portion of State lands in Lot 108, Mayfied Patent. The adjoining SMWF land outside the 75 foot ROW is further subject to: *" the right to cut, trim and remove all trees outside of said seventy-five (75) foot strip of land which may now or hereafter be or become of a height which shall measure fifteen (15) feet less than the distance between the base of said trees and the center line of the transmission line or lines then erected on said premises."*

**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, or routine maintenance, 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.*

Temporary Crossing of NYS Lands Regulated by DEC Permit
Several roads exist within the unit that have provided access in the past (under a TRP) to 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. Current use is restricted to landowners that have proved a legal right to cross Forest Preserve lands. (See Section III-B-1.)

b. Wildlife

Changes in wildlife habitats occur constantly due to natural processes such as succession, blowdown, beaver activity, disease or human activities such as logging and residential development. Within the SMWF, 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 SMWF will provide some early successional habitat.

Private lands adjacent to the SMWF are managed quite differently than SMWF 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 SMWF. It is probable that many of the species of wildlife within SMWF will actually benefit from the habitats found on adjacent private lands.

In the past, artificial feeding of deer by individuals has been known to occur in Gifford Valley, causing unnatural concentrations of deer. A semi-domestic deer herd may develop or has developed, 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 are fed. Any negative impacts created by the above deer feeding activities should be eliminated due to newly enacted 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 will endanger 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 landowner. Existing paths/trails leading to Otter Lake and Irving Pond cross private land. The revocation of landowner permission can affect the future ability to easily access or 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 next to Pine Lake provide boat access or rentals thereby improving access to these water bodies.

Dam/Flooding Rights

Portions of the SMWF, in particular the areas around Irving Pond and Peck Creek, may be subject to flooding rights. In other cases like Pine Lake, it is unclear who owns the dam/flooding rights that were originally retained by the East Creek Electric Light & Power Company. Additional information for these areas can be found in Section VI.

Fries Flow - (Beer Buck & Beagle Club)

In 1918, the State purchased all of Lot 39 with an exception for the dam site. The State took title to Lot 39 excepting and reserving to the East Creek Electric Light & Power and its successors and assigns, *"for the erection, maintenance and operation of a dam on the outlet of Fries Flow...to raise the water level...and the rehabilitation and replacement of such dam..."* along with the right to generate electricity or store water. This was part of a larger purchase from Durey Land & Lumber involving parts of nearby Lots 47, 48, and 53.

Riparian Rights - (See additional information in Section IV-D-6 Encroachments.)

Some of the shoreline owners at Pine Lake have claimed that the closure of the Pine Lake boat launch will directly affect their riparian rights. Riparian rights only give the right of access to and from the water from adjoining private property. Riparian rights don't give a right of access from a neighbor's property (in this case, the State). Since the use of the launch began after state acquisition the property owners on the lake could not acquire any right to use that launch.

5. Relationship Between SMWF and Adjacent State and Municipal Lands

State lands under the jurisdiction of DEC

The SMWF unit boundary adjoins two wild forest areas, one wilderness area, and one reforestation area. In addition two campgrounds and one boat launch area are included within the planning area boundaries. Unit specific details regarding these lands including acreage, facilities, unique features, and uses can be found in the APSLMP. Interaction on a management basis with these adjoining lands (See location map) is as follows:

Silver Lake Wilderness (105,270 acres)

This wilderness area is mainly separated from SMWF lands by the Hamilton/Fulton County line and the Benson Road in the vicinity of Woods Lake. The Cramer Road (also called Storer Road) separates a triangular 22 acre parcel of land from the rest of the wilderness area. (See Section IV-E-Updates to APA Adirondack Park State Land Map.) The Godfrey Road extension ROW provides access to the wilderness over private lands. The APSLMP describes the unit as follows:

> *"The terrain is relatively low with rolling hills and only four mountain tops that exceed 3,000 feet elevation...Silver Lake is the principal attraction near the center of this area, chiefly for brook trout fishermen. Mud Lake, Rock Lake and*

Loomis Pond are also popular trout fishing spots. Big Eddy on the West Branch of the Sacandaga River and Cathead Mountain also attract visitors to the area. Hunters frequent the area during the big game season."

Cathead Mountain Parking - A small road shoulder parking area was constructed on SMWF lands next to the North Road primarily to provide better public access to the Cathead Mountain trail. The identification of the parking lot was left off of the UMP facilities map intentionally to help avoid potential conflicts with the adjoining landowner who has closed the trail to Cathead Mountain in 2000. Background information on the Cathead Mountain trail and the reasons for closure will be discussed in the Silver Lake Wilderness UMP and are outside the scope of the SMWF UMP.

Three planning area waters (Duck Lake, County Line Lake, and Lake Sixteen) lie along the wilderness/wild forest boundary. It has been determined by APA staff that the wild forest/wilderness boundary is along the Hamilton/Fulton County line as it crosses the water. These waters are included in the Departments list of waters where motor boats and float planes are prohibited by the public.

Ferris Lake Wild Forest (148,954 acres)
This wild forest area is located west of the planning area boundary and is separated from SMWF lands by NYS Route 10. Area snowmobile trails connect these wild forest units. The fishing access site at West Lake can also provide the public water access into Green Lake. Stewarts Landing dam water levels influence the water level in Green Lake. The APSLMP describes the unit as follows:

"The attractiveness of this area lies in its numerous ponds, lakes and streams which attract fishermen throughout the season. The area is popular with big game hunters and many of the ponds and lakes are connected by an existing snowmobile trail system following old logging roads...Another feature of the area is its mountain summits, particularly Rooster Hill, Good Luck Mountain and Tomany Mountain and its cliff tops which provide vistas not readily found in the southern Adirondacks."

Wilcox Lake Wild Forest (124,500 acres)
This wild forest area is located east of the planning area boundary and is separated from SMWF lands by NYS Route 30 and the Great Sacandaga Lake. Snowmobile trails are the only facilities that connect these wild forest units. The APSLMP describes the unit as follows:

"It is an area of rolling hills and open summits with a considerable number of attractive brook trout streams. Numerous old log roads provide easy access by foot in the summer and by snowmobiles, skis or snowshoes in the winter. At present the snowmobile trails on this tract probably represent the greatest mileage to be found on any state parcel in the Park. In contrast, there are few trails marked for hiking and cross country skiing."

Intensive Use Lands
Northampton Beach Campground - This 224 campsite facility is located on the northwest corner of the Great Sacandaga Lake. Amenities include a Junior Naturalist program, a nature based program that encourages children to explore the surrounding environment, large craft boat launch and a natural sand beach with guarded swimming area. Boat, canoe, and kayak rentals occur on the premises. No SMWF lands are near the campground.

Caroga Lake Campground - This 161 campsite facility is located in the hamlet of Caroga, on the southeast shore of East Caroga Lake. Amenities include a diversified exercise course with 18 exercise stations challenging those who enjoy staying physically fit in an outdoor environment. A sandy beach offers a swimming area. The campground offers boat, canoe, and kayak opportunities to leisurely explore or fish East Caroga Lake. The South Shore East Caroga Lake Road separates the campground from a small 16 acre parcel of wild forest land.

Northville Boat Launch (Great Sacandaga Lake-See Section VI) - Located on NYS Route 30 near the Village of Northville. Hard surface launching ramp and parking for 60 cars and trailers.

Non Forest Preserve Lands
A small 10 acre parcel in the village of Mayfield is believed to be State land. This tax sale parcel was originally part of the Broadalbin Electric & Power Company lands and may be underwater today. Since it is within an incorporated village it is considered as "non forest preserve" under ECL § 9-0101(6)(a).

Reforestation Area
This classification includes land primarily outside the Adirondack Park, devoted to *"reforestation and the establishment and maintenance there on of forests for watershed protection, the production of timber, and for recreation and kindred purposes."* This broad program is presently authorized under Article 9, Title 5 of the Environmental Conservation Law. One reforestation area is located at the southwest boundary of the planning area.

Peck Hill Reforestation Area (Fulton #2) - This area comprises a total of 2,775 acres in the town of Johnstown, Fulton County. Within this area is a 37 acre wildlife impoundment with a nature trail (Willie Marsh trail). Access is from the Willey Road. Within the area there are snowmobile trails and roads open to the public. The reforestation area also has a few roads open to people with a valid permit under CP-3. This trail (C-4 Road-0.75 miles) is adjacent to the SMWF boundary along the “blue line” in the town of Johnstown. A small approximately 300 foot portion of this road crosses SMWF lands.

Occasional use by the NYS Army National Guard occurs near the SMWF boundary. This use occurs under TRP in the winter months and consists of infantry training exercises.

State lands under the jurisdiction of the DEC and DOT

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 those NYS lands immediately adjacent to and visible from these facilities."* (APSLMP, 2001, 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 10 - The section of this highway between Rockwood and the Hamilton/Fulton County is the western boundary of the planning area. Approximately two miles of this road adjoins SMWF lands north of Pine Lake.

NYS Route 30 (Adirondack Trail) - The section of this highway between Mayfield and Wells adjoins the planning area boundary by does not involve any SMWF lands. The Northville Boat Launch is located next to a small portion of this highway. The Adirondack North Country Association (ANCA) 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 (CMP) for the southern segment of the Adirondack Trail Scenic Byway. This section includes Fulton County's "Gateway to the Adirondacks" which offers a transition from the more populated urban areas while bringing visitors into the Adirondack Park. The relationship of this travel corridor to use of the SMWF or the Northville Boat Launch is discussed in Section VI. For a map and additional information on the Adirondack Trail see website: http://www.adirondack.org/adirondack.htm

NYS Route 29A - A small section of this highway crosses a SMWF parcel south of Caroga Lake. This road joins with NYS Route 10 between Caroga Lake and Pine Lake. Approximately one mile of this dually named road section adjoins SMWF lands north of Pine Lake.

Lands under the jurisdiction of HRBRRD

In 1960, the Hudson River-Black River Regulating District (HRBRRD) transferred to the DEC jurisdiction for State lands for a boat launch on the Sacandaga Reservoir. The open space land to the immediate south of the Northville Boat Launch is leased from the HRBRRD by the town of Northampton and village of Northville. Additional information on these lands is discussed in Section VI.

Town Lands

Town of Caroga

The town of Caroga owns the 2.73-acre former dam site on Irving Pond, along with a 11.44 acre right-of-way (qualified abandoned road) along the Irving Pond Road. The town also owns a part of Great Lot 53, sub lot 6 which includes a portion of pond shoreline north of the dam site. The town is in the process of finalizing a comprehensive Land Use Plan.

G. Capacity to Withstand Use

The SMWF 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. 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 SMWF. 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 and research, 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 SMWF, 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 SMWF.

Planning Approach

The approach to the development of a unit management plan for the SMWF 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 SMWF area. Wild forest goals and principles, along with guidance for the future of the SMWF 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 and principles. 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 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. 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. The LAC process relies on monitoring to provide systematic and periodic feedback to managers.

Though generally the levels of human impact within the SMWF 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 SMWF. 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 SMWF has not been conducted. There are a few locations within the SMWF that the amount of use or character of use is such that resource impacts are evident. These areas include Pine Lake and some roads and snowmobile trails. Certain roads or ROWs over private land, such as the Irving Pond Road and the Godfrey Road Extension, show signs of erosion due to motor vehicular use and need repair. A few unmarked paths such as the Kane Mountain - North trail have not been maintained and due to public use are starting to show signs of drainage and erosion problems. The use of various trails by illegal motorized activity has impacted parts of the SMWF. These impacts do not necessarily suggest that the carrying capacity 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 SMWF 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 SMWF 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 SMWF. 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.

<u>Physical capacity</u> - 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 or amount 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 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 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. Because of the relatively moderate level of trail development and low level of trail use, impacts related to use generally are confined to the vicinity of parking areas, trails and their destinations, including ponds and mountain summits.

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 seven designated primitive tent sites and one lean-to are within the SMWF. Some of these sites are rarely used while others are occupied more consistently. Even though some sites are close to shore, minimal impacts to soils and vegetation have been observed, probably due to low camping use levels. These sites could presently accommodate a maximum of 72 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 64. Overnight capacity, based upon an average of three to four individuals per camping group, would reduce the numbers at designated sites to approximately 24 - 32. This does not include camping at large, which is presently allowed throughout the SMWF pursuant to regulation.

The existing 22 miles of public shoreline adjacent to ponded waters, 63 miles of SMWF streams, 13 miles of frontage along maintained roads, and 13 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 camping use is only a small fraction of these hypothetical levels.

Campfires have historically been associated with the camping experience and many people value the presence of a fire as an important part of their recreational experience. While some 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 SMWF there is only occasional evidence of problems associated with fire such as improper location, hacked trees, partially burned garbage, and melted, or broken glass. Occasionally fires are improperly built in parking lots, in the middle of trails, and along the immediate shorelines of lakes and ponds. Physical impacts associated with campfires within the SMWF have been limited to a few popular locations, Pine Lake, for example.

Air quality in the region including the SMWF 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. 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 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.

Impacted Areas

Physical inspection of parts of the SMWF 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.

Pine Lake - This area is accessible via a short, town road from NYS Route 10. Of special note is the substantial amount of boat launching and day use activities such as picnicking and swimming. The heavy day use is directly related to the uniqueness of the site and easy access. Uncontrolled, day use pressures can adversely affect an area with improper fires and some soil compaction and loss of vegetation observed at this location.

**The APSLMP, 2001, 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.*

Irving Pond - The area once received heavy public use and was a popular "party spot" easily accessible by vehicle. The summer was the period of greatest use, with impacts more social than environmental. The access to this area by motor vehicle has been restricted to high clearance vehicles, since the town has abandoned maintenance on the road. Another factor that significantly reduced public use involved the change in size and character of the pond that occurred with the dam removal. Portions of the shoreline show evidence of recent illegal ATV riding.

Kane Mountain Area - This mountain and fire tower is a very popular hike with both marked and un-marked trails leading to the summit. While the official marked Kane Mountain - East trail is in good condition due to past maintenance efforts, the southern trail is in poor condition due to the steep slope and lack of adequate erosion control devices. The un-marked northern trail is starting to show signs of erosion due to increased public use by people walking a loop around the mountain. Future trail stabilization work is necessary to protect this resource from further damage and to insure a safer hardened trail surface.

At one location, near the Fish Hatchery Dam camping activity reached a point where the camping site was not capable of sustaining the repeated and heavy use showing evidence of trampling of ground vegetation, tree damage, improper fires and unacceptable user conflicts. This site was closed to camping in 2002.

Snowmobile Trails

The lack of registers prevents an accurate estimate of actual snowmobile use in the SMWF. Environmental impacts include air and noise pollution, unauthorized tree cutting and trail creation, and litter. Impacts to deer wintering areas is discussed in Section II-G-2.

A cushion of snow tends to prevent soil impacts 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 occurs 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 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

Horseback Riding/All Terrain Bicycling - The legal use of horses and ATBs in wet seasons can create environmental problems on some snowmobile trails. In many cases, the snowmobile trails were originally designed to be used only in winter and 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 SMWF 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. 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 leaving horses tethered up at locations. Closer management is needed to reduce impact, determine facility needs and find ways to improve maintenance. Current observed impacts within the SMWF have been minor, probably due to very low use levels.

The number ATB users that recreate on SMWF 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 autumn 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 SMWF have been minor, probably due to very low use levels.

Illegal Motor Vehicle Use

According to law enforcement staff, illegal motor vehicle use occurs in several locations (mostly on snowmobile trails and old roads) within the SMWF. While some reports of ATV tracks correspond to occasional legal use for DEC administrative purposes under CP-17 or are associated with authorized AANR use, the majority of use and associated impacts is from illegal riding.

Some ATV riders routinely violate laws by riding on highways not posted for ATV use, on private property without permission of the owner and on State land where there are no designated ATV trails. ATVs are capable of going almost anywhere and, in many situations, riders attempt to take them there, regardless of the environmental impacts. Although the total number of ATVs that have used the SMWF may not be great, the trail damage they cause can be significant. Their width results in wide trails, their power enables spinning the wheels that tears up the trail surface, and their weight can cause ruts. In addition, it is impossible to pick up an ATV and carry it around blowdowns or deep mud holes, so ATV users will often make a new wide trail around every obstruction. Because of this, ATV use has contributed to trail braiding.

Impacts include soil erosion, displacement and compaction, noise, disturbance to wildlife, destruction to vegetation and user group conflicts. Current observed impacts within the SMWF range from light damage in areas with little use to moderate damage at more heavily used locations. 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 and associated 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 State 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.

2. Biological

The biological capacity of a land area to withstand recreational use is the level of use beyond which the characteristics of 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 SMWF does not appear to be 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 is the transport of invasive species by equestrians, boots, canoes, and other watercraft.

Wildlife

The impact of public use on most wildlife species within the SMWF 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 SMWF 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 SMWF 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:

**The water levels of some area waters are controlled by either private owners (Pine Lake) or DEC (Green Lake, Fish Hatchery Pond).*

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 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. 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 SMWF 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 heavily forested condition (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 SMWF lands than in the surrounding private lands. 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 Adirondack environment. 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 are 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 for their fur/pelts 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.” Neither of the two identified historic deer wintering areas in the SMWF have snowmobile 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 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

**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 controls the carrying capacity of their entire annual range.*

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 the location is close to human habitation; thus, trails should avoid deer yards in the`se 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. In addition to angling regulations, factors at work in the SMWF that serve to limit use include remoteness of ponds from roads and the seasonal nature of angling in coldwater ponds.

The abundance of competing and predacious fish species has limited brook trout reproduction in some SMWF waters. More than any other factor, acidification of ponds by acid precipitation (See Section II-A-2-Fisheries) has limited natural brook trout production, and indeed, production of other native fishes. Currently, no SMWF lake or pond has sufficient natural reproduction to maintain a viable brook trout population. Under existing angling regulations the trout populations of stocked ponds are capable of withstanding current and anticipated levels of angler use.

The warmwater species found in the planning area have proven to be able to sustain themselves under existing regulations without the need for stocking.

DEC monitors the effectiveness of angling regulations, stocking policies and other management activities by conducting periodic biological and chemical surveys. Based on analysis of survey results, angling regulations may be changed as necessary to protect the fish populations of the SMWF.

3. 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 component of 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 8.1 miles of designated snowmobile trails, 0.3 miles of open motor vehicle road, and 13 miles of maintained public highways, a fairly large portion of SMWF 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 SMWF is not believed to be exceeding the social capacity of the area to withstand use.

Land-Based Recreational Use Impacts

An examination of recent trail registration levels show no significant increase in public use. In most areas, use levels are relatively low, and enforcement of existing regulations, with the exception of ATVs, has been sufficient to protect the physical, biological, and social components of the environment. Even the most popular hiking trail up Kane Mountain receives only moderate use. Snowmobile corridor trails are believed to receive moderate to heavy use, primarily during the eight weekends that comprise the core winter season.

Most SMWF facilities (with the exception of the Pine Lake area) 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 are a concern within the unit.

The activity of snowmobiling has some impacts* within the SMWF. 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. In the Peck Creek and Hilley Road tracts, trails have been constructed or maintained on SMWF lands without permission from the Department. 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 ride ATBs. 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, ATBs and those who ride them 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 ATB riders and hikers on the same trail.

Cross-country ski trail use within the SMWF, is estimated to be quite low and well below use levels in intensively managed ski trails like the one in Benson. This relatively low public use

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**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.*

is due in part to the condition of the unit trails and the lack of a plowed parking area in the winter. The location or existence of these two trails are not well advertised; with use primarily from local residents, landowners, or tourists familiar with the area. The lack of grooming also 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 hiking without snowshoes and dog walking. All of these activities can degrade the surface of the ski trail.

Public input from other areas of the state 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 Use Impacts

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 minor and of short duration. 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. The disproportionate effect of one user group on another one has led to requests for the prohibition of motors on some waterways; the Inlet to Pine Lake, for example.

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. 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

**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.*

by riparian owners. A range of capacity* has been identified for waters that share mixed recreational uses (Wenger,1984). Obviously, a greater 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 are 6-8 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 SMWF. 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 SMWF include:

Adirondack Park Invasive Plant Program (APIPP) The mission of this program 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.

USDA Forest Service, Forest Inventory and Analysis - 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/.

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 SMWF, Duck Lake is the only water that was sampled. The project was continued in 2003 with Otter Lake sampled.

Search and Land Navigation Training - Annual training for the Search and Rescue Team 5-1 is conducted using the DEC *"Wildlands Search and Rescue for Volunteers"* course at the

**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.*

***This estimate does not take into consideration the large number of private owners along the southern shore of the lake and the commercial beach, trailer park and campground on the southwestern shore.*

Trailhead Lodge in Benson. Advanced cross country land navigation exercises occur in the adjacent SMWF. Stakes and/or flagged trees are set up as temporary GPS points. String is used to lay out grids. This material is not removed after use but is allowed to deteriorate naturally.

North American Breeding Bird Survey (BBS) - The 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-086: Hope Falls) is located northeast of the planning area. Detailed information is available at: http://www.mp2-pwrc.usgs.gov/bbs/

Using GIS to Assist the Inventory Portion of the Adirondack Forest Preserve UMP Process - 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 goal of this five-year project is to 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 quality of inventory data included in the UMPs. This will be accomplished by increasing cooperation of planners and technical experts among universities, state agencies and non-government organizations.

Staff of the Adirondack Ecological Center assisted in the development of this UMP by providing maps of SMWF hydrology, land covertype, and potential habitats (spruce grouse and deer wintering habitat). Staff also helped with a least cost path analysis of the proposed NP trail relocation. GIS information was used by staff internally to examine the relationship of existing and potential recreation facilities to sensitive natural resources of the area. (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 where TRPs have been issued since 1995 indicated the following research projects may have involved parts of the SMWF:
2000 USDA /APHIS - Trap placement for survey and detection of Pine Shoot Beetle using funnel trap. Fulton and Hamilton counties.

2001-2002 USDA/Fish and Wildlife Service - Trap live raccoons for monitoring populations and to vaccinate animals against rabies. Hamilton County.

2003 Syracuse University - Leaf sample collection for research. Collect water, soil, and foliage samples. Revisit earlier work from the Direct Delayed Response Project investigating lake and watershed acidification in the northeast. Within the SMWF, Duck Lake is included in the project.

2002 Columbia University/Lamont-Doherty Earth Observatory - Sample trees in order to understand the relationship between climate and range in tree species. Within the SMWF, Pine Mountain is included in the project.

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.

III. MANAGEMENT HISTORY AND POLICY

A. Acquisition History

The Forest Preserve was created in 1885 by an 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 in 1892 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 XIII - Abandoned lands

TOWN	GLEN, BLEECKER & LANSING PATENT	ACRES	DATE
Bleecker	Lot 43, Sub. 3 excepting 74.25 acres	24.75	1953
Bleecker	Lot 43, Sub. 4 excepting 109.75 acres	36.25	1953
Bleecker	Lot 43, Sub. 8 excepting 74.25 acres	94.75	1953
Bleecker	Lot 61, Sub. 4	100	1926
Bleecker	Lot 55	38.00	1950
Bleecker	Lot 66	11.5	1950
Bleecker	Lot 98, south part	165	1916
Bleecker	Lot 100, northeast corner	25.00	1916
Bleecker	Lot 102, southeast corner	50.00	1916

2. Acquisition by Purchase

The first purchase within the unit occurred in 1870 and 1871 and included approximately 600 acres west of Pine Lake Inlet. Between 1900 and 1936 the bulk of SMWF lands were conveyed to the State, including the areas around Chase Lake, Pine Lake, and many of the smaller waters in the Shaker Mountain Tract, along with the summit of Kane Mountain and Holmes Lake. The more recent acquisitions from the 1950's to present involved the areas around Irving Pond, Pinnacle, and a large portion of the southwest parcels. A few small parcels acquired in 1988, finalized acquisitions within the unit to the present day.

3. Transfer of Jurisdiction

In 1960, a small area (3.41 acres - Part of Lot 30 & Tract 620, Van Rensselaer Patent) of State land under the jurisdiction of the HRBRRD was transferred to Department jurisdiction for a boat launch on the Sacandaga Reservoir. Later the same year an additional 0.8 acre piece was added to the boat launch. (See Section VI.)

4. Eminent Domain

In the early 1960's several parcels were appropriated within the SMWF, mostly to establish clear title to the property in question. The first appropriations occurred in 1923 for Lot 120 (Glen, Bleecker & Lansing Patent) and 1929 for Lot 103, east part (Mayfield Patent). In 1962 for Lot 7, Lot 52, west half (Chase's Patent) and Lot 2, subs 3 & 4; Lot 4, subs 8 & 9; Lot 6, Sub 6, south half, and Sub 8&9 west parts, (Glen, Bleecker & Lansing Patent) were appropriated. In 1963, Lot 517 & 518 (Kingsboro Patent) and 1964 Lot 14, Sub 5 (Glen, Bleecker & Lansing Patent) were appropriated.

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 tower on the summit of Kane Mountain was constructed in 1925, as the Conservation Department improved its forest fire suppression activities with early detection capabilities. The original station included the existing 60 foot steel tower. An observer's cabin was built on the site soon after 1925. This cabin was abandoned in1961 when the existing cabin was built, and the old cabin was removed from the site in the early 1990s. The first observer at the station was William Hunter. He was succeeded by James Luff, James Hayner, Everett (Buckshot) Smith, Rex Hall, and Floyd Waters. Starting in 1988, the Kane Mountain tower was no longer staffed.

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. Since only a small amount of Fulton County was affected (mostly in the western end), only two salvage projects were conducted in the SMWF. One of these projects involved the fireproofing of a 100 foot wide strip on either side of NYS Route 10 between the Hamilton/Fulton County line and West Canada Lake. The total percentage of blowdown was not reported to be heavy, except for the areas with softwood cover.

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 northeastern

portion of the planning area. A small parking lot was constructed for NP trail use on the Godfrey Road in 1970. 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 trail were added (Old road between Pinnacle Road and Holmes Lake Road-1980) to enhance snowmobiling opportunities. In 1981, increased interest in cross country skiing prompted the change in designation from snowmobile trail to ski trail for the Indian Lake trail. At the same time a ski trail from Green Lake to Pine Lake was also designated. As recreational use grew, parking became a problem and informal parking areas developed through use.

In the past, Fulton County has performed maintenance and grooming (under a TRP) on many area snowmobile trails. Currently, snowmobile clubs perform this work under a stewardship agreement. Occasional trail work by volunteers has been accomplished within the SMWF. Work projects have also occurred on the Kane Mountain firetower. In 2003, the tower was painted along with repairs made to the steps and landings. At the same time, the observer's cabin was secured to help prevent vandalism.

DEC Permits/Stewardship Agreements

Temporary Revocable Permits

Some activities on SMWF 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 incidental 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 part occurring off State land (i.e. rental of a horse, contracting with a guide, etc.). TRPs are usually not required for such uses.

<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 1970's to the present was conducted to document the chronology of non-renewable TRPs issued for past activities for the SMWF.

Table XIV-1 - Temporary Revocable Permits (other than highways or utilities)

DATES	LOCATION	PERMITTED USE	PERMIT HOLDER
1975	Lot 104, Mayfield Patent	Road Crossing	Adjoining landowner
1976	Subdivision 3 (south half) & 5, Lot 21 and Subdivision 1, Lot 22 , and Lot 67, GB& Lansing Patent	Road Crossing	Adjoining landowner
1976	Lots 54 & 67, Mayfield Patent	Road Crossing	Adjoining landowner
1981	Lots 29, Chases Patent	Road Crossing	Adjoining landowner
1982	Lots 46, 47, 48, 52, & 53, GB& Lansing Patent	Tactical river/lake crossing	NY Army National Guard
1983	Lots 30, 32, & 40, GB& Lansing Patent	motor vehicle access for liming project	Benson Rod & Gun Club
1988	Lot 18 , GB& Lansing Patent	Road Crossing	Adjoining landowner
1984-1990	Subdivision 5, Lot 52, GB& Lansing Patent	Road Crossing	Adjoining landowner
1991-1994	Lot 14 & 21 , GB& Lansing Patent, Mayfield Patent, Lots 54 & 67	Road Crossing	Adjoining landowner
1997	Subdivision 9, Lot 4, GB& Lansing	Road Crossing	Adjoining landowner
1994-1997	Lot 21 , GB& Lansing Patent, Mayfield Patent, Lots 54 & 61	Road Crossing	Adjoining landowner

1975-1987 1999	Subdivision 4, Lot 22 and Subdivision 5, Lot 21, GB&L Patent	Road Crossing	Adjoining landowner
2000-1975	Lots 29 & 36, Chases Patent	Road Crossing	Adjoining landowner

Additional TRPs were annually issued to Fulton County for the maintenance of area snowmobile and cross country ski trails in compliance with Department standards. Permits were also issued to allow grooming of the Indian Lake Ski trail during events. The last permit issued for ski trail grooming was for 1997. Recent permit applications to use snowmobiles to groom ski trails have been denied because they do not comply with APSLMP requirements that unimproved cross country ski trails not be groomed by motor vehicles.

Table XIV-2 - Temporary Revocable Permits (roads* and/or utilities)

DATES	LOCATION	PERMITTED USE	PERMIT HOLDER
1981	Lot 3, Benson Tract	Remove rock rubble and earth berm	Town of Benson
1985	Lot 107, Mayfield Patent	Buried Power Line in Highway ROW	Adjoining landowner
1985	Lot 49, Benson Tract	Tree cutting	Town of Benson
1986	Lot 49, Benson Tract	Road maintenance	Town of Benson
1994	Caroga Lake Area	Distribution line maintenance	Niagara Mohawk
1995	Various locations	Road improvements	NYSDOT
1996	Various locations	Distribution line maintenance	Niagara Mohawk
2001	Lots 107 & 108, Mayfield Patent	Distribution line maintenance	Niagara Mohawk [1]

[1] A total tally of 763 trees within the SMWF were cut outside the 75 foot ROW in conformance with the deed exceptions for the property. This project also included an upgrade of the ROW access road, grading, and installation of water management culverts.

**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.*

In some cases, the Department denies TRPs for proposed activities. Within the SMWF, two permits were denied for the 10 year time period between 1990 and 2000. In 1991 and 2003, an application to construct a power line on State land along Godfrey and Washburn Roads was denied because the proposed work was in variance with Article XIV. In 1997, an application to use State land in the Town of Northampton to access private land for forest product removal was denied due to the steep terrain and amount of tree cutting needed. In both these instances, alternative access was possible through private lands.

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. A stewardship agreement is for a period of up to five years.

Under an existing Adopt-A-Natural Resource (AANR) stewardship agreement, two snowmobile clubs (Nick Stoners Trailers and Bleecker Snow Rovers) perform maintenance on selected trails in the towns of Caroga and Bleecker within the SMWF. In addition, the Southern Adirondack Snowmobile Club, Inc. maintains a portion of snowmobile trails in the town of Mayfield. Within the unit, the Canada Lakes Protective Association signed an agreement to help with stewardship of the Kane Mountain trail and tower. (See Appendix 16.)

Adopt a Lean-to/Adopt a Trail

Within the SMWF, the Chase Lake lean-to has been adopted with work currently covered under an AANR stewardship agreement. Individual volunteers perform light maintenance and report problems to DEC. Based upon recent year end reports, the lean-to is in need of some structural repair. Minor repairs to the fireplace were made in 2001.

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 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 re-introduction.

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 doing any 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 SMWF occupies a relatively small portion of the larger forest stands and landforms within WMUs 5H and 5J, the number indicating the wildlife region generally responsible for that unit.

Waterfowl season parameters 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 unit.

Surveys and Inventories

Over the years, both game and non-game species of wildlife and significant wildlife habitats have been the subjects of various surveys and inventories.* 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 the 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

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**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.*

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 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 Non-indigenous 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.

Other Fauna/Public Health Concerns

Wildlife occasionally can impact the health or enjoyment of outdoor recreationists. In some cases, area waters are treated with Bti to help reduce the numbers of black flies. This activity 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:

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

Giardiasis - This intestinal illness sometimes called "beaver fever" is caused by a microscopic parasite called *Giardia lamblia*. Even though many animals other than man 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 or Fulton Counties in either 2000 or 2001.

3. Fisheries Management

Fish management in the SMWF has emphasized brook trout restoration through reclamation and stocking programs. Future management will continue to concentrate on brook trout, but will necessarily focus on pond liming to offset the effects of acidification on those ponds that meet the Division of Fish and Wildlife's criteria for liming candidates. To date, only Holmes Lake and Green Lake have been limed. SMWF waters are subject to general angling regulations of the state. The use of fish as bait has been prohibited in area trout ponds to minimize the likelihood of bait pail introduction of competing and/or exotic fish species. Holmes Lake, Indian Lake, Otter Lake, Prairie Lake and Stewart Lake have been reclaimed to eliminate brook trout competitors. While future management will concentrate on pond liming to restore favorable conditions, reclamations will be conducted as necessary to remove introduced competitors. Seven ponds in the unit were surveyed by the Adirondack Lake Survey Corporation in 1987. DEC has gathered data on nine additional waters in the unit since that time. Historical data (circa 1934) is available for 10 ponded waters in the unit. Section IV and Appendix 7-Tables 1 and 2 present pond-specific survey and management data for all SMWF waters.

Very little active fishery management has been undertaken on streams within the SMWF other than limited stocking of Lynus Vly Outlet. Few streams in the unit have received biological surveys.

4. Water Resource Management

A few water bodies within the SMWF are the result of man made impoundments. Green Lake is influenced by Stewarts Landing Dam and Pine Lake is controlled by a private dam. Only the Fish Hatchery Pond Dam is on SMWF lands. (See Section VI.)

C. Management Guidelines

To the extent practicable, the DEC will encourage people to come to the SMWF to pursue inspirational, educational, and recreational activities related to the resources found in these special environments. The management* of the SMWF 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, the Adirondack Park State Land Master Plan, 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.):

- No additions or expansions of non-conforming uses.
- Conform to primitive tent site separation distances.
- No material increase in the number or mileage of roads and snowmobile trails open to motorized use by the public.
- Designate separate areas for incompatible uses.
- All conforming structures and improvements will be designated and located so as to blend with the surrounding environment.
- Facilities will be designed to emphasize the self-sufficiency of the user.
- Any new, reconstructed or relocated lean-tos, primitive tent sites, and other shoreline structures will be located so as to be reasonably screened from the water (minimum 100' setback).
- All pit privies will 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.

**In the absence of a UMP for the Shaker Mountain Wild Forest Area the DEC is only able to perform ordinary maintenance, rehabilitation, and minor relocation of conforming structures and improvements.*

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 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.

Recreational Rivers - Appropriate sections of recreational rivers within the unit and river corridors will be managed in accordance with APSLMP guidelines and 6 NYCRR 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)

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 were 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 an 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 SMWF 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 Environmental Conservation Law, 6 NYCRR § 190.8 (g) and Section 233 of the Education Law. While one area trail is proposed as an interpretive trail, 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 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.

The source for field investigation studies can be found in the Bibliography. River descriptions that involve SMWF lands can be found on Section II-A-1.

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..."*

Within the planning area, one ten-acre parcel in the village of Mayfield is considered as non-forest preserve. The status and physical location of this parcel needs to be clarified.

D. Administration and Management Principles

1. Administration

Administration of the SMWF 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 SMWF. The supervision of the activities of the Divisions of Lands and Forests and Fish and Wildlife within the unit are delegated to the Supervisor of Natural Resources. Within the context of the SMWF, 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 SMWF 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 and Wildlife. Direct fish and wildlife management activities within the SMWF 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 Division of Operations continues its maintenance responsibilities from work centers located in Northville. The construction and maintenance of facilities within the unit is performed by a trail crew of seasonal laborers (number and length of employment dependent on funding levels) with maintenance responsibilities for both Fulton and Hamilton County.

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 SMWF is included within the territories of two 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 SMWF. They issue camping permits and educate the public about proper backcountry behavior. They are responsible for fire control and search and rescue functions. SMWF sector assignments include parts of districts 5-8.

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. Shaker Mountain 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 large portion of the SMWF. The APSLMP more specifically describes the SMWF on page 91:

> *"This tract offers great potential to serve the Wild Forest recreational needs of New York's hikers, horsemen, snowmobilers, cross country skiers and campers, and it is capable of absorbing a considerable degree of public use."*

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 12.5 miles of official DEC trails within the SMWF (excluding Northville-Lake Placid trail mileage and snowmobile trails over motor vehicle roads), approximately 65 % (8.1 miles) are designated snowmobile trails. Whenever feasible the Draft Comprehensive Snowmobile Plan preliminary

[*] *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 SMWF UMP will be revisited and amended, if appropriate.*

goals will be considered when planning snowmobile trail improvements in the SMWF. (See Appendix 22.)

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 planning area boundary adjoins two wild forest areas, one wilderness area, and one reforestation area. In addition two campgrounds and one intensive use boat launch are included within the planning area boundaries. Each classification of State land provides a different range of conditions, settings, and experiences. 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 Wilderness provides 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 Draft Silver Lake Wilderness UMP proposes to keep the construction of new facilities and improvements to a 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, 2001 page 32).

The APSLMP statement regarding wild forest areas that "[m]any of these areas are under-utilized" remains seemingly true for most of the SMWF 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 SMWF was a large enough area to meet the needs of a wide range of recreational users without significant user group conflict or resource degradation. In the effort to set a management direction for the SMWF that strikes a proper balance between recreational opportunity and the protection of natural resources and ecological processes, DEC staff sought input from various organizations, local governments and individuals. Armed with information from the public involvement process, the planning team considered the entire collection of SMWF 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 SMWF, 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. To accommodate the potential for solitude, the 6,057 acre Round Vly/Lawyer Mountain tract was set aside as a "trail-less" area where no designated trails will be constructed and only small parking lots are proposed to accommodate existing public use. The 8,152 acre West Stony Creek tract will be managed for pedestrian uses only, with the only trails proposed consisting of the NP-trail relocation and West Stony Creek trail. The majority of existing interior trails and public use occur within the 23,990 acre Shaker Mountain tract. 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 always 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 SMWF as a whole. If the maximum maintained area for existing SMWF improvements (parking areas, campsites, and trails) is calculated, approximately 13 acres of SMWF 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 SMWF as a whole receives little use and shows virtually no 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 SMWF does not appear to significantly impact the natural resources beyond their capacity to withstand recreational use. In keeping with APSLMP language suggesting the suitability of the SMWF for serving future recreational needs, a measure of the extent of overall trail development was calculated for the SMWF 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 SMWF was calculated at 1.6 feet of trail/acre or 0.2 miles of trail/square mile of land. This is significantly lower than the adjacent 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 Silver Lake Wilderness to the north 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 of existing trails. A portion of proposed trail changes for the SMWF utilize existing facilities and only require a change in trail designation. Upon completion of all proposed trails, approximately 16.1 miles of new trail will be constructed or

designated, with almost half of the new trail mileage consisting of the NP trail relocation from roads into the interior. The addition of all proposed trails will result in an increase in overall trail density for the SMWF to 3.7 feet of trail/acre or 0.45 miles of trail/square mile of land. This is approximately the same level of current trail development in both adjacent wild forest areas and is slightly less than half of the existing trail density (7.1 feet of trail/acre) 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.

Public Notification: The initial press release serves as an introductory measure to inform the public that the Unit Management Planning process has begun and that input is being sought. On January 4, 2002, a press release announcing the start of the SMWF planning effort and the public open house date was sent to the public and various media. Following the release a letter, comment form, and map of the area was sent to over 150 individuals, agencies, and organizations on the DEC-UMP mailing list. (See Appendix 11.) A second press release was issued on February 19, 2002 to identify the open house schedules for four planning units. The *Hamilton County News, Schenectady Gazette* and *Leader-Herald* published articles announcing the planning effort.

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 Thursday, February 28, 2002 a open house for the SMWF was held at the Northville Central School. 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 SMWF and the Northville Boat Launch. A list of issues and potential facilities was posted on wall flip charts for the public to examine and comment on. More than 120 citizens attended and the DEC heard oral statements from 19 different speakers. Detailed notes were taken during the meeting for the team's reference. The *Hamilton County News* published an article describing the public meeting.

Statewide Open Houses - DEC hosted a series of sessions in January 2001 to gather public input on a number of Unit Management Plans in development. Seven sessions were held throughout the state to provide added opportunity for citizens who care about these state lands and want to keep informed about this planning initiative, but 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 SMWF will be established at the Northville DEC office. Materials such as a copy of the draft UMP may be reviewed at the repository but not removed from the site.

Public Meeting on the Draft Plan - To further refine the future management for SMWF, the draft UMP was subject to a public meeting and comment period. More than 75 citizens attended the meeting and the DEC heard oral statements from 18 different speakers. All written and verbal comments were reviewed and considered. (See DEC comment and response section in Appendix 11.)

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 and/or comments by phone from members of the Forest Preserve Advisory Committee, snowmobile clubs, hiking clubs, ATV clubs, lake association members, town government representatives, local businesses, neighboring landowners, hunting clubs, and others regarding issues or potential facilities to be considered within the SMWF. 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 SMWF.

Public input from the February 28, 2002 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 consisting of several phone calls, five e-mails, and eight letters. 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 trail-less 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 appear to 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, appear to be expressly prohibited by the APSLMP and may not be considered at the UMP level.

The following is a summary of comments and issues from the February 28, 2002 scoping session. An attempt was made to summarize similar and closely related topics and concerns. It does not include any staff comments or recommendations.

Snowmobiling

- Remove rocks in snowmobile trails - Bleecker/Caroga Area.
- Need to designate snowmobile trail east of Pinnacle Road. Relocate short piece over private land near NYS corner.
- Tolmantown - better bridges are needed to accommodate snowmobilers and other users.
- Need additional and improved parking, in particular for snowmobilers.
- Community snowmobile links are difficult to keep, problems due to private land and possible closure.
- To assist groomer, continue running board onto ramp by bending if possible.
- Snowmobile trails - keep MV's off in summer to prevent damage.
- Chase Lake snowmobile trail, poor location, possibly remove to better use mileage.
- Holmes Lake - North of barrier, wet, problem area for snowmobiles.
- Closing the Chases Lake trail to snow machines will only succeed in stopping the older generation from ice fishing there.
- Clubs should be able to remove some of the rocks and stumps out of the trails- safety issue.
- Need more trails, not enough trails for the amount of snowmobilers out there.
- Snowmobile use should not be expanded..
- It is the responsibility of the vehicle user to control his snowmobile. Signs posted for "caution" should be adequate.
- Thanks for the five miles of snowmobile trail. Without it I would never be able to enjoy this area.
- Keep snowmobile trails to character of footpaths and limit ATVs to designated roads and prohibit them on hiking/snowmobile trails.

Cross Country Skiing

- Add new ski trails.
- Why not groom - some ski trails.
- Additional trails, connect Wheelerville to Irving Pond.
- Create long ski loop out of the Stewart and Indian Lake trail, connecting to Irving Pond.
- Create switchbacks on trail at steep locations.

Hiking Trails

- Northville - Lake Placid Trail - relocation options.
- Oppose any change in the Northville - Lake Placid Trail.
- Kane Mountain North trail needs marking.
- Enough marked trails, leave open spaces for map and compass orienteering.
- Oppose any trail to be built in the Pinnacle Mountain/Shaker Mountain area.
- Move the Northville - Lake Placid Trail trailhead into the woods rather than along a road. Walking on the public highways is a safety issue.
- North Country National Scenic trail - Identify two alternate routes that would pass either north of the Hamilton County line or just into Fulton County coming across from the Middle Stoner Lake area.

- Pinnacle Road - consider hiking trail along the county line ridge using existing foot path.
- West of Pinnacle Road - leave area for people who just like to go find marshes and beautiful places.
- Reconstruct a ski trail from Irving Pond past Bellows Lake to Stewart and Indian Lake. A loop can be created back to Fish Hatchery Pond or Otter Lake.
- Increase trails for hiking and cross country skiing only. Do not expand snowmobile access.
- Proceed as soon as possible with the relocation of the southern-most bits of the Northville-Lake Placid trail - currently it's the Benson Placid Trail.
- Relocate trail near Pigeon Mt. to make access to that peak (highest in Fulton Co.) easier. Unmarked herd path already exists.
- Consider trail to Pinnacle Mountain. This is the only other mountain in the area that has a view.
- NP trail relocation - Use new trailhead for educational and informational purposes.
- NP trail relocation - Consider side trail to Sacandaga overlook or Mud Pond.
- Old road abutment near Stony Creek could support a footbridge opening up a large piece of the area.

Water Resources

- Limit Pine Lake water access to canoes and kayaks and close the inlet streams to motor boats.
- Past use of the site for boat launching (39 years, anecdotal evidence that in the 1960's there were only 3 boats on the lake and the site was used for car washing), most residents have no other access-19 motorized craft counted in 2003 ranging from small fishing boats to large party boat. Launch in May, remove at end of season in September, intermittent use-various specific reasons, also sailing craft.
- If gated, would block access to Fulton County Sheriff personal water craft for enforcement purposes.
- Pine Lake Road-one lane? Gravel road, highway status ends at the NYS boundary-safety concerns speeding of vehicles, speed limit issue, narrowness (cannot widen) and proximity to camps.
- Weekends, holidays, hot summer days-public problems at end of road-parties(loud people, noise), swimming, picnicking, illegal camping, litter-dirty diapers, open fires, etc.
- Swimming vs. bathing beach - health department codes and regulations
- Concern that a day use area with picnic tables, designated parking, swimming areas, pit privies, camping areas-will be un-supervised without a lifeguard or forest ranger, increased road traffic, etc.
- Pine Lake Beach-owners, Why do we need lifeguards, etc., swimming at the end of the road would seriously compromise private business, duplicate service to the public, private facilities already offer a picnic area with bathroom facilities, etc., concerns over increased traffic, DEC already has campground and day use facility-Caroga Lake, foul language, public nudity, snowplow turnaround. Access to launch boats.
- Unsupervised public use, estimated that between 75-100 vehicles travel road on a weekend day, speed generally greater than 25mph., 15mph signs, most common vehicle is truck towing a trailer with personal watercraft, town has filled in wetlands at end of road, widening the turnaround, fires left burning, stolen wood and resident furniture,

boat launch not sanctioned, its existence produces traffic conditions, led to swelling of boat and personal watercraft to 60 or more craft on this small lake, one mile in length, 15-20 paddle boats on the lake, swimming area without a lifeguard.

Motor Vehicle Use

- Who to approach to improve ATV opportunities - Town/DEC?
- State Forests may offer ATV potential.
- Use ATV for Hunting to remove deer.
- Four-stroke engines desirable - less pollution, snowmobiles & ATVs noise disturbs wildlife.
- Maintain access - Tolmantown and Warner Hill Area, Prefer rougher road - but keep bridges.
- Assure conflict between MV's & snowmobile and non-MV use is minimized.
- Tolmantown Road - Finch Pruyn is leasing land. Lessees can post. Want ATVs to have access. Involve Finch Pruyn to develop loops on private land to satisfy ATV use.
- ATV's don't disturb wildlife.
- ATV registration provides money to the State with no places to ride. Other states have places - good economic development, registration money required by NY State. No trails are available.
- 4 WD trucks also use roads.
- Other states such as WVA - Kentucky - dirt bikes, ATV's long trail, heavily used.
- Designated trails good - Need legal places to ride ATVs.
- ATVs can blend with other users.
- Massachusetts ATV registration allows people to ride in NY.
- People have volunteered to clean up around Tolmantown Road.
- Should not have to trailer ATVs long distance.
- Allow ATVs on frozen lakes.
- Make MV use regulations clearer about how MV routes can be designated.
- Keep existing roads and access trails open to motorized recreation, specifically Warner Hill and Tolmantown Road.
- Explore the opportunity to develop new motorized trails where appropriate, not just for persons with disabilities but for all trail users.
- Consideration for 4 wheel drive vehicles.
- Existing trails should be opened up to more motor vehicle use particularly for the disabled and elderly.
- No money should be spent on new trails other than for 4 wheelers.
- The policy of closing off town roads should be discontinued.
- NY State should have some kind of ATV trail system to bring in tourism.
- Ask that DEC and the Adirondack Park Agency consider opening some trails for ATV use.
- ATV clubs -good stewards good neighbors -can't we all just get along.
- Keep in mind the multiple uses that we should make of our forest.
- Tolmantown Road is very rocky, and not maintained. That is just the kind of road we are looking for. We don't need to have the road maintained, we like it rocky.
- Please consider allowing regulated, controlled ATV use in this or other areas to improve the severe lack of riding areas in NYS. This ought to significantly help the problems NY state is having with illegal riding.
- Guarantee that ATV use to Holmes Lake will be limited to CP-3 permit holders only.

- The recreational and aesthetic experiences of hikers, walkers, equestrians, campers, and bird watchers are seriously degraded by the noise, smell, erosion, and trail conditions that result from ATV and off road motorcycle use.
- Open up trails in the Tolmantown and Pinnacle Mountain areas to motorized vehicles.
- Allow disabled and senior citizens to use motor vehicles under permit.
- Accommodate ATV interests within the bounds of State law and the APSLMP.
- Limit ATV and 4wd use of snowmobile trails (such as the Tolmantown Road) to non-winter use to avoid ruts and safety problems.
- Use of ATVs under permit should not exceed five miles per hour.
- Support the goals of the "Tread Lightly" program.

Other Recreational Activities

- Remove campsite at Hatchery Pond on stream.
- Add parking along NYS Route 10.
- Develop portage trails between waterbodies.
- Horse access would be greatly appreciated.
- Safe/parking and access for trucks/trailers for equestrian use.
- ATBs tear up snowmobile trails and take out grass.
- Better access is needed to the mountain south of the Pinnacle Tannery site, near the end of the Tolmantown Road.
- Mountain biking opportunities should be developed. Utilize existing roads and snowmobile trail system. Limit use to designated trails.
- Maintain facilities on a routine basis with Environmental Protection Fund stewardship money.
- Area has enough trails, new trails do not need to be created. Mark existing trails.
- Support needs of hunters and "bushwackers" for areas that do not have trails.

Northville Boat Launch

- Continue to allow access without having to pay money.
- Change the traffic pattern - drive in and drive around in a loop to launch boat. Avoid crossing existing traffic pattern.
- Consider a non motorized launch area for canoes and kayaks.
- Increase number of benches.
- Pave the ramp with concrete below the existing pavement.

Firetower

- Needs program - education/interpretation - forest preserve. Trailhead and trail to the tower is an obvious place where the area's cultural and natural history can be interpreted for the public. Propose potential partnerships for management and education.
- Tower steward/handout.
- Nature trail - one route.

Fish & Wildlife

- Oppose introducing predators to this area.
- Pine Lake Inlet is a important natural area that has been greatly disturbed by the use of jet skis and motorboats in the inlet.

Other comments

- Need for cross country ski trail brochures or maps.
- Maintain trails exclusive to non-motorized use.
- Increase law enforcement.
- Consider roadside nature trails to points of interest. Hardened foot trails with easy grades are not only suitable for the mobility impaired, but for families with young children.
- Need for small parcels or easements along the Benson Road for access to State land.

General comments from statewide meetings

- Comments were made where all motorized vehicles and boats, jet skis included, should be prohibited. Others were written where motorized use should not be expanded. Concerns included; to keep the peace and quiet in the area, to keep a semi-wilderness quality.

Other comments from the public concerning the Silver Lake Wilderness Area UMP

- Reroute the Northville-Placid trail from Northville to Benson.
- Enlarge and improve existing parking area on Godfrey Road, add signs and refuse containers.
- Improve NP trail signing from parking area on Godfrey Road to sign in register and along trail on Godfrey Road to private lands.

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 SMWF were identified as important issues to be explored in the UMP: Public Access, Trespass/Occupancies, Private Land Titles and Access Rights, Public Highways, Motor Vehicle Use, Ownership and Use of State Lands Underwater, Biological Diversity Impacts, Wildlife & Fisheries Issues, and Water Resources.

They 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 to State lands, both for maintenance purposes and for public use and enjoyment is necessary for the proper administration of State lands comprising the SMWF. A few public comments identified the need for new trails. In some cases SMWF 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 SMWF 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 SMWF land without permission or legal authority.

- **Private Land Titles and Access Rights** - The SMWF 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 SMWF lands. Some may be abandoned town highways; while the degree of "public highway" status is unclear in other cases. Background information on the Tannery Road, Tolmantown Road, and Warner Hill Extension can be found in Section IV - Roads. Information on the Irving Pond Road and Pine Lake Road is in Section VI.

- **Ownership and Use of State Lands under Water** - Within the SMWF 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 SMWF lands with a majority of underwater land owned by the State include Pine Lake and Irving Pond, along with 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. A perpetual monitoring effort is needed to track trends in acidic deposition, surface water quality, and forest health.

- **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 SMWF.

- **Fisheries** - As described in previous Section II-A-1-Air Resources and Section II-A-2-Fisheries, the phenomenon of acid ion deposition, popularly known as "acid rain" is the greatest single fisheries issue in the SMWF.

- **Water Resources** - A wide variety of important issues involve the water resources of the planning area.

Public Input and Comment Update

Following the release of the Draft UMP and public meeting on April 14, 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 SMWF. In addition to the oral comments at the public meeting, written comments consisted of two forms, 15 emails, 18 letters, and three faxes. Department staff also met with some local government officials 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.(See DEC comment and response section in Appendix 11 for more specific details.)

- **Water Resources (Pine Lake) -** The largest number of comments pertained to impacts to adjoining private landowners, safety issues, lack of law enforcement, or proposals related to closing the boat launch, horsepower restrictions, and new facility development on SMWF lands at the end of the Pine Lake Road. A few comments supported a ban or restriction on the use of motors in the inlet area.

Of all the water related issues the proposed closing of the boat launch site was the most objectionable to a large number of people, many who are lakefront owners on Pine Lake who currently have no other means of boat access. A Pine Lake Civic Association 2003 resolution was strongly opposed to the idea of improvements to SMWF lands at the end of the Pine Lake Road.

- **Snowmobiling -** The second largest number of comments pertained to snowmobiling, snowmobile trails, and the Draft Comprehensive Snowmobile Plan. 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 removing rocks, need for improved parking, necessary relocations, need for improved discussion of interconnecting snowmobile trails in adjoining state land, highway-type signs, and the foot trail character requirements. Concerns were expressed over the proposed rehabilitation of the Bellows Lake snowmobile trail.

- **Motor Vehicle Use -** While the largest number of comments at the 2002 scoping session related to motor vehicle use in the SMWF, and in particular, any changes to existing uses in the Tolmantown Area, there were significantly fewer comments on the draft plan regarding this issue. Public input involved ATV use in general or was specific to existing ROWs or town roads. Several comments were opposed to the opening of the Irving Pond Road and rehabilitation of the Godfrey Road Extension. A couple of comments suggested closing a section of the town maintained Holmes Road. Another issue was the opening up of roads required in the settlement of the Galusha v. DEC litigation.

- **Kane Mountain Facilities -** There is public interest to rehabilitate fire towers for recreational, historical, and educational purposes. Several comments supported the retention of the fire tower and cabin on Kane Mountain. It was suggested that any repeater mounted on the tower should not substantially alter the tower's looks or deny public access to the cab.

- **All Terrain Bicycling -** A few comments were opposed to the proposed ATB designation for the Chase Lake and Bellow Lake trails.

- **Northville - Placid Trail -** Important issues involved the future use of the Godfrey Road Extension and relocation of a portion of the Northville-Placid trail off from roads. A few comments suggested closing the Godfrey Road Extension to public motor vehicle use. There was support for both alternative 2 and alternative 4. There were differences in opinion regarding the most suitable location for the proposed NP trail official trailhead and parking. A couple of comments suggested adding spur trails to areas with views. The combined boards for the village of Northville and the town of Northampton proposed using village property at the town hall for the “official” trailhead. Additional parking was suggested for the Gifford Valley Road to accommodate other state land users.

- **Public Notification Process** - Several comments dealt with the timing of the scoping and public meeting, UMP release and distribution, web site information, and public comment period. There was concern that seasonal property owners, primarily those adjacent to Pine Lake were denied due process to comment on the plan due to the 30 day comment window.

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. 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 input 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 SMWF 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 UMP were removed or revised based upon public input or new information.

1. Assessment of Needs and Projected Use

Visitor use information for the two registers within the SMWF was summarized in Section II-D- Public Use. At these locations, data indicates 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 SMWF 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 in cross country skiing and snowshoeing will 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. 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 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 SCORP, a comparison is made between estimated future recreation demand (year 2020) and the present supply. A scale was developed ranging from 1 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 will need 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; and Index 3-swimming, biking, hunting, hiking, boating, and cross country skiing. The other activities were ranked either Index 2-relaxing in the park/picnicking or Index 1-walking. For Fulton County, backcountry related activities were listed in order of ranked need: Index 5-camping and snowmobiling; Index 4-swimming, biking, hunting, hiking, boating, fishing, and cross country skiing; and Index 3-park/picnicking.

Other trends identified in the Feasibility Study for Fulton County (LA Group, 1978) include socio-economic factors. While this data is over 25 years old, the study was the result of three months of intensive research and analysis at a local level, and is still valuable reference information:

**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.*

- median age - as the median age of the population increases, the more physically demanding outdoor recreational activities will experience a decrease in demand (In the period 1975-2000 suburban areas were predicted to realize the greatest increase median age.)
- income - rising income will increase participation rates in outdoor recreation; especially for expensive sports (equipment expense or fee). (In the period 1975-2000 suburban and ex-urban areas were predicted to realize the greatest increase in income.)
- leisure time - as leisure time increases so will participation in outdoor recreation. (Major increases in leisure time were projected in the period 1975-2000.)
- accessibility to supply - as time and monetary expense decrease in getting to outdoor recreational facilities, participation were predicted to increase. This was predicted to also increase frequency of use during off peak time.

It is not known if the predicted increases took place.

Increasing age does not necessarily decrease the total demand for outdoor recreation, however, it will likely change the preference for recreation type. As income and leisurely time increase, and accessibility improves, individuals will be able to afford the costs involved in all forms of outdoor recreation, which in addition to entrance or permit fees, include equipment cost, travel expenses, and the actual travel and activity time. Distance or time required to travel to a point of recreation will be the single most important factor for addressing the demand of a given facility.

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 SMWF, 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 remain on the lower 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 to assure that the goals for the management of wild forest areas in general and the SMWF in particular continue to be met over the long term.

Some factors which could increase use of the SMWF include: development of lightweight canoes and camping gear, increase in population, desire for quiet areas to unwind, increased knowledge of the SMWF 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 SMWF 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 SMWF 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 activity, and health and marketing campaigns.

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 desires.

A Fulton County recreational planning report (LA Associates, 1979) indicated that the existing system of hiking trails within Fulton County was adequate for current use and projected to be adequate to accommodate future demands. The most critical improvements or additions necessary for the hiking system were to make provisions for long path connections, improve the physical condition of existing trails (including new signage and maps locating trails, services and landmarks), and to develop several short sections of trail which are vital to travel within the county or which exploit scenic vistas and overlooks that are currently inaccessible.

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.

Snowmobiling - This activity is a major recreational industry in New York State. Snowmobiling 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, the Adirondacks, and the 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 most important climatic condition determines the success of trail systems is the duration of snow cover (snowmobile and cross country) ski trails. The report (Snow Resources - Fulton County New York, 1972) was used to determine this factor.

"The corridor of deepest snow accumulations and highest water content in Fulton County and adjacent counties extends from Hoffmeister and Arietta (Hamilton County) to Pine Lake, Canada Lake, Irving Pond, Peck's Lake and Bleecker." This substantial snow cover continues

through the winter. *"Both areas can be considered for development of winter sports with almost positive assurance of long periods of adequate snow cover."*

A general overview and analysis of the conditions in Fulton County relevant to the development of a multi-purpose recreational trail system (LA Group, 1978) was performed by a private firm for the Fulton County Board of Supervisors. Based on this overview a trail corridor concept was examined focusing on the multiple-use characteristics of the system, extensions to and connecting between existing trails with the intent of establishing a unified trail system, developing connections to adjacent trail systems in neighboring communities, connecting recreational points of interest, and identifying specific demand and need for such a recreational trail system within the county. These proposals along with earlier Fulton County suggestions were considered by the planning team.

Additional information concerning snowmobile trails can be found in the Draft Comprehensive Snowmobile Plan for the Adirondack Park/Draft GEIS.

Cross County Skiing and Other Winter Activities - Among all recreational activities in New York State winter activities are growing; cross-country skiing has had the largest percent growth. Snowshoeing is likely to increase as the median age of the population increases.

A need was identified in the Fulton County Feasibility Study to develop several types of facilities to accommodate the demand for cross country ski activity. They include:
- A well developed area with a system of groomed trails (some tracked) providing both recreation and competitive quality trails. [This is available to the public from a private development near Woods Lake.]
- An urban oriented system accommodating the needs of local residents for evening and short duration use; such areas should also accommodate cross country ski teaching activity. [This occurs under TRP on Rockwood Reforestation Area]
- Developed areas in more remote sections of the county which also provide for "packed" trails (no tracking). [not allowed in wild forest areas]
- Wilderness cross-country ski routes with no grooming.

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 was an increase in numbers of registered ATVs between 1995 and 1997. Manufacturers' advertising in sportsmen/outdoor magazines and TV programs has resulted in a growing number of machines and riders seeking riding opportunities. The most recent 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 ATV 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.

According to a Fulton County recreational planning report (LA Group, 1978), areas designated for horseback riding in Fulton County are quite limited. Throughout the county there are numerous small privately operated riding stables and trails, however these areas are

limited in terms of length and variety of trail experience. The need for additional horse trails was expressed at the public review sessions held in relation to the county's Multi-Purpose Trail System. The prime concern expressed was the need for access to riding areas and the right to use the shoulder of town roads. The need for a system of day use riding trails specifically for horses was also expressed.

Three types of trail were identified:
- A system of town roads officially designated as allowing riding along the shoulder. The roads included should provide a skeletal system throughout the county providing a utilitarian network as well as access to designated recreational riding areas.
- A system of trails off roads to provide a pleasurable recreational riding experience.
- A network of short loop trails within a small area serviced with trailer parking, restrooms, water supply, information, picnicking and access to the entire horseback trail system in the county.

A supplemental report of the Fulton County feasibility study (LA Group, 1978) considered user demand by off road vehicle riders and equestrians. Trails to accommodate both groups were considered as part of the county's system, however, they should be approached cautiously since both of these uses can potentially create environmental problems.

Town of Northampton Public Opinion Survey Report (August, 2002)
A recent survey included citizen responses from the town of Northhampton and village of Northville. Under the Recreation category: 70% or more of the respondents wanted to promote and expand tourism opportunities, create more hiking and biking trails, and create more beach and lake access, while 55% showed interest in improved access to snowmobile trails. Under the Environment category 90% wanted to preserve and protect wildlife, forests, open spaces, water quality, and scenic vistas. Under the Historic Value heading, 87% felt there is a need to protect and maintain historic sites and structures. Specific comments were received on the NYS Route 30 corridor that ranged from improving roadside aesthetics to creation of an information tourist center to an increase in recreational facilities, rest stops and picnic areas.

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 SMWF into the following categories; bio-physical resources, land protection, man-made facilities and public use and access. Each category is further broken down into components where the present conditions are assessed, objectives are developed and management actions proposed. Recommended actions are consistent with the management guidelines and principles outlined 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 where activities are to occur and the Department program* responsible for action.

More detailed information and site maps for proposed management actions at the Northville Boat Launch, Kane Mountain Area, Pine Lake, Holmes Lake Area, Irving Pond Area, Peck Creek Area, and the Stony Creek Area/NP trail 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:

- Maintain federal Class II air standards, achieve federal Class I air standards, if possible.
- Maintain and improve overall water quality.
- Reduce the potential for pathogenic contamination (especially giardiasis) from all water sources.

Management Actions:

- Monitor baseline data to identify the effects of potential air pollutants on the natural resources of the SMWF. (A)

* *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).*

- Monitor SMWF 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)

- Advise the public through DEC information and education programs to treat all water prior to consumptive use. (LF/OPP)

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, stream sides, and campsites require rehabilitative actions. Trail widening, trail use during wet weather, and camping too close to sensitive riparian areas 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. (LF)

- Monitor soil 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 and designated campsites where sedimentation and/or contamination of water resources is a problem. (LF)

- Target trail maintenance to heavily eroded trails; develop a priority list based on resource need rather than on user convenience. (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)

3. Vegetation/Invasive Species/Wetlands

Present Conditions:

A portion of the SMWF's vegetated landscape has been altered by wind, fire, insects and disease, and pre-Forest Preserve logging. 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 SMWF 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. Some species such as purple loosestrife and common reed, while not on SMWF lands, have been observed adjacent to NYS Route 30 and 30A in the towns of Mayfield and Johnstown along the southeastern edge of the planning area. Japanese knotweed has also been identified to the north. It is expected there may be other small 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 SMWF.

Prior to implementing targeted containment and/or eradication controls, terrestrial invasive plant infestations occurring within the SMWF 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 20.) 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.

Terrestrial Invasive Plant Recommendations - No terrestrial plant occurrences are documented within the SMWF; therefore there are no management recommendations prescribed at this time. 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 only one high priority Common reed infestation at the NYS DOT Arietta Stockpile facility, located to the north of the SMWF on NYS Route 10. The geophysical location of the infestations, coupled with the shared, jurisdictional usage of the facility, make it an imminent threat to the Shaker

Mountain, Ferris Lake and Silver Lake Units. Materials stockpiled, borrowed or extracted from this facility and utilized for road infrastructure, right of way or drainage improvement projects on State Route, County or Town roads within or in proximity to the three Units will likely contain Common reed rhizome, plant parts and/or seed.

Aquatic Invasive Plant Recommendations - 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.

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 diversity and distribution of plant species. (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 and lean-tos 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 SMWF. 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 SMWF 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 SMWF, 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. Spread prevention techniques should be employed on East and West Caroga Lake and Mayfield Lake. 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 SMWF. 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

While all of the objectives and management actions outlined below are important, a management priority should be placed on increasing our understanding of the occurrence and distribution of wildlife species and their habitats on the SMWF.

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 SMWF. 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

Present Conditions:

Inventory data for the SMWF indicates that non-native species, particularly chain pickerel, yellow perch and golden shiners were widespread throughout the unit by the time of the biological surveys of the 1930's. No doubt the presence of nonnative species led to a loss of brook trout and other native species. Native species have continued to decline, largely due to the impacts of acid rain.

Pond liming is currently the only technique available to mitigate the deleterious effects of acidification. Therefore, the liming of County Line Lake will take place to facilitate restoration of brook trout. The water quality of Holmes Lake will continue to be maintained by periodic liming. Indian Lake will be evaluated to determine if it is a suitable liming candidate, and if so it will also be limed and placed in the limed waters program. Waters in the program are monitored annually and are relimed when their pH drops below 6.0 or their acid neutralizing capacity (ANC) drops below 25 ueq./l in accordance with the General Environmental Impact Statement (GEIS) on Liming program.

Several SMWF ponds have been previously reclaimed to eliminate competitors of brook trout. These waters include Fish Hatchery Pond, Holmes Lake, Indian Lake, Otter Lake, Prairie Lake and Stewart Lake. The trout populations (and potential trout populations) in these ponds are vulnerable if non-native or Native But Widely Introduced (NBWI) species become established. Within the 5-year scope of this plan, reclamation of these waters is not anticipated; however, if future survey work documents the establishment of nonnative or NBWI species the plan will be amended to schedule such reclamation.

Objectives:

- Restore and perpetuate a diverse, high-quality fishing experience in accordance with sound biological management practices.

- Maintain and enhance the diversity of warmwater fish populations in the unit.

- 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.

- Maintain populations of lake trout in Green Lake.

- Maintain the populations of brook trout in Holmes Lake, Indian Lake, Otter Lake and Stewart Lake.

- Enhance fishing opportunities for quality brook trout within the unit.

Management Actions:

- Reclaim ponds if additional non-native or NBWI fish species establish and negatively impact the trout populations. Rebuild the Holmes Lake barrier dam if nonnative or NBWI fish species become established in Holmes Lake and it is determined that the outlet gradient is insufficient to prevent re-introduction of the target species. Lime waters as necessary to maintain favorable water quality conditions. (FW)

- Restore brook trout to County Line Lake. (FW)

- Liming will enhance fishing opportunity for quality brook trout within a wild forest unit. Therefore, evaluate Indian Lake for inclusion in the limed waters program. If Indian Lake is found to meet the Division of Fish and Wildlife's liming criteria it will be limed to protect its valuable brook trout resource. (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:

- Provide better coordination and communication between DEC Divisions, volunteers and local municipalities for the maintenance of existing trails and improvements.

- Maintain adequate funding levels to assure proper maintenance of area facilities.

- Encourage and maintain cooperative efforts between DEC and volunteer trail programs.

Management Actions:

- Designate a unit manager for the SMWF 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 their 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.

Specific projects and cost estimates are detailed in the Schedule for Implementation.

- Appoint a management team as another measure to advance the cause of coordinating the management of the SMWF. 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 biologist 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 UMP;
  • 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

- 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. 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 acquire key trail linkages in the Adirondacks. This priority project states: *"Long distance trails 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 SMWF will be given a higher priority for protection when acquisition by the State is being contemplated from willing sellers. 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:

- 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. In addition to Table VIII in Section II-C-2, additional historical sites in and/or adjacent to the SMWF include:

- Old Logging Roads - remnants throughout the area
- Old Rock Quarry - not located
- Pinnacle Tannery - remains
- Chair Spindle Factory - remains at Holmes Lake
- Old boiler - remains at Little Holmes Lake
- Various dam remains

The historic and archaeological sites located within the SMWF 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 Environmental Conservation Law, 6 NYCRR Section 190.8 (g) and Section 233 of 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 the 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 SMWF.

- 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 within the SMWF. (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 Little Holmes Lake. (See details in Section VI.) (LF/OP)

C. Man-Made Facilities Maintenance, Rehabilitation, Removal, and Development

Many different types of structures are found on SMWF lands, such as pit privies, a lean-to, 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 SMWF.) 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, rehabilitated, 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 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 Map in Appendix 1)

- Substandard facilities will be brought up to acceptable condition standards. For example, within the SMWF, 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 facilities inventory in Appendix 2.

1. Barriers

Present Conditions:
This structure is designed to prevent travel of unauthorized motorized traffic over and along roads, utility ROW's, or trails entering or passing through or over Forest Preserve lands.

Objectives:
- Locate and maintain barriers to prevent illegal public motor vehicle use.

- 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 mobility impaired individuals with access to State lands. Use combination locks to allow passage by people with TRPs at the proposed CP-3 roads. (LF/OP)

- Install additional rocks on the Holmes Lake trail, start of the Pinnacle trail, and Irving Pond trail next to the existing gates to help prevent current illegal ATV use. Install rocks at the end of the Irving Pond Road to prevent current illegal ATV use along the shoreline of Irving Pond. (OP)

- Install six pipe gates at: Fish Hatchery Pond Road parking area, Sailor Swamp trail (Holmes Road end), Chase Lake trail, Jackson Summit area, Peck Creek Bridge, and the proposed Pinnacle snowmobile trail. (OP)

- Install rock barrier at a private spur road that enters SMWF land near the beginning of the Chase Lake trail and at old TRP road that enters SMWF land near the Lake Edward Road. Erect additional rock barriers at other unspecified locations as needed. (OP)

- Erect permanent rock/earth barriers on the gravel pit entrance adjacent to the Tannery Road and at the beginning of the Kane Mountain trail. (OP)

- Erect suitable barrier to prevent trailered boat launching at Pine Lake. (OP)

2. Boundary Lines

Present Conditions:
This facility consists of the State land boundaries and associated monuments, wire fencing, stone walls, etc. that follow public roads, watercourses, lakes and individual property lines. Property lines are blazed and painted yellow. 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 Section 50, Subdivision 35 of the Conservation Law. NYS lands are also identified by the posting of "Forest Preserve" or more specific "Wild Forest" signs. No "on the ground" boundary exists where SMWF lands directly abut the adjacent Silver Lake Wilderness.

Of the 140 miles of SMWF boundary line, approximately 52 miles (> 37%) 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 needs to be enhanced. The maintenance of boundary lines on an optimum seven year cycle will require additional resources.

Objectives:

- Maintain SMWF boundaries on a scheduled basis.
- Adequately identify state land ownership.

Management Actions:

- Determine boundary line maintenance or survey needs within the unit. (LF)
- 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)
- Document past boundary line maintenance using GIS. (LF)

3. Bridges and Trail Hardening Facilities

Present Conditions:

Trail bridges may be built for resource protection, crossing swift waters, areas prone to flash 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)

- 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 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 bridge if determined necessary over West Stony Creek on the proposed NP trail relocation. A temporary ford will be allowed pending choice of preferred crossing while the need for a permanent bridge is decided. (OP/LF)

- Construct bridges at other stream crossings associated with new trail proposals, where necessary. (OP)

4. Buildings

Present Conditions:

A few building remains are located on SMWF lands. Objectives and proposed management actions for the fire tower observers cabin on Kane Mountain are discussed in Section VI.

Objectives:

- To protect the Wild Forest character and comply with APSLMP requirements.

Management Actions:

- Remove illegal structures and other occupancies as discovered. (OP)

- Remove debris from old buildings on newly acquired lands (Shutts Road, Jackson Summit Hunting Club, and other locations, as discovered). (OP)

5. Buoys (on State owned lake beds)

Present Conditions:
Plastic clorox jugs and other private 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 SMWF are proposed to be added under the Department's buoy program.

Objectives:
- 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 - Northville Boat Launch.) (FW/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. The location of the reported cable across Stony Creek was investigated by the area forest ranger in 2003. It was found to be in disrepair, having been washed out.

Objectives:
- Address cable crossings as non-conforming structures and comply with APSLMP requirements.

Management Actions:
- Remove as found on SMWF lands. (OP)

7. Camping/Primitive Tent Sites

Present Conditions:
Existing camping regulations require camping to be either at designated sites or 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;*

An analysis of existing camping locations and the separation distance between sites in the SMWF revealed that there were some individual sites not in compliance with the guidelines set forth in the APSLMP. Camping at un-designated sites occurs infrequently at various locations within the SMWF, most commonly in association with camping permits issued for the vicinity of Whitman Flow and the Pinnacle Area during the hunting season.

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, 2001, 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.*

Large groups of people (10 or more individuals) have not utilized the SMWF for camping in the past. 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. Since the need and/or desire for specific group camping locations has not been determined, the planning team decided that there was no immediate need for the formal

designation of group camping sites during the term of this plan. If use patterns change and large groups require places to camp within the SMWF, camping permits will be issued by the forest ranger to accommodate this use in appropriate areas.

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 Pine 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 existing or 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 one accessible camping site near the Holmes Lake spindle factory remains. (LF/OP)
- Allow group camping under permit at locations deemed suitable by the area forest ranger. These sites will be posted with signage - "Camping by permit only". (LF/OPP)

- No primitive tent sites will be designated within 150 feet of the trails on Kane Mountain and at the summit and cabin locations, or in the vicinity of the Pine Lake waterway access site, Fish Hatchery Pond Dam, parking areas and area trailheads, thereby effectively prohibiting camping in those areas under current regulations (6 NYCRR § 190.3(b). (See Section VI for a more detailed discussion.) (LF/OP)

- 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)

- Designate new primitive tent sites at Chase Lake, Indian Lake, Irving Pond, Otter Lake, Pine Lake Mud Pond and West Stony Creek where overnight camping use is significant enough to demand it and the area is capable of sustaining public use. (LF/OPP)

- All primitive tent sites within the unit will be assessed for damage to natural resources 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 new tent sites at roadside locations where such use has historically occurred, such as Holmes Road and the end of Shutts Road where 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 State lands upon discovery. (LF/OP/OPP)

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 SMWF camping site status of easily accessible areas over the next five years:

Table XVII - Primitive Camping Sites

LOCATION [2]	**EXISTING** [1]	**TO BE CLOSED**	**TO BE DESIGNATED # total, A-# to be accessible**
Chase Lake	0 [lean-to]	0	2
Fish Hatchery Pond	0 (site was closed in 2002)	0	0
Green Lake [3]	0	0	0
Holmes Lake	3	2 (designated)	1 , A-1 ** (near the spindle factory remains) new lean-to proposed
Indian Lake	1	0	1
Irving Pond	1	0	2 (east shore)
Mud Pond	0	0	1
Otter Lake	0	0	2
Peck Creek	0	0	1, A-1 **
Pine Lake	2	0	3 (Two sites will be along trail) A-1 ** convert designated site
Stewart Lake	1 (undesignated)	1 (undesignated)	0
West Stony Creek	0	0	2, 1 new lean-to
Roadside sites Holmes Road Shutts Road	 3 (undesignated) 1 (undesignated)	 1 0	 2, A-1 1, A-1-equestrian
TOTAL SITES	7 designated* 5 undesignated 1 lean-to	2 designated 2 undesignated	Total of 18 designated sites, five which will be made accessible, (camping will also be possible at two proposed lean-tos)
TOTAL SITES AFTER CLOSING AND NEW DESIGNATIONS - 23 (This figure does not take into account the existing lean-to and two proposed lean-tos which can also accommodate camping.)			

[1]Existing designated sites identified with “camp here” markers .
[2] See Section VI for detailed maps of some locations.
[3] The steep shoreline and lack of suitable roadside parking limits public camping opportunities in this area. No sites will be designated to discourage potential overuse, but low impact camping 150 feet or more from the water will be allowed in accordance with existing regulations.

*An additional undetermined number of non-designated sites are occasionally found where sporadic camping activity has occurred but the site has not been formally identified with camp here markers. Examples include locations such as the roadside sites along Holmes Road.
** When camping opportunities are limited, such as Pine Lake, Holmes Lake (near the spindle factory remains), and Peck Creek, accessible sites will be developed for the exclusive use of people with disabilities. At other locations such as Shutts Road and Holmes Lake Road the accessible sites will be open to the general public on a first come-first served basis.

8. Communication Facilities

Present Conditions:
Because of the topography around Kane Mountain, the Caroga area has poor Department radio coverage. The existing Petersburg Repeater covers the area fairly well, but does not allow for direct communications with the DEC Ray Brook office. However, with changes in technology, i.e. voice over IP, a repeater on Kane may be feasible in the future.

Objectives:
- Enhance DEC radio communication capabilities, where necessary.

- Comply with DEC mountaintop policy.

Management Actions:
- Investigate need for a communication facility (radio repeater) on the Kane Mountain tower. Any repeater if determined necessary, would not substantially alter the tower's appearance or deny public access to the cab. (OPP)

9. Dams

Present Conditions:
For information on the Irving Pond, Frie's Flow, and Pine Lake dams, see information on flooding rights in Section II-F-Relationship Between Public and Private Land and Section VI. The town of Caroga is considering the possibility of building a small weir on town lands at Irving Pond.

East Stoner Lake Dam proposal - In 1973, the Department received a petition from some of the camp owners requesting the State to construct a small dam at the outlet raising the lake 1-1/2 to 2 feet. The purpose was to help maintain water levels and enhance access by allowing for docks. Constitutional limits applying to the Forest Preserve prohibit flooding Forest Preserve lands for these purposes. Any attempt to construct a dam could result in an increase in the high water level along the lake, flooding State lands. For this reason permission was denied.

Objectives:
- Clarify flooding rights for all dams that affect SMWF lands.

- Maintain dams on State lands, when determined to be necessary.

Management Actions:
- The concrete/wood splashboard barrier dam which creates Fish Hatchery Pond will be periodically inspected and repaired as necessary. (FW)

- The barrier dam on the outlet of Holmes Lake will be reconstructed if non-native or NBWI species become established in Holmes Lake and it is determined that a barrier structure is required to prevent the target species from re-entering the pond. (FW)

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.

Objectives:
- Protect the Wild Forest character.

Management Actions:
- Docks illegally located on SMWF lands or stored on State lands for the winter will be removed. (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 evidence of old debris 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 fire resistant base. 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 campfire rings at every established campsite and scattered at other locations in the SMWF. They occasionally are improperly located in parking lots, in the middle of trails, inside lean-tos, and along the immediate shorelines of lakes and ponds. The only existing fireplace within the SMWF at Chase Lake was repaired slightly by the lean-to adopter in 2001.

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. (OP)

- Construct new fire rings at suitable locations in association with designated primitive tent sites. Construct new fire rings with fire resistant bases in association with the two proposed lean-tos. (OP)

- Enforce open fire prohibition in the proposed special regulations area at Pine Lake. (OPP)

13. Gravel Pits

Present Conditions:

The mining of gravel is no longer allowed on Forest Preserve lands. With the exception of an old sand pit adjacent to the Tannery Road, all known SMWF gravel pits have been closed and/or reclaimed.

Objectives:

- Protect area natural resources.

Management Actions:

- Reclaim old pit on the Tannery Road. Grade surface and replant with appropriate tree species. Barricade to prevent illegal motor vehicle use. (OP)

14. Helicopter Staging/Drop Off Areas

Present Conditions:

No formal helicopter landing sites exist on SMWF lands. While the APSLMP lists helicopter platforms as non-conforming structures in wilderness areas, the document does not specifically mention landing or staging 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 cutting of a few trees on the summit of Kane Mountain in 2003 was done as part of the tower rehabilitation project to allow for the slinging in of materials. No additional tree cutting is anticipated and the site will be allowed to revegetate.

Objectives:

- To protect the Wild Forest character.

Management Actions:

- Identify sites suitable for use by helicopters for administrative purposes. (OPP/OP)

15. Historic Locations, Memorials, and Plaques

Present Conditions:

Within the SMWF, there are only a few locations where historic features are readily accessible by trail or road. While no elaborate facilities 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 Kane Mountain fire tower 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 10 ROW. Sandblast and repaint. (OP)
- Remove as found, illegal user placed memorials or plaques. (OP)
- Allow existing historic remains such as the Holmes Lake spindle factory foundations, Little Holmes Lake boiler, etc. 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 wilderness areas. Others argue that lean-tos represent a cultural legacy and are needed for safety. Since the SMWF 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, page 21).

The only existing lean-to in the SMWF is considered non-conforming since the lean to is located approximately 70 feet from Chase Lake. In 2002, the Chase Lake lean-to was evaluated to determine whether it should be maintained in place, relocated, or eliminated. The lean-to is in fair-good condition. While, the current structure leans to one side and the roof needs repair it is structurally sound. To comply with the APSLMP, all major maintenance will be discontinued and the lean- to will be replaced and relocated when no longer safe.

Two new lean-tos are proposed to be constructed within the SMWF. Department policy provides for the construction of new lean-tos as long as there is a 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.
- 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 lean-to at Holmes Lake. (See Section VI for additional details.) (OP/LF/OPP).
- Construct lean-to at West Stony Creek (classified Scenic), to be associated with the proposed NP-trail relocation. The structure will be located at least 250 feet from the high water mark of West Stony Creek as required by APSLMP guidelines for Scenic Rivers. (See Section VI for additional details.) (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. No additional primitive tent sites or group camping will be allowed adjacent to these structures or in close proximity to the spur trails that lead to them. (LF/OP)
- Allow Chase Lake lean-to to deteriorate. Since the location is non-conforming due to its proximity to the water, the lean-to will be relocated when it deteriorates to the point of being unusable. (OP)

The following management action is identified since it will most likely occur outside the five year planning horizon.

- Relocate the Chase Lake lean-to when it is no longer safe or useable and replace it with a new lean-to located at a suitable location on the lake in compliance with the APSLMP 100 foot set back requirement. Some members of the public questioned the reconstruction of a lean-to that sees such light use. Department staff think that the low use is partly due to its current access via snowmobile trail and unattractive location in between two wetland areas with unsuitable brushy lake frontage. An analysis of suitable potential sites on this lake will be conducted. Chase Lake is entirely State owned, with much of the surrounding terrain gently sloping. Some exposed bedrock occurs on the north shore with wetlands along the southern and western shores. Northern hardwoods can be found throughout the area with hemlock and pine on the peninsulas. The lean-to will be reconstructed at the most suitable location (probably on the northern shore) and will be located at least 100 feet from the high water mark as

required by Department policy and APSLMP guidelines. A new trail will need to be developed from the existing trail to the new lean-to location. The old lean-to site will be converted into a primitive tent site if needed, as long as 1/4 mile spacing guidelines can be met. (OP/OPP)

Alternatives Discussion
Several criteria were used in determining suitable areas for the two 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. Sites that were likely to attract a wide variety of users were also preferred. In both instances, bodies of water or streams 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. The Holmes Lake lean-to will be located in an old settlement clearing, thereby minimizing the need to cut trees. In the case of the NP-trail relocation, it was important to locate lean-tos at regular intervals along long distance trails.

Other sites were discussed, but were determined to have considerable shortcomings. Locations such as Pine Lake and Green Lake already receive a fair amount of public use and are readily 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. Mud Lake, along the proposed NP trail relocation was eliminated from consideration as a lean-to site due to the large amount of wetland shoreline.

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 receives minimal camping pressure and currently has only one lean-to. 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, page 34). 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 day-use opportunities, appropriate SMWF locations were considered for recreational day-use related development.

Objectives:
- Enhance day use activities at popular locations, where appropriate.

Management Actions:
- Provide facilities to enhance day use at Pine Lake. (See Section VI.) The parking area, access pathway, pit privy, and two picnic tables will be built and located to be universally accessible. The picnic tables will be anchored to the ground to fix their location. (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 roadside rest/picnic area at NYS Route 10, near Stoner Lake Outlet. The site offers potential as a scenic roadside rest area. (See Section IV-C-20.) The proposed 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:
There are two existing privies within the SMWF. In most of the interior of the SMWF human waste disposal is not a problem and the natural system's ability to absorb human waste appears to be adequate. At other locations, such as Pine Lake and popular area trailheads, there is occasional 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. A few new privies are proposed to be constructed.

Objectives:

- Prevent or mitigate the adverse effects of the improper disposal of refuse and human waste on the environment.

- Provide pit privies at popular or sensitive locations.

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 Kane Mountain summit privy from the hiking trail. (OP)

- Construct pit privies at each proposed lean-to site. (OP)

- Construct accessible privies at the popular camping or day use locations like Pine Lake and the Fish Hatchery Pond Road trailhead and at accessible camping sites. (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 SMWF. The planning team considered whether the 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 designating sections of old road for ATV use for people with disabilities under TRP.

A wide variety of roads can be found within the planning area ranging from heavily traveled highway corridors like NYS Route 30 and NYS Route 10 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, and closed roads. In some cases the legal status of the road needs clarification, before any management action can be proposed or instituted.

The following table includes information documented by DEC staff and various other sources for sections of motor vehicle roads that cross SMWF lands. These roads are currently being used by public motor vehicles and some are being used illegally by ATVs. Any road [*]not appearing on the table below is considered closed to the public for motor vehicle travel. Additional discussion regarding ATV use can be found in Section IV-D-1.

Table XVII - Roads Open to Public Motor Vehicle Use (Existing and Future status)

ROAD NAME [2]	**PRE-1972** [1] **MILEAGE**	**POST-UMP MILEAGE**	**DESCRIPTION**	**PRIVATE ACCESS** [3]
Holmes Lake Road	0 miles Was private road before	0.1 mile	From the end of town road to pipe gate. Acquired in 1982.	No
Fish Hatchery Pond Road	0.2 miles	0.1 mile	From Green Lake Road to Fish Hatchery Pond	Yes
Irving Pond Road [4] (Town road over private land)	N/A	N/A 0.4 mile over private land	From end of maintained town road (east of NYS Route 10) to Irving Pond.	Yes
Godfrey Road Ext. (ROW over private land)	N/A	N/A 0.8 mile over private land	From end of Godfrey Road to Silver Lake Wilderness boundary line	Yes
Tannery Road [5]	0.3 mile	0.3 mile Clarify Status	From Racker Vly Outlet to Tolmantown Road. Acquired in 1982.	Yes
Warner Hill Ext. [5]	0.1 mile	0.1 mile Clarify Status	From Tannery Road to private land boundary. Access from Warner Hill Road closed in 2003.	Yes

[*]*List does not include short access driveways less than 500 feet long, for example, the access driveway from the Gifford Valley Road to the pipe gate or the end of the Pine Lake Road.*

Tolmantown Road [5]	0.5 mile	0.5 mile Clarify Status	From end of maintained town road (north of Cameron Pond) to Tomantown.	Yes
Lake Edward Road	≤ 0.1 mile	≤ 0.1 mile Clarify Status	From end of maintained town road to private land boundary.	Yes
Total Mileage	**1.1 miles**	**1.1 miles**		

[1] Pre-1972 road mileage is based upon DEC records and land acquisition files.
[2] Road descriptions can be found in Appendix 2.
[3] Private access refers to roads that are also used by interior private landowners for ingress and egress by motor vehicle.
[4] Town road that was qualifiedly abandoned in 1979. Still open to public motor vehicle use.
[5] A total of approximately 0.9 miles of "old town roads" cross SMWF lands that are being used by the public with motor vehicles. Access from Warner Hill Road was closed in 2003. These roads provide access to State lands, private landowners, Finch Pruyn, Inc., and its lessees.

Public Highways (See list of roads in Appendix 2)

Present Conditions:

Approximately 13 miles of SMWF lands adjoins public highways. The majority of road frontage occurs along State and county roads, with additional mileage along town roads. These roads provide most of access to SMWF lands and provide views into parts of the wild forest area. Portions of NYS Routes 10, 29A, and 30 and the NYS lands immediately adjacent to and visible from these roads are designated in the APSLMP as travel corridors. Additional information on the relationship of travel corridors to SMWF lands can be found in Section VI.

Most of the public highways consist of fee title ownership or ROWs across the SMWF lands. In a few cases where the legal status of the State land crossing needs to be clarified, background information follows:

Lake Edward Road - A section of road beyond the end of the town road crosses approximately 220 feet of SMWF land in Subdivision 1, Lot 22 of the Glen Bleecker & Lansing Patent The State land involved was acquired in 1882. On the 1903 USGS Gloversville 15 minute quadrangle, reprinted in 1946, a woods road is shown ending at the northwest side of Vandenburg Lake (Pond).

Tannery Road - 2.0 miles (0.3 miles over SMWF lands)
A part of this road is designated for the public as a snowmobile trail. It is also driven by the public using motor vehicles. According to information provided by the town of Bleecker Supervisor in 1999, the highway superintendent believes that this section has not received town maintenance for more than seven years and the road is not considered a maintained town highway. The road crosses 0.28 miles of SMWF lands acquired in 1986, subject to the rights of others.

Tolmantown (Tomantown) Road - 2.4 miles (0.5 miles over SMWF lands - two separate parcels)
The southern portion of this road was called the Jackson Summit Road until 1996, when it was renamed Tolmantown Road. A part of this road is designated for the public as a snowmobile trail. It is also driven by the public using motor vehicles. On the 1903 USGS Gloversville 15 minute quadrangle, reprinted in 1946, this road is shown leading from buildings southwest of Cameron Pond in a northerly direction then turning westerly to West Stony Creek. The road crosses SMWF lands acquired in 1881. The town of Mayfield has performed limited maintenance in the past and the road is considered to be a public highway. Correspondence from Finch, Pruyn & Company staff in 2002 indicate that the portions of the Tolmantown, Tannery and Warner Hill Extension through company lands are believed to be old non-maintained town roads.

Warner Hill Extension - 2.9 miles (0.1 miles over SMWF lands)
From Tannery Road/Tolmantown Road intersection easterly to private property boundary. The road crosses a small portion of SMWF lands acquired in 1877. The eastern portion of the Warner Hill Extension has been the subject of recent "legal research". In 2004, the new property owner closed the road, reporting that the town of Mayfield had no legal claim to the section of road westerly from the end of Warner Hill Road. A part of this road was designated and used for public use as a snowmobile trail in the past.

County Route 6 Relocation (Near Hunt Road- See information in Section IV-D-6.)

ATV use on public highways that are open to motor vehicles. No State, County, or town highways in the planning area are legally open to ATV use. A particular section of road that is part of a town highway would have to be specifically designated by local law or ordinance for ATV use by the town, in compliance with Vehicle and Traffic Law § 2405(1), for it to be legal for the public to drive ATVs on that road. Since no roads in the towns of Northampton, Mayfield, Bleecker, and Caroga (Fulton County) or the town of Benson (Hamilton County) have been legally posted as open to ATVs, any 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 SMWF 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 SMWF lands from scenic byways, when necessary. Locate trailheads and parking areas to have the minimum effect on the surrounding environment, and wherever feasible, to be screened from view of scenic highways.

- Require a TRP for all highway work other than normal maintenance*, where the highway abuts or crosses SMWF 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 management planning efforts.

- Clarify legal status of sections of un-maintained town roads and private right-of-ways, over SMWF lands.

Management Actions:

- Conduct and implement 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 along with aesthetic considerations will be inventoried as part of a scenic roadside assessment. (LF)

- Coordinate with DOT to enable winter plowing to enhance access (ice fisherman parking at county line pull-off) to East (Middle) Stony Pond. (LF/OP)

- Research and document legal status of all roads that pass over SMWF lands. (LF)

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. Instead, 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 authorized on roads that are specifically marked by the Department for motorized use. There are currently only 0.3 miles of road (excluding possible "town roads" in the towns of Mayfield

**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.*

and Bleecker) open to motor vehicle use over SMWF lands. They include the Fish Hatchery Pond Road and the Holmes Lake Road. See Appendix 2.

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.

The Department evaluated each road currently open for public motor vehicle use. None of the total of 0.3 miles of open roads were considered suitable for future ATV or dirt bike use. This decision was made since the road sections do not provide access to adjacent trails or areas which are open to ATVs (as required by V&TL § 2404(1)); are dead ends; and because of the threat of illegal use on adjacent lands and subsequent resource degradation.

Roads open to the public over private lands - In some cases, the Department has the right to maintain abandoned town roads (Irving Pond Road) or ROWs over private lands (Godfrey Road Extension). (See Section VI for more information on the Irving Pond Road.)

Objectives:

- Allow for 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 manage and maintain area roads.

- Enhance public access by maintaining existing roads over private lands, where possible by legal easement or town rights.

- Close road sections that do not serve a 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 resource impacts as soon as possible. (OP)

- Roads that will remain open to public motor vehicle use and posted as open to such use include: Fish Hatchery Pond Road, Holmes Lake Road, and trailhead parking access driveways. (See the motor vehicle road inventory in Appendix 2 for descriptions of the open sections and mileage.) (LF/OPP)

- Use vehicle counters when necessary to determine level of DEC Open Motor Vehicle road use. (LF)

- Close the short approximately 400 foot section of open road between the trailhead parking and the Fish Hatchery Pond dam. Barricade with pipe gate to allow administrative access to Fish Hatchery Pond dam or private ROW use. (OP)

- Enforce against illegal motor vehicle use. (OPP)

Abandoned Town Road - Several public comments on the draft plan opposed future designation of the Irving Pond Road as a DEC motor vehicle road, in some cases recommending closure of the road or conversion to a hiking trail. Since this abandoned town road crosses private land and provides access to both private and municipal property, DEC does not have the authority or any reasonable justification to close the road. Under Section 205 of the Highway Law, the effect of a qualified abandonment*: "...shall not cease to be a highway for purposes of public easement...no person shall impair its use as a highway nor obstruct it,..."*. 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 the suitability of designation and maintenance of the Irving Pond Road (0.4 mile) as an open motor vehicle road. (See Section VI for additional information.) (LF/OP)

No Action Alternative - An alternatives discussion for area road changes can be found in the special area management plans in Section VI. The lack of maintenance by this alternative would ultimately result in closure of general public use of the Irving Pond Road to motor vehicles due to deteriorating conditions. This would restrict access opportunities in the planning area. By allowing the public to continue to drive to the Fish Hatchery Pond dam, the parking capacity at the trailhead would be difficult to control since overflow users would park along the Fish Hatchery Pond Road potentially blocking the private access road to Otter Lake. For these reasons, this alternative will not be supported by this UMP.

CP-3 Roads (Open for use by people with mobility impairments under TRP)

Present Conditions:

Opportunities to provide motorized access on old roads solely by persons with qualifying disabilities was investigated within the SMWF, as provided in the "ADA consent decree. Motor vehicle access on the Holmes Lake Road for persons with disabilities holding permits under Policy CP-3, was determined to be unsuitable. Field investigation revealed that the

northern half of the road has more the character of a trail than a road. It is generally narrow and rough, with numerous large rocks, wet soils and drainage problems. The work necessary to make the route to the old settlement clearing suitable for ATV use would result in a significant impact to the wild forest character of the area. DEC will propose, and DEC and APA will support substituting two sections of roads in the Peck Creek Area for the mileage deemed unsuitable along the Holmes Lake Road and Bellows Lake trail. Programs to be accessed include hunting and camping. This topic is discussed in detail in Section IV-D-5 and Section VI.

Private Roads

Present Conditions:

A few "inholdings" exists within the SMWF that are completely surrounded by Wild Forest classified lands. Three roads within the SMWF (Fish Hatchery Pond Road, Irving Pond Easement and an un-named Access Road [Lot 429 & 36, Chase Patent]) are currently used by landlocked private landowners for motor vehicle access to their property. An additional parcel of SMWF near Hatch Brook is subject to a road right-of-way (See Section II-F-4-a.). This motor vehicle access over SMWF 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 SMWF are believed to be used by adjoining private landowners without deeded easement. In some cases these sections of old roads over SMWF 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. Access to the following private lands is currently across SMWF lands, where motorized access needs to be clarified:

Fries Flow - This inholding is a small 2.66 acre parcel excepted out of Lot 39, Glen Bleecker & Lansing Patent in the town of Bleecker, Fulton County. According to Department acquisition records, Niagara Mohawk sold this land to the Beer, Buck & Beagle Club in 1978. General reservations mention the use and maintenance of roads and driveways that lead to the dam location.

The owners and their guests are believed to be using ATVs over Forest Preserve lands for access. The old tote roads leading to the Fries Flow Dam site as shown on survey map R-40 pass through Lot 40. The State purchase of the Bellows Lake Easement (Q-AFP Fulton 129) in 1981, was subject to rights over an old logging road across the parcel. The State purchased fee title to all of Lot 40 in 1935. A title search back to 1893 shows no easements were conveyed. Based upon Department correspondence in the late 1970's it appears unlikely that there is any deeded private right of way of access across lot 40 and any attempt to gain access by motor vehicle or improve any roadway would be a violation of the Environmental Conservation Law.

Jackson Summit Area - A road that enters the SMWF begins on private lands adjacent to the Summit View Road. The road runs northerly from the town highway for a distance of 2.5 miles to the recently acquired Jackson Summit Hiking Club property and is only seasonally passable by 4-wheel drive vehicles. A portion of this road over State lands has been used for access by private owners of Sub. 5, Lot 14, Glen, Bleecker and Lansing Patent. Motorized access to this 10 acre private landlocked parcel is believed to occur over this road. The road

has also been used by private owners (Sub. 3, Lot 21, Glen, Bleecker and Lansing Patent) under TRP to allow for forest product removal. State ownership of Lot 67, Mayfield Patent dates back to 1881 and 1885.

Lawyer Mountain Area - (Sub. 7, Lot 11, Glen, Bleecker and Lansing Patent). The Jackson Summit 7.5 minute USGS map shows an access trail/road between the Tolmantown Road and a camp on private lands. State ownership of the SMWF parcel dates back to 1881. While the road was believed to have been used for motor vehicle access in the past, current use is unknown.

Private Road - (Lot 22, Subdivision 4 and Lot 21, Subdivision 5 of the Glen Bleecker & Lansing Patent). An old road that begins on private lands east of Lake Edward, crosses approximately one mile of SMWF land to reach a 139 acre private parcel. The State land involved was acquired in 1921 with no mention of any right of ways in the deed. The private property is not completely landlocked by State land. Access to this area may be possible from other private land in the Woodworth Lake area.

A TRP was issued to access this private property to "transport timber" in 1998, and annually for the period between 1983-88 to previous owners. Permits were issued on a sporadic basis before this time. The permits were for transporting forest products and were limited to winter use only, due to the wet nature of the road and wetland crossing. The earliest permit for this road was issued in 1959, with Department correspondence indicating that the road was around 75 years old.

An inspection of the road in 2001, indicated some corduroy bridging and makeshift log bridges in the 500 foot section of an old beaver meadow. An application was submitted to use the road again in 1999, but the application was returned requesting documentation proving a legal right to use the road. No response has been received to date.

"Old Sawmill Road" - (Lot 108, Mayfield Patent). The parcel was acquired by the State in 1988 with the deed describing the property boundary as the centerline of the "Old Sawmill Road". Motor vehicle use of the road is subject to any right, title, or interest others may have in the west half of the road. (See Section VI)

Other Roads - In the past, TRPs were issued for other roads over SMWF lands. (See Section III- Past and Present Management.)

Objectives:

- Clarify private land access rights that involve crossings of SMWF.
- Clarify DEC administrative motor vehicle access rights over private lands.

Management Actions:

- Research legal access rights to Fries Flow and Jackson Summit area and other locations where private landowners are using SMWF lands to access their property. (LF/LA)
- Close road sections where illegal motor vehicle use is occurring, such as the access road in the Lawyer Mountain area. (OP)

- Barricade old roads with rock barriers, or pipe gates when necessary to allow for administrative access. (OP)

Closed Roads

Present Conditions:

Many roads over SMWF lands originate from old logging roads and abandoned roads. Information about the Holmes Lake Road and roads in the Peck Creek Area can be found in Section VI.

Pinnacle Road - On the 1903 USGS Gloversville 15 minute quadrangle, reprinted in 1946, a woods road is shown leading to buildings northwest of the Pinnacle. In the past, the road was used to provide access to the Pinnacle sawmill when the mill was operational. According to Department records, the northerly part of Pinnacle Road, the part now on State land, was abandoned by actions of the town board of Bleecker on May 17, 1930. On the basis of this abandonment, the road was closed and barricaded with rocks.

West Stony Creek Road - The State purchased a narrow strip of land and a portion of an old town highway in Lot 3, Benson Tract. The road was closed to vehicular travel in 1934. The road is partially overgrown with brush and trees, but a path leads to the creek and an old bridge abutment.

Hilley Road - The road map of Fulton Highway identifies the maintained portion of the Hilley Road ending at the existing turnaround 0.91 miles east of NYS Route 10. The 15 minute USGS map (Gloversville, 1903, reprinted 1946) show this road as a public highway continuing from the turnaround easterly to the Beech Ridge Road. The deed for the Hilley Road tract describes the northern boundary following division lines between various lots. In the field, the actual SMWF boundary line appeared to cross back and forth across section of this old town road. Snowmobile use currently occurs on this road for a distance of 0.5 miles over SMWF lands. No public motor vehicle use is known to occur. Existing motor vehicle use of this road by adjacent private landowners has not been documented. (See Section VI.)

Management Actions:

- Close and barricade old roads where necessary to prevent motor vehicle use by the public. (OP)

Administrative Roads

Administrative use of motor vehicles is allowed in the SMWF as detailed in the APSLMP guidelines for Wild Forest Areas. Administrative roads are roads used by Department personnel where necessary to reach, maintain or construct permitted structures and improvements, for appropriate law enforcement and for general supervision of public use and research. Department personnel using these roads must comply with Commissioners Policy CP-17, "Record keeping and Reporting of Administrative Use of Motor Vehicles and Aircraft in the Forest Preserve." One 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."* Administrative roads may also be designated for use under Commissioners Policy CP-3, " Motor Vehicle Access to State Lands Under the Jurisdiction of the Department of Environmental Conservation for People with Disabilities"

Following approval of this UMP, there will be only one administrative road within the SMWF. The 0.1 mile section of the Fish Hatchery Pond Road from the Kane Mt. Trailhead to the Fish Hatchery Pond dam will be minimally maintained as a road to provide necessary access to the dam structure. Additional maintenance may be allowed under TRP within the existing road width to accommodate motor vehicle use by owners of the private inholding on Otter Lake who utilize this road for access.

Objectives:

- 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.

Management Actions:

- Maintain administrative use roads only to the degree that will allow necessary DEC administrative access by motor vehicle under CP-17. (OP)

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 negatively impact area streams. 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 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 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. Stop 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 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 opportunities for mobility impaired users, nor does it acknowledge the Department's obligation to comply with the "ADA consent decree" signed in the Galusha v. NYSDEC litigation. Furthermore, the APSLMP and DEC regulations allow for public use of motor vehicles on open roads in Wild Forest units. For these reasons, this alternative will not be supported by this UMP.

Alternative 2 - Allow ATV use on all DEC roads open to motor vehicle use. This would allow ATVs to travel on all DEC roads within the unit 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 on these lands and subsequent resource degradation. Since no areas or trails adjacent to these roads are open to ATV traffic, this option would not be in compliance with Vehicle and Traffic Law § 2405(1). Considering these factors, this is not an appropriate or recommended management action and will not be supported by this UMP.

Alternative 3 - Open more old DEC roads to public motor vehicle use. This alternative would propose a greater degree of motor vehicle use by opening up additional roads to enhance public access into the area. DEC would rehabilitate and open to the public for motor vehicle use the Irving Pond Road. Portions of the proposed Peck Creek Area CP-3 roads would be opened to the general public for motor vehicle use. Additional roads would be opened for ATV use under CP-3. 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 more suitable open roads over private lands. This alternative would enhance public access when appropriate. Roads such as the end of the Hatchery Pond Road that are not suitable for motor vehicle use by the general public would be closed. ATV use would be limited to permit holders on the proposed CP-3 routes. Considering all of the available options, this alternative appears to be the best and will be supported by this UMP. The designation of CP-3 routes on level grades and suitable surfaces will provide access to program areas such as hunting, camping, hiking, wildlife observation and photography with only minor environmental and/or social impacts. (See maps and additional detail in Section VI.)

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 developed and the Department would fail to comply with the "ADA consent decree." 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/Parking Areas

Present Conditions:

DOT maintains the parking/rest area next to East Stoner Pond. All maintenance and snow plowing is performed by DOT. An attractive location adjacent to NYS Route 10 (proposed future picnic area near Stoner Lake Outlet) may also qualify as a scenic pulloff/parking area. This proposal will 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.)

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 trailheads as well as interior locations. Currently, the Divisions of Lands and Forests, Operations, and Fish and Wildlife all use signs in the unit. 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 SMWF recreational opportunities. Some trail heads are hard to find; even if one is looking for them. At 55 mph, it can be difficult to recognize and read the few trail head signs along the road. Many people driving along NYS Route 10 between Caroga and Arietta have no idea of the amount of public land adjoining the highway or that some of the attractive viewshed consists of SMWF lands.

There is an opportunity to improve the recognition of the SMWF 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 Kane Mountain trail head.
- 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 to accomplish an informational or regulatory objective.

- Sign for visitor safety, resource protection, and where appropriate, 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 rule.

- Limit roadside signage where the potential for overuse exists, Pine Lake, for example.

- Provide recognition of stewardship activities by placing 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 Holmes Lake, Indian Lake, Otter Lake and Stewart Lake are 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. As other trout waters in the SMWF are restored through liming and/or reclamation, they will be added to the list of waters in which the use of fish as bait is prohibited and they will be posted as deemed appropriate. (FW/OPP)

- Remove illegal signs. Within the SMWF, 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. Identification signage will be posted 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 SMWF 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)

- Assist with educational and interpretive signage for Kane Mountain and Holmes Lake Area. (See Section VI.) (LF/OP)

22. Trails

Present Conditions:

Trails enhance entry into many areas within the SMWF, and these improvements are 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, 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.

A few public comments on the draft plan suggested that the UMP neglected to include information on all the unmarked trails within the unit. Numerous 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 2002, a detailed trail inventory was conducted for all of the designated trails within the SMWF. Information was collected 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. The information from this inventory is the basis for many of the proposed maintenance activities in this plan. In order to prioritize maintenance, all SMWF 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, to enhance 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 verbal permission or a signed agreement with the landowner. This grant of permission agreement** is often negotiated by the respective town. 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 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 SMWF. 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).

Trail-less Area - Several comments on the draft plan suggested the removal of the Pinnacle Valley Trail proposal so that the area from the west side of Pinnacle mountain could be made a "trail-less" area for the pursuit of activities such as walking, hunting, trapping, fishing, back country camping, and bird watching. Additional comments supported a "trail-less" Round Vly/Lawyer Mountain area.

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.

- Assure that trail surfaces remain durable by addressing problem sections with suitable trail hardening techniques.

**Some area trails, such as the Kane Mountain trail and area snowmobile trails are included in an AANR agreement. Volunteers will remove blowdown, clean drainage, side cut 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.*

Management Actions:

- Temporarily close trails during muddy periods of the year, especially in the spring. (OPP)

- Annually inspect all marked trails. Conduct minor maintenance (blowdown removal, brushing, etc.) as the need occurs. (OP)

- Close unsuitable trails. Private user created trails have only been a minor problem within the SMWF. 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 the northern end of Pine Lake ski trail, where the general public is excluded or charged to cross private lands to reach Kane Mountain during a portion of the year. (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)

- 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)

- Reclaim and permanently close abandoned trail sections that are no longer needed. (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 unmarked routes of travel that lead to destinations and evolve through public use. Class I trails are not constructed, maintained, marked or signed by DEC. They are, however, described in and may appear on the maps that are part of the UMP for the area.

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 trials. 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 destination and receive less maintenance than trunk trails. Clearing width may vary from two feet to 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 or primary 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 SMWF and their classification is provided Appendix 2. Primitive trails and/or trail segments in the SMWF will be maintained according to the following table:

Table XVIII-A - Primitive use trails (Existing and Future status)

TRAIL NAME	TRAIL TYPE	MILES	CLASS [1]
Northville-Lake Placid Trail Proposed relocation from roads to interior - Alt 2-7.3 interior miles	Foot - Trunk [Will be restricted to foot travel only]	11 (along roads)	V
Kane Mountain - East Trail	Foot - Secondary [Will be restricted to foot travel only]	0.8	IV
Chase Lake Trail (Redesignate as ski trail)	Foot - Secondary [upon removal of snowmobile markers, designate for cross-country ski use]	2.0	IV VIII
Pine Lake Trail Proposed minor relocation from private land and change to foot trail. Close 0.3 mile section to private land.	Cross-country Ski - current status Foot - Secondary - future status [Will be restricted to foot travel only]	1.1	VIII IV

Indian Lake Trail Proposed change to foot trail	Cross-country Ski - current status Foot - Secondary - future status	2.2	VIII IV
Proposed Otter Lake Spur Trail	Foot - Secondary [Will be restricted to foot travel only]	0.1	IV
Proposed Kane Mountain North Trail	Foot - Secondary [Will be restricted to foot travel only]	0.7	IV
Proposed Pine Lake Inlet Trail	Foot - Primitive [Will be restricted to foot travel only]	1.1	III
Proposed Pinnacle Valley Trail	Foot - Primitive (north end of trail) ATB - Intermediate (beginning part)	3.5	III
Proposed Little Holmes Lake Trail (Also signed for interpretation)	Foot - Primitive [Will be restricted to foot travel only]	1.0	III
Proposed West Stony Creek Trail	Foot - Path [Will be restricted to foot travel only]	0.2	II
Kane Mountain - South Trail	Foot - Primitive [Will be closed, maintenance discontinued]	0.3	III

[1] See Appendix 13 for trail classification standards

Foot and Cross-Country Ski Trails

Present Conditions:

A total of approximately 17 miles of foot trails, excluding the North Country National Scenic Trail (NCNST), and two miles of cross country ski trail designation are proposed for the SMWF. A 3.1 mile portion of these trails utilize existing DEC facilities such as the Pine Lake and Indian Lake trails and only consist of a change in designation from cross country ski designation to foot trail marking. In the case of the Chase Lake trail, trail designation for cross country skiing will occur after the trail is closed to snowmobiling.

Objectives:

- Provide for "family trails," trail linkages with nearby communities, 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 level of conflicts and/or resource impacts exceeds thresholds established through the LAC process until impacts are remediated and/or conflicts resolved. (LF)

- Convert existing Pine Lake and Indian Lake cross country ski trails to class IV foot trails due to inadequate winter parking, private land crossings, and terrain constraints. One of the ski trails fails to comply with Department standards. (See details in Section VI.) The conversion to foot trails will lessen future maintenance needs. (OP/OPP)

- Close Kane Mountain South trail (access from Schoolhouse Road - See Section VI) to limit negative environmental impacts, conflicts with private landowners, and to redirect public use to the official trail and trailhead. (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. (LF/OP/OPP)

- Develop and mark access path to each proposed campsites from the lakeshore of Chase Lake. In the future when the lean-to is relocated mark trail to new location from existing trail. (LF/OP)

- Designate Chase Lake trail (2.0 mi.) - This existing trail, while currently marked as a snowmobile/foot trail, will be redesignated to accommodate cross country ski use. The majority of the trail is flat and level and would be appropriate for beginner skiers. It will be maintained to ski trail specifications. (LF/OP)

- Relocate the southern end of the Pine Lake trail. Designate 0.1 mile spur trail to Otter Lake. Close existing 0.3 mile section between the junction of the Kane Mountain - North trail and private lands at Pine Lake. (See Section VI.) (LF/OP)

- Relocate Northville-Lake Placid Trail (NP trail) from public roads to the interior. Designate as a class V foot trail (See Section VI.). Develop and mark access path to proposed campsites and lean-to. (LF/OP)

- Designate Kane Mountain North Trail (0.7 miles) as a class IV foot trail - (See Section VI.) (LF/OP)

- Conduct minor maintenance consisting of additional waterbars and ditching on the Kane Mountain - East and Kane Mountain North trails. (LF/OP)

- Designate Pinnacle Valley trail (3.5 miles) - Since the 6,057 acre Shaker Mountain tract is expected to accommodate the majority of future public use, formal marked trails are desirable. Keeping the Pinnacle Mountain area as trail-less area, as suggested by some members of the public, would limit its potential to provide recreational opportunities for a large portion of the public. An existing old road leads northerly for two miles from the end of the Pinnacle Road ending near a large Vly south of the Hamilton/Fulton County line. From this location the old road turns into a path for a distance of 0.6 miles to the county line. From the county line a new 0.8 mile trail will need to be constructed to County Line Lake. Trail designation will help accommodate existing public use, enhance access to this waterbody and allow for a safer maintained trail. The trail will be maintained as a class III primitive trail and will be marked with blue 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 a work plan will be developed and necessary wetland permits will be obtained from the APA. (LF/OP)

- Designate West Stony Creek trail (0.2 miles) as a class II foot trail - (See Section VI.) (LF/OP)

- Designate Pine Lake Inlet trail (1.1 miles) as a class III foot trail - (See Section VI.) (LF/OP)

- Designate Little Holmes Lake trail (1.0 miles) as a class III foot/interpretive trail - (See Section VI.) (LF/OP)

- Designate “trail-less” area for the 6,057 acre Round Vly/Lawyer Mountain tract. A formal marked trail is not always necessary or appropriate. A segment of recreationists do not require designated trails for their pursuits. Developed 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 greater degree of users, which may disturb some of these recreationists who seek a solitary experience.

  With the exception of existing roads along the periphery and proposed parking areas for access, the tract will remain in its current natural condition without formal designated trails. This will provide opportunities for solitude within the SMWF. (LF)

Public comments on the draft plan suggested additional marked trails between Stewart and Otter Lake, Indian Lake to Eastman Lake, Irving Pond to Stewart Lake, Hatch Brook, and trails to the summits of Shaker, Pinnacle, and Pigeon mountains. As part of the Fulton County feasibility study, connections between Fulton and Hamilton County were identified as

desirable future needs along with the ability to link to long distance trails.* With the exception of isolated parcels and the 6,057 acre Round Vly/Lawyer Mountain tract, upon completion of the proposed trails and NP-trail relocation, the majority of the SMWF tracts will have some type of designated trail providing access. At this time, there is no apparent immediate need to develop or designate formal foot trails in the vicinity of Whitman Flow, Hatch Brook, Irving Pond, and Green Lake where existing paths or old roads can be found. 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, if determined to be feasible and necessary.

- North Country National Scenic Trail (NCNST) [conceptual long trail] - At the time of development of this UMP, there were several proposed routes through the Park. The suggested route that crossed the SMWF was described in one of the alternatives:

  "...after passing East Stoner Lake the route would stay on sidehills on the south sides of Winter Lake, Fisher Vly Lake, and little Oxbow Lake. At the head of Little Oxbow Lake, the route swings northeast and climbs Pigeon Mountain then passes over Panther Mountain and Pinnacle. Continuing east the route would swing around the north end of Chase Lake to follow the outlet downstream to West Stony Creek exiting northerly to the Benson Road, which is the Northville-Lake Placid Trail".

  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 SMWF, a detailed work plan will be prepared and the UMP amended before any construction or designation occurs.(See Section VI.) (LF)

- Investigate the potential and need for developing a series of alternative loops that can allow for a varied trail experience within a small geographic area, such as the Caroga Lake area. Future connections to developed ski trails in the area will be considered based upon anticipated need. One suggested example is the linking of the old log roads north of Irving Pond to the Irving Pond Road and the Fulton County improved ski trails at the Nick Stoner Golf Course. Other public comments suggested additional marked trails between Stewart and Otter Lake and from Indian Lake to Eastman Lake. (LF/OP/OPP)

- Investigate the potential and need for a east-west county line trail from County Line Lake to East Stoner Lake, a trail to Shaker Mountain, trail to the scenic overlooks in the Mayfield mountains, and a trail to Pinnacle, or Pigeon Mountain the highest point in Fulton County. (LF/OP/OPP)

**FJ&G Railroad-Long Path Recreationway - Fulton County is working to create a multi-use recreationway along the abandoned bed of the Fulton, Johnstown and Gloversville Railroad. Its northern terminus would be in Gloversville. A northern extension of this recreationway could link the Barge Canal Recreationway with the Northville-Lake Placid Trail or the proposed North Country National Scenic Trail.*

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.

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 in some instances foot trail markers. It can also be marked with a combination of markers showing various trail use combinations such as snowmobile/bike, snowmobile/bike/horse/foot, etc.
With the exception of trail segments along roads or within highway right-of-ways, Forest Preserve multiple use trails can vary from narrow single track 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 1)

Class A snowmobile trails (corridor trails) 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-B - Multiple use trails (Existing and Future status)

TRAIL NAME	**PRE-1972 [1] MILEAGE**	**POST-UMP MILEAGE**	**TYPE**	**CLASS [2]**
Chase Lake Trail (also foot trail) Proposed for abandonment to snowmobiles	2.0 miles	0 miles of snowmobile trail	Snowmobile - Local [Upon closure to snowmobiles, Proposed for cross-country ski designation]	B, [3]
Bellows Lake Trail	3.4 miles	3.4 miles	Snowmobile - Corridor [3] [Proposed for ATB designation]	A, [3] Proposed IX
Holmes Lake Trail	1.1 miles	1.0 miles	Snowmobile - Corridor [3] [Proposed for CP-3 and ATB designation]	A, [3] Proposed CP-3
Irving Pond Spur Trail	0 miles	0.1 miles	Snowmobile - Local	B, [1]
Sailor Swamp Trail	0 miles	1.5 miles	Snowmobile - Corridor [3] [Proposed for ATB designation]	A, [3] Proposed IX
Tannery Rd./Warner Hill Trail [5]	▬	Clarify Status	Snowmobile - Corridor [3]	A, [3]
Tolmantown Rd. Trail [5]	▬	Clarify Status	Snowmobile - Corridor [3]	A, [3]
Proposed Pinnacle Trail	0 miles	1.7 miles	Snowmobile - Corridor [3]	A, [2]
Proposed Caroga Creek Trail	0 miles	0.8 miles	Snowmobile - Local	B, [1]
Total Snowmobile Trail Mileage	**8.7 miles [4]**	**8.5 miles**		
Proposed Old State Road Trail **Through a UMP Amendment**	▬	1.2 miles	Snowmobile - Local [3] [Also proposed for ATB designation, portion will be horse trail/CP-3 route]	B, [3] Proposed CP-3

Proposed Pinnacle Valley Trail		Beginning 1.0 miles for ATB use	[Proposed for foot trail and partial ATB designation]	IX, [4]

[1] This pre-1972 snowmobile trail mileage is based upon DEC records and Snowmobile Trails in New York State publication dated October, 1974
[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 proposed as "community connection trails"
[4] Total includes 2.2 mile Indian Lake snowmobile trail converted to a cross country ski trail in 1980.
[5] A total of approximately 0.9 miles of "old town roads" that cross SMWF lands are also designated snowmobile trails. Snowmobile use is believed to have occurred on these roads prior to 1972, although the only documentation is an undated Fulton County Recreational Trails Map printed before 1980. The Warner Hill section was closed in 2003. The snowmobile trail use on these short sections of road may 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.

Most of the SMWF 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, such as a snowmobile dragging bed springs, to larger twin-tracked units with a hydraulic controlled groomer. The smaller of modern day groomers may exceed 25 feet in length and 6,000 pounds in weight, but most grooming within the SMWF is done by a snowmobile pulling a drag. Additionally, in some parts of the groomed trail there is insufficient 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 combination of reduced trail maintenance and a change in snowmobile size has created a safety concern on some sections of trail within the SMWF. 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 a 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 Division Policy LF-91-2 Cutting and Removal of Trees in the Forest Preserve. Current policy allows limited widening and upgrading of existing trails, but only through an approved unit management plan.

A large amount of public comments on the draft UMP related to general snowmobile trail issues such as safety, signage, trail character, projected environmental impacts, the Draft Comprehensive Snowmobile Plan, along with the identification of specific problem areas. In some cases, it was suggested that the Department should wait until the Snowmobile Plan has been adopted before creating any new trails, while other comments suggested the need for additional trails or opposition to any trail closures. All suggestions and new proposals were reviewed by the planning team.

The rehabilitation of existing corridor trails over SMWF and the designation of two new trails* for snowmobile use proposed for the SMWF will balance critical snowmobiling needs with the "no material increase" and snowmobile trail character requirements of the APSLMP. The use of private lands and/or routes parallel to and near 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 link 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 provides 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 inventory of all known existing snowmobile trails on Adirondack Forest Preserve lands. Prior to the adoption of the APSLMP, there were approximately 8.7 miles of snowmobile trails across lands that were to become SMWF and roughly 1.3 miles of snowmobile trail (old jeep road to Cathead Mountain) across lands that were to become Silver Lake Wilderness - for a total of roughly 10.5 miles of snowmobile trails in the general area. With the adoption of the APSLMP in 1972, 1.3 miles of snowmobile trail within the Silver Lake Wilderness were closed to snowmobiles. Implementation of this UMP will result in approximately 8.5 miles of designated snowmobile trails across Forest Preserve lands (excepting old town roads), resulting in a net loss of 0.2 snowmobile trail miles from pre-

* *A few locations within the SMWF have illegal user created snowmobile trails. They include a section of trail north of the Barlow Road in the Town of Bleecker and the "Old State Road" over Peck Creek, Hilley Road trails, "Old SawMill Road" and Niagara Mohawk powerline ROW in the Town of Caroga. Substandard user constructed bridges have been installed on some of these trails.*

1972 SMWF mileage. If permission to cross private lands north of the Peck Creek tract is secured and the UMP is amended, the proposed "Old State Road" snowmobile trail will add 1.2 miles of snowmobile trail to the SMWF resulting in a net gain of 1.0 snowmobile trail miles from pre-1972 mileage. (See Table XVIII-B.)

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, 2001 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 Caroga Creek, "Old State Road", and Pinnacle trails all utilize portions of woods roads or powerline ROWs.

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.

- Identify snowmobile trails within the SMWF 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)

- Remove snowmobile trail markers and close Chase Lake trail (2.0 miles) to snowmobiling. This dead end trail has received little snowmobile use over the last

several years and has not been groomed. The snowmobile trail mileage lost in closure will help offset additional new mileage for important trail linkages or relocations. (OP)

- Rehabilitate the Bellows Lake trail and Holmes Lake trail. Occasionally these parts of an important snowmobile corridor trail (C8) are used illegally by riders on ATVs causing damage to the trail surface. Efforts will be made to solve this problem with increased law enforcement. (For specific details see Section VI.) (LF/OP)

- Rehabilitate the Sailor Swamp trail. Recent illegal ATV activity has created mud holes and some erosional problems on portions of the trail. Most of the existing bridges will have to be rebuilt to a eight foot width to meet DEC standards. Large mud spots may need bridging, relocation, or hardening. (LF/OP)

- Designate Pinnacle snowmobile trail (NYS Corridor 8) - For safety reasons, snowmobile trails should avoid plowed highways. The poor riding conditions along the Barlow Road led to the illegal use of an old logging road over SMWF lands to avoid the road riding. In 2003, the trail was identified by OPRHP as a part of corridor trail C8. This 1.3 mile proposed trail will utilize the existing old road on SMWF lands from private lands in the vicinity of the Barlow Road to private lands east of the Pinnacle Road. In addition to snowmobiling, the trail will also enhance access to other recreational opportunities in this part of the SMWF. 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.

  Since the majority of the proposed trail will use existing woods roads, the amount of necessary tree removal will be minimal. A small section of completely new trail (approximately 0.2 miles) is needed to avoid a small piece of private land. Vegetative disturbance will be minimized; wetlands and areas with poor drainage or steep slopes will be avoided, if possible; and the tree canopy over the trail will be preserved. It is expected that small bridges will be needed to properly manage erosion and insure a durable trail surface. DEC staff will check with adjoining private landowners to insure that snowmobile trail permission has been granted prior to formal state designation.

  The trail will be considered a class A snowmobile trail and will be marked with orange trail markers. It is expected to receive moderate use and will accommodate use by other types of recreation, primarily hikers. (LF/OP/OPP)

- Clarify status of snowmobile trails (approximately 0.9 miles total on SMWF lands) in the Round Vly/Lawyer Mountain tract. Snowmobilers currently use non-maintained town roads identified as OPRHP corridor trails C8 and C8B in the towns of Bleecker (Tannery Road) and Mayfield (Tolmantown Road). While neither town has officially designated these roads for snowmobile use, correspondence from Finch, Pruyn & Company staff in 2002 indicated that a resolution with Fulton County dated January of 1980, designated these town roads as part of the county wide snowmobile system. These corridor trails are also identified as part of the Fulton County trail system shown on the Fulton County Highway and Recreation map. Further clarification of the legal status of these roads is necessary. The proposed DEC snowmobile trail designation

will legitimize snowmobile trail riding on the existing road sections over SMWF lands, in the event they are determined not to be public roads. (LF/OPP)

- Designate Caroga Creek trail after approval for all private land crossings is secured. This proposed trail is currently used "illegally" by snowmobilers and utilizes a portion of the Niagara Mohawk-Caroga Transmission Line ROW, "Old Sawmill Road", and unnamed trail (total of 0.8 miles over SMWF lands).

  By using old roads and ROWs, vegetative disturbance will be minor; wetlands and areas with poor drainage or steep slopes will be minimized, and the tree canopy over the trail will be preserved. The need for bridges is unknown. The trail will be maintained as an 8-foot wide groomed snowmobile trail and will be marked with orange trail markers. It is expected to receive moderate use. (See Section VI.) (LF/OP)

A few snowmobile trail proposals identified in this UMP need further consideration and study, along with permission from private landowners before formal designation. One other proposal* suggested by the public was determined to be unsuitable. It is suggested that the following new trail proposals be investigated during the 5 year term of this UMP and approved through a UMP amendment, if determined to be feasible and necessary.

- Enhance community connector snowmobile trails between the Caroga Lake area and NYS Corridor Trail C7G. Efforts to link Montgomery County and Fulton County were completed in 2005 with the establishment of an on the ground route for C7G by the Ful-Mont Snow Travelers club. While this trail does not pass through SMWF, it passes close to the Adirondack Park boundary in the adjacent Peck Hill Reforestation Area. The Department will work with snowmobile clubs and the town of Caroga to identify appropriate potential linkages. (LF/town/snowmobile clubs)

- Designate "Old State Road" snowmobile trail (1.2 miles) through UMP amendment - Snowmobilers currently use a portion of "Old State Road", Mussey Road extension, and unnamed trail as an "illegal" trail connection between snowmobile trails in the Peck Creek Reforestation area and the Caroga Lake area. Based on a phone conversation with the caretaker of private land in the vicinity of the Putnam Road (Steve Putnam-personal communication, 2005), permission to use the existing trail over private land has been revoked. Alternate snowmobile trail connections between the Peck Creek tract and the Hilley Road tract may be possible. One alternative would be to secure permission to cross other private lands to relocate the trail. Another alternative would be to utilize the "Old State Road", Beech Ridge Road (County Highway 137) shoulders, and the old Hilley Road.

  Since both of these proposals are contingent upon permission from private landowners and could require permission from Fulton County for Beech Ridge Road shoulder riding, no definitive trail decision can be made at this time. If the town of Caroga and

**In 2005, there was a request to investigate the possibility of a new snowmobile trail linking Benson with the existing snowmobile trail system to the south, partly using the existing Chase Lake trail. The small number of individuals with sleds in the town of Benson, lack of support for allowing snowmobiles on town roads, proposed closure of the Chase Lake trail, and small benefit of this linkage to the general public severely limited the suitability of this proposal.*

local snowmobile clubs can identify a suitable public trail and secure permission from all impacted private landowners, the Department will support the designation of the "Old State Road" and portion of the old Hilley Road that crosses SMWF lands through a UMP amendment.

By using old roads on SMWF lands, vegetative disturbance will be minor; wetlands and areas with poor drainage or steep slopes will be minimized, and the tree canopy over the trail will be preserved. It is expected that several small bridges and/or culverts will be needed to properly manage erosion from illegal ATV use and insure a durable trail surface. The user created bridge over Peck Creek will have to be rehabilitated and brought up to DEC standards. The trail will be maintained as an 8-foot wide groomed snowmobile trail and will be marked with orange trail markers. It is expected to receive moderate to heavy use and will also be designed to accommodate use by other types of recreation, including hikers, bicyclists, and equestrians. The southern portion of this trail will also be designated for ATV use by people with disabilities under CP-3. (See Section VI.) (LF/OP)

- While the SMWF boundary stops at the eastern side of NYS Route 10, snowmobile trail linkages beyond the unit were considered during the planning process. In some areas, additional field investigation is necessary to determine if safety problems, associated with secondary and local snowmobile trails occur on frozen lakes or plowed roads. For example, the removal of snowmobiles from designated town roads such as Canada Lake and Kasson Drive due to possible conflicts with motor vehicles, would require relocation of the trail to adjacent State lands. The steep rocky SMWF terrain adjoining NYS Route 10 south of Green Lake would most likely prevent a roadside trail at this location. (LF/OP/OPP)

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. Since the riding of snowmobiles on undesignated old roads is not legal, the "Old State Road", "Old Sawmill Road", old Hilley Road, Pinnacle trail, and other trail segments would have to be closed to snowmobilers. This would eliminate some snowmobile trail connections or force snowmobilers to ride along road shoulders on plowed roads. When the shoulder gets rough, some snowmobilers ride the highway instead of the groomed trail, primarily late at night. Due to public safety reasons, the no-action alternative would not provide for adequate community connections. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - Relocate existing illegal snowmobile trails to private lands. Efforts will be made to encourage corridor snowmobile trail systems on private lands or road corridors. 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 snow cover. (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 two trails (Caroga Creek and Pinnacle trails) that are currently being used illegally by snowmobilers. One 0.5 mile section of trail south of the old Hilley Road leading to private lands will be closed. Snowmobile use on the "Old State Road" and other undesignated roads in the SMWF will be prohibited until a suitable trail connection is secured over private lands thereby enabling a viable long term snowmobile trail to and from Caroga Lake.

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. There are no known endangered or threatened plants or animals at the proposed trail locations and the proposed trails do not pass through any known critical environmental areas or deer wintering yards. The proposed trails will eliminate the choice of unsuitable roadside riding that is neither safe nor enjoyable for most snowmobilers. While new snowmobile trails would result in an increase in mileage, this would be partially offset by the removal of snowmobile designation on the 2.0 mile Chase Lake trail and 0.1 mile end of the Holmes Lake trail. Therefore, this alternative will be supported by this UMP and/or subsequent UMP amendment.

Projected Use and Potential Impacts of the Preferred Alternatives
Even though the Pinnacle and Caroga Creek trails are already being used by the public, use levels are anticipated to increase. However, the legal designation and proposed trail improvements along with improved signage and bridging, will lead to a safer experience and greater rider satisfaction. Formal designation of the "Old State Road" through a UMP amendment would allow a connection between Caroga Lake and NYS Corridor Trail C7G. This link would most likely result in increased use.

While the draft goals of the Draft Comprehensive Snowmobile Plan for the Adirondack Park/Draft EIS (comprehensive snowmobile plan) include the goal of using private lands as much as possible, it is not entirely possible in this area. The ability to use private lands and/or routes parallel to and near travel/transportation corridors was considered impractical due to the numerous private landowners, residential development, and dependency on numerous road crossings. By utilizing old roads and existing snowmobile routes, the actual amount of new trail construction and tree cutting over Forest Preserve lands can be minimized. As the C7G corridor trail becomes more popular, the "Old State Road" would connect to a trail system outside the Adirondacks which is consistent with one of the draft goals of the comprehensive snowmobile plan.

In addition 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 the spirit and letter of 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 a 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 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 Comprehensive Snowmobile Plan, and other provisions of the Comprehensive Snowmobile Plan as they are developed. Since all UMPs must conform to the "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 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 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 is proposed to be groomed by motor vehicles other than a snowmobile and be open for other authorized recreational uses, but may not include motorized recreation other than snowmobiling.*

In addition, the UMPs and the Comprehensive Snowmobile Plan are subject to the restrictions of the APSLMP and Article XIV, Section 1 of the New York State Constitution; 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 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 systems 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 bicycling 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 SMWF, no towns are currently involved with developing local ATB trail systems.

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 ATBs *"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 SMWF 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 SMWF. A discussion of the compatibility of ATB use on new trail proposals, such as snowmobile trails is discussed in the proposed snowmobile trail section.

As part of the UMP process, the planning team discussed ATB use patterns, use levels, and user preferences, and identified trails within the SMWF which would be appropriate for ATB use. 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. Three area trails were identified as potential off-road bicycle trails within the SMWF: the Chase Lake and Bellows Lake snowmobile trails and the Indian Lake cross country ski trail.

Proposed trails were checked for compliance with International Mountain Biking Association (IMBA) standards (See Appendix 1). For some of the steeper trails, an analysis was made using ArcInfo and ArcView to calculate slope values* over a precise location of the trails. Important trail surface characteristics, number of wet spots, rocks, roots, and width were determined by field inspection. Since the early 1990s, no area trails have been closed to ATB use. The following trails were deemed unsuitable for ATB trail designation due to steep slopes and will be posted as closed to bicycles:

Kane Mountain Trail - This is a popular hiking trail that follows an old road to the summit. The trail contains numerous stone waterbars and small steep sections. The majority of the trail (approximately 60%) has slope values exceeding 12.5%. While the trail has received light bicycle use in the past, formal designation as a bike trail could increase use enough to cause serious conflict with hikers or unacceptable resource impacts. In addition, the summit is designated as a scenic area and the trail to the fire tower is listed as a contributing historic resource. The trail will be closed to bicyclists due to the combination of steep terrain, potential user conflicts, and resource protection.

Indian Lake Trail - While the majority of the trail has slope values in the 0-5% class, 14% of the trail has slopes exceeding 12.5%. Almost all of the steep slopes occur within the first half of the trail. The presence of these steep slopes does not comply with IMBA trail standards and could cause unacceptable impacts to the resource and user conflicts if ATB use was allowed. This trail will be designated as a foot trail upon its redesignation from a ski trail.

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 SMWF. The following existing trails and all roads legally open to the public offer opportunities for ATB use within the SMWF and through this UMP will be designated (total approximately nine miles) for bicycle use. One other proposal** in the draft UMP was removed due to potential environmental concerns. These proposed ATB trails mostly follow pre-forest preserve logging roads and will be maintained according to IMBA standards. Attempts will be made to identify, close and relocate unsafe steep trail sections (>12 % slope).

**The existing trail coverage determined by GPS was sampled as a cross-section line over 10 meter Digital Elevation Model in ArcInfo using a custom script for a calculated trail surface profile. Sampling intervals depended on the length of the trail and the resolution of the DEM.*

***The Chase Lake snowmobile trail is mostly flat and level but does contain several wet crossings that were not an issue since the trail froze adequately in the winter. The time and money needed to rehabilitate this trail for ATB use was questioned by some of the public, especially considering its current low public use. It was decided by the planning team that the trail would initially be designated as a cross country ski trail with further evaluation for suitability as a future ATB trail to be done only after the relocation of the Chase Lake lean-to is completed.*

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. Formal designation and maintenance as a bike trail will be conducted after feedback from ATB riders to address safety concerns.

Management Actions:

- Develop LAC standards for ATB trails. (LF)

- Monitor trail conditions closely to ensure compliance with LAC and International Mountain Biking Association Standards (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. ATB trails will be closed only as a last resort. (LF/OPP)

- 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: Chase Lake trail, Pine Lake Ski trail, the Kane Mountain South trail, and the Irving Pond Spur trail due to private land crossings, to prevent conflicts between users, or to prevent environmental degradation. (LF/OP)

- Post signs prohibiting the use of ATBs on the following future proposed trails: Northville-Lake Placid Trail relocation, Otter Lake spur trail, Kane Mountain Northern trail, Pine Lake Inlet trail, northern part of the Pinnacle Valley trail, Little Holmes Lake trail, West Stony Creek, and the Pinnacle Snowmobile trail. (LF/OP)

- Designate Holmes Lake trail (I-1.1 mi.) Single track - This existing snowmobile trail follows an old road with several rock patches and wet areas. The majority of the trail (approximately 69 %) has slope values in the 0-5% class. Total mileage with slopes exceeding 8 percent is 0.12 miles. The trail will be designated for bike use and will be marked with blue trail markers. The purpose of marking this trail for bicycles is to provide access to the proposed lean-to and camping site on Holmes Lake. (See Section VI.) (LF/OP)

- Designate Bellows Lake trail (I/A-3.4 mi.) - Single track due to obstacles such as rocks, undulating terrain, and roots. The majority of this snowmobile trail follows an old road containing some steep sections, exposed rocks, and wet areas. The majority of the trail (approximately 67 %) has slope values in the 0-5% class. Total mileage with slopes exceeding 8 percent is 0.8 miles. Most of the steeper sections are of short

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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.

duration and scattered along the trail. Rehabilitation for snowmobile use will improve the trail for hiking, biking, and occasional equestrian use. The trail will be marked with red trail markers. It is expected to receive light use. The purpose of marking this existing snowmobile trail is to provide for multiple use opportunities and enabling ATB riders to travel longer distances by combining the riding on SMWF lands with riding of town roads. The trail currently receives little summer use so user conflict is expected to be minimal. (LF/OP)

- Designate Sailor Swamp trail (I-1.5 mi.) Single track - This trail has been damaged from recent illegal ATV activity. Once rehabilitated for snowmobile use, the trail would be suitable to accommodate bicycle use. Permission to cross private lands near the Pinnacle Road at the eastern end of the trail would be required. The majority of the trail (approximately 90%) has slope values in the 0-5% class. Total mileage with slopes exceeding 12.5% is approximately 0.02 miles or less than 1%. The trail receives little summer use so user conflict would be minimal. Longer riding loops are possible by combining riding on town roads. (LF/OP)

- Designate Peck Creek trail (B/I- 1.6 mi.) Single track- This trail has been damaged from recent illegal ATV activity. Once rehabilitated, the trail can accommodate bicycle use. The trail will be suitable for variety of public uses. The majority of the trail (approximately 57 %) has slope values in the 0-5% class. Total mileage with slopes exceeding 12.5% is approximately 0.1 miles or 5%, mostly concentrated in the Peck Creek Valley. The trail currently receives little summer use so user conflict is expected to be minimal. (See Section VI for other proposed uses.) (LF/OP)

- Designate Pinnacle Valley trail (I/A-1.0 mi.) Single track - This trail is located next to the Chase Lake trail and is served by the same parking area. The beginning part can accommodate bicycle use and follows an old woods road. The trail will be suitable for variety of public uses and will also be marked for pedestrian use. The majority of the trail (approximately 60 %) has slope values in the 0-5% class. While a total of 0.2 miles or 10% of the trail has slopes exceeding 12.5% the road character and condition can accommodate light to moderate ATB use. (LF/OP)

- Conduct legal research to clarify public rights over the old Hilley Road, Tannery Road, Tolmantown Road and Warner Hill Extension section between Hartwell Swamp and a private land boundary. Other town highways such as the Irving Pond Road and other old town roads offer additional bicycling opportunities in the planning area. By combining highway shoulders of town and county roads, private land, and State lands in the area numerous ATB loops may be possible. (LF)

It is suggested that additional new trail proposals 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 future trail proposals to provide for ATB trails connecting lakes in the town of Caroga during the next five years for possible consideration in a future revision of this UMP. (LF/OPP)

- Investigate additional trail sections that may be suitable for ATB use that would require permission to cross private lands. 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 SMWF have been legally open for years, and few of them currently have or are expected to receive much use, primarily due to roots, rocks and occasional wet areas. 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 bicyclers 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 more concentrated rather that dispersed throughout the unit.

No Action Alternative - While this alternative would eliminate the potential for conflict between bikers and hikers on designated foot trails, the "no action" alternative would prevent 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 to ATB use. The SMWF is composed of 40,500 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 SMWF will accommodate a minor amount of this type of recreational use and access method that is not permitted in the adjacent 105,270 acre Silver Lake Wilderness to the north. For these reasons, this alternative will be supported by this UMP.

Since there are no officially designated ATB trails in the unit no ATB trails are proposed to be closed. However, upon completion of all trail proposals a total of 20.1 miles will be posted against ATB use. Most of the proposed foot trails (with the exception of the beginning section

of the Pinnacle Valley trail) will not 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 advertised 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 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:
It is important to realize that a horse trail network that provides looped trails and the desired experience of most equestrians is not feasible within the SMWF. However, the opportunity for limited riding experience 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. The APSLMP (June 2001, Page 22) authorizes horse trails in Wilderness, 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 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."* Under the provisions of 6 NYCRR § 190.8(n), all designated foot trails, unless specifically designated for equestrian use, are closed to use by equestrians. While the co-designation of existing and proposed 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 in 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 become eroded and muddy paths. 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 and February, 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 SMWF. 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 located one suitable location for designation as a horse trail in the SMWF. This 1.6 mile loop will be located near the Peck Hill State Forest where equestrian riding is allowed. Additional limited opportunities for horseback riding will be possible in the SMWF on old roads or snowmobile trails (Bellows Lake trail , for example), once they are rehabilitated. One other proposal* was determined to be unsuitable for formal designation.

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 due to environmental constraints, potential user conflicts, or private land crossings: Chase Lake trail, Pine Lake ski trail, Indian Lake trail, Sailor Swamp Snowmobile trail, and the Irving Pond Spur Snowmobile trail. (LF/OP/OPP)
- In accordance with 6 NYCRR § 190.8(n) all proposed foot trails will be closed to equestrian uses. Post signs prohibiting the use of horses or equestrian riding on the following future proposed snowmobile or ATB trails: Pinnacle Valley trail and Pinnacle Snowmobile trail. (LF/OP/OPP)

**In 2004, there was a request to investigate using an existing old road as a potential horse-and-wagon/equestrian route for persons with disabilities. This 2.7 mile old road starts on private land near Stoner Lake Road and ends near the Hidden Vly/Whitman Vly Area. While the majority of the old road is believed to be within the SMWF, a small portion may cross into the Silver Lake Wilderness. It is currently used by a small number of people who camp on SMWF lands. The hunting party that used horses in the past has told the area forest ranger that they no longer intend to use the area. The lack of permission to cross private land or park at the trailhead severely limit the suitability of this proposal as a formal Department facility.*

- Allow equestrian use on the Bellows Lake trail (3.4 miles) - This snowmobile trail contains some rocks and wet areas. The trail is in fair condition. However, it passes through some areas that are fairly wet in the spring. Some of the older snowmobile bridges and sections of corduroy may pose a problem to some riders. Because of these conditions, the trail will not be officially designated for horse use. Once rehabilitated for corridor snowmobile trail use the trail could accommodate some equestrian use. The light equestrian use that this trail is expected to receive should be within the capacity of the resource to withstand use. To accommodate this activity, a parking facility will be developed at the Shutts Road clearing. Use of horses on Bellows Lake trail can enable people with disabilities better access along this trail since this UMP does not support designation for motor vehicle use under CP-3. (See Section VI.) (LF/OP)

- Designate Peck Creek trail and section of "Old State Road" (1.6 mile) - This proposed multiple use trail follows old roads and contains some rocks and wet areas. The roads are in fair condition, with the proposed pipe gate at the Peck Creek bridge restricting equestrian and illegal ATV use to the north. Once rehabilitated for CP-3 use, these roads will be suitable for equestrian use. The light equestrian use that this trail is expected to receive should be within the capacity of the resource to withstand use. Proposed improvements to the trail will allow equestrian riders to add this looping section of trail to other riding opportunities on the adjoining Peck Hill Reforestation Area. (See Section VI.) (LF/OP)

- Conduct legal research to clarify public rights over the old Hilley Road, Tannery Road, Tolmantown Road and Warner Hill Extension. Other town highways such as the Irving Pond Road and other old town roads offer additional equestrian opportunities in the planning area. By combining highway shoulders of town and county roads (where such use is legal), private land, and State lands in the area a few horseback riding loops may be possible. (LF/OPP)

- 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)

Alternatives Discussion for Proposed Horse Trail Additions
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 foot 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 a need is demonstrated and 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 one horse trail, allowing informal horseback riding where suitable, and posting of trails to be closed. The SMWF is composed of 40,500

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 trail was evaluated for suitability by considering 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 SMWF. 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 official designated horse trails in the unit no horse trails are proposed to be closed. However, upon completion of all trail proposals a total of 4.9 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 Alternative

It is anticipated that the one trail to be 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 SMWF. 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 trail will be signed to inform users of the trail designation and reduce the potential for conflict. To assist with the maintenance of the newly designated horse trail the Department will seek an organization willing to adopt the trail.

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, trailheads, fishing and waterway access sites and general access parking areas make excellent locations for providing visitor information and orientation. In turn, 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 trailhead 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 SMWF as parts of a single entity and provide complete information in a consistent format, trailhead 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 SMWF.

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 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 SMWF use data by installing additional trail registers at known points of access or popular locations.

Management Actions:

- Maintain all developed trailheads in a neat, litter free condition. (OP)

- Inspect and maintain trail registers 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 kiosks" at: Pine Lake Area and Waterway Access Site, Holmes Lake trail, Pinnacle Road, and the Northville-Lake Placid trail (once the trail relocation is constructed). (See additional details in See Section VI.) (OP)

- Construct and install a new standard register at the Peck Creek 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 SMWF 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 lots 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, and occasionally restricting private rights-of-way.

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 planning area include: NYS Route 10/29A shoulder parking (Green Lake Access), and a couple of locations along the Benson Road.

The existing parking capacity within the SMWF currently accommodates a total of 35 vehicles at maintained parking areas, with an additional undetermined number of vehicles parking at shoulder pull-offs and other undeveloped locations. This UMP proposes the improvement or development of 29 additional vehicle spaces, increasing the overall developed parking capacity to 74. This improved parking includes a total of 13 spaces that will be accessible, pursuant to ADA and ADAAG guidelines. The construction of these parking lots will include cutting 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.

Proposed parking area expansion and/or construction involved a carrying capacity analysis for the area and facilities served by the parking lot with capacity size balanced against expected (excluding peak weekend or holiday capacity) interior visitor use. Detailed information for parking associated with Pine Lake, Kane Mountain, Irving Pond, Holmes Lake, and other special area management locations is addressed in Section VI.

Objectives:

- Provide for safe adequate parking at trailheads which currently do not have parking or where parking is unsafe.

- Indirectly manage interior use by balancing parking lot capacities to visitor capacities. Use signage to clarify parking capacity.

- Prohibit parking where necessary on access roads adjacent to parking facilities.

- 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.

- All new or expanded parking lots will have accessible spaces, pursuant to ADA and ADAAG guidelines.

- Clarify parking arrangements with private landowners for access to the snowmobile trail network.

Management Actions:

- Improve Pinnacle Road Parking. The existing shoulder parking at the turn around at the end of the road is poorly located and designed with vehicles parking wherever they can, often partially within the road ROW, on adjacent private land, or next to area wetlands. The existing four car shoulder capacity will be redirected into a formal parking lot (including one accessible space). Shoulder parking will be still be allowed for overflow in accordance with town law. A minor amount of tree cutting will be needed. Since this parking lot will serve both the existing Chase Lake trail and the proposed Pinnacle Valley trail a formal parking area is needed in order to accommodate a wide variety of public recreational uses. Public use is expected to increase slightly due to ATB designation for the Chase Lake trail and foot/ATB designation for the Pinnacle Valley trail. In addition, the parking area will provide access to the Chase Lake lean to and two proposed tent sites. These proposed changes and the combination of day use and overnight use required the increase in size and formal designation as a parking facility. Attempts will be made to have the town of Bleecker plow the lot in the winter to accommodate use by skiers and snowshoers. (LF/OPP)

- Improve Fish Hatchery Pond Road/Green Lake Road Parking. The existing eight car lot will be expanded to accommodate a total of 10 vehicles (one accessible space), plus an additional three car shoulder parking area to be constructed next to the town road for winter use. A minor amount of tree cutting will be needed. (See Section VI.) (LF/OP)

- Improve Holmes Road Parking. The existing four car lot will be expanded to accommodate a total of eight vehicles (including one accessible space). A minor amount of tree cutting will be needed. An additional three car shoulder parking area will be constructed next to the town road for winter use. (See Section VI.) (LF/OP)

- Improve Pine Lake Parking. The public currently park in the turnaround at the end of the Pine Lake Road. The existing 10 car shoulder parking will have seven spaces relocated to a more screened location with two accessible spaces developed within the existing parking footprint. A minor amount of tree cutting will be needed. (See details and site map in Section VI.) (LF/OP)

- Construct Tannery Road Parking Area. [three vehicle capacity (including one accessible space)] - A suitable parking area is necessary for this location. The public currently parks in small pull-offs next to the narrow road shoulder. This facility will be one of only two parking areas to access the 6,057 acre Round Vly/Lawyer Mountain Tract and will provide access for non trail related recreational pursuits while redirecting parking from the unsuitable road shoulder to a formal parking lot. A minor amount of tree cutting will be needed. (LF/OP)

- Construct Tolmantown Road Parking Area. [three vehicle capacity (including one accessible space)] - A suitable parking area is necessary for this location. A minor amount of tree cutting will be needed. The SMWF lands adjacent to this road are not well marked and therefore little used by the public. However, for those recreationists

who wish to access the trail-less area, formal parking is needed to prevent unsafe road shoulder parking. This facility will be one of only two parking areas adjacent to the 6,057 acre Round Vly/Lawyer Mountain Tract and will enhance access for non-trail related recreational pursuits. (LF/OP)

- Construct Pinnacle trail parking area- South side of Benson Road [three vehicle capacity (including one accessible space)] - Road maintenance conducted by the county in 2002 included new culverts and fill where this trail crosses the highway. A small amount of additional fill and surface dressing is needed to provide an adequate parking lot in an existing clearing. No tree cutting will be needed. The facility is intended to serve hunters and other recreationists currently accessing this area by foot. (LF/OP)

- Construct Shutts Road Parking Area - end of town road [four vehicle capacity-horse trailers (including one accessible space)] No tree cutting will be needed. - (See Section VI.) (LF/OP)

- Construct Northville-Lake Placid trail Parking Area - Gifford Valley Road [five vehicle (including one accessible space)], plowed. Benson Road near Woods Lake [six vehicle (including one accessible space)], to be plowed. A minor amount of tree cutting will be needed. (See Section VI.) (LF/OP)

- Construct West Stony Creek Parking Area- South side of Benson Road [two vehicle capacity (including one accessible space)] - (See Section VI.) (LF/OP)

- Construct Pinnacle Road shoulder parking - Sailor Swamp trail-east [two vehicle capacity (including one accessible space)] - A small shoulder parking area is needed to allow the public to safely access State lands. The lack of smooth road shoulder due to trees, rocks and some ditching prevents informal roadside parking. The facility is intended to serve hunters and other recreationists accessing this area by foot. A minor amount of tree cutting will be needed. (LF/OP)

The following proposals will be investigated during the next five years for possible consideration in a future revision of this UMP.

- Investigate the feasibility of Stoner Lakes Outlet Picnic/Rest Area (Route 10) - A early draft of the draft 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 10 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 the feasibility of a wayside exhibit at Stoner Lake Outlet on NYS Route 10. This action will require additional study, SEQR review, detailed work plan, and coordination with DOT. (LF/OP)

- Clarify legal status of the road terminus at locations such as the end of the Lake Edward Road and the old Hilley Road, before considering a parking lot for access.(LA)

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 Appurtenances

Present Conditions:

Several public comments on the draft UMP related to the Kane Mountain fire tower, proposed repeater, and potential uses of the existing observer cabin. 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. The tower, trail, and cabin have been adopted by the Canada Lake Protective Association. (See agreement in Appendix 16.) Information on the observers cabin was discussed previously. A DEC policy further identifies activities allowed on mountaintops. (See Appendix 15.) Objectives and management actions for these facilities are listed in Section VI.

26. Utilities

Present Conditions:

While most utility lines are located within road corridors, in a few cases the transmission line corridor is separately owned or is a ROW over SMWF land. (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 many 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 Forest Preserve. In several locations, power line poles and anchors can be found outside the road ROW, and over SMWF lands.

Objectives:

- Insure all maintenance of utility facilities over NYS lands is in accordance with Article XIV, DEC policy, TRP language, or established agreements.

- Clarify the location, nature, and legal rights, if any, for utility lines impacting SMWF lands.

Management Actions:

- Remove or relocate illegal occupancies to private lands. (LF/OPP)

**Similar to other patches awarded for climbing the High Peaks or completing the NP-trail, the Adirondack Mountain Club coordinates a Fire Tower Challenge program. To complete the challenge and receive a patch, hikers must climb and document, by date, ascents of at least 23 fire tower summits: 18 of 23 Adirondack Park summits and all 5 Catskill Park summits.*

27. Waterway Access Sites

Present Conditions:

A large amount of public comments on the draft UMP related to the Pine Lake Boat Launch and proposed boat horsepower restrictions. Boat launches,* defined in the APSLMP as sites "providing for the launching of trailered boats, with ramp and attendant parking facilities," are considered non-conforming in wild forest areas and existing locations where trailered launching could occur must be closed. The APSLMP (approved 1987-updated 2001, 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, 2001, page 17 to include: *"a site for fishing or other water access with attendant parking which does not contain a ramp for or otherwise permit the launching of trailered boats."*

In accordance with the APSLMP, use of motorized watercraft is 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 SMWF waters are currently open to motorized watercraft, there has been public support for restricting motorized use of certain water bodies like Irving Pond or portions of waterbodies such as the inlet to Pine Lake . Within the planning area, no waters were identified in the Campaign for Quiet Waters** initiative.

Area waters within the planning area were reviewed to determine where public access needed to be clarified, improved, or restricted. At some locations such as Middle (East) Stoner Lake and Green Lake, private land and/or DOT public highway shoulders and rest areas are used for parking and access to the water. Since DOT lands are not under the jurisdiction of DEC they will not be officially designated as waterway access sites although they occasionally serve this purpose.

One waterway access site is scheduled to be designated at the existing boat launch site on Pine Lake during the term of this UMP. 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;

[With the exception of the launch site at the end of the Pine Lake Road, there is only one other location where the public can access Pine Lake. Canoe and boat rentals are available from the private landowners at the southern end of the lake, subject to daily hours and seasonal availability. Overnight parking is not allowed]

**All maintenance and proposed improvements to the developed boat launch on Great Sacandaga Lake is the responsibility of the Division of Operations. The Northampton Beach boat launch site is discussed in the site specific UMP for the campground.*

***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.*

- The physical, biological and social carrying capacity of the water body or other water bodies accessible from the site will not be exceeded;

[See Pine Lake Watercraft Analysis.]

- 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;

[Waterway access sites are allowed in wild forest areas.]

- 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;

[The planning team discussed existing uses on the lake and inlet area and feel that a horsepower restriction is needed for the general public using the proposed car-top waterway access site. These
motor size limitations only apply to people who access Pine Lake from SMWF lands.]

- There will be no adverse impacts on the physical, biological or scenic resources of the water body and surrounding land. [See information in Section VI.]

An analysis was performed for the Pine Lake inlet to determine the portion of the area already under protection by existing Navigation law. Almost the entire inlet is currently protected by existing Navigation regulations restricting motorized vessels to a speed of less than 5mph. The small size of this 168-acre lake (1 mile long and 0.2 miles wide) along with the large private development/beach and campground on the southwest end, and nearby waterfront cottage lot owners prompted an alternative analysis of the potential impacts of closing the existing informal boat launch. (See Section VI - Pine Lake Area.)

Objectives:

- Provide for motorized boating opportunities on appropriate waters in the unit.

- Protect environmentally 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.

- Identify and monitor user conflicts

Management Actions:

- Designate waterway access site on Pine Lake. (See details in Section VI.) (LF/OP)

- Post “No Wake” zones. (See Section IV-D-3-Regulations.) (LF/OPP)

- Propose and enforce 25 horsepower limit for watercraft launched from the Pine Lake waterway access site. This management strategy will require the promulgation of supporting regulations to limit the size of motors. (LF/OPP)

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 the feasibility and need for a waterway access site on Irving Pond. This action will require additional study, SEQR review, and detailed work plan. (See Section VI.) (LF/OP)

Pine Lake Watercraft Analysis
In the absence of a detailed carrying capacity analysis for the entire lake, a cursory watercraft analysis was performed with the focus primarily on the scale of required facilities on SMWF lands adjacent to the lake including adequate parking and water access facility to support appropriate public use and access. In order to determine public recreational access and boating needs on Pine Lake it was important to consider lake's physical characteristics, surrounding land/development, waterfront ownership, existing access opportunities and boating activity, and environmental impacts. Another important management consideration is to insure that the wetlands and natural resources of the inlet area and Forest Preserve shoreline are not unduly impacted.

Excluding private non motorized boat rentals and use, numerous watercraft from private landowners, private campground users, and/or their guests could be docked on this lake. (See detailed description of Pine Lake along with shoreline ownership in Section VI.) Based upon various criteria and considerations, 10 to 15 acres of water surface per boat is recommended as a conservative, aggregate density for all types of boating activity. A boating density greater than this could create a potential for safety problems, multi-use conflicts, or environmental degradation. It is important to consider that only a fraction of available boats are on the lake at any given time.

Upon completion of proposed facilities in the area, three primitive tentsites would require water access. An additional two parking spaces is anticipated for day use related access to the lake for fishing or other watercraft recreation. This would result in a minimum (assuming one boat per party) of five parking spaces needed for public watercraft access. The total parking capacity identified in the draft plan was reduced slightly from 11 to nine. Since the site is also popular for other day uses and the accessible parking spaces are limited to people with qualifying disabilities, it is anticipated that less than half of the parking spaces will be used by people accessing the lake by watercraft.

Alternatives Discussion for Horsepower Limitation from Pine Lake Waterway Access Site
Public comments on the draft UMP related to the proposed boat horsepower restrictions varied greatly. Some people wanted the entire north end of the lake a to be protected as a natural area closed to motors, while other people were opposed to any horsepower restrictions on the lake. 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 SMWF.

No Action Alternative - The *"No Action"* alternative would continue the existing situation. Currently, there is no law or regulation that prevents the use of motor boats on Pine Lake or a legal limitation on the size of boat that can be launched from the public access site. This alternative does not adequately address APSLMP guidelines regarding prohibition of trailered boat launching, motor size limitations, carrying capacity, and adverse impacts on the physical, biological or scenic resources of the lake and surrounding land. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - Prohibit all motorized boats from using the waterway access site.
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 does not consider the existing motorized uses on the lake. In wild forest, the use of motors is allowed. In the case of Pine Lake, the use of motorboats is commonplace. Therefore, it would not be appropriate to completely eliminate public motorized boat use from the lake. 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 the proposed waterway access sites to electric motors only. 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. Additionally, electric motors would still allow access to the lake by those individuals who want the assistance of a motor, including persons with disabilities. While this remains a possible alternative, it would deny members of the public with small gas motors and is not the recommended management strategy.

Alternative 4 - Develop a regulation for a horse power limit for gas motors.
The **preferred alternative** is to develop a regulation for a horse power limit for motors on watercraft using the waterway access site. Management of Pine Lake, and its inlet area in particular, must give consideration to the impacts of public motorized boats on the adjacent private property owners, the users of the Forest Preserve and the environment The Town of Caroga Draft Revised Comprehensive Plan (July 2002) was reviewed with respect to the state lands adjacent to Pine Lake. One specific item related to the promotion of areas of natural significance such as the wetlands at the northern end of Pine Lake.

Motor boats produce noise that may be heard along the lake and into the surrounding SMWF and private property. While the inlet area has some of its own protection mechanisms (stumps and rocks) that would discourage larger boat use, these obstacles would not prevent shallow draft boats. In the shallow sensitive inlet area, there is the potential for greater impacts to water quality and clarity, shoreline erosion, and user conflict. Personal watercraft tend to operate at higher speeds, generally at closer to full throttle, resulting in higher emissions and more noise than equivalent motorboats. None of these impacts are conducive to a Wild Forest setting.

Under the provisions of the APSLMP, trailered launching is prohibited, effectively limiting access to those watercraft that can be dragged around the barrier to the lake. However, a motor

size limit from the waterway access site would reduce the size of wake created by motor boats and consequently further reduce potential conflict with non-motorized users. While the motor size limit would reduce air, water and noise pollution it would not eliminate it completely. Using draft Forest Preserve Public Use and Information Plan guidelines, lakes less than 250 acres like Pine Lake should have a motor size limit of less than 25 horsepower. This would effectively limit access for water skiing and jet-ski use from the car-top waterway access site on SMWF . A regulation will be adopted limiting the motor size from the access site to be 25 horsepower or smaller. This regulation will not preclude occasional administrative use of larger fossil fueled out-board motors for enforcement, search and rescue efforts, or fisheries management purposes.

Projected Use and Potential Impacts of the Preferred Alternatives
It is felt by some people that the 25hp limitation proposed in the plan, will be the first step in limiting motor size on the entire lake and seen as a justification for town adoption of other regulations to restrict boat horsepower regulations of private landowners. The purpose of the regulation is to prevent additional large boat traffic on the lake from the SMWF site. Easy access and location close to the hamlet of Caroga could have led to overuse problems if no controls were established and a large parking facility was developed. Use levels of trailered boats will be eliminated. Private watercraft use by riparian owners is expected to remain generally the same, assuming that boat access to the lake occurs from private land. The public will only be able to launch boats, if and when a private launch develops on the lake.

28. Wildlife and Fisheries Structures

Present Conditions:
There are no actively managed fish or wildlife management structures found within the SMWF. The one fish barrier dam at Holmes Lake is deteriorated and is no longer effective or necessary.

Management Actions:
- The remains of the fish barrier dam at Holmes Lake will be allowed to deteriorate. (FW/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, June 2001, 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 SMWF. 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 SMWF such as Irving Pond, Pine Lake, Holmes Lake, and Kane Mountain are discussed in detail in Section VI.

Present Conditions:
While most areas within the SMWF are not experiencing significant overuse, one location (Pine Lake) has 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 picnicking and day use pressure placed on the area is directly related to its uniqueness and easy access. A combination of new regulations, closing of the "boat launch," campsite designation, and general increased Department presence will be used to control use within the capacity of the resource to withstand use. The most common violations deal with tree cutting, littering, camping too close (less than 150 feet) to water, trails, or roads. Many minor violations are due to unskilled actions and/or uninformed behavior rather than maliciousness. For the remainder of the SMWF, the Department will control and reduce the adverse physical and social impacts of human use in through a combination of education, minimum regulation, campsite designation, and general increased Department presence. If this approach does not achieve desired user behaviors, additional law enforcement measures will be employed.

A few locations within the SMWF, mostly snowmobile trails, show evidence of illegal All Terrain Vehicle (ATV) use, that has impacted the condition of trails and roads, natural resources such as wetland areas, and created undesirable conditions for other trail users. Estimates of ATV use in 2002 include: Bellow Lake trail - six to eight times per year, Holmes Lake trail - two to six times per year, Pigeon Mountain Area - six to eight times per year, and the Chase Lake trail - zero to two times per year. Evidence of additional illegal ATV use has been observed on interior woods roads in the Jackson Summit and Peck Creek areas and along the shoreline of some planning area waters, Pine Lake, Irving Pond, and Great Sacandaga Lake, and on some frozen water bodies in the winter.

The majority of ATV riding in the planning area occurs over private lands along the Tolmantown Road, Tannery Road, and a portion of Warner Hill Extension. These areas have been used by motor vehicles or ATVs for three seasons of the year and in the winter by snowmobiles. The amount of actual public use is unknown. The legal status of unmaintained town roads* in the Round Vly/Lawyer Mountain tract in the towns of Bleecker and Mayfield, Fulton County will be investigated. Further clarification of the road status and road width is

**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).*

needed, especially since four wheel drive vehicles, snowmobiles, and ATVs are currently using these roads.

Impacts from ATV use include soil compaction, vegetation damage, rutting of trails, and creation of large wet areas. The summers of 2001 and 2002 were dry, so damage was minimized. Of greater concern is activity that occurred in 2003 due to the wet trail conditions and greater possibility of damage. 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, having to be at the precise location and time the ATV use is actually 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 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 SMWF. 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 new regulations, user education, removal of unsuitable fire rings, designation of cement pad fire rings at Pine Lake, 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 SMWF 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.

- 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)

- Limit information to be included in Department brochures and publications about sensitive locations such as Pine Lake. (LF)

- Remove illegally stored private boats, camp structures and supply caches. (OPP/OP)

- 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. (OPP)

While no towns within the planning area have legally opened roads for ATV use, some of the towns are discussing the topic.

- Work with towns to clarify which roads are town highways. (See previous roads discussion) (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 SMWF 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 addition, rehabilitation proposals for the Pinnacle and Peck Creek areas along with corridor snowmobile trails will correct damage done by illegal ATV use while providing a more durable trail that can accommodate legal uses with minimal environmental impact.

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, seasonal 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 activities 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 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 SMWF 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 SMWF 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, bicycle riding, and horseback riding. Parcels within the SMWF with questionable or restricted access due to adjoining private lands include:

Table XIX - Access problems to isolated SMWF parcels

LOCATION	AREA	STATUS
Lots 110 and 114, Chases Patent	145 acres	Landlocked by private land
Lot 4, sublots 2-8 and 9 (portion) , Glen, Bleecker and Lansing Patent	760 acres	Landlocked by private land
Lots 97 and 91, Mayfield Patent	45 acres	Landlocked by private land
Portion of Lot 92, Chases Patent	25 acres	Landlocked by private land

Float plane Use - Currently no waters within the SMWF are believed to be used 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 waters in the SMWF identified no candidate waters to propose for float plane use. The small size of most interior lakes and ponds does not provide enough room for safe landing or take off. Other larger waters such as Pine Lake have mixed ownership that are readily accessible by vehicle. The only water that may be marginally suitable would be Chase Lake. This 64-acre lake is managed as a warmwater pond and is considered a marginally acidified water. The lack of quality fishery and relatively short 2.0 mile distance from a road limit its value to commercial floatplane operators.

Day Use Constraints - There are no restrictions on day use group size in the SMWF. Regional Department policy limits camping group size in the SMWF 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 no reported problems due to large groups in the SMWF. While a regulation limiting day use group sizes would reduce congestion at attractive locations, on trails, and at summits, it could prevent others from having any experience in the SMWF. 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:

- Develop LAC standards for managing conflicts between different user groups. (LF)

- Monitor the levels and changes in visitor use. In addition to the visitor trail registration sheets, trail counters and other methods will be used to more accurately determine the number of people visiting the SMWF. (LF)

- Undertake a visitor use survey of SMWF lands. In order to more effectively manage the area, additional information is needed about the public use of the SMWF 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. The data collected will focus on unit level use. The survey will investigate such aspects as seasonality, modality and total level of use of public lands. Data 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. While it is inappropriate for this UMP to propose management actions outside of the unit boundaries, it is suggested that a similar user survey be implemented for all Forest Preserve lands. (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 area of Kane Mountain which is listed as a special scenic area in the APSLMP. Dispersed low-impact camping is currently allowed as long as the 150 foot rule is observed. Camping will be prohibited by signage in the vicinity of the tower, summit area and/or 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)

- 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 ATB 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 Section IV.A.2). 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 Pine Lake 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 (nine or less individuals as per 6 NYCRR § 190.4(e)) 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 SMWF 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 the public to voluntarily not use parts of the SMWF, 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 water body 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 different land classifications and/or private land uses.

- As identified in the APSLMP, DEC will support the study of waters within the unit, such as Irving Pond and Pine Lake to survey existing use levels and determine carrying capacities related to access from State lands. (LF/FW)

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 Holmes Lake, County Line Lake, Mud Pond, Fish Hatchery Pond, Indian Lake , Otter Lake, and Stewart Lake which are 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 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 Subdivision 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 West Stony Creek. None of the river sections adjacent to SMWF 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 § 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. Three planning area waters (Duck Lake, County Line Lake, and Lake Sixteen) lie along the Wilderness/Wild Forest boundary. It has been determined by APA staff that the Wild Forest/Wilderness boundary is along the Hamilton/Fulton County line as it crosses the water. These waters are included in the Department's list of waters where public use of motor boats and float planes is prohibited.

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 rose to the level at which additional regulations would be necessary at this time. At Pine Lake Inlet, 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.

Fishing on many of SMWF ponds is of less quality than average for Adirondack Lakes due to the problems associated with acidification. Native fish populations are not threatened by over-exploitation from sportsmen, rather, they are endangered by the presence of nonnative and NBWI competing species and continued acid ion inputs.

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 SMWF.

- 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 areas like Pine Lake and locations where ATV use is occurring, especially areas susceptible to environmental damage. (OPP)

- Post and check signage reflecting the no-bait-fish regulation in Holmes Lake, County Line Lake, Mud Pond, Fish Hatchery Pond, Indian Lake , Otter Lake, and Stewart Lake during routine visits to these waters. (FW/OPP)

- Protect potentially sensitive areas by posting and enforcing the 5 mph speed limit for Pine Lake Inlet. 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 or similar language, to apply to all Forest Preserve lands - 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/OPP)

- Adopt Forest Preserve-wide regulations to limit the maximum number of persons per campsite to eight . This will be implemented over a two year period.
  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. (LF/OPP)

- Add a new 190.0(b) 14 that defines a "person with a disability." "For the purposes of this section a "person with a disability" shall mean a person with a valid Temporary Revocable Permit for Motor Vehicle Access for Persons With Disabilities (CP-3 Permit), Non-Ambulatory Hunting Permit, Handicapped Parking Permit or an equivalent certification of disability as determined by the Department." (LF)

- Adopt new regulations to apply to the part of SMWF within one-quarter mile of the end of the Pine Lake Road to address parking, camping, fires, quiet hours, launching of trailered boats, and boat motor size from access site. (See Section VI for details.) (LF/OPP)

The UMP planning process focuses on a five year horizon but must also consider future regulatory needs based upon current and anticipated recreational use. While use and associated impacts within the SMWF have been low, increasing problems and user conflicts in other parts of the Forest Preserve are 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 to the north of the unit, 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 a 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 SMWF snowmobile trails. While the Comprehensive Snowmobile Plan does not recommend imposing a Forest Preserve-wide speed limit, the SMWF planning team supports the promulgation of a snowmobile trail speed limit regulation, where conditions warrant it. This would be consistent with efforts from some nearby 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. The development of improved routes to allow people with disabilities to use ATVs by permit under CP-3 may require stiffer penalties or a change in the law to discourage illegal ATV activity by the general public. (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 SMWF 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 near well traveled highways could encourage impromptu day hiking or sightseeing.

As they patrol the Forest Preserve, Forest Rangers and ECOs 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. Visitors will be given appropriate information

to encourage safe and lawful use of the area and to minimize any resulting adverse impacts on natural 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 SMWF. The brochure will provide a brief narrative of the area's history and 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 SMWF 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 SMWF. (LF)

5. Access for Persons with Disabilities

The Americans with Disabilities Act (ADA) and its influence on management actions for recreation and related facilities is discussed in Section III-C-2 and parts of Section VI. On July 5th, 2001, the parties to the case of Galusha et al. v. New York State Departmental Conservation et al., Civil Action No. 98-CV-117 (United States District Court Northern District), signed the "ADA consent decree"* settling the case. 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"* protections of these lands under the State Constitution. Under the ADA consent decree, DEC will also enhance accessibility by 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.

The ADA consent decree includes a commitment on the part of DEC and APA, through the unit management planning process, to support opening a limited number of otherwise closed roads to motor vehicle use by persons with qualifying disabilities who hold CP-3 permits, subject to closure for seasonal conditions. These roads will provide motor vehicle access to recreational programs such as fishing, hunting, canoeing, birdwatching, and sightseeing. These roads will remain closed to motor vehicle use by the general public.

**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).*

Present Conditions:
To date, no universally accessible structures or improvements have been designed or constructed within the SMWF. Past management has not focused on providing 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 wheelchair. Slopes and other terrain constraints make a large portion of the area difficult to access. Exposed roots, rocks and other natural barriers can also restrict access. 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.

ADA Consent Decree Analysis
The "ADA consent decree" provided that 5.08 miles of road in the Holmes Lake Area would be opened for use by people with disabilities. Recent trail inventories reveal that the actual route to Holmes Lake is 1.1 miles from the parking area to Holmes Lake. The only other trail in the immediate vicinity is the Bellows Lake snowmobile trail that crosses a total of 3.1 miles of SMWF with a 0.3 mile piece of private land before reaching the Shutts Road. This trail was not specifically identified in the "ADA consent decree."

Both routes were inspected in the field to determine their suitability to accommodate ATV* use by persons with disabilities. (See additional information in Section VI and Appendix 20.) An additional analysis was made using ArcInfo and ArcView to calculate slope values over a precise GPS location of the trails. The following table summarizes the results.

Table XX - Limiting Characteristics of Roads Proposed to be Open to People With Disabilities with ATVs

Holmes Lake Trail - SLOPE CLASS	LENGTH (Miles)
0 - 5%	0.7
5 - 8%	0.2
8 - 10%	0.05
10 - 12.5%	0.03
Over 12.5%	0.04

Holmes Lake Road -1.1 miles. The first mile of this designated snowmobile trail follows an old road with numerous wet areas. Total mileage with slopes exceeding 8 percent is 0.12 miles. A recent field examination led the Department to conclude that the northern half of the Holmes Lake Road lacks sufficient road character to warrant consideration for opening to ATV use under CP-3.

**It is the policy of the Department to allow motor vehicle access to certain State lands to individuals with qualifying mobility impairments. A qualified person who desires to access State land with an ATV may do so only through the authority of a permit. This permit will authorize the qualified person to operate an ATV on roads, trails and geographical areas designated by the Department for such use. Use of an ATV by a qualified person under permit must be done in accordance with current law, rules and regulations. There is no restriction on or permit needed by a person with a disability to access State lands by wheelchair or similar assistive devices.*

Bellows Lake Trail - SLOPE CLASS	**LENGTH (Miles)**
0 - 5%	2.8
5 - 8%	0.6
8 - 10%	0.2
10 - 12.5%	0.3
Over 12.5%	0.3

Bellows Lake Trail - 3.4 miles. This designated snowmobile trail follow old haul roads but the current character is more trail-like than road-like, as it contains numerous steep sections, rocks, side hills, and wet areas. Recent illegal ATV activity has created mud holes and some erosional problems on the portions of the trail that have steep grades. Total mileage with slopes exceeding 8 percent consists of 0.8 miles, or 24% of the route.

An examination of existing facilities, route character, terrain constraints, recreational opportunities, and private land near Irving Pond led the planning team to conclude that the Bellows Lake snowmobile trail is not suitable for ATV use. Based upon the physical properties of the trail along with existing and anticipated future public uses, allowing ATVs on the Bellows Lake trail could cause unacceptable resource impacts due to the number of steep sections of trail along with potential user conflicts to other recreationists in the area. Use of horses or snowmobiles on the Bellows Lake trail can allow people with mobility impairments access to Department programs west of Holmes Lake without specific designation for ATV use.

Efforts were made to identify an alternate location within the SMWF that could be a satisfactory substitute for the Bellows Lake trail and Holmes Lake Road using the following criteria: Department programs to be accessed, current public use, size of tract and relationship to non-motorized trails, wetlands and sensitive wildlife, along with access to parking and the overall condition of the road.

This UMP proposes to add the Peck Creek Road and a portion of the "Old State Road" in the town of Caroga as roads to open to motor vehicle use by persons with qualifying disabilities holding CP-3 permits. These roads will be opened to CP-3 users for access by ATV only. ATVs will have to be trailered to the official trailheads since ATV riding* cannot be permitted on the adjacent DEC open motor vehicle or town roads. These two road segments combined total 1.5 miles open for use by persons with disabilities. Although this results in the opening of 3.58 miles less than the "ADA consent decree" mileage listing, the net result is to increase the number of locations at which programs such as hunting, camping and fishing can be accessed by persons with disabilities.

**Based on the requirements that CP-3 use be consistent with Vehicle and Traffic Law §2405(1) and recent court decisions, the use of ATVs under CP-3 will not be permitted on any roads which are also opened to other motor public vehicle use, except in situations that conform to §2405(1) of the V&T Law.*

Additional Non-motorized Opportunities
The SMWF includes several miles of snowmobile trail. This trail system leads to several interior waters, the largest being Irving Pond. 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. In addition the proposed CP-3 routes will create 1.5 miles of hardened improved roads that will provide enhanced access to individuals that use an ATB type wheelchair. People with mobility impairments can also utilize horses on existing SMWF 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, snowmobile users, even if pedestrians may occasionally use the same trails. The majority of proposed trails within the SMWF include snowmobile trails and foot trails. While new foot trails are proposed within this UMP, some of the proposals such as the Pine Lake and Indian Lake trails involve only a change from cross country ski to foot trail designation, without substantial alteration to existing structures and facilities. Portions of the Pine Lake and Indian Lake trails , the NP trail relocation, Kane Mountain North trail, West Stony Creek trail, Little Holmes Lake trail, Pine Lake Inlet trail, and the Pinnacle Valley trail are located over terrain that would not meet the minimum technical provisions under the proposed ADAAG guidelines for an accessible trail.

Within the SMWF, one existing trail and one administrative road will be slightly modified to enhance non-motorized recreational access for people with mobility impairments.

Holmes Lake Trail - The first half of the Holmes Lake trail between the existing parking area and the Holmes Lake spindle factory remains is approximately 0.5 miles in length. Though this section has not been evaluated for its accessibility, its surface is relatively level and free of most obstructions, although it is subject to periods of standing water. Efforts will be made to remove trail obstacles, correct drainage problems, and harden the trail to enhance both general public use and non-motorized recreational access by people with mobility impairments.

Fish Hatchery Pond Road - This section of administrative road between the trailhead parking and Fish Hatchery Pond is about 0.1 miles long. While the road is currently open to the public use of motor vehicles, this UMP proposes to close the last section of the road. Though this road has not been evaluated for its accessibility, its surface is relatively level and free of most obstructions. The terminus at the pond is at the dam. Terrain constraints relating to the firmness of the road surface could require individuals to use an ATB type wheelchair or assistance from other members of their group.

Objective:

- Provide opportunities for access by people with disabilities.

- Comply with the "ADA consent decree" mandates and 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.

- Protect natural resources of the Holmes Lake and Peck Creek areas while accommodating appropriate public use and Department administrative needs.

- Improve facilities to better manage the area and mitigate user impacts.

Management Actions:
(For additional details on "ADA consent decree" projects - See Section VI.)

- 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 area proposed in this plan. (LF)

- Meet with "ADA consent decree" parties to discuss amendments to the list of settlement projects. Suggest alternate routes in the Peck Creek Area. Rehabilitate Peck Creek Road and "Old State Road" to accommodate use of ATVs by people with disabilities under CP-3 permit. (LF/OP)

- Secure SMWF against unauthorized motor vehicle use. Control options include:
  a. Gating (in compliance with Section 504 of the Rehabilitation Act of 1973). Where gating is appropriate, DEC will install locks with changeable codes or combinations that would be revealed outside the Department to CP-3 permit holders only.
  b. Post signs to inform persons with disabilities holding permits under policy CP-3 of their right to use ATV's or motor vehicles on designated roads, and provide warnings to persons not holding such permits that they are subject to prosecution under applicable law. The need for laws with greater penalties has been suggested. (LF/OP)

- Develop methods to monitor environmental impacts from motorized use of CP-3 routes. (LF)

- To enhance accessibility, conduct minor improvements, such as minor grading with hand tools to remove ruts, removing individual rocks or applying limited targeted amounts of native fill material to improve the surface of the Fish Hatchery Pond Road and the portion of the Holmes Lake trail between the parking area and the Holmes Lake spindle factory remains. (LF/OP)

- Develop accessible camping site and access path, waterway access site and picnic area at Pine Lake. (LF/OP)

- Convert existing sites or construct new accessible tent sites at Holmes Lake spindle factory remains, Pine Lake, Peck Creek, Holmes Road and at the end of Shutts Road. When camping opportunities are limited, such as Pine Lake, Holmes Lake spindle factory remains, and Peck Creek, accessible sites will be developed for the exclusive use of people with disabilities. At other locations such as Shutts Road and Holmes Road the accessible sites will be open to the general public on a first come-first served basis. Signage at the tent sites will designate the difference, and information regarding the use of the tent sites will be posted at the trailhead. (LF/OPP)

- Perform Universal Trail Assessment Process (UTAP)* inventory on the Pine Lake Inlet trail. (LF)

- For the CP-3 projects on the "Old State" and Peck Creek roads a specific work plan will be developed to identify areas and locations where maintenance and/or rehabilitation is required to resolve problems caused by erosion, lack of adequate water management and unauthorized ATV use at this proposed location. Detailed maps, sketch plans and photographs will be developed to facilitate locating and defining problem areas to be addressed through a project work plan.

  Mud holes that have developed will be stabilized with rock cobble fill and, if possible, seepage drains will be installed to drain accumulated water away from the mud hole. If the mud hole has formed as part of a water drainage-way, either a culvert of appropriate size will be installed or an overpass bridge will be constructed from bank to bank so as to provide an adequate water flowage area. If a section of the trail must cross a small section of wet or soft soils that section will be hardened with the use of geo-textiles and gravel. Crossing of streams will be avoided, whenever possible. Where stream crossings are necessary culverts or hardened fords will be used. Erosion control measures consisting of waterbars, broad based dips and water diversion ditches shall be installed on slopes where expected use has potential for significant erosion. Once the "Old State" and Peck Creek roads are rehabilitated they will be posted as open to ATV use by users with CP-3 permits. (LF/OP)

6. Encroachments

This category of uses originates through unauthorized occupancy of SMWF lands and unresolved issues related to the use of roads across State lands. Some of these may be inadvertent encroachments or may only be partly located on SMWF land. In most situations, the legal settlement of the issue can provide for relocation of the use onto private land. For example, in the case of the Godfrey Road driveway occupancy, a 30 foot long section of

**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*

driveway on SMWF lands, from the gravel edge of Godfrey Road to the private land boundary, was barricaded with trees and rocks in 2002. Alternative access to this private land is possible from the nearby Grant Road, where a path already exists, or on private land on the Godfrey Road. The only action required is to insure that the barrier remains in place.

Recent boundary line maintenance efforts and discussions with area Forest Rangers revealed occupancies in the SMWF area. Some forms of trespass were of a temporary nature including timber theft, illegal dumping on State land, or dock storage. They will be addressed by enforcement of existing regulations when discovered or through the promulgation of new regulations. In some areas, private boats are being stored for long period of time near popular waters. New regulations are needed to control inappropriate storage of personal property, including private boats on State lands. In addition, miscellaneous trespass files (file # 217, 219, 231, 293, 310, 344, 489, and 604) that involved SMWF lands were reviewed to determine current status. Some of the miscellaneous trespass files are no longer an issue since the State abandoned claim to title of the underlying land. Locations within the SMWF where questions exist regarding title to the land or occupancies are believed to occur on State lands include:

Table XXI - Trespass problems

TOWN	LOCATION	FILE	TRESPASS TYPE
Arietta	Lot 29, Benson Tract	N/A	Electric line
Benson	Godfrey Road, Lot 49, Benson Tract	N/A	Driveway-addressed by rock/tree barrier
Benson	Hunt Road, Lot 4, Benson Tract	N/A	Driveway and 0.1 mile section of County Route 6
Bleecker	Lot 47 (portion), Chases Patent	N/A	Electric line,driveway
Bleecker	Lot 21 (portion), Glen, Bleecker and Lansing Patent	N/A	Dug well
Bleecker	Great Lot 30, Sub 7, Glen, Bleecker and Lansing Patent	N/A	Trench to Holmes Lake Outlet
Bleecker	Lot 18 (portion), Glen, Bleecker and Lansing Patent	N/A	Racker Vly - 1.5 acres flooding SMWF lands
Caroga	Lot 60 (portion), Glen, Bleecker and Lansing Patent	N/A	Electric line
Caroga	Lot 62 (portion), Glen, Bleecker and Lansing Patent	217	Title Issue
Caroga	Great Lot 46, Sub 1, Glen, Bleecker and Lansing Patent	N/A	Van used as camp next to boundary line

Caroga	Lot 61 (portion, shoreline of Pine Lake), Glen, Bleecker and Lansing Patent	N/A	Floating Docks, Shoreline structures or development exceeding legal riparian rights

Riparian Rights - Structures that constitute occupancies of underwater Forest Preserve lands but do not represent the shoreline landowner's riparian rights are prohibited. 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. Clarify maintenance issues and allowed uses where landowners have proven legal rights.
- Identify and document encroachments.
- Pursue enforcement of all documented trespasses within the SMWF.

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)
- Clarify Title Questions - Lot 62, Glen Bleecker and Lansing Patent, Fulton County (Misc. 217). Past Department correspondence (Al King letter dated 1952) seems to indicate that the Department of Law has not officially ruled on the State's title or ownership of the gore, a narrow strip of land east of Middle Lake, north of lots 49 and 50, and south of the Hamilton-Fulton County boundary. There appears to be a yellow boundary line that crosses the Stoner Lake Road just to the east of the outlet bridge. Refer to legal staff for further research. Currently the state is paying full taxes on the property. (LF/Legal)
- Research the issue of motorized access to Beer Buck & Beagle Club at Fries Flow. (LF/OPP/Legal)

- Research the issue of rights of all inholders to access private lands over SMWF. (LF/OPP/Legal)

- Clarify other reported trespass problems including but not limited to: utility lines over East Stoner Lake, and over State lands near Green Lake, investigate and clarify legal position of riparian rights issues on Pine Lake, Green Lake, and East (Middle) Stoner Lake, and other locations within the SMWF. (LF/OPP)

- Document private trails within the SMWF, as discovered. Illegal trails on State lands that serve no public purpose will be brushed in and all trail markers, blazes, and signage will be removed and the path returned to a natural condition. (LF/OPP)

- Document all potential SMWF trespass problems as they are discovered. Report information to area manager. (LF/OPP)

- Close all "illegal" snowmobile trails as discovered. (LF/OPP)

E. Updates to APA Adirondack Park State Land Map

There are a small number of apparent inaccuracies on the most recent version of APA's State Land Map (2001) regarding the SMWF. In a few instances the existing land classification has been incorrectly mapped. The Agency and the Department will work together to investigate them further and update the map in future revisions to reflect actual State ownership and land classification.

Cramer Road (Storer Road) - A small triangular 22-acre piece of Silver Lake Wilderness is cut off from the rest of the Wilderness area by the Cramer Road (also called Storer Road). The Department and the APA should review all existing information and work to resolve whether this 22 acre parcel should more appropriately be part of the SMWF.

Objectives:

- Identify all map errors and discrepancies between APA and DEC coverages within the unit.

- Update 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 where reclassification would better define the unit.

Management Actions:

- Assist with the revision of APAs State Land Map in future editions to reflect actual State ownership and any changes in land classification. (LF)

- Propose reclassification of State land in the vicinity of Storer Road. APA staff (Henry Savarie, personal communication) has examined the existing boundary between the

Silver Lake Wilderness and the SMWF near Storer Road and found the mapped boundary was questionable. (LF)

F. 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 BUDGET

The following tables outline a schedule for implementation of the proposed management actions in the five year planning period following UMP approval. 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.

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 of 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.	* person-days
Perform routine maintenance of existing facilities, including blowdown removal, brushing and trail marking in accordance with trail classifications and official trail marking standards. Assumes NP-trail, Kane Mountain and snowmobile trails maintained under stewardship agreements. Includes routine maintenance of roads, trailheads, parking areas, campsites, and associated structures and improvements. Relocate and/or close primitive campsites not in compliance with the APSLMP.	$5,000
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.	* person-days
Submit sign requests and install signs as necessary. Remove illegal signs.	* person-days
Maintain boundary lines (21 miles/year @ $300/mile).	$6,300
Once LAC indicators and standards have been developed, monitor public use and visitor impacts to soils, vegetation, and trails to determine compliance with LAC standards. Take actions necessary to assure APSLMP compliance and to prevent standards from being exceeded.	* person-days

* *person-days - an undetermined 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, no specific amount is provided at this time.*

Annual Activities	Estimated Annual Cost
Conduct biological and chemical surveys of selected unit waters to assess management needs and to determine progress towards the objectives stated in this plan.	* 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 and Wildlife.	* person-days
Enact voluntary trail closures during “frost-in” and “frost-out.”	N/A
Monitor water quality. Maintain database.	* person-days
Support inventory of historic/archaeological sites or research.	* person-days
Inventory of non-game, endangered, threatened and special concern species as well as significant habitats by Department staff or Natural Heritage program.	* 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.	* person-days
Document boundary line maintenance using GIS. Determine future boundary line maintenance or survey needs.	* person-days
Assist with volunteer projects, AANR agreements, TRPs, and work with local municipalities to jointly accomplish identified projects.	* person-days
Monitor baseline data to identify the effects of potential air pollutants.	* person-days
Pursue removal of illegally stored boats, tree stands, and other private property.	* person-days
Monitor for invasive plant populations. If discovered, select an effective control option. Cost highly variable and dependent upon size of area/type of treatment.	* person-days
Inspect annually and repair/reconstruct as necessary (Fish Hatchery Pond dam, Holmes Lake barrier dam). No specific costs can be determined for repairs.	* person-days
Total Cost — Annual maintenance and other activities.	**$11,300**

Year 1	Estimated Cost
Assist with area brochure and map. Contract development and printing of 5,000 copies of SMWF brochure.	* person-days $2,000
Designate unit manager and appoint UMP implementation team.	N/A
Promulgate necessary regulations.	* person-days
Legal research: Clarify inholder and adjoining landowner access rights. Clarify status of old town roads and public motor vehicle access rights.	* person-days
Reclaim Tannery Road gravel pit. Plant trees and barricade with rocks	$2,000

Year 1	Estimated Cost
Post signs prohibiting the use of horses or equestrian riding on the following existing trails due to environmental constraints, potential user conflicts, or private land crossings: Pine Lake Ski trail, Indian Lake trail, Sailor Swamp snowmobile trail, and the Irving Pond Spur trail. Post signs prohibiting the use of horses or equestrian riding on the following future proposed snowmobile or ATB trails: Pinnacle Valley trail, Chase Lake trail, and Pinnacle Snowmobile trail.	* person-days
Post signs prohibiting the use of all terrain bicycles on the following existing trails: Pine Lake Ski trail, the Kane Mountain South trail, Kane Mountain East trail, Chase Lake trail, and the Irving Pond Spur trail. Upon construction close these additional trails: Northville-Lake Placid Trail relocation, Otter Lake spur trail, Kane Mountain Northern trail, Pine Lake Inlet trail, northern part of the Pinnacle Valley trail, Little Holmes Lake trail, West Stony Creek trail, and the Pinnacle Snowmobile trail.	* person-days
Complete work on Kane Mountain Fire Tower. Engineers assessment.	* person-days
Install new pipe barriers at Chase Lake trail and Sailor Swamp trail. Install pipe gate on old TRP road to Jackson Summit.	$4,000
Install new rock barriers next to Pinnacle Road barrier, Holmes Lake and Irving Pond gates, Chase Lake trail, and at the end of the Irving Pond Road to discourage illegal ATV use.	$1,500
Lime County Line Lake	$6,000
Designate Pinnacle snowmobile trail. Rehabilitate existing bridges and relocate portion over private lands near SMWF boundary corner.	$3,500
If permission to cross private lands and Niagara Mohawk ROW is secured, designate Caroga Creek snowmobile trail.	$3,000
If approved through UMP amendment. Designate “Old State Road” as snowmobile trail. Rehabilitate existing bridges.	$6,000
Remove Chase Lake snowmobile trail markers.	$250
Holmes Lake Road. Designate for ATB use. Modify existing parking area at the end of Holmes Road to accommodate eight vehicles, including one accessible parking space. Install new level-two information “Storey kiosk” at the trailhead.	$5,000
Install unit identification signs along major highways.	$500
Construct three vehicle parking area, including one accessible space on the west side of Holmes Road, for winter use.	$1,500
Designate and mark Kane Mountain (North) trail as a class IV foot trail. Close Kane Mountain (South) trail from Old Schoolhouse Road to summit.	$250
Convert Indian Lake cross country ski trail to class IV foot trail. Remove cross country ski trail signs and markers.	$250
Develop and designate two campsites along Holmes Road. Close unsuitable roadside sites. Construct one roadside site to be accessible.	$1,500
Construct a new lean-to near Holmes Lake. Mark access trail.	$7,500
Identify best route for the Northville-Lake Placid Trail relocation.	* person-days

Year 1	Estimated Cost
Incorporate SMWF trails into a trail classification system	* person-days
Conduct baseline site inventory of all new designated tent sites. Document location and condition with GPS and digital photos.	$750
Designate "trail-less" area for the 6,057 acre Round Vly/Lawyer Mountain tract.	N/A
Complete sign inventory and develop sign plan for the area.	* person-days
Develop LAC indicators and standards.	* person-days
Undertake visitor use survey(s) - Ref. Section II-G Capacity to Withstand Use	* person-days
Propose reclassification of Silver Lake Wilderness land in the town of Benson containing a portion of Storer Road from wilderness to wild forest.	* person-days
Designate Pine Lake waterway access site. Install suitable barrier to prevent illegal trailered boat launching. Install new level-two information "Storey kiosk" with register. Monitor public use.	$5,000
Conduct assessment of use and use impacts on State-owned lands and waters at Pine Lake.	* person-days
Total Cost — Year 1	**$ 50,500**

Year 2	Estimated Cost
Rehabilitate Bellows Lake Snowmobile trail. Designate for ATB use.	$15,000
Determine liming status of Indian Lake	$2,000
Rehabilitate Sailor Swamp Snowmobile trail. Designate for ATB use.	$10,000
Improve the existing Fish Hatchery Pond Road parking facility. Parking capacity will be expanded to 10 vehicles, including one accessible space. Install accessible privy. Close Fish Hatchery Pond Road with gate. Install rock barrier on the entrance to the Kane Mountain North trail. Construct three vehicle winter parking area on Green Lake Road. Relocate and screen Kane Mountain summit privy from the hiking trail. Designate campsites on Irving Pond, Indian Lake, and Otter Lake. Establish fire rings at suitable locations. Enhance non-motorized recreational access for people with mobility impairments on Fish Hatchery Pond Road.	$8,500
Relocate southern end of the Pine Lake cross country ski trail. Convert cross country ski trail to class IV foot trail. Construct class IV spur trail to Otter Lake.	$2,500
Install standard trail register at Peck Creek trail.	$250
Develop Pine Lake accessible parking space. Investigate options to improve accessibility of waterway access site and implement, if feasible. Provide water access accessible tent site by rehabilitating existing site to the north.	$10,000
Rehabilitate and designate for CP-3 use the Peck Creek Road and portion of "Old State Road". Designate for ATB and equestrian use. Construct pipe gate and accessible camping site .	$20,000
Develop Pinnacle trail parking facility. Construct three vehicle capacity (including one accessible space). Construct pipe gate on north side of CR 125.	$1,500
Investigate need for a communication facility (radio repeater) on the Kane Mountain tower.	* person-days
Assist with inventory of the unit to determine the presence of invasive plant species. Solicit help from volunteers, when appropriate.	* person-days

Year 2	Estimated Cost
Total Cost — Year 2	**$69,750**

Year 3	Estimated Cost
Designate for cross country ski use.	$500
Modify existing parking area at the end of Pinnacle Road to accommodate 4 cars, including one accessible parking space. Install new level-two information "Storey kiosk" at the trailhead.	$3,000
Designate Pinnacle Valley trail for class III foot and ATB use (first half of trail).	$5,000
Construct relocated section of Northville-Lake Placid trail from Northville to Benson Road, mark with blue NP Trail markers. Install appropriate signs and guideboards. Construct Benson Road parking area to accommodate six vehicles, including one accessible parking space. Construct Gifford Valley Road parking area to accommodate nine vehicles, including one accessible parking space. Construct and install new level-two information "Storey kiosk" at trailhead. If alternative 4 is chosen, construct 0.2 mile spur trail to Mud Lake campsite.	$30,000
Construct a new lean-to on the Northville - Lake Placid trail in the vicinity of West Stony Creek. Develop two additional designated tent sites 1/4 mile away from leanto site.	$7,000
Rehabilitate Kane Mountain cabin. Design and construct Kane Mountain summit display.	$2,500
Designate and mark Little Holmes Lake trail as a class III foot trail. Work with town of Bleecker historian to develop brochure. Install numbered posts to identify historic sites or informational stations.	$500
Construct four vehicle horse trailer parking facility at end of Shutts Road. Develop accessible campsite and privy.	$3,500
Evaluate plan effectiveness to date - comprehensive review.	* person-days
Contract inventory of ecological communities, rare species and critical habitats.	$20,000
Assist with identification of possible routes for the North Country National Scenic Trail within the SMWF. Look for opportunities to provide linking trails to access local communities. Field location after umbrella plan is completed.	* person-days
Develop Pine Lake parking facility. Existing 10 car turnaround lot will be slightly reduced to accommodate a total of nine vehicles (including two accessible spaces), subject to change based on public use assessment. Construct and develop accessible picnic area with two picnic tables, accessible privy and additional one-vehicle accessible parking space. Develop and designate three primitive tent sites on Pine Lake.	$15,000
Designate Pine Lake Inlet trail as a class III foot trail.	$3,000
Total Cost — Year 3	**$ 90,000**

Year 4	Estimated Cost
Lime Indian Lake	$5,000
Construct Benson Road parking area to accommodate two vehicles, including one accessible space. Designate and mark West Stony Creek trail as a class II foot trail.	$2,000
Construct Pinnacle Road shoulder parking facility (access to Sailor Swamp trail) to accommodate two vehicles, including one accessible parking space.	$750
Contract assessment of the Pine Lake Inlet trail using the Universal Trail Assessment Process. Provide information at trailhead.	$10,000
Remove debris from old structures at Shutts Road, Jackson Summit, etc.	$4,000
Investigate need for Pine Lake trail ROW	* person-days
Total Cost — Year 4	**$21,750**

Year 5	Estimated Cost
Investigate potential locations for future Chase Lake Lean-to relocation. Designate two tent sites and access trails from lakeshore.	$500
Construct Tannery Road parking area to accommodate 3 cars, including one accessible parking space. Construct Tolmantown Road parking area to accommodate 3 cars, including one accessible parking space.	$4,000
Reinventory baseline site inventory of all designated tent sites.	$2,000
Evaluate plan effectiveness to date - comprehensive review. Begin preparation for five year revision of UMP.	* person-days
Investigate the feasibility of a future parking area/wayside exhibit at Stoner Lake Outlet on NYS Route 10.	* person-days
Conduct roadside scenic assessment for area.	* person-days
Investigate the feasibility of future trail proposals.	* person-days
Update MMS inventory. Identify and prioritize natural resource/safety concerns.	$2,500
Reprint SMWF brochure.	$1,000
Research sites conducive to bird watching	* person-days
Total Cost — Year 5	**$10,000**

COST SUMMARY:
Annual Maintenance Costs: $ 11,300
Five year total: $ 242,500

*Note: Specific funding needs for other projects such as the Northville - Lake Placid trail relocation will be dependent on type of foot bridge to be constructed over West Stony Creek and site limitations due to the remote location and motor vehicle access limitations.

VI. SPECIAL AREA MANAGEMENT PLANS

In order to better manage and control recreational uses and impacts in a few popular locations within the SMWF, 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 Pine Lake, Kane Mountain, Holmes Lake, Irving Pond, Peck Creek, NP Trail relocation, and the Northville Boat Launch. 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 as well as to identify natural attractions which may add to the enjoyment of these areas. Additional information is provided for the portion of the planning area within the NYS Route 30 highway corridor that is part of the Adirondack Scenic Byway.

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 biologic resources in these areas were reviewed through the Department's MHDB. Efforts were made to avoid locating facilities in deer wintering areas or other significant habitats. Detailed Fish and Wildlife 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 SMWF. 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 SMWF 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.

A. Kane Mountain Area

This area consists of the SMWF lands north of the Green Lake Road in the town of Caroga. These State lands serve as a trailhead providing important access to designated trails while also providing access to Kane Mountain, and brook trout waters in the area, such as Indian Lake, Otter Lake and Stewart Lake. The Fish Hatchery Pond Road parking facility is one of only two designated parking areas that enable access to the western portion of the 23,990 acre Shaker Mountain Tract.

Present Conditions:
Public use consists primarily of day use in the summer and fall, mostly to the Kane Mountain Tower. Some skiing occurs in the winter on the two designated cross country ski trails. Alternate access occurs from trails originating on private land from the Old Schoolhouse Road and Pine Lake Campground/RV Park. Some of this public use has been unrestrained, such as access from the Old Schoolhouse Road, while general public access through the Pine Lake campground is either prohibited or subject to a fee during the operating season.

Kane Mountain - East Trail - Kane Mountain has long been a popular hiking destination with a fire tower on the summit. This trail is the main route up the mountain that follows an old jeep road originally used to haul materials for the cabin. The trail is suitable for family groups with a vertical ascent of 430 feet over its 0.8 mile length. Only a small portion of the existing trail shows signs of damage, such as soil loss or exposed roots and rocks, due to the numerous waterbars installed to prevent erosion. A volunteer group is helping to maintain both the trail and tower.

Kane Mountain - South Trail - This trail begins at the Old Schoolhouse Road and follows the old telephone line route up the mountain. While this is the shortest trail to the summit, it begins along 0.2 miles of private land without an easement or formal agreement authorizing public use or parking. This trail rises nearly 600 feet and crosses 0.3 miles of SMWF. It is not suitable for family groups due to lack of parking and deteriorating trail condition.

Kane Mountain - North Trail - This existing unmarked trail is approximately 0.7 miles in length and connects the Pine Lake cross country ski trail to the top of the mountain.

Kane Mountain Tower and Cabin - (Additional details in Section II-C-2-Historic Resources and Appendix 2. The tower, trail, and cabin were adopted by the Canada Lake Protective Association* in 2000. See agreement in Appendix 16) - This structure was the second-to-last

*Following public review of the draft UMP, a letter from the president of the Canada Lakes Protective Association indicated that the group is not prepared to commit to staffing the cabin or a passive exhibit due to continued vandalism at the site. Since then, the director of the Forest Fire Lookout Association, New York

tower erected in the Adirondacks and the most southern tower in the Park. The staffing of the tower ceased at the end of the 1988 season with the tower officially closed in 1989. Kane Mountain is listed as a Scenic Special Management Area in the APSLMP. In addition, the fire tower is listed as a National Historic Landmark. The observer's cabin does not meet eligibility criteria for listing on the State Register of Historic Places, since the new building was constructed in 1961 to replace the original deteriorated cabin.

The tower is intact and has been recently renovated. The entire structure was painted in the summer of 2003, with repairs to the steps and landings completed in the fall. In recent years, the observer's cabin has been left open, but illegal camping and vandalism, such as carved names or graffiti on the interior wall paneling has occurred. To curtail the building of fires in the building and further vandalism, the door was secured shut in 2003.

The tower provides views from the top of the mountain which are obscured by existing vegetation at ground level. On clear days the tower cab offers sensational views of the surrounding landscape including views of Hamilton Mountain in the Silver Lake Wilderness to the northeast, the Helderbergs to the southeast, and the Catskills to the south.

Kane Mountain Public Use Statistics

The summit of Kane Mountain receives some of the heaviest day use within the unit with the most recent data indicating that 3,695 people signed the register in 2004. This number is low to moderate for an easy to access fire tower trail. Nearby mountains with fire towers such as Hadley Mountain (estimated 14,000 registered users a year, personal communication, Mike Curley), and Blue Mountain (estimated 12,000 registered users a year) receive much greater public use. Use on Kane Mountain is slightly less than Snowy Mountain in Hamilton County with an average of 4,000 registered users a year.

An examination of recent trail data (See use statistics for the entire unit in Section II-D.) indicates that registered public use ranges from 2,800 to 3,800 users annually. It has been estimated by the area forest ranger and the volunteer steward that approximately one-half of the people using the area actually sign the register. This would indicate that the summit and fire tower could receives actual use more in the range of 5,600 to 7,600 visitors each year.

Kane Mountain Trail - Register Data 2000-2004

Month	2000 Entries	2000 People	2001 Entries	2001 People	2002 Entries	2002 People	2003 People	2004 People
Jan	9	26	20	36	30	57		
Feb	0	0	19	33	28	64	(Jan.-March)	
Mar	48	102	16	31	48	96	137	218
Apr	49	153	37	87	74	217		
May	90	335	89	233	109	221	(April-June)	
Jun	70	230	156	329	129	257	604	818
Jul	131	499	319	862	318	845	790	819
Aug	132	477	276	754	319	879	736	751
Sep	107	350	208	592	240	694	460	538
Oct	192	619	230	671	90	243		

Chapter has expressed an interest into entering an AANR with DEC for the fire tower and related facilities When the current AANR with the association expires in the Spring of 2006. It is the intent of the lookout association to restore the cabin and develop an interpretive program at the fire tower for public education.

Nov	39	117	47	125	51	103	(Oct.-Dec.)	
Dec	0	0	22	43	20	40	891	551
Total	867	**2,902**	1,439	**3,796**	1,456	**3,716**	**3618**	**3,695**

An examination of the register pages for the last few years indicates several trends. The core season where use is the highest occurs between April and October. Within this popular period, the four months of July, August, September, and October receive the greatest use, mostly on the weekends and holidays. In 2002, a maximum of 75 users signing in per day was recorded for a total of three days, with only four other days having totals exceeding 50 people. This use is much lower than what is observed on Blue Mountain where upwards of 300 individuals have signed in on peak days. Large groups of 10 to 25 people do not commonly visit this area. In 2002, there were 22 days when larger groups visited Kane Mountain with the most common group size between 10 and 13. The only large group in 2002 consisted of two school busses that brought a total of 128 students for a field trip on one day of the year. Most activity consists of very small groups of between two to four people in size.

In 2003, a level-two type "Storey kiosk" was installed at the Fish Hatchery Pond Road trail-head. This register will collect use data for the myriad of trails that originate at the parking area. Upon completion of proposed trails in the area, the kiosk map will be revised to show trails and camping opportunities in the area. The kiosk will be monitored regularly since previous register boxes have been vandalized at this location.

Public use of Kane Mountain is almost entirely day use related. The lack of views from the summit area probably contributes to a shorter stay, with many groups going back down the trail after only a brief visit to the tower. Some users loop back to the trailhead by using a combination of the Kane Mountain - North and Pine Lake trails. Alternate access via Old Schoolhouse Road, or through the Pine Lake campground account for a portion of overall use. Within the last couple of years, a volunteer steward has been on the tower for one day a weekend for a part of the summer.

Fish Hatchery Pond Dam - The history of the dam is not clear, but it is presumed that the cement structure was built by State personnel, or at least with State approval, during the 1920s. The original purpose of the dam was to establish a fish rearing pond, most likely for stocking into Green Lake and Canada Lake. While the structure is located entirely on SMWF lands the Fish Hatchery Pond itself is split by a private land boundary.

Indian Lake and Pine Lake Cross Country Ski Trails

These two cross country ski trails within the SMWF are believed to receive minimal public use in the winter. Lack of a plowed parking area has discouraged access for winter use from the Green Lake Road end. Some winter recreation occurs originating at private lands near Pine Lake but there is no easement for the existing trail or for public parking. Off season use of the Indian Lake trail through the spring, summer, and fall is believed to be light consisting of day hikers, fisherman and occasional campers.

While cross country skiing is allowed on all Department trails, the suitability of continued formal designation as ski trails for these two trails was considered by the planning team. The trails were originally marked to enhance skiing opportunities in the community of Caroga, with the Indian Lake trail converted from a snowmobile trail to a ski trail in the late 1970's. While the function of a trail is to connect points of interest, the character of a ski trail has a direct

bearing on the experience of the skier since the natural sliding motion of cross country skiing is part of the enjoyment. Lengthy sections of steep uphill that require large amounts of herringbone technique, downhill sections without adequate space to maneuver through sharp turns, undulating terrain, and washouts caused by sheet erosion, all limit the desirability of formal designation as a cross country ski trail.

Existing Department cross country ski trail guidelines recommend a maximum total length of between 250-300 feet for areas with 10% slope and a maximum total length of between 100-125 feet for areas with 12% slope. Slopes exceeding 15% should be no longer than 30-60 feet. Calculations using ArcView and digital elevation models identify 50 % of the Indian Lake trail having slope values in the 0-5% class. Unfortunately, 14% of the trail included slopes exceeding 12.5% . Almost all of the steep slopes occur within the first half of the trail, with several sections of trail between 100-200 feet with slopes over 12.5%. In addition, one 900 foot section has slopes over 12.5% resulting in a trail that does not comply with Department cross country trail standards.

While the Pine Lake trail meets Department standards, the existing trail layout requires the crossing of private land without public easements* at either end. The benefits of this trail to the general public as an official Department ski trail is questionable since there is inadequate winter parking at both ends and the trail does not lead to any attractive destination. Since there is no legal right of way over the portion of the existing trail on private lands, the trail could be closed to the general public at any time. This already occurs to a limited degree in the summer at the northern end when the general public is not allowed or is charged a fee to cross Pine Lake Campground property. On the southern end there are numerous wet areas in the private portion of the trail for the first 0.2 mile.

Adjoining Private Lands and Uses:
Private Access Road - A woods road used to reach private lands starts along the Fish Hatchery Pond Road on State lands (subdivision 5 , Lot 52, Glen, Bleecker and Lansing Patent) and continues to the Fish Hatchery Pond dam for a distance of 792 feet. From the dam it is approximately 80 feet to the private boundary line along an old tote road.

Based upon Department correspondence, the private landowner claims a right of way to their landlocked property. A TRP was issued in 1958 for use of this 80 foot section of road for a two year period. The TRP stipulated that no improvements were to be made to the road and no trees were to be cut. The legal status of this road and existing motor vehicle use has not been determined.

Terrain and Soils:
The terrain of this area can be described as moderately rugged with some steep areas. The mesosoils on the mountain are mostly Rock Outcrop-Lyman with the lower elevations consisting of Potsdam-Lyman.

**There is an unspecified ROW for a trail over private lands in the general Pine Lake area. DEC staff will investigate and clarify the ownership patterns and location of this ROW, as specified in the State deed. An amendment to the UMP will address the need for such a new trail over private lands, if considered necessary, to enable the public to access SMWF lands from NYS Route 10 on a year round basis.*

Vegetation and Wetlands:
Plant life is generally similar to other areas of the SMWF, with the exception of the presence of rattlesnake orchids, reported on the beginning portion of the Kane Mountain trail. Hemlock stands can be found near Otter Lake. While the majority of the Kane Mountain area and associated trails does not contain mapped wetlands, a few wetlands may be found along the northern shore of Otter Lake and adjoining private lands on the eastern shore of Fish Hatchery Pond.

Specific Area Objectives:

- Insure adequate public access and facilities while minimizing impacts to natural resources or nearby private land.

- Follow DEC Mountaintop Policy.

- To protect the historic and cultural significance of the Kane Mountain fire tower and associated facilities, and to effect its restoration, while allowing the public to access and appreciate it in a safe manner.

- Utilize volunteer seasonal staff during the summer and fall to help maintain area facilities and provide historic interpretation for the fire tower and observer's cabin.

- Clarify legal status of landowner motor vehicle access to private lands on Otter Lake.

Proposed Management Policies/Actions:

- Maintain scenic qualities at the summit of Kane Mountain by enforcing existing regulations prohibiting public camping in the tower cab, observer's cabin, immediate summit area or within 150 feet of marked trails. (OPP)

- Monitor the Kane Mountain summit area and associated facilities for signs of improper or excessive use. Install signs on the existing cabin porch and tower cab to help discourage illegal overnight use and vandalism. (LF/OP/OPP)

- Inspect the tower for structural integrity. This engineering assessment of the fire tower, once completed, will help identify any additional work necessary to assure the structure remains usable well into the future. Maintain and repair the Kane Mountain tower in keeping with National Historic Lookout Register guidelines. (LF/OP/OPP)

- Preserve the Kane Mountain observer's cabin with assistance of the Canada Lake Protective Association and/or Forest Fire Lookout Association. While the existing cabin did not qualify for nomination with the tower since it is less than 50 years old, it is adjacent to the boundaries of the nominated property. Even though the new cabin is identified as non-contributing, the structure was an essential component in the operation of the fire tower and provided living quarters for the Forest Fire observer for 27 years. This building is one of the few easily accessible remaining examples in the Adirondack Park of an observers cabin. 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:

"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 observer cabin will be stabilized to facilitate educational efforts at the summit. The Department will support efforts to secure grant funding for restoration of the cabin and tower cab. (LF/OP/OPP)

- A potential interpretive site was identified for the Kane Mountain Summit (APA UNCF inventory) in a draft version of Adirondack Forest Preserve Public Use and Information Plan. The site was identified as UNCF 10, under the natural history and resources category demonstrating a high mountain and geologic overview. A small display exhibit is proposed for the summit area in the vicinity of the firetower. The facility will allow users to self-interpret through signage 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 volunteer steward program. The design will be flexible to allow information materials to be changed and updated as necessary. (LF)

- Authorize Canada Lake Protective Association and/or Forest Fire Lookout Association to install temporary educational displays at the Kane Mountain summit, such as a portable map table and alidade.

  The people who manned the fire observation towers not only reported forest fires or smoke sightings, but they also unofficially provided a public service to hikers, educating them on the surrounding area. One proposal is to provide an example living museum of how life was originally like on the mountain for a fire tower observer. The cabin would be open for any visitor to tour when a volunteer is manning the tower. A small number of vintage photos and literature will be framed on the walls for people to look at depicting the history of fire towers in general. All display exhibits will be limited in size and quantity and must be approved in advance by Department staff. (LF/OPP)

- Remove flooring from original cabin remains. This structure resembles a tent platform and may encourage illegal tent camping next to the trail. Department staff will consult with OPRHP to determine mitigation, which might include detailed documentation prior to demolition. (LF/OP)

- Maintain existing waterbars on the Kane Mountain - East trail Install new waterbars installed as needed. (LF/OP/volunteers under the AANR)

- Close the 0.3 mile Kane Mountain - South trail from Schoolhouse Road. This action is necessary due to its poor condition, unsecured private land crossing, and lack of public parking. The existing markers will be removed, no future maintenance will be performed, and signs will be erected to direct users to the official DEC trailhead on the Fish Hatchery Pond Road. Where necessary the trail will be revegetated with native seedlings and barricaded with brush. (LF/OP)

- Close the 0.3 mile portion of the Pine Lake trail between private lands and the junction with the Kane Mountain - North trail. The trail segment has no real public benefit serving mainly to provide exclusive access to Kane Mountain from the adjoining private land and RV Park. The trail closure is necessary since there is no public easement for the private land crossing, lack of public parking, and Department guidance prohibiting trails that primarily serve a private purpose. The existing markers will be removed and no future maintenance will be performed. Where necessary, the trail will be revegetated with native seedlings and barricaded with brush. (LF/OP)

- Relocate the southern portion of the Pine Lake trail to share the Kane Mountain - East trail for the first 500 feet. Construct new trail of approximately 0.2 mile paralleling the State boundary line to intersect the existing ski trail. This relocation will avoid the majority of wet trail problems on the first 0.2 mile section of trail over private lands and place the trail entirely on SMWF lands. The main purpose of the relocation will be to enhance access to Otter Lake and to provide the public with the ability to walk a loop around Kane Mountain. The trail can still be skied but will not be maintained as a formal cross country ski trail. Remove ski trail markers and designate trail for hiking use. The path will be maintained as a class IV secondary trail and will be marked with blue trail markers. It is expected to receive light to moderate use. (LF/OP)

- Construct a short 0.1 mile spur trail from the Pine Lake trail to Otter Lake. The path will be maintained as a class IV secondary trail and will be marked with yellow trail markers. This trail will enable the public to access Otter Lake which is almost entirely State owned for fishing and camping. It is expected to receive light to moderate use. (LF/OP)

- Remove ski markers and designate Indian Lake trail for hiking use. This trail starts out over steep terrain and is not suitable for continued designation as a cross country ski trail. (See previous discussion.) The trail can still be skied but will not be maintained or advertised as an official cross country ski trail. (OP)

- Designate the 0.7 mile Kane Mountain - North trail along the existing herd. The path will be maintained as a class IV secondary trail and will be marked with blue trail markers. It is expected to receive light to moderate use and will enable the public to use an alternate route back along the Pine Lake trail to their vehicle at the Fish Hatchery Pond Road trailhead. Based upon recent inspections, the trail has a two foot tread width and a three foot cleared width. It will only need marking and brushing, along with waterbars to be installed in steep sections. No other bridging is necessary. (LF/OP)

- Expand existing Fish Hatchery Pond Road eight car lot to accommodate 10 vehicles, (including one accessible space). The existing parking facility is considered inadequate for the network of trails from this location. While the total miles of trail in the area will remain approximately the same, the change in designation from ski trail to foot trail for the Indian Lake trail may encourage more summer use. In addition, the parking area will also provide access to Otter Lake and the two proposed tent sites. The increase in size will help mitigate the loss of informal public parking areas in the vicinity of Hatchery Pond dam and the Old School House Road. (LF/OP)

- Designate three car winter parking area at the Green Lake Road shoulder near Fish Hatchery Pond Outlet. A winter parking area is needed to support existing winter uses in the area since it is not practical to plow the access road into the Fish Hatchery Pond Road trailhead. A short piece of private land adjacent to the beginning of the Fish Hatchery Pond Road prevents a roadside parking lot location. To comply with carrying capacity limits, the winter parking area will be closed to vehicles in the summer and posted with no parking signs. Some tree cutting will be needed. Attempts will be made to work with the town of Caroga to plow the road shoulder lot in the winter. (LF/OP)

- Construct accessible pit privy for Fish Hatchery Pond Road trailhead users to prevent problems related with improper human waste disposal at the trailhead. (OP)

- Barricade with a pipe gate the portion of the Fish Hatchery Pond Road beyond the trailhead parking area. There is no need for the public to drive the remaining portion of narrow road to the dam. While the owners of the Otter Lake inholding may have rights of access, maintenance of the road for motor vehicle use is not critical to routine DEC administration. The Otter Lake inholders will have access to the road for ingress, egress and routine maintenance and DEC will assist with road maintenance to the degree that this administrative road is used to access the dam. (LF/OP)

- Maintain Fish Hatchery Pond Dam. This manmade structure which creates Fish Hatchery Pond, will be maintained by DEC, as necessary. Camping in the vicinity Fish Hatchery Pond Road and Fish Hatchery Pond Dam will continue to be prohibited to preserve the aesthetic character of the area. (LF/OP)

- DEC staff will clarify the legal ROW over private lands (and public parking) from NYS Route 10 at Pine Lake. An amendment to the UMP will address the need for a new trail over private lands, if considered necessary, to enable the public to access SMWF lands on a year round basis. (LF/OPP)

- Investigate the need for a repeater on the Kane Mountain Fire Tower to enhance the Department's radio communication capability. (OPP)

Impacts and Alternatives:
Environmental - A minor amount of tree and vegetation removal will be associated with parking area improvements and new trails. Disturbance of wetlands is not anticipated. Water quality impacts will be mitigated through proper trail hardening and new privy construction. 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 closing of the end of Fish Hatchery Pond Road to public motor vehicle use will help reduce the potential for public use problems at the dam site. The relocation of a portion of the Pine Lake trail from private land to SMWF land will eliminate negative environmental impacts from public recreational use on the adjoining private property.

No Action Alternative - Would result in some disturbance to plant and animal habitats and would allow the continued public use on unsuitable sections of trail in the area. The trail crossings over private land could be closed, thereby restricting public use in the area. The lack of roadside parking would limit use in the winter, since the parking area cannot be easily

plowed. Use would continue on existing herd paths. This alternative would not enhance protection of the environment and would continue negative environmental impacts to adjacent private property. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - Minimal facility development. No new trails would be proposed and some existing trails would be closed. Close Pine Lake ski trail due to lack of winter parking, environmental considerations, and private land crossings. Access to Otter Lake would be by bushwack only. Brush in and discourage use of Kane Mountain - North trail. Brush in and discourage use of Kane Mountain - South trail. Limit maintenance to the Kane Mountain - East trail and Indian Lake trails only. No parking area improvements. This alternative would result in the least disturbance to plant and animal habitats since public use would be discouraged. Use would still occur on area herd paths but lack of maintenance would contribute to further erosion. This alternative would discourage recreational opportunities by preventing a marked trail to Otter Lake or a loop trail experience around Kane Mountain. Due to these concerns, this alternative will not be supported by this UMP.

Alternative 3 - Increased facility development. Provide greater degree of access opportunities. Designate and maintain all Kane Mountain trails for the larger variety of trail uses. Construct trail across private land near Pine Lake in accordance with deeded ROW over private lands. Develop new parking facility on State lands next to NYS Route 10. Increase size of existing parking to accommodate expected increased public use. To accommodate equestrian and ATB use in the area, a great degree of trail hardening and/or relocation would be needed. This alternative would result in the most disturbance to plant and animal habitats due to the large degree of trail construction and maintenance. This alternative could also lead to an unacceptable level of user conflicts due to the mix of hikers, bikers, and equestrian use all using the same trails. Therefore, this alternative will not be supported by this UMP.

The **preferred alternative** is to close little used trails and a short section of road, with a small amount of new trails to be officially designated and maintained to higher standards. In order to minimize potential user conflicts, area foot trails will not be designated for ATB or equestrian use, primarily due to terrain constraints. The mountain top summit display and cabin exhibit will provide recreational and historic information about the area. The slight expansion of the Fish Hatchery Pond Road parking area and small winter parking area by the town road will reduce parking problems in the summer/fall and provide plowed winter parking that does not exist currently. 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 satisfaction. There are only a few opportunities for short (less than five miles) day trips within the SMWF. Most of the more popular destinations are accessed by the same trail out and back. No existing designated trails within the SMWF currently provide a loop that can be easily hiked in a day. Designation of the proposed Kane Mountain North trail and a portion of the Pine Lake trail, will create a nested loop trail system that capitalizes on the scenic beauty of the surrounding forests and enable the public to walk back to their vehicle via an alternate route for the return hike to the Fish Hatchery Pond Road trail head. An additional benefit of this proposal includes enhancing the recreational experience by spreading use across a larger trail

distance and thereby reducing the number of encounters with other users, if there was only one way up and down the mountain.

The future of the Kane Mountain observers cabin was discussed by the planning team. A few alternative actions were considered, and are outlined below.

No Action Alternative - Eventually the current low level of maintenance will no longer be enough to keep the observers cabin intact. In the future, the cabin will require major rehabilitative work, and a decision regarding its value to the public should be made sooner rather than later. Continuing minimal maintenance without considering long term needs is no longer sufficient to keep the building intact, and for this reason this alternative will not be supported by this UMP.

Abandonment Alternative - Cease the current low level of DEC maintenance, which has included minor work to keep people, animals, and weather out of the building. This strategy will lead to the eventual collapse and loss of the observers cabin. As the cabin deteriorates, the structure may become an attractive nuisance, due to its proximity to the fire tower; making this a safety issue. Therefore, this alternative will not be supported by this UMP.

Maintenance Alternative - Preserve the observers cabin without providing interpretation.

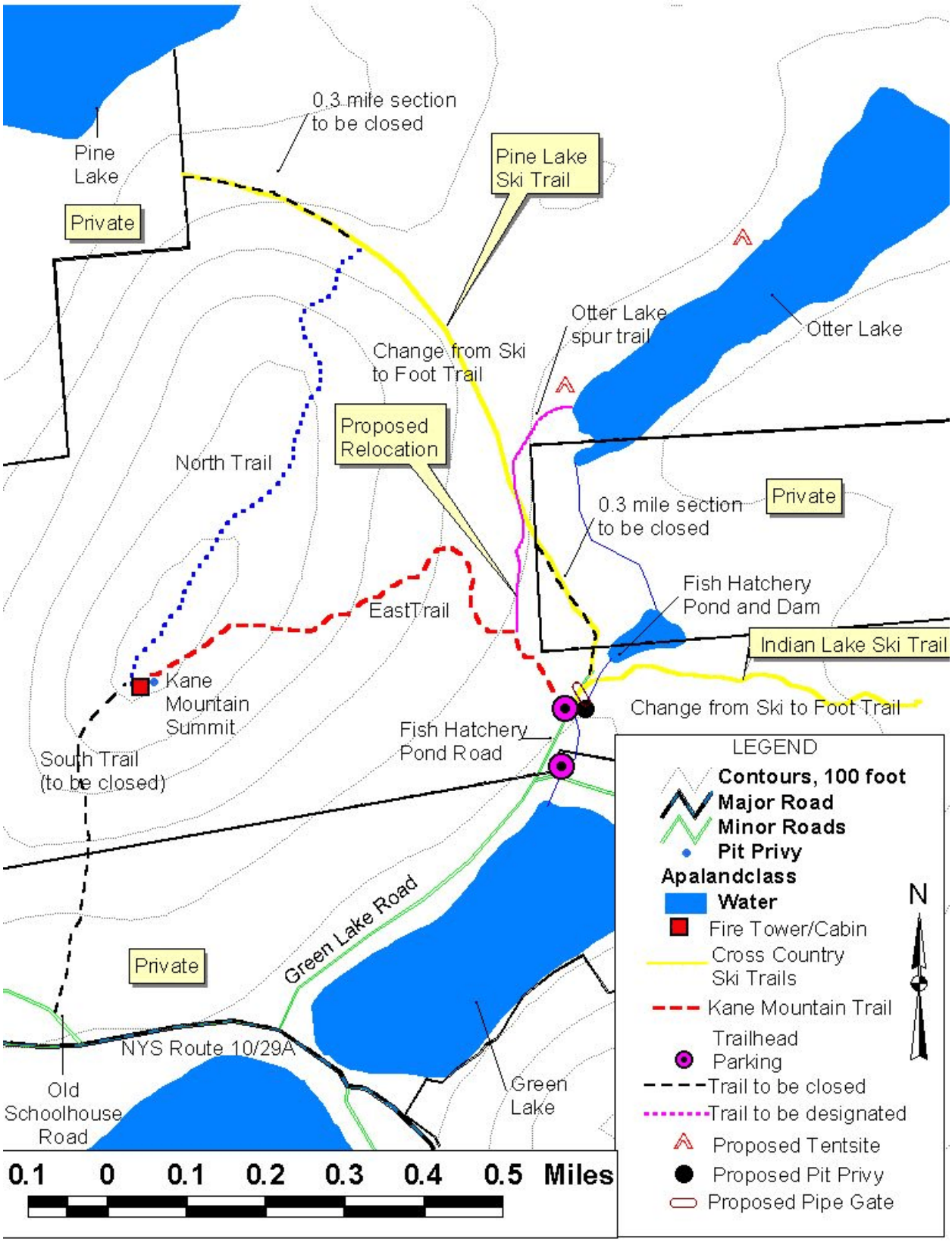
Maintenance and Interpretation Alternative A - Preserve the observers cabin and provide limited interpretation. This alternative would include installation of interpretive signage/panels describing the history of the building, past observers, tower and Forest Preserve, as well as the historical context. This would be achieved through a limited number of interpretive exhibits without providing pubic access to the buildings' interior. The cost of implementing this alternative would include the cost of the Maintenance Alternative, plus the cost of developing, installing, and maintaining outdoor interpretive signage.

Maintenance and Interpretation Alternative B - Preserve the observers cabin and open to the public with indoor exhibits. The disadvantage to this alternative is the added cost - not only of maintenance, but of interpretation, monitoring, and enforcement. The number of people likely to visit such a site may justify the expense of such improvement and interpretation, since the Forest Fire Lookout Association is willing to "adopt" the project.

In accordance with the APSLMP, all proposed actions will require that the observers cabin be maintained in a manner that does not disturb the existing wild forest character of the State land. The Maintenance only Alternative would ensure the preservation of the building and keep financial and administrative costs down through the absence of interpretive, monitoring, and enforcement costs associated with vandalism. Maintenance and Interpretation Alternative A and Alternative B are preferable to the Maintenance Alternative. Conservative interpretation efforts add little to the cost of overall maintenance, yet these alternatives could play a vital role in preserving and interpreting this important State resource. With the support of an active volunteer group and staffing on weekends, the Maintenance and Interpretation Alternative B would provide the greatest benefit to the public at no additional cost to the State. For these reasons, this alternative will be supported by this UMP.

Demolition Alternative - Remove the observers cabin and dispose of the materials in an appropriate manner. This alternative demands a one-time financial cost for destruction and

disposal, but no future monetary costs. Since there is an active volunteer group willing to perform maintenance to the cabin and public education, this alternative will not be supported by this UMP at this time. If vandalism to the cabin continues and it becomes impractical to secure the building and/or associated facilities, DEC will reconsider this alternative.


0.3 mile section
to be closed
Pine
Lake
Private
Pine Lake
Ski Trail
Otter Lake
spur trail
Otter Lake
Change from Ski
to Foot Trail
Proposed
Relocation
North Trail
0.3 mile section
to be closed
Private
Fish Hatchery
Pond and Dam
EastTrail
Indian Lake Ski Trail
Kane
Mountain
Summit
Change from Ski to Foot Trail
Fish Hatchery
Pond Road
South Trail
(to be closed)
Green Lake Road
Private
NYS Route 10/29A
Old
Schoolhouse
Road
Green
Lake
0.1 0 0.1 0.2 0.3 0.4 0.5 Miles
LEGEND
Contours, 100 foot
Major Road
Minor Roads
Pit Privy
Apalandclass
Water
Fire Tower/Cabin
Cross Country
Ski Trails
Kane Mountain Trail
Trailhead
Parking
Trail to be closed
Trail to be designated
Proposed Tentsite
Proposed Pit Privy
Proposed Pipe Gate
N

B. Pine Lake Area

This area consists of the SMWF lands along the northeast part of Pine Lake in the town of Caroga. These State lands serves as the only free public access to Pine Lake and provide an additional entry point to reach to the western portion of the 23,990 acre Shaker Mountain Tract. Approximately 2.9 miles of the shoreline of the lake including the inlet area is SMWF land.

Present Conditions:
The northern portion of Pine Lake is an attractive location with a few small undeveloped sandy beach areas, a popular attractions in the summer. Some overnight camping occurs in the vicinity of the lake at the two designated tent sites and other undesignated locations. The majority of public access occurs from Pine Lake Road which begins at NYS Route 10. Numerous private parcels, mostly summer camps are found along the western shore of Pine Lake adjacent to the narrow town road, resulting in concerns regarding excessive vehicle speed and increasing road traffic. The site has been used as a "boat launch" even though it is simply a shallow place to access the water without any formal improvements. It is used frequently for launching trailered boats and by other non-motorized watercraft such as canoes and kayaks. Trailer use has contributed slightly to erosion since there is no hardened ramp. Use of the site is by local residents, adjacent camp owners, guests of the private campground on the south end of the lake, and the general public.

The turnaround next to the access site is used as a parking facility and is often filled to capacity on summer weekends, potentially interfering with use by the local fire department or other emergency vehicles. Numerous complaints about improper public use have been reported at this location by adjacent landowners including garbage, excessive noise, illegal camping, and uncontrolled fires, along with some theft of private property such as firewood and furniture. Problems with human waste disposal, illegal tree cutting, and bark peeling have been observed. Inappropriate use of the shallow portions of Pine Lake inlet area by people on jet skis has also been reported.

Pine Lake Road - Pine Lake Road is a narrow one lane, gravel/dirt town road approximately 0.8 miles in length from its beginning on NYS Route 10 to the turnaround on SMWF lands. During the public comment period the “highway” status of the road was questioned by some people. Discussions with the town of Caroga Supervisor and Highway superintendent indicate that the road is a public highway and that the town road status ends at the State boundary line. The complete history of this road has not been researched. While the1903 Lassellsville USGS map did not show a road, there is evidence of an old lumbering road on SMWF lands to the north of the turnaround. 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 including Pine Lake Road indicates that the road was a “Class III random gravel or stone road”. While the road may have originally been built and/or improved to provide access to the “cottage lots” on private land along the northwest shore of the lake, continuous use of this road has occurred by local residents and the general public to access the boat launch and wild forest land since the early 1960's. At some point, this road began to be maintained by the town of Caroga (See road map of Fulton County.) and is now considered a public highway with the width limited to the existing footprint.

An issue of great concern to many of the cottage lot owners is the narrowness of the highway, proximity to camps or parked vehicles, and the amount of road traffic to and from the SMWF lands. It has been reported that between 75 to100 vehicles have been observed using the road on a popular weekend day, many at a speed greater than the posted speed limit of 25mph. A small portion of the vehicles using the road tow a trailer with a personal watercraft or boat. While vehicles towing a trailer tend to travel at slower speeds, their overall length can cause difficulty for vehicles passing in the opposite direction due to the narrowness of the road and lack of road shoulders. In addition, vehicles with boat trailers have a difficult time turning around at the end of the road, and there is little room to park vehicles with trailers.

History

The State land in the vicinity of Pine Lake was acquired in 1919. A survey map developed after State ownership did not indicate the presence of a road or boat access site on the property. Since that time period a town road was established with the end of the road gradually widening into a turnaround. An informal access to the lake developed sometime in the early 1960's. This turnaround has increased in width over the years and is currently used for public parking and by town snow plows, garbage trucks, and fire trucks. During the summer, there often have been “late night” parties by local youths or family groups. Some of these gatherings feature excessive amounts of alcohol and in some cases, underage drinking. Vandalism, littering, breaking glass bottles and building open fires at inappropriate locations have been reported. These activities must be curbed in order to limit degradation of the area.

While the site has been used for boat launching for the last 40 years, one anecdotal report indicated that very few boats were on Pine Lake in the early 1960's and the site was primarily used for other activities such as the washing of cars. It has also been reported that at some time in the past boats launched from private property before the end of the road. Other reports have indicated that there were several boats on the lake at that time, with the lake used for both formal and informal races and games using motorized craft. Activities reported included water ski relay races, competitive pyramid and trick skiing events, bathtub races, and personal watercraft official races from the 1960's up to the late 1990's. In 2002, approximately 19 motorized watercraft, running the gamut from the smallest fishing vessel to the largest party boat docked in front of the 30 private residences on Pine Lake Road. Additional boats are docked in front of the campsite and the docks situated near the commercial beach. Based upon recent aerial photography, it is estimated that between 20 - 25 docks can be found at the south and southeast end of the lake. It is not known how many of these docks accommodate motorized boats.

This launch is the only boat launch site for the landowners and public. The only other location is a private campground whose owners only allow customers to launch. Launching of boats by riparian owners primarily begins in May, with most boats removed at the end of the season in September. Intermittent public and adjacent landowner use occurs throughout the rest of the summer, with weekends and holidays typically exhibiting the greatest amount of use.

The Pine Lake site is not identified on the DEC official list of boat launching sites (http://www.dec.state.ny.us/website/dfwmr/fish/foe4cbl1.html) or on the Region 5 - Caroga Lakes Area boat launches site: http://www.dec.state.ny.us/website/reg5/r5fish/launch/fult1.html. While the site was never sanctioned by the Department as a formal boat launch, it did receive minor maintenance in 1989, after users were getting stuck in the soft sand causing shoreline erosion. With the

approval of the Department, a small amount of gravel was placed by the town of Caroga at the launch area to help stabilize the shore. Sometime later, boulders were placed perpendicular to the lake shore to stop illegal ATV use along the shoreline during low lake levels after drawdown in the fall.

On June 15, 2000, the Pine Lake Civic Association adopted a resolution that called for improving the turn around with blacktop or other suitable material, marking of a fire lane for emergency vehicles to turn around, and restriction of parking within the turn around and outside fire lane by setting aside, marking, delineating and signing parking spaces. There have been meetings between Department staff and members of the Pine Lake Civic Association during the last few years to hear members' concerns and describe the UMP process. A number of comments about the area have been received by mail, consisting of concerns over closing of the launch site, improper public use, road safety issues, and general lack of law enforcement in the area. Other complaints involved public uses which are legal on these wild forest lands including swimming, picnicking, group day use parties, and unsupervised public use. One letter suggested that the existence of the launch area contributes to many of the use related problems, such as the undesirable vehicle speed, and has led to increasing numbers of boat and personal watercraft on this small lake. Correspondence, sent by the Pine Lake Civic Association to government officials in September 2003, opposed improvements at the end of the Pine Lake Road, although no specific plan proposals were available for consideration since the SMWF draft plan did not become available until the release of the public draft on March 10th, 2005. Discussions with cottage lot owners on Pine Lake, as well as two owners of the beach and campgrounds on the south end of the lake, have occurred since the plan was released. Of great concern is the proposal to convert the informal boat launch to a waterway access site, thereby closing the only place on the lake open to public trailered launching. Campground owners confirmed their intent to permit only campground guests to launch boats from their property.

Adjoining Private Lands and Uses:
The town of Caroga has a year-round population of approximately 1,100 people. During the summer when the lakeside cottages are occupied, the population rises by an additional 6,000. There is a large private development and small private campsite at the western end of Pine Lake.

Pine Lake Beach - This location includes one of the most famous swimming beaches in the Adirondacks. It is open to the public for a small fee. Amenities include restrooms, showers, changing rooms, and associated day use area with picnic tables.

Pine Lake RV Park and Campground- Open mid-May through mid-September, consisting of approximately 80 sites. Campground amenities include water, electricity, showers, private boat launch, boat docking, rentals (canoe, rowboats, paddleboats), recreation building and camp store.

Southern Adirondack Pines Campground and Cabins - Open mid-May through mid-September, consisting of campsites with full hook-ups to rustic cabins, boat docking, rentals (canoe and paddleboat), and other recreational amenities.

Cottage lots on Pine Lake Road - Mostly seasonal occupancy consisting of approximately 30 properties with lake frontage, a few others with lake access rights. All of these landowners who have docks have used the SMWF launch site to put in and take out their larger watercraft.

Pine Lake Dam- The lake levels are subject to water level fluctuation from the operation of the dam on private lands at the southwest end of the lake.

Terrain and Soils:
The terrain of this area can be described as generally rolling hills with steep areas on Pine Mountain. The mesosoils on the mountain are mostly Rock Outcrop-Lyman and Potsdam-Lyman with Greenwood-Cathro in the inlet area of Pine Lake. The land surrounding Pine Lake varies from rolling hills to steep terrain. Generally, only thin layers of silt and duff cover the underlying bedrock, with boulders strewn throughout the area.

Vegetation and Wetlands:
Plant life is generally similar to other areas of the SMWF with the exception of wetland plant species and associated wildlife on parts of the shore of Pine Lake, especially along the inlet. The lake is the result of a man made dike and cutoff wall at the southern (private) end of the lake. Recent aerial photos identify the inlet at the northeast end of the lake consisting of a 12 acre wetland complex somewhat isolated from the main part of the lake. The size of this area when water levels are high in the spring and summer is incorrectly identified on USGS maps and the DEC/APA hydrography coverage.

Specific Area Objectives:
- Address non-conforming use.
- Insure adequate public access while minimizing impacts to Forest Preserve lands and nearby private residences.
- Provide 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 solitude. 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 accessible by car, 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 or regulated recreational experience than those who visit more intensively managed areas, such as campgrounds .

This location is unique in having an attractive wild forest setting readily accessible from a public road. The goal of management for this area is to maintain and protect this property while providing high quality scenic and recreational opportunities for visitors of all ages. The challenge is to provide appropriate public access while limiting impacts to natural resources and the character of the community along Pine Lake Road . Another consideration in the discussion of management strategies for Pine Lake is the opportunity to provide access to Department programs for people with mobility or other impairments.

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. Some of these negative impacts and uses persist, including boisterous nighttime parties, illegal camping, littering, etc. 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 greater visibility 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 minimizing impacts to the natural environment.

The following proposed management actions are designed to address the challenging task of balancing appropriate public access and use of these Forest Preserve 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. A combination of new regulations and additional law enforcement presence with a modest facility development is planned for this area.

Phase in Approach - Proposed management for the area will progress gradually, giving the Department time to monitor and respond to changes in public use. In year one, the non-conforming trailered boat launch will be blocked with a suitable barrier. Regulations will be promulgated and a kiosk will be installed with a register box to sample public use of the site. Informational materials and an area map will be used to explain to the public the proposed future improvements and the need for special regulations. The Department will assess existing conditions at Pine Lake, along with public use of the adjoining SMWF lands. This analysis by the Department will be conducted during year one of the implementation schedule.

In year two, an accessible parking site will be constructed, and the existing tent site nearby will be converted to an accessible site designed for access from the water. It will be designated for exclusive use by people with mobility impairments.

In year three, the parking area and picnic area will be constructed, and tent sites will be designated on the shore of Pine Lake. The ultimate size of the parking area will be determined in light of the public use assessment to be conducted in year one.

- Promulgate special regulations to control public recreational activities on SMWF lands within 1/4 mile of the end of the Pine Lake Road and to the low water mark of Pine Lake. Adopt a new regulation so that:

• **Parking will be allowed only in the designated parking area**.
[This regulation is needed to direct vehicles to official parking spaces and to prevent vehicles from parking in the turnaround area when the parking lot is full. Existing parking capacity will be reduced to seven public spaces and two spaces reserved for people with disabilities.]
• **Parking with trailers will be prohibited**.
[The small size and configuration of the parking facility is not adequate for vehicles with trailers. This regulation will help to limit the size and number of watercraft that can be brought to the site and will help avoid safety concerns and conflicts with adjoining private landowners who live along the narrow access road.]
• **Camping can occur only in designated sites**.
[This regulation is needed to control existing camping problems and help prevent conflicts with nearby private landowners in the area. Only one tentsite, reserved for use by people with disabilities, will be designated within the special regulation zone]
• **Fires will be allowed only in one designated fire-ring at the accessible camping site**.
[This regulation will help protect the natural resources in the area that were being impacted from previous unregulated use of campfires. It will also eliminate large bonfires and associated late night noise in the picnic area.]
• **Quiet hours will be observed between 10:00 p.m. and 7:00 a.m.**
[This regulation is similar to the one in DEC campgrounds and will provide an enforcement tool to control noisy groups and limit disturbance to nearby private owners.]
• **Camping at the one designated accessible site will be restricted to people with mobility impairments on a first come-first served basis**.
[The one accessible site within the special management area will be restricted to use by people with mobility impairments who possess a valid parking tag.]
• **No launching of trailered boats will be allowed.**
[This regulation is necessary to comply with the APSLMP]
• **Maximum 25 hp motor size from access site**.
[See Section IV-C-27]

- To protect wetland areas and limit conflicts with non-motorized recreationists, enforce existing navigation law by posting and enforcing the 5mph speed limit in the 12 acre inlet portion of Pine Lake. (OPP)

- Define existing turnaround/shoulder parking area with boulders and/or wood posts with signage and close to all public parking. Natural vegetation will be planted for screening, where necessary. A new parking facility will be constructed farther back into the woods to minimize impacts to the adjoining landowners and safely accommodate existing use of the turn around site by emergency vehicles. Parking will be designed to accommodate a maximum of nine vehicles (including two accessible spaces in the existing cleared area). The capacity needs of the parking facility involved a determination of how many vehicles in total would need parking space to access the proposed Department facilities and programs at this location. This parking lot will serve both day and overnight use in the area, along with appropriate water access to Pine Lake and the proposed Pine Lake Inlet trail. However, a slight reduction was needed to help limit the impacts of use. An estimate of four to seven vehicle capacity was determined as necessary for the four designated tent sites and other low impact camping opportunities associated with the

SMWF lands. An estimate of four vehicle capacity was determined as appropriate for picnic and related day use activities. An estimate of four to six vehicle capacity was determined to be adequate for the waterway access site. An estimate of one to two vehicle capacity would be suitable to serve the proposed family hiking trail. This analysis would indicate that parking capacity at this location could range from 13 to19 vehicle spaces. The proposed nine vehicle parking facility includes two accessible spaces that can only be used by individuals with valid parking stickers, thereby reducing the general parking capacity. The size of the parking area and level of potential development was kept below the minimum end of public need spectrum to limit traffic on the narrow road leading to the parking area and conflicts with the adjacent private landowners. The turn around portion will be plowed in the winter with the cooperation of the town of Caroga to allow for public winter recreational access. (LF/OP)

- Use passive management actions to help limit conflict with private landowners and help preserve the wild forest character. Signage will not be posted at the junction with NYS Route 10 and the area will not be advertised. The level of development was intentionally kept minimal even though the 2.8 miles of shoreline could have accommodated a much greater number of primitive tent sites. Boulders will be installed along with prohibition signage to control inappropriate public uses in the vicinity of the waterway access site and to control activities such as wading or swimming at locations that interfere with the entry and exit of watercraft.

- Construct an accessible picnic area with two accessible tables and associated two-car parking area to ADA/ADAAG standards. Assistance in designing the accessible site and picnic area will be sought from individuals specializing in the development of universally accessible facilities. The picnic tables will be secured such that they remain near accessible paths in the day use area. One universally accessible privy will be installed near the parking area. Apply surface hardening by the addition of crushed stone and erosion control techniques to improve accessibility for people with mobility impairments to the picnic site and enlarged pit privy. To control potential problems, no fire rings will be installed and no open fires will be permitted in the picnic area.

- Modify existing designated camping site approximately 0.1 mile north of the waterway access site to make it accessible to persons with mobility impairments. The path to the site from the lake will be hardened to improve access and protect the resource, using the proposed and/or adopted ADAAG. All camping within the 1/4 mile special regulation area will be limited to people with mobility impairments who possess a valid parking tag and will only be allowed on the one accessible site. This accessible campsite will be available on a first-come, first-served basis and will not be reserveable. Camping stays will be restricted to a maximum of three nights to provide for greater site availability. (LF/OP)

- Close and re-vegetate all other camping sites within this 1/4 mile special management area. Prohibit camping trailers or camping in vehicles at the parking lot. Those areas closest to the lake that were formerly used for camping will be rehabilitated for day use only. (LF/OP)

- Identify and construct three additional Pine Lake primitive tent sites with two of the new sites to be developed near the Pine Lake Inlet trail. To limit competition with the nearby

private campground, picnic tables, pit privies, and fire places will not be provided at these sites even though they are allowed under the APSLMP guidelines for wild forest areas. Additionally, camping permits will not be issued for groups over nine persons or for long term camping. These primitive tent sites will be located to meet APSLMP quarter mile separation distance and will be located away from private land to minimize potential conflicts. (LF/OP)

- Designate Pine Lake Inlet trail (approximately 1.1 miles) along an existing old road beginning at the parking area proceeding generally easterly to the inlet. The purpose of the foot trail is to provide a trail of short length, requiring only low to moderate exertion. The proposed trail is the proper size and location to be desirable 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 will require no additional parking facilities. Based upon recent inspections, the trail has a two foot tread width and a two to three foot cleared width. The path will be maintained as a class III primitive trail and will be marked with red trail markers. It is expected to receive light to moderate use, with only a minor need for bridging or other trail hardening techniques. (OP/OPP)

- Conduct detailed UTAP assessment on the Pine Lake Inlet trail. (LF) (See Section IV-D-5.)

- Install an ADA/ADAAG compliant level-two type "Storey kiosk"showing the location of designated camping sites, private lands, and nearby trails. Include information identifying the special regulations for the area, restrictions concerning the accessible campsite and hand launch site. Additional signage such as "Carry It In, Carry It Out" will be installed as appropriate. (LF/OP)

Impacts and Alternatives:
Environmental - A minor amount of tree and vegetation removal is necessary to accommodate the new parking area, picnic area, and the family hiking trail. Department staff feel that increased law enforcement presence will help reduce illegal tree cutting, improper fires, and vandalism in the area. Disturbance of wetlands is not anticipated. Water quality impacts will be mitigated through proper trail hardening and new privy construction. The containment and restriction of open fires will help prevent damage to vegetation and the possibility of ground fires. Effects on fish and wildlife populations are expected to be minor.

Social and Economic - There is a large private development and small private campsite at the southwestern end of the lake. Numerous private parcels, mostly summer camps, are located along the western shore. Traffic and highway use are anticipated to be reduced with the beneficial elimination of vehicles with boat trailers that used the site previously and a reduction in total parking capacity and use with the establishment of new regulations. Parking will be tightly controlled freeing up the turnaround area to provide access to emergency vehicles, such as the 28 foot long fire truck used by the Caroga Lake Volunteer Fire Department. DEC will support efforts to reduce the current speed limit on Pine Lake Road to help address safety concerns caused by automobile traffic leading to and from these State lands.

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 continue negative impacts to adjacent property owners. Improper public use has already caused some soil compaction, damage and loss of vegetation at this location. The site currently need remediation, which would require closure of parts of the area to promote re-vegetation and site stabilization. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - A second option proposed by some of the cottage lot owners was to barricade the town road where it ends at the State property line. This action would eliminate public parking and therefore much of the associated public use of the area. While the closure would restrict public motor vehicle use, it would not eliminate public use completely, since the public could still walk, use watercraft, or bicycle to the site. This option would limit the ability of the town to plow the road in the winter and would prevent the ability of large emergency vehicles to turn around, as they do currently at the end of the road. This option would force the general public to park on private lands and walk the road or use private property (Pine Lake Park Beach, for example) to access the lake. Since there is no legal right of way over private lands to access the lake, the private property could be closed or restricted to the general public at any time, thereby limiting opportunities for the general public to access these State lands. It would also prevent the development of accessible day use facilities on the State lands, thereby limiting mobility impaired individuals easy access to SMWF lands. Therefore, this alternative will not be supported by this UMP.

A variation of this alternative suggested by some cottage lot owners, was a new access road or trail approximately 3/4 of a mile in length, from NYS Route 10 to the site, thereby avoiding all public motor vehicle use of the Pine Lake Road. While this option would reduce public use of the town road, the ability to construct a new motor vehicle road on SMWF land over rough terrain would be cost prohibitive and contrary to Department policy. In addition, APSLMP guidelines limit the creation of new roads, unless such construction is absolutely essential and no feasible alternative exists. While a new trail could be built from NYS Route 10 to the site, this facility would be unnecessary since the existing town road leads to the same location. Similar to alternative 2, public access would be severely restricted to an area with a long history of public use. Therefore, this alternative will not be supported by this UMP.

Alternative 3 - A third alternative would be to prohibit all camping in the 1/4 mile long special regulations area and manage the site for day use or waterway access only. To further discourage public use, no designated sites would be developed for camping anywhere on the lake and the two existing sites would be closed. Although this option would allow portions of this area to recover, it would likely create other undesirable environmental problems. Those individuals seeking to camp would likely create new informal sites, possibly in environmentally undesirable locations even if in compliance with the 150 foot regulatory set back requirement. If the public is allowed to camp anywhere they pleased, there is potential for conflict with the adjoining landowners on the lake. By limiting camping to informal user created sites, the opportunity to provide an accessible primitive tent site to persons with mobility impairments would be lost. Therefore, this alternative will not be supported by this UMP.

Alternative 4 - A fourth alternative is to limit all camping opportunities on State lands at the east end of Pine Lake to five designated sites only. While the existing 150' rule prevents camping close to the water unless at a designated site, this option would allow the Department to adequately space camping sites to comply with APSLMP guidelines and pick areas that are the most suitable to accommodate this activity. While this alternative would better control

where people camp it may prove difficult to enforce in the field, especially on busy weekends. Since access is not limited to the State land only, many people would be unaware of camping restrictions on the State lands. This alternative would require the promulgation of new regulations limiting use to designated sites only. With the exception of impacts near the end of the Pine Lake Road, user demand by campers has not exceeded the carrying capacity of the area. Therefore, this alternative will not be supported by this UMP.

The **preferred alternative** proposes the rehabilitation of the area, development of accessible facilities, and small picnic area with the relocation of a portion of the nine car parking lot back into the woods and a reduction in overall parking capacity from current peak use levels of 12-13 vehicles in the turnaround. In addition, a new foot trail and new primitive tent sites will be developed. Proposed improvements, increased law enforcement presence, and special area regulations at the site will allow for more controlled day use. The new foot trail is anticipated to help attract some use away from the end of the road. The proposed parking area will be limited to the smallest size appropriate and will be designed to accommodate the use capacity of the interior and adjoining waterbody. The design capacity of the Pine Lake parking area in terms of potential public need was reduced from optimal size, in deference to the adjacent cottage owners and safety concerns over public use of the narrow access road.

Use of the accessible picnic tables and the general area will be closely monitored. In the event that LAC standards are exceeded and cannot be corrected or problems continue with late night unruly groups the 1/4 mile special regulations will be amended to close the area to the public at night

Projected Use and Potential Impacts of the Preferred Alternative
The closing of the launch site, restriction of boat motor size from the waterway access site on SMWF lands, and posting of a five mph speed limit for the inlet area will allow for a safer experience for non-motorized recreationists and help reduce the sound of motor boats in the inlet area. Noise and visual impacts associated with camping or day use activities are expected to be minimized on the State lands due to quiet hours regulations, fire restrictions, spacing out of new campsites and vegetative screening of the parking area.

The owners of the Pine Lake Beach have questioned why strict regulations are required on private beaches compared to the unsupervised swimming that occurs on SMWF at the end of the road. In their opinion, this activity if expanded, would seriously compromise their private business and offer a duplication of service to the public. The need for a campsites and a day use facility at this location was questioned, since there already is a DEC campground facility in nearby Caroga Lake. The proposed total of five primitive sites, small picnic area with minimal facilities, and undeveloped natural beach is not expected to compete with the commercial campground on the other end of the lake. The overall size of the private facility with roped in swimming area, extensive shoreline, and large sandy beach, dwarfs the very small area used for occasional swimming on the State lands. The two recreational experiences are vastly different and largely mutually exclusive, with the private park and campground providing the safety of supervised swimming along with numerous amenities such as modern rest rooms with showers, electricity, camp store with groceries, public telephone, laundry, changing rooms, covered pavilion, and arcade.

Pine Lake Boat Launch

Numerous letters opposed the closure of the boat launch site, citing negative impacts to riparian rights and property values. The closing of the boat launch will have a direct negative impact on the public that used the launch and for the 30 + cottage lot owners along the Pine Lake Road. While the owners and guests of the large private development at the south end of the lake would prefer to use the State facility, recent discussions have indicated that the owners will provide their own launching facility for their guests and campground users only. Liability concerns were mentioned as the reason that the cottage lots owners would not be allowed boat launch access to the lake. One other lakefront owner indicated tentative consideration to accommodate limited boat launching for the cottage lot owners. This permission, if granted is not secured and is entirely subject to the owner's permission. There appears to be little opportunity on other private lands along Pine Lake Road due to topography constraints. A number of cottage lot owners have boats too large for hand-launching size.

Due to the long history of boat launching and the public controversy and impacts of closure of the site a separate alternative analysis was performed for this proposed action. All alternatives were evaluated and reasons for eliminating other alternatives are provided. The goal was to identify a range of reasonable alternatives that met the desired purpose and need (i.e. need for change) while addressing significant issues.

Proposed Management Policies/Actions:

- Address non-conforming use. Boat launches are considered non-conforming in wild forest areas and the existing site must be closed to trailered launching. See preferred alternative. (LF/OP)

- Develop waterway access site. In order to provide public access to Pine Lake, the existing launch area will be converted to a waterway access site. Fishing and waterway access sites are defined in the APSLMP, 2001, page 17 to include: *"a site for fishing or other water access with attendant parking which does not contain a ramp for or otherwise permit the launching of trailered boats."* A suitable area will be provided near the access site to allow the public to drop off their gear or watercraft prior to parking. Access to Pine Lake will be limited to cartop launching only, with the existing launch road barricaded with a suitable barrier to prevent trailered launching by the public. The hand-carry launch will be ADA/ADAAG compliant. All access with the exception of Department administrative use and Fulton County Sheriff's access for enforcement purposes, will be restricted to car-top craft only. (LF/OP)

- Install a suitable barrier that, while preventing the launching of larger boats, allows boats of acceptable size to be launched.

No Action Alternative - The first option considered was to do nothing and allow use to continue as is. UMPs must conform to the guidelines and criteria set forth in the APSLMP and cannot amend the master plan itself. UMPs must identify the removal of such non-conforming uses as may remain along with a schedule for achievement. This alternative would not address the non-conforming use of the "boat launch". Therefore, this alternative will not be supported by this UMP.

Alternative 2 - A second option would be to "officially" close the boat launch to trailered launching by signage or regulation only. While this action would render all boat launching illegal, it would not physically prevent this activity. Prohibition signage often is vandalized or

removed, increasing the likelihood that unintentional launching would occur at the site. The ease of access of an unobstructed historic launch area would encourage "illegal" launching, especially if access alternatives on private lands do not develop. Department administrative launching would still be possible. Therefore, this alternative will not be supported by this UMP.

Alternative 3 - A third alternative would involve closing the boat launch to trailered launching by installing a pipe barrier. Under this alternative administrative access would be preserved with the gate only opened for law enforcement, search and rescue or other Department purposes. Under this alternative there could be pressure on local Department staff with keys to the gate to allow occasional launching to occur for private purposes. Therefore, this alternative will not be supported by this UMP.

Alternative 4 - This alternative would be a variation of alternative 3 but would additionally allow seasonal public access to the lake. In this alternative, the pipe gate could be left open for two weeks in the Spring and two weeks in the Fall, to allow for limited boat launching. This alternative would mostly benefit the riparian landowners by allowing them to put in and take out their boats, but would be of little real value to the general public who generally would not be using the lake during these time periods. While there is no Ethics law issue, the Departments ethics counsel expressed concern over a proposal such as this, due to the appearance of favoritism. Therefore, this alternative will not be supported by this UMP.

Alternative 5 - This alternative would be to close the boat launch to trailered launching permanently by installing a rock barrier. While this action would eliminate all boat launching, it would not eliminate watercraft use completely, since the public could still access the site. Depending on the location of the rock barrier, various types and sizes of watercraft could be driven to the site and hand-launched. With no limitation on boat motor size its possible that some watercraft such as jet skiis could be launched at the site using homemade ramps and winches. Without a regulation prohibiting trailers, the proposed parking lot could be filled up with a couple of vehicle with boat and/or canoe trailers. Therefore, this alternative will not be supported by this UMP.

Alternative 6 - This alternative would be to close the boat launch to trailered launching by installing a rock barrier, while also prohibiting by regulation all use by watercraft. While this action would reduce public use of the Pine Lake Road, public access would be severely restricted to an area with a long history of public use. This action would eliminate all watercraft access from SMWF lands and would force the general public to utilize private property (Pine Lake Park Beach, for example) to access the lake. The public is able to use these lands for access for a fee during operating hours in season. Based upon conversations with the landowners, private boats are not encouraged but canoes and other non-motorized watercraft are available for rental. Overnight parking on private lands may not be allowed, thereby limiting the ability of the public to camp on SMWF lands. Since there is no legal right of way over private lands to access the lake, the private property could be closed or restricted to the general public at any time, thereby limiting opportunities for the general public to access these State lands. This alternative would limit mobility impaired individuals easy access to Pine Lake by watercraft over SMWF lands and would defeat the purpose of developing an accessible camping site on the lake. Therefore, this alternative will not be supported by this UMP.

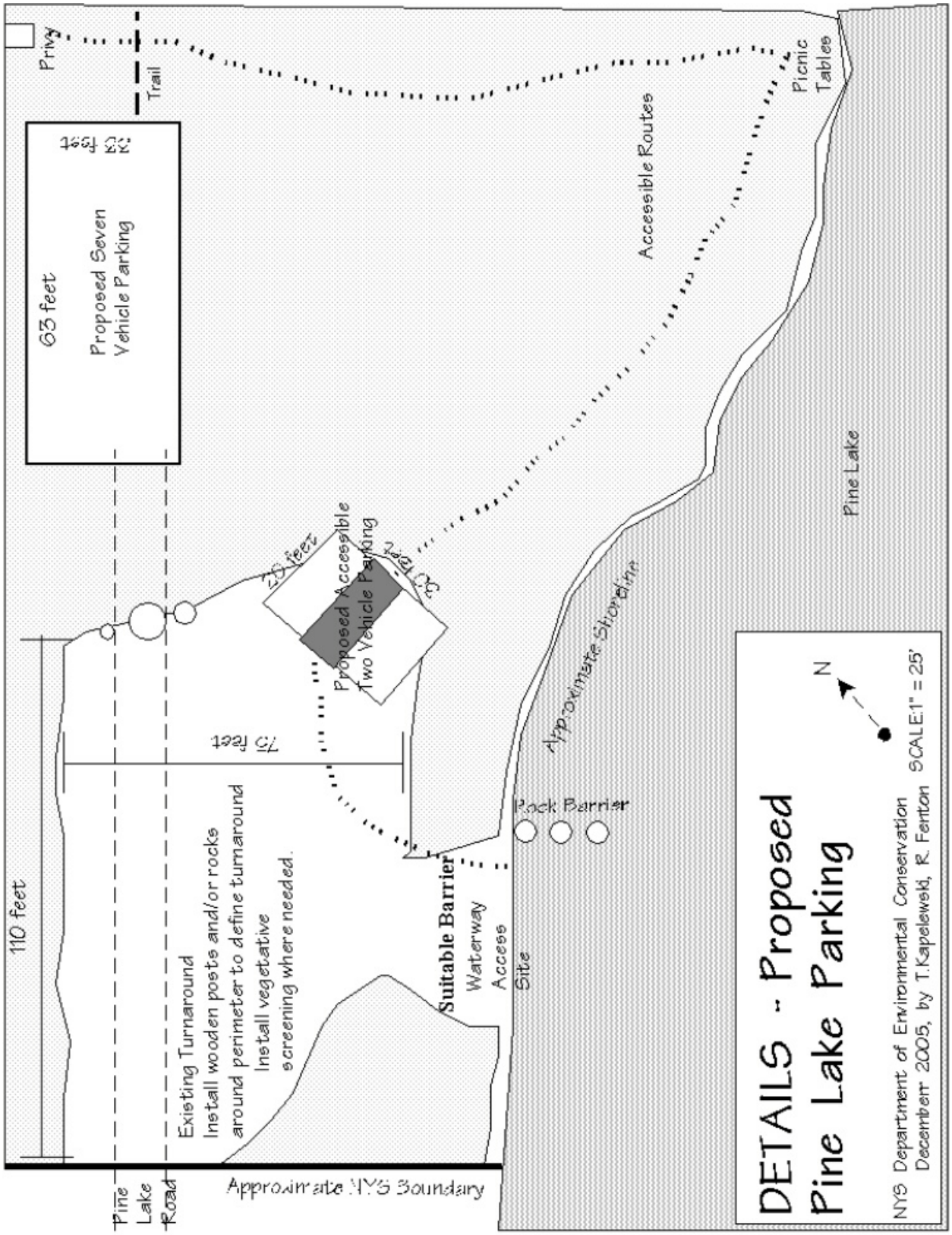
Alternative 7 - This alternative would involve a reclassification of the portion of SMWF at the end of the Pine Lake Road from wild forest to Intensive Use to accommodate the existing boat launching activity. In this situation, the APSLMP requires a waterbody to have approximately 1,000 acres of surface area to be eligible for analysis to determine its suitability for boat launching ramp construction. This requirement is not possible on Pine Lake since the lake is too small. Therefore, this alternative will not be supported by this UMP.

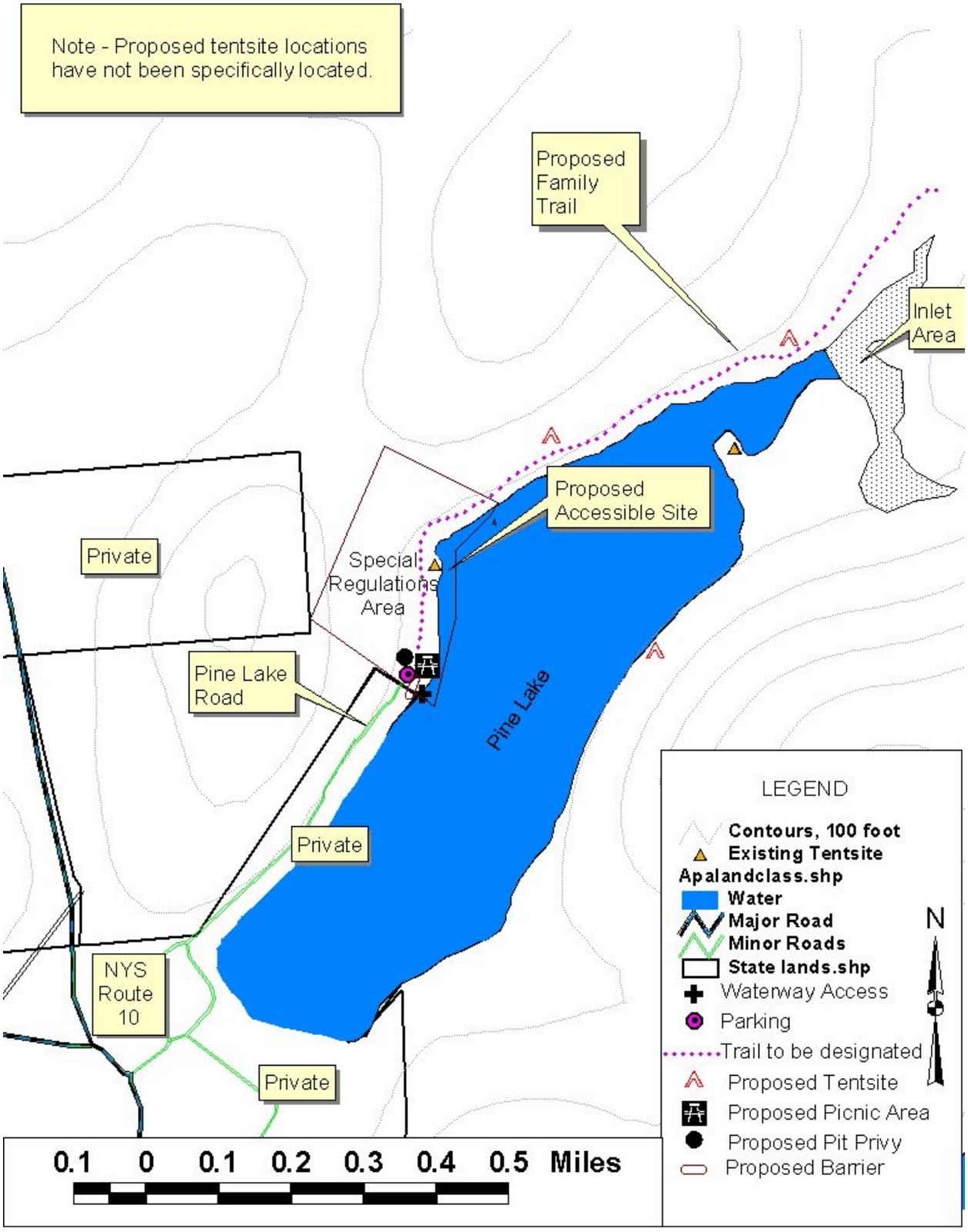
Other Alternatives - Alternatives that were not considered included proposals that would be illegal, technologically infeasible, clearly unreasonable, or fall outside legal mandates. One example included closing the boat launch while allowing private riparian owners to open the pipe gate with a key for their own use. The Department does not have the ability to allow exclusive use (even if for a limited time period) of a non-conforming facility to any member of the public. Some public comments on the draft plan mentioned the West Lake "fishing access" site in a "wild forest" where boat launching occurs. Trailered boat launching is "non-conforming" at the wild forest site on Pine Lake due to the small size of the lake. Contrary to some private land uses, non-conforming facilities are not grandfathered on State land and must be closed.

The **preferred alternative** proposes the development of accessible waterway access site. This alternative would be to close the boat launch to trailered launching permanently by installing a suitable barrier and would establish a 25mph horsepower regulation to limit the size of boats with motors that could access the lake from SMWF lands. While the parking of trailers prohibition may discourage some people who do not have the strength to car-top their watercraft, the limited parking situation and safety concerns of towing trailers on the narrow access road would cause unacceptable impacts to adjoining neighbors and difficulties in properly managing the parking capacity. Therefore, this alternative will be supported by this UMP.

Projected Use and Potential Impacts of the Preferred Alternative

As it stands today, a very large portion of the boats on the lake enter from this SMWF site. The shallow slopes and sandy shoreline at the southern (private) part of the lake has discouraged anything other than occasional informal private launching. No other public launch site exists or is currently available. While the closure of the boat launch will prevent launching of larger horsepower boats over SMWF lands, landowners with suitable sites may be able to develop a boat launch or allow temporary launching.


DETAILS - Proposed
Pine Lake Parking
NYS Department of Environmental Conservation
December 2005, by T.Kapelewski, R. Fenton
SCALE:1" = 25'
N
Pine Lake
Approximate Shoreline
Rock Barrier
Suitable Barrier
Waterway
Access
Site
Accessible Routes
Picnic
Tables
Proposed Accessible
Two Vehicle Parking
25 feet
25 feet
75 feet
110 feet
Existing Turnaround
Install wooden posts and/or rocks
around perimeter to define turnaround
Install vegetative
screening where needed.
Pine
Lake
Road
Approximate NYS Boundary
Trail
Privy
65 feet
Proposed Seven
Vehicle Parking
25 feet


Note - Proposed tentsite locations have not been specifically located.
Proposed Family Trail
Inlet Area
Proposed Accessible Site
Private
Special Regulations Area
Pine Lake Road
Pine Lake
Private
NYS Route 10
Private
LEGEND
Contours, 100 foot
Existing Tentsite
Apalandclass.shp
Water
Major Road
Minor Roads
State lands.shp
Waterway Access
Parking
Trail to be designated
Proposed Tentsite
Proposed Picnic Area
Proposed Pit Privy
Proposed Barrier
N
0.1 0 0.1 0.2 0.3 0.4 0.5 Miles

C. Holmes Lake Area

This area consists of the SMWF lands accessible from the Holmes Road in the town of Bleecker, Fulton County. These State lands serve as both a trailhead providing access to Holmes and Little Holmes lakes along with area foot, snowmobile and proposed bike and equestrian trails.

Present Conditions:
The attractive setting, easy access, and opportunity for brook trout fishing have contributed to the use of the Holmes Lake area. In addition to day use activities such as fishing and hiking, camping occurs on the three designated campsites on the lake and at some of the roadside clearings. In the fall, the area is utilized by hunters, with several roadside pull-offs used for temporary parking. In winter the trails are part of an important snowmobile corridor network. Occasional illegal ATV use has been reported in this area.

Holmes Lake Snowmobile Trail/Holmes Road
The trailhead parking area is at the end of the 1.1 mile long Holmes Road which originates at CR 112, Peter's Corners. This narrow town road has few pull-offs which can be a safety concern, especially in areas with limited sight visibility. The area is used lightly during the summer season with increasing use in the fall, especially during the hunting season. While the town road and C8 portion of the snowmobile trail is used frequently in the winter, the short spur to Holmes Lake has not been groomed in several years and receives little snowmobile use. Existing wet areas on the snowmobile trail need to be addressed to protect the resource and accommodate public use.

Bellows Lake Snowmobile Trail - This trail contains numerous steep sections with several wet areas. These problems need to be fixed to protect the resource and accommodate existing and anticipated future uses.

Holmes Lake Area - A large sawmill and woodworking factory (Holsted and Ward) operated from about 1900 to 1920 on a site 0.4 of a mile north of the Holmes Lake trailhead. The numerous cement piers which supported the mill and other remains can be seen in close proximity to the trail. Just before reaching Holmes Lake there evidence of an old clearing with a few scattered apple trees and stone walls. This location, now growing up with young trees, was the location of a boarding facility for the 24 people who worked in the sawmill and spindle factory. To provide opportunities for persons with disabilities an accessible campsite will be constructed at the site of the Holmes Lake spindle factory remains.

Terrain and Soils:
The terrain of this area can be described as moderately rugged with some steep areas. For example, the terrain along the northeastern shoreline of Holmes Lake is quite steep with the hillside continuing most of the way to the lakeshore. The mesosoils on the trail to Holmes Lake are mostly Potsdam-Lyman.

Vegetation and Wetlands:
Plant life is generally similar to other areas of the SMWF consisting mostly of northern hardwoods with scattered patches of hemlock stands. While the majority of the Holmes Lake area and associated trails does not contain mapped wetlands, a few wetlands may be found along the beginning part of the Holmes Lake Road or along drainages and some shoreline areas.

Specific Area Objectives:

- Meet "ADA consent decree" mandates and the Americans with Disabilities Act.

- Improve facilities to better manage the area and mitigate user impacts.

Proposed Management Policies/Actions:

- Install additional rocks near the pipe gate at the Holmes Lake parking area to discourage illegal ATV use around the barrier.

- Rehabilitate Bellows Lake trail - (NYS Corridor 8) - This existing snowmobile trail has occasional trail obstacles such as rocks, side slope, and substandard bridging. Recent illegal ATV activity has created mud holes and some erosional problems on the portions of the trail that have steep grades. Rehabilitation work is a high priority for this corridor trail. In 1997, an estimate was conducted of trees that encroached into the eight foot trail width. The number of trees in the section between Shutts Road and Bellows Lake that were within the allowed eight foot trail width averaged 79 trees per mile. These trees can be a safety hazard and the trail needs to be cleared an eight-foot width to improve visibility and allow for adequate snowmobile passage. To address wet area crossings a number of new small bridges will be needed. Based upon field inspections, a minimum of 13 bridges with a total length of approximately 200 feet will have to be rebuilt to a 8 foot width to meet DEC standards. At least 11 mud spots totaling approximately 300 feet may need bridging, hardening, or relocation. (LF/OP)

- Improve parking area at the end of Holmes Lake road. The existing shoulder parking is considered inadequate for existing and future needs. The four car lot will be expanded to accommodate a total of eight vehicles (including one accessible space). The capacity needs of the parking facility involved a determination of how many vehicles in total would need parking space to access the proposed Department facilities and programs at this location. Since this parking lot will serve both day and overnight use in the area, an expansion was needed in order to accommodate the variety of recreational uses originating from this location. An estimate of four to five vehicle capacity was determined as necessary for the two designated tent sites, proposed lean-to, and other camping opportunities. An estimate of two to three vehicle capacity was determined as necessary for day use related activities such as fishing and hunting. An estimate of one to two vehicle capacity was determined as necessary for use of the other trails in the area. This analysis would indicate that parking capacity needs at this location range from a low of seven to a high of 10 vehicle spaces. The proposed eight vehicle parking facility includes one accessible space that can only be used by individuals with valid parking stickers, thereby reducing the general parking capacity. The size of the parking area and level of potential development was kept at the lower end of public need spectrum. No winter plowing is needed since the town road is not plowed to this location. (LF/OP)

- Install an ADA/ADAAG compliant level-two type "Storey kiosk"at the trailhead parking area. The kiosk will identify specific rules and regulations for CP-3 motorized use of the area along with a map identifying existing trails, allowable recreational activities, and accessible camping opportunities in the area. (LF/OP)

- Manage camping activity at Holmes Lake. The density of existing tent sites at Holmes Lake is non-conforming, given the APSLMP 1/4 mile separation requirements. Steep slopes and other terrain constraints such as shoreline wetlands and unsuitable wet brushy shoreline make a large portion of Holmes Lake unsuitable for camping. These constraints prevent the attainment of the separation distance guideline by restricting the ability to space primitive tent sites one-quarter mile apart.

  To provide better management control, limit conflicts with day users, and to minimize resource degradation, the two existing camping sites near to the trail terminus at Holmes Lake will be closed. A new lean-to will be developed in the old clearing approximately 0.1 mile south of the lake.

  An existing herd path will be designated as a class II foot trail from the lean-to area to the campsite on the northeast side of the lake, although most access is probably by water using canoes or other watercraft. All camping facilities in the Holmes Lake area will comply with the sight and sound site separation distance guidelines in the APSLMP.

  This old settlement site was selected as a suitable lean-to area location to have a minimal impact on the wild forest character of the area and will protect natural resources by relocating camping away from sensitive lake frontage. Minimal tree cutting will be needed. To insure a level of privacy, the lean-to will be set back from the Holmes Lake trail, with native tree species plantings combined with natural succession to provide vegetative screening. (LF/OP)

- Construct and designate accessible privy, tent site, and picnic table at site of Holmes Lake spindle factory remains for exclusive use by persons with disabilities, using the proposed and/or adopted ADAAG. (See Section IV-D-3, Regulations.) (LF/OP)

- Construct a lean-to within the old settlement area in order to provide a traditional Adirondack camping experience. It will be available on a first come-first served basis. Materials for the lean-to will be flown in by helicopter during winter and assembled on site the following spring or summer. A short yellow marked spur trail will provide access to the lean-to from the foot trail. (See discussion in Section IV-C-16.) (LF/OP)

- Address wet areas on the existing trail between the old settlement area and Holmes Lake. At the terminus of the Holmes Lake road a snowmobile/foot trail continues for a distance of approximately 500 feet to Holmes Lake. The forests in this vicinity are generally northern hardwoods/hemlock with some areas of poorly drained soils. The trail is fairly level to the lake but is subject to periods of standing water. Efforts will be made to remove trail obstacles, correct drainage problems, and harden the trail to enhance general public use. (LF/OP)

- Prohibit all group camping (10 persons or more) in this area. To accommodate a greater variety of users, permits to stay for more than three nights will not be issued for the proposed lean-to or designated tent sites during the summer camping season. Due to limited site availability, long term camping permits extending for the duration of the hunting season from the end of September through early December will not be issued at the lean-to area. (LF/OP)

- Designate two campsites in the vicinity of the Holmes Road to provide for a unique road side camping experience and provide alternate camping locations away from Holmes Lake. These sites will utilize existing clearings that currently have camping activity or are suitable locations for this activity. Site designation is necessary since current use is illegal due to the 150 foot setback requirement from water, wetlands, or roads. These sites are adequate screened from the road and spaced 0.35 miles apart to comply with the APSLMP 1/4 mile spacing guidelines. (LF/OP)

  Site A is the closest to Peter's Corners and consists of an old log landing approximately 350 feet west of the Holmes Road. The site itself is dry and suitable for camping. A spring brook is located approximately 300 feet away along an old skid road to the west. A rock barrier will be placed near the town road to prevent existing illegal MV use and to insure that campers cannot drive to the site. The rock barrier will also delineate the perimeter of the proposed winter parking lot at this location.

  Site B consists of a roadside pulloff that has a driveway entrance at either end. The southern entrance will be closed with rocks. Vehicle parking will be allowed at the northern entrance just in from the road. There is approximately 25 feet of vegetative screening between the site and the town road. The site is dry and suitable for camping. Construct and designate this site (accessible privy, tent site, and picnic tableusing the proposed and/or adopted ADAAG.

  Where necessary for additional screening, seedlings will be planted in a random pattern, at a rate of 1 seedling/64 square feet of site. Plant double rows of native tree species seedlings across site driveways that will be closed.

  All primitive tent sites within the unit will be monitored 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 taken. However, consideration will be given to maintaining motor vehicle access to tent sites that provide recreational opportunities for people with mobility impairments.

- Address road width/safety concerns. Access to the DEC parking area for Holmes Lake is over a narrow town road with few pull-offs and occasional steep grades. This can be a safety concern during two way traffic, especially with large vehicles towing trailers. DEC will work with the town of Bleecker to look at ways to address this situation. Due to concerns over trailering horses on this narrow road and lack of suitable equestrian parking or camping locations, horseback riders who wish to access SMWF lands will be directed to park at the proposed equestrian parking and camping site at the end of the Shutts Road. (LF/OPP)

- Designate Bellows Lake trail for ATB use. Designate Holmes Lake road for ATB use. (See Section IV-C-22.) (LF/OP)

- Remove snowmobile trail designation from the last 0.1 mile section of trail between the proposed lean-to and Holmes Lake. The section of snowmobile trail between the junction of the Bellow Lake trail and Holmes Lake has not been groomed recently and

receives only occasional snowmobile use. While the portion of trail to the proposed lean-to location will remain open to preserve the opportunity for snowmobilers to visit a lean-to in the winter, no grooming or snowmobile use on the section of trail to the lake will be allowed. (LF/OP)

- Designate Little Holmes Lake trail. This 1.0-mile trail follows an existing old road from the Bellows Lake Snowmobile trail and proceeds generally northerly past Little Holmes Lake to the location of an old sawmill site. The path will be maintained as a class III primitive trail and will be marked with blue trail markers. It is expected to receive light to moderate use, and there is currently no identified need for bridging or other trail hardening techniques. (OP/OPP)

- Develop interpretive brochure and stations for the Holmes Lake area. The purpose of the brochure and numbered stations will be to provide information on historical, cultural, or natural resource features within the area. The town of Bleecker historian along with other knowledgeable individuals will be asked to assist with the preparation of a self-guided interpretive brochure. Numbers on 4"x4" posts will identify historical evidence of past uses in the area. (LF)

- Maintain the 0.1 mile long DEC open motor vehicle road between the end of the town road (Holmes Road) and the pipe gate. Maintenance of this road is important, to provide access to the parking facility. Coordinate maintenance efforts with the town of Bleecker. (OP)

- Rehabilitate existing roadside clearing to accommodate parking for three vehicles (including one accessible space) near the beginning of Holmes Road. In the winter, there is no place for the public to park to access SMWF lands from this location. Some people have occasionally parked in the road shoulder partially obstructing the adjacent town road and negatively impacting road plowing and road access by adjacent private landowners. To alleviate this problem a winter parking area will be designated on the west side of Holmes Road approximately 0.1 miles from Fulton County Route 112. While no trees need to be cut, a limited amount of fill and surface dressing is necessary to harden the site. This action will also benefit day users or campers using the proposed nearby tent site. Due to the limited size of the clearing, the lot is intended to primarily serve recreationists accessing this area by snowshoe, foot, or ski. Since access to the parking area would require the plowing of a short section of Holmes Road, the Department will consult with the town of Bleecker to provide for snow removal in the winter. (LF/OP)

No Action Alternative - The first option considered was to do nothing and allow use to continue as is. While this may result in the least disturbance to plant and animal habitats and would protect the “wild experience” of other users of the Wild Forest, it would not solve existing public use problems or address the closely spaced tent sites that are non-conforming due to APSLMP guidelines. The Department is charged with protecting the resource and providing appropriate recreational opportunities for the people of the State of New York. In fulfilling this obligation some degree of public use and associated resource degradation is unavoidable. Therefore, this alternative will not be supported by this UMP.

Alternative 2 - Minimal facility development and designation. This alternative would be a conservative approach with no parking area improvements, no new trails or trail uses, no accessible campsites, no lean-to and closure of some existing facilities. For environmental or social reasons, this alternative would propose the closure of all user created tent sites within 150 of water or road along with any sites that do not comply with1/4 mile APSLMP spacing. While camping could occur as long as the 150 foot set back requirement is met, no group camping or roadside campsites would be constructed. Since the existing two sites next to the trail terminus would have to be closed, this option would limit the number of available developed camping opportunities to the one site on the northeast side of Holmes Lake. People would still park by the road or camp at user created sites, without the management flexibility of encouraging camping on properly designed and located sites. This alternative while viable, would unnecessarily limit appropriate recreational activities and miss an opportunity to educate the general public through historic interpretation. This alternative would also limit new opportunities for mobility impaired individuals to camp on SMWF lands since no accessible sites would be developed. Therefore, this alternative will not be supported by this UMP.

Alternative 3 - Increased facility development. Provide for maximum degree of camping and variety of recreational opportunities. Designate the majority of existing sites and develop new roadside sites spaced 1/4 mile apart the length of the road. Provide a fire ring, pit privy, and picnic table at each site. Develop more opportunities for equestrian and ATB riders by additional trail hardening and designation for these uses. Rehabilitate all 5.08 miles identified in the "ADA consent decree" for CP-3 ATV use. This level of development would not enhance protection of the environment and could lead to user conflicts due to the mix of CP-3 use, hikers, bikers, and horseback riders all on the same trails. This alternative would result in the most disturbance to plant and animal habitats due to the large degree of facility improvements and would have a negative impact on the "wild forest" character. The 3.4 miles Bellows Lake trail while mostly on old logging roads, does not have the character of a road today and would not be suitable for ATV use. (See Section IV-D-5.) Therefore, the level of development described in this alternative will not be supported by this UMP.

Alternative 4 - The **preferred alternative** is to provide some new recreational opportunities, while minimizing impacts from public use. A limited amount of additional new trails will be officially designated and maintained. This alternative also proposes a rehabilitation of the area with improved public parking and new designated camping sites, taking into consideration appropriate existing sites, APSLMP spacing guidelines, and terrain constraints. (See details in previous pages.) For these reasons, this alternative will be supported by this UMP.

Projected Use and Potential Impacts of the Preferred Alternative

It is not possible to accurately project use levels of the proposed lean-to or trails yet to 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. The parking lot improvement, road rehabilitation, and formal designation for ATB use will create a safe trail system that will be maintained to Department standards. While use is expected to increase, the proposed improvements are located along appropriate terrain and soils and will be hardened when necessary to limit environmental impacts. Use levels and site impacts will be closely monitored.

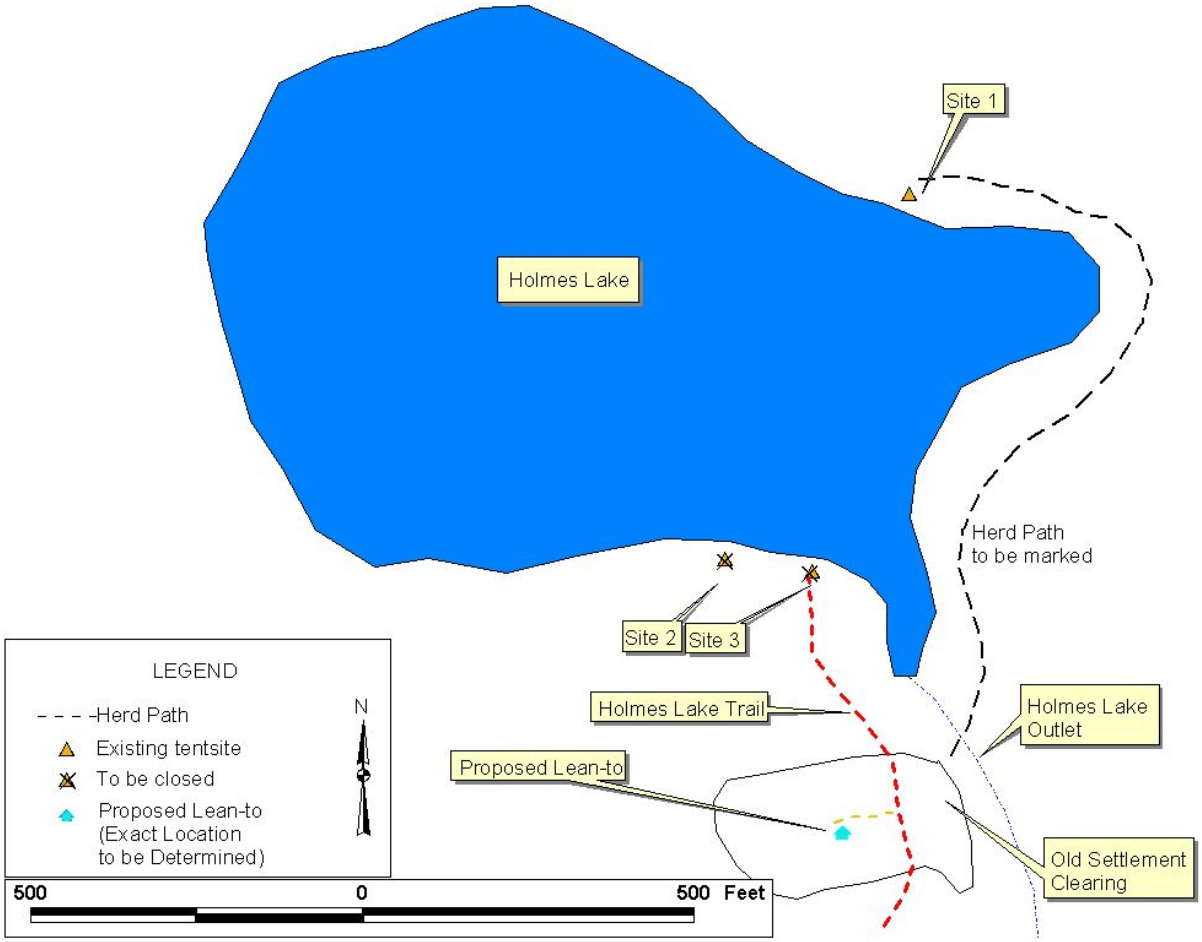
Since there will be shared use of the Holmes Lake Road user conflicts will be closely monitored. Use of corridor snowmobile trails for snowmobiling is expected to remain the same.

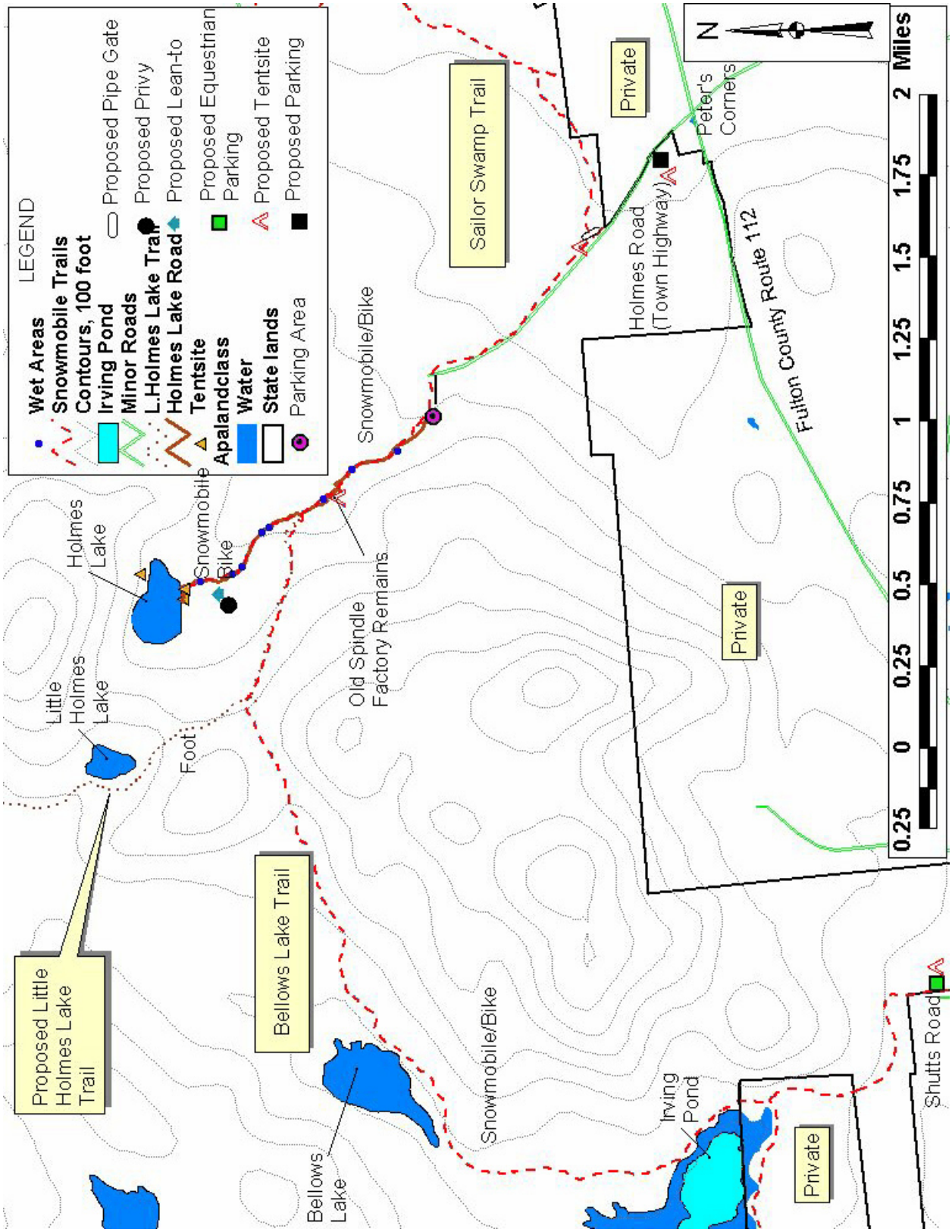
The new bridging and trail rehabilitation will provide for a more enjoyable experience and will help protect the trail surface from other proposed uses such as ATB designation. While opening up the area to increased public use may lead to problems such as illegal digging and removal of artifacts or increased litter, this has not been a problem in the past.

Impacts and Alternatives:

Environmental - A minor amount of tree and vegetation removal will be necessary for the designated tent sites and proposed lean-to, parking area improvements, and trails. By using old roads for the trail proposals, vegetative disturbance will be minimized and the forest canopy will be preserved. The impact from use on hardened surfaces will be minimal. Disturbance of wetlands and water quality will be mitigated through the use of BMPs, site rehabilitation, 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.

Social and Economic - Noise and visual impacts associated with camping are expected to be reduced with the spacing out of campsites and vegetative screening. Increased law enforcement presence will be directed to this area to help reduce illegal ATV use. Localized increases in traffic and town highway use are anticipated to be minor. Safety hazards on area snowmobile trails will be reduced by removing snowmobile activity from the frozen surface of Holmes Lake.


Site 1
Holmes Lake
Herd Path
to be marked
Site 2
Site 3
Holmes Lake Trail
Holmes Lake
Outlet
Proposed Lean-to
Old Settlement
Clearing
LEGEND
Herd Path
Existing tentsite
To be closed
Proposed Lean-to
(Exact Location
to be Determined)
N
500
0
500 Feet


LEGEND
Wet Areas
Snowmobile Trails
Contours, 100 foot
Irving Pond
Minor Roads
L.Holmes Lake Trail
Holmes Lake Road
Tentsite
Apalandclass
Water
State lands
Parking Area
Proposed Pipe Gate
Proposed Privy
Proposed Lean-to
Proposed Equestrian Parking
Proposed Tentsite
Proposed Parking
Sailor Swamp Trail
Private
Peter's Corners
Holmes Road (Town Highway)
Fulton County Route 112
Snowmobile/Bike
Holmes Lake
Little Holmes Lake
Snowmobile Bike
Old Spindle Factory Remains
Foot
Proposed Little Holmes Lake Trail
Bellows Lake Trail
Bellows Lake
Irving Pond
Shutts Road
N
0.25 0 0.25 0.5 0.75 1 1.25 1.5 1.75 2 Miles

D. Irving Pond Area

Special Features: This area consists of the SMWF lands in the vicinity of Irving Pond in the town of Caroga, Fulton County. These State lands serve as both a trailhead providing access to area snowmobile and proposed bike trails, equestrian riding opportunities, and access to Irving Pond.

Present Conditions:

Irving Pond is a short drive from the local community of Caroga. Access is possible from the Irving Pond Road beginning at NYS Route 10, or by a snowmobile trail to the eastern side of the pond from the Shutts Road.

Past problems associated with this water body and adjacent shoreline have included illegal camping within 150 feet of the lake, partying at the dam site and occasional litter. There have been recent complaints over target shooting and illegal ATV use of the pond shoreline. Although the attractive setting and easy access contributed to the past popularity of this area, the rough deteriorating condition of the access road and removal of the dam with associated dewatering of the pond, have resulted in a significant lowering of SMWF public use and associated problems in the area.

Adjoining Private Lands and Uses:

Irving Pond Private Parcel (Lot 46,Glen, Bleecker and Lansing Patent) - This rectangular 154 acre private parcel is located on the south shore of Irving Pond consisting of vacant land and a short section of snowmobile trail. This private ownership is subject to: *"the right of the East Creek Light and Power Company, its successors and assigns, to flood...."*. Removal of the dam resulted in the size of the pond shrinking significantly, removing most, if not all of the water frontage and shoreline from private ownership at current water levels. Access from the Irving Pond Road over the existing road/snowmobile trail is considered the legal right of way for the private landowner. (See Section II-F-4.)

Irving Pond Road - In 1979, as provided for in Section 205-b of the NYS Highway Law, the Fulton County Highway Superintendent, the town of Caroga Highway Superintendent, and the town board for the town of Caroga abandoned maintenance of this road. DEC has the right to maintain the road if desirable. No gates or fences may be placed on the road and the town at any time may resume jurisdiction over the roadway for any purpose. The abandoned section of road begins from a point approximately 800 feet easterly of its intersection with NYS Route 10/29 and continues to the SMWF boundary line at Irving Pond.

While this town road is " qualifiedly abandoned," a public right of way still exists and public motor vehicle use is legal. A pipe gate a short way in from NYS Route 10 was installed by the utility company when Niagara Mohawk still owned the dam. This gate is occasionally closed but the public is allowed to drive the road although deteriorating conditions (due to lack of maintenance) have restricted actual use to people with high clearance 4 wheel drive vehicles. The road crosses over private lands ending at a small cleared area in SMWF. The road is also used by the public for snowmobiling and non-motorized recreational activities.

Adjoining Town of Caroga Municipal Lands and Uses:
Irving Pond Dam Site - In 1996, Niagara Mohawk, Inc. removed the dam from this waterbody, reducing the pond size from 134 acres to approximately 58 acres, resulting in a 57% decrease in size. A large 76 acre area that was originally underwater is now an exposed open area. The current owner of the dam parcel is the town of Caroga. The SMWF area around Irving Pond is still subject to flooding rights now held by the town. DEC accepted title to the Irving Pond property subject to water and riparian rights in and to Irving Pond and Irving Pond outlet:

"...the perpetual right, privilege and easement to construct, maintain, operate and from time to time as may be necessary, to rebuild upon the lands...the dam heretofore erected by the Power Company across the outlet of Irving Pond for the purposes of storing and drawing down the water therein, together with the right of flooding the lands of the lumber Company above said dam as said lands are or may be flooded by the dam as now erected and to operate and use said dam and the lands flooded by the dam as a storage reservoir..."

A complete description of reserved rights can be found in the deed description recorded in the Fulton County Clerk's Office, Book 162 of Deeds, page 119. Recent discussions with the supervisor of the town of Caroga indicate that the town may be interested in constructing a new small five foot weir at this location sometime in the future. The purpose would be to provide irrigation water to the municipal golf course.

Nick Stoner Municipal Golf Course (Open May 1 to Oct 31) - This town owned facility and other town property adjoin SMWF lands near Irving Pond. In additional to public golfing on the property, marked cross country ski trails are maintained by Fulton County in the winter. While some people still drive to Irving Pond, others park on the town lands and walk or bicycle along Irving Pond Road to reach SMWF lands. Public parking at NYS Route 10 can be very limited (especially on weekends) due to the popularity and use of the adjoining golf course property.

Terrain and Soils:
The terrain of this area can be described as moderately rugged with some steep areas. The mesosoils are mostly Potsdam-Lyman. On the south and east sides of the pond the terrain is gently sloping, with steep land to the northwest. Large boulders and exposed ledge rock occur in the vicinity of the pond.

Vegetation and Wetlands:
Plant life is generally similar to other areas of the SMWF consisting mostly of northern hardwoods with scattered patches of hemlock stands. Hardwoods dominate the area, except for hemlock stands in the vicinity of the inlet and a small stand on the southwest shore.

Specific Area Objectives:
- Provide ATB opportunities and limited equestrian facilities.

- Clarify public rights to use existing trails over private lands.

Proposed Management Policies/Actions:
- Designate Bellows Lake trail for ATB use. (See Section IV-C-22.) (LF/OP)

- Construct parking area at end of Shutts Road. A formal parking area with four vehicle capacity (includes one accessible space) is necessary for the Shutts Road location. The facility will be designed to facilitate use by equestrians and other recreationists accessing this area by foot, horseback, or bike. A recent acquisition contained a large open field next to the road. By using this existing clearing, no trees will need to be cut and space will be available for horse trailer parking. To enhance access by people with disabilities, an accessible equestrian mounting platform may be provided. (LF/OP)

- Designate accessible equestrian campsite. Camping with horses has the potential to cause impacts. 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, a campsite will be designated in an existing field in the vicinity of the Shutts Road parking area. Where necessary for additional screening, seedlings will be planted in a random pattern, at a rate of 1 seedling/64 square feet of site. Plant double rows of native tree species seedlings to delineate site boundary. To accommodate people with mobility impairments the site will be constructed to ADA/ADAAG standards. Even though no official horse trails will be designated in the area, the Bellows Lake trail is available for use by horseback riders since it is not a designated foot trail. Use of horses on Bellows Lake snowmobile trail can also enable people with disabilities to utilize this trail since the UMP does not support designation of this trail for CP-3 motor vehicle use. (LF/OP)

- Designate two campsites along the east side of Irving Pond. Insure sites comply with APSLMP 1/4 mile spacing guidelines and screening from the Bellows Lake trail. These sites will provide for additional camping opportunities and may help redirect some camping activity away from the west side of Irving Pond. (LF/OP)

- Because of the lack of appropriate facilities in the area, no camping permits for designated sites will be issued for groups of 10 persons or more in the vicinity of Irving Pond. To accommodate a greater variety of users, permits to stay for more than three nights will not be issued for the designated tent sites during the core camping season. (LF/OPP)

- Determine the portion of the existing Bellows Lake snowmobile trail that crosses private lands. Investigate public rights and/or agreements to use the existing trail. Clarify what other trail uses, such as horseback riding or all terrain cycling are allowed. Attempt to secure permission, if needed. If permission for horseback riding or all terrain cycling is denied, relocate short sections of trail entirely on adjacent SMWF lands. (LF/OPP)

Impacts and Alternatives:
Environmental - With the possible exception of trail relocations to avoid private land, the proposals for this area are limited and involve improving parking, designation for shared trail uses, and the designation of a few primitive tent sites. By using an existing field for parking and one tent site, vegetative disturbance will be minimized. During snowmobile trail rehabilitation a minor amount of soil erosion, soil displacement and compaction may occur.

Social and Economic - Localized increases in traffic and town highway use are anticipated to be minor. Vehicle use on the Irving Pond Road is expected to decrease due to continued deterioration of the road surface.

No Action Alternative - Would protect the "wild experience" of other users of the Wild Forest since parking would be limited and no new facilities would be developed. The Irving Pond Road would continue to deteriorate, resulting in potential erosion. Opportunities to enhance appropriate recreational activities in this lesser used part of the SMWF would not be realized. Therefore, this alternative will not be supported by this UMP.

Projected Use and Potential Impacts

Noise and visual impacts associated with camping or day use activities are expected to be minimized since public use will be spread out. The need for a motor horsepower restriction was not considered necessary since the physical characteristics of Irving Pond, steep drop to the watersurface, and its small size would tend to physically impede use by larger motorized watercraft.

The UMP planning process focuses on a five year horizon but must also consider how the overall future trail network will be, based upon current and anticipated recreational needs. 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.

Since a large portion of nearby waterbodies with mixed ownership such as the Stoner lakes, Pine Lake, West Canada Lake, and the Caroga lakes show a high degree of development, the undeveloped nature of Irving Pond may be worth protecting. The area is unique since it demonstrates a recovering forest after the dam removal and subsequent dewatering of a large portion of the pond. Future management efforts will focus on preserving and enhancing the wild forest character, while attempting to accommodate appropriate levels of public use and access.

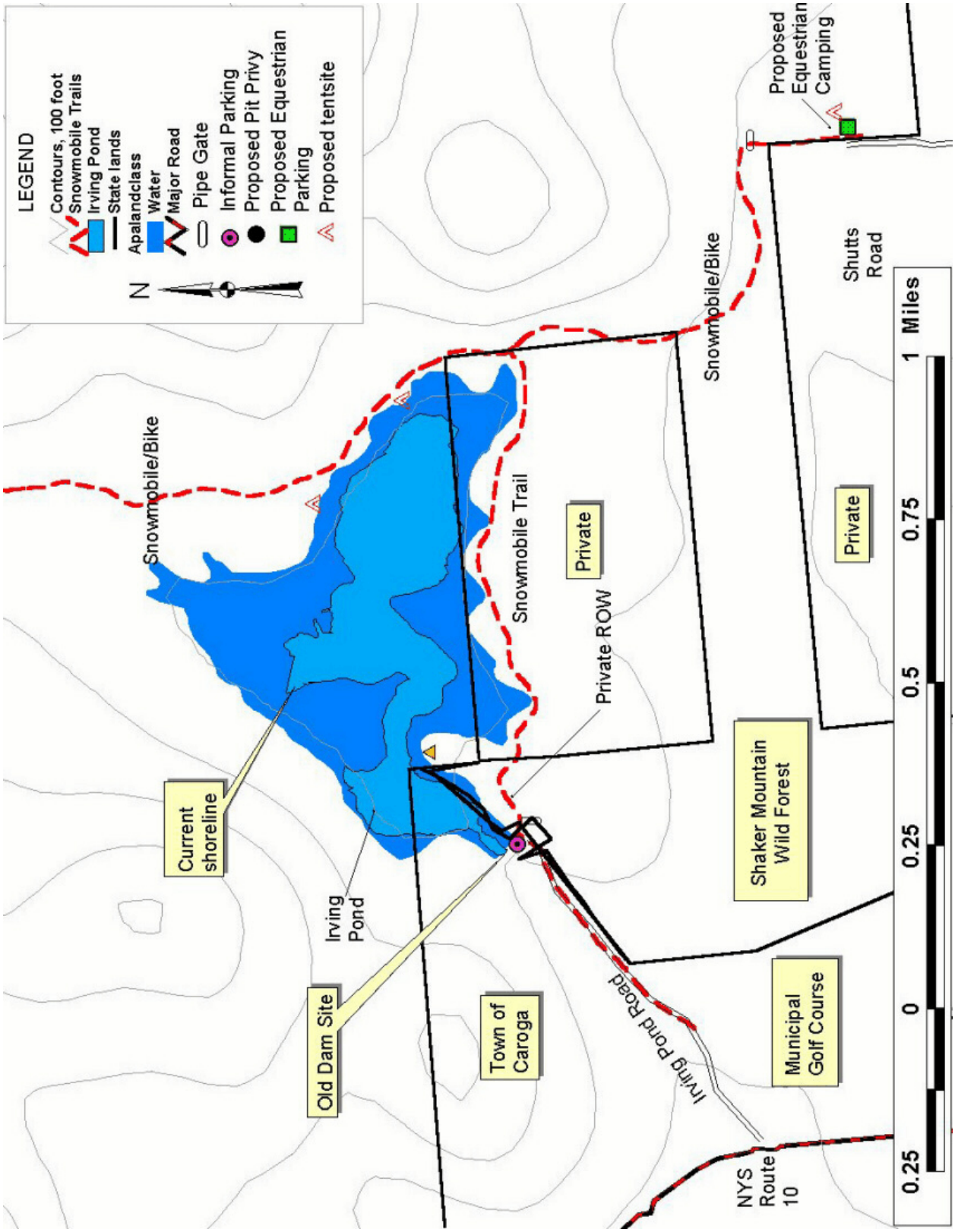
- Investigate the suitability and environmental or social impacts of designating the Irving Pond Road (0.4 mile) as a DEC open motor vehicle road. This road is a qualifiedly abandoned town road. (See Section II and Appendix 2.) DEC maintenance could be conducted, if needed to enhance access to Irving Pond. The repair of this public highway would allow the public with two wheel drive vehicles better access to Irving Pond, enable the development of an accessible camping site and/or day use site, and could reduce conflicts due to the limited parking on private/town lands near NYS Route 10. (LF)

- Improve access opportunities. A suitable parking area is not currently provided for users wishing to access SMWF lands at the end of the Irving Pond Road. The limited amount of parking at the NYS Route 10 end of the road is used by some people who walk down the road to the pond, but these spaces are often filled to capacity by golfers at the municipal course. Work with the town of Caroga to address this problem. (LF)

- Parking at Irving Pond. If vehicles will be allowed to use the road and park on SMWF land, a more formal parking area may be needed in the future. Further analysis and field

work is needed to justify a developed parking facility at this location. Factors to be considered include accessibility issues, carrying capacity, relationship to adjoining town lands, and potential visual impacts. (LF)

- Investigate the feasibility of future trails. It may be possible to expand the trail system in this general area by developing trails along existing old logging roads. Examine the condition of the old Wheelerville trail and old road to Stewart Lake via Prarie Lake. Determine the need for expansion of trails in the area and what suitable recreational opportunities would be appropriate for these old roads. (LF)


LEGEND
Contours, 100 foot
Snowmobile Trails
Irving Pond
State lands
Apalandclass
Water
Major Road
Pipe Gate
Informal Parking
Proposed Pit Privy
Proposed Equestrian Parking
Proposed tentsite
N
Proposed Equestrian Camping
Shutts Road
Snowmobile/Bike
Snowmobile/Bike
Snowmobile Trail
Private
Private ROW
Private
Current shoreline
Irving Pond
Old Dam Site
Town of Caroga
Shaker Mountain Wild Forest
Irving Pond Road
Municipal Golf Course
NYS Route 10
0.25
0
0.25
0.5
0.75
1 Miles

E. Peck Creek/Peck Hill Reforestation Area

This portion of the SMWF is located in the southwest part of the planning area in the town of Caroga, Fulton County. To provide opportunities for persons with disabilities and to meet the "ADA consent decree" substitution requirements a couple of accessibility projects will be undertaken in this area. Based upon some recent snowmobile trail verification efforts and onsite field investigations, it has been determined that illegal snowmobile traffic and occasional ATV riding is occurring on undesignated trails, powerline corridors, or old town roads. While a couple of these locations were not discovered during the initial UMP planning process, it is believed that some of the illegal trails have been used for snowmobiling for the last several years.

Present Conditions:
Hilley Road Tract - consists of a 580 acre tract of SMWF lands between the Hilley Road and Mussey Road, mostly acquired between 1965 and 1988. The western portion of the tract is subject to a 75 foot wide easement for an electric line (Niagara Mohawk-Caroga Transmission Line - See Section II-F-4) along with the right for motorized access to maintain the transmission line and any associated structures or fixtures. A portion of the western boundary of the tract is the centerline of the "Old Sawmill Road". (See private ROW discussion in Section II-F-4 and Section IV-C-19.)

These SMWF lands include a portion of the old Hilley Road. The deed for the State tract describes the northern boundary following division lines between various lots. In the field, the actual state boundary line appeared to cross back and forth across this section of old town road*. Snowmobile use currently occurs on the old Hilley Road for a distance of 0.5 miles over SMWF lands, continuing to the south for a distance of 0.45 miles to private land in the vicinity of the Putnam Road, resulting in a total crossing of 0.95 miles of SMWF land. Snowmobiling continues along unplowed town roads, highway shoulders, and additional private land to the state boundary of the Peck Creek tract. This snowmobile trail connects the Caroga Lake area to the existing snowmobile trails in the Peck Hill State Forest and the Ful-Mont Corridor (C7G) snowmobile trail.

Snowmobile use also occurs on the western portion of the tract connecting two town roads (Hilley Road and Mussey Road) designated for snowmobile use. This trail utilizes the "Old Sawmill Road", a small piece of private land near the state boundary line corner, a trail on SMWF lands, and the NiMo utility corridor ROW. While the NiMo pipe gates remain closed for the winter, snowmobilers currently ride around them to access the cleared utility ROW. This trail is used by snowmobilers traveling on their way to and from existing snowmobile trails in the Glasgow Pond area in the Ferris Lake Wild Forest. Between Mussey Road and Hilley Road a total of 0.78 miles of SMWF forest preserve land is crossed consisting of approximately 0.1 miles of snowmobile use over the utility ROW and 0.32 miles over an existing trail and a 0.36 mile portion of the "Old Sawmill Road" where the road is jointly owned by the state and a

**The 15 minute USGS map (Gloversville, 1903, reprinted 1946) show this road as a public highway continuing from the end of the existing town maintained turnaround easterly to the Beech Ridge Road.*

private owner. A physical obstacle (crossing of Caroga Creek) at the north end of the utility ROW prevents snowmobilers from staying entirely within the ROW.

Peck Creek Tract - consist of a 550 acre tract of SMWF lands north of the Willey Road that adjoins the Peck Hill Reforestation Area (Fulton 2). The state accepted title subject to flowage rights on Peck Creek and an exception for a small cemetery. A section of the old Johnstown to Caroga State Road, hereafter referred to as the "Old State Road" traverses the area north to south. This "Old State Road" is intersected by part of old town roads that still extend from the ends of Mussey Road and Willey Road into the SMWF. For clarification in this UMP, the Peck Creek Road refers to the section of road between the blue line (western end of the Willey Road) and the "Old State Road."

While occasional snowmobile use has been observed on other old roads in the area, snowmobiling currently occurs along on a 0.2 mile section of trail between private land and an old extension of Mussey Road, continuing easterly for a total distance of 0.96 miles along the old Mussey Road then turning southerly on the "Old State Road" to the SMWF boundary at the Adirondack Park blue line. The trail crosses Peck Creek on a substandard bridge (6 feet x 35 feet), presumably constructed by the Fulton County trail crew sometime in the past. Snowmobile trails continue over the Peck Hill Reforestation Area on the Swamp Road or C4 Road. An additional total of 0.1 miles of snowmobile use of adjacent Forest Preserve lands occurs where small segments of the C4 road and snowmobile trail cross SMWF lands near the Adirondack Park boundary.

These undesignated trails amounts to approximately three miles of "illegal" snowmobile trail. None of these trail segments are identified in the AANR's issued to the Nick Stoners or the Bleecker Snorovers snowmobile clubs, although some trails are identified as part of the Fulton County trail system shown on the Fulton County Highway and Recreation map or on the Adirondack Snowmobile Trail Map produced by Adirondack Regional Tourism Council, Inc. The town of Caroga has officially designated most of their lesser used roads for snowmobile use, including the Hilley Road and Mussey Road.

Old Town Roads - The town of Caroga was formed in 1832 from parts of the towns of Bleecker, Johnstown and Stratford. Based upon research by Department staff in 1972 and discussions at the time with Ed Bradt, town of Johnstown Highway Superintendent, and Don Baker, town of Caroga Highway Superintendent it was determined that the "Old State Road" and the Mussey Road have not been maintained by either town for many years. While these roads within the SMWF were public roads at one time, they no longer have any public highway status. It is uncertain whether or not the extension of the Willey Road (Peck Creek Road) was ever a public road in Caroga.

Easement - As part of the acquisition, the State acquired an easement to access the Peck's Creek parcel from the west. The language in the deed (recorded in the Fulton County Clerk's office July 25, 1962 in Book 469 of Deeds at page 575) indicates a: "***...****right of way over the gravel road across a 1-acre parcel lying at the southeast corner of the intersection of the Mussey Road and Lane Road..."* This ROW is currently blocked with fencing by the adjoining private landowner, preventing easy access to SMWF lands.

Peck Creek - Erie Boulevard Hydropower has "riparian rights" on the section of Peck's Creek on SMWF in the town of Caroga, Fulton County. Specific rights include: *"right to divert the waters thereof and the right to raise or lower the waters thereof...at any time deemed desirable. Also...the right of access to Peck Creek...also reserving...the permanent right, privilege and easement to construct, operate, maintain and replace an electric and gas distribution line along any highway adjacent to the lands hereby conveyed together with a right to cut, trim or remove any brush or trees..."*

Cemetery - A small 0.096-acre cemetery inholding is located in Lot 101, Mayfield Patent in the Town of Caroga. The surrounding property was purchased by the State in 1964, excepting out the small burial lot. There is no road to the cemetery inholding.

Terrain and Soils:
The terrain and soils of this area can be described as gentle rolling hills. An exception would be the moderately steep terrain found along portions of Peck Creek. The mesosoils are mostly Bice-Insula and Pillsbury-Tughill.

Vegetation and Wetlands:
Plant life consists of northern hardwoods with stands of white pine and hemlock. While the majority of the area does not contain mapped wetlands, a few scattered wetlands may be found in the area. One wetland is adjacent to the "Old State Road" between the Forest Preserve boundary and the intersection with the Peck Creek Road.

Adjoining Peck Hill Reforestation Area
This reforestation area comprises a total of 2,775 acres in the town of Johnstown, Fulton County. Within this area is a 37 acre wildlife impoundment (Willie Wildlife Marsh), nature trail, and several snowmobile trails. In addition, the reforestation area also has a few roads currently open to ATV's under CP-3, resulting in a total of 2.6 miles of CP-3 opportunities in the general area. One trail (C-4 Road) is adjacent to the SMWF boundary along the "blue line" in the town of Johnstown with a 300 foot portion of this road crossing SMWF lands.

NYS Corridor Trail C7G - In 2005, the Ful-Mont Snow Travelers club identified on the ground a snowmobile route that links Montgomery County and Fulton County. Permission was secured to cross existing roads, abandoned town roads, private lands, and a portion of the Peck Reforestation Area. While this trail does not pass through SMWF, it enables the proposed "Old State Road" snowmobile trail to provide a direct community link between corridor C7G and Caroga Lake.

Parking: While no parking facilities are located within the SMWF in this area, a parking area is located on the adjoining reforestation area lands. Public parking for six to seven vehicles with trailers is currently provided across from the Willie Wildlife Marsh on the north side of Willey Road. In 2004, the Department rehabilitated existing CP-3 roads and improved this trailhead. The parking area was enlarged in depth to accommodate anticipated future dem and vehicles with trailers. A Class II trailhead kiosk will be constructed and installed at the site in 2005. The kiosk will contain a registration box and will identify by text and maps the permitted CP-3 ATV access program, authorized roads and trails, and general information about the reforestation area and the adjoining SMWF.

Specific Area Objectives:
The small size, location, and adjoining land uses of these two SMWF tracts near the edge of the Adirondack Park makes this location more appropriate for recreational development than interior locations to be managed for solitude. Solitude is not a goal for this part of the SMWF since intermittent motorized noise is expected to occur due to the proximity of public highways and for the peck Creek tract from ATVs under CP-3 both in the SMWF and on the adjacent reforestation area. Although there is no requirement in the "ADA consent decree," a portion of the Peck Creek Road and "Old State Road" within the SMWF is proposed to be opened for CP-3 use to partly compensate for the reduction of CP-3 mileage in the Bellows Lake area (identified in the "ADA consent decree"), that was deemed unsuitable. (See Section IV-D-5.) This will provide access to Department programs such as hunting and camping, in a different natural environment than the adjoining reforestation area.

- Designate existing old roads where appropriate, to accommodate snowmobilers, bicyclists, and equestrians.

- Meet "ADA consent decree" mandates and the Americans with Disabilities Act. Provide for a wild forest experience for CP-3 users on the adjoining Peck Hill Reforestation Area.

Proposed Management Policies/Actions:

- Clarify ROW between State lands and Lane Road. (LA)

- Clarify town road status and private ROW status for all roads crossing SMWF lands. (LA)

- Access will be controlled through the modification of pipe gates with a combination lock. Any user who is found to be violating CP-3 permit conditions will have their privileges revoked. (OP)

- Install pipe gate at the bridge on Peck Creek. (OP)

- Barricade with rocks old roads where illegal ATV activity is occurring. (OP)

- Increase law enforcement efforts to monitor ATV use of the area. (OPP)

- Rehabilitate portions of Peck Creek Road and "Old State Road" in consultation with APA staff. In accordance with the "ADA consent decree" this substitution will provide additional hunting opportunities along with enhanced access to other Department programs such as camping and fishing. While the road is in generally fair-good condition, recent illegal ATV activity has created mud holes and some erosional problems on portions of these roads. Due to the limited capacity of the bridges along the route and existing character of the road it will be proposed to open this route to CP-3 ATV access only. A project work plan will be developed to identify in detail what management actions are necessary to bring these road segments up to CP-3 standards. Once rehabilitated, portions of Peck Creek Road and "Old State Road" will be posted as a CP-3 route to be added to the Statewide List of Roads and Trails Open to Motor Vehicle Use by People with Mobility Impairment Disabilities. The roads will be marked with official DEC trail signs identifying it as an ATV access route by permit only.

These two road segments combined total 1.5 miles in length open for use by persons with disabilities in the SMWF. Although this results in the opening of 3.58 miles less than the "ADA consent decree" mileage listing, the net result is to increase program access for hunting, camping, fishing, etc. by persons with disabilities. No ATV use will be allowed on the 0.1 mile section of “Old State Road” between the ATV parking area and the Peck Creek Bridge. This prohibition is necessary since ATV use on the steep grade to the creek would most likely cause unacceptable resource degradation to the road and impact the water quality of the stream. (LF/OP)

- Construct an accessible camping site (accessible privy, tent site, and picnic table) for CP-3 users. The site will be designed to accommodate a maximum of eight persons using the proposed and/or adopted ADAAG. The site will be will be for exclusive use by persons with disabilities (See Section IV-D-3, Regulations.) An ATV parking area will be located near the proposed camping site. An “End of Route” sign will be posted at the parking area and no ATV use will be allowed beyond this point. The parking area will have the perimeter outlined with rocks using native stone to prevent further ATV use. By using vegetation, the ATV parking area will be screened from view. (LF/OP)

- Restrict length of camping. To accommodate a greater variety of users, permits to stay for more than three nights will not be issued for the proposed accessible site during the summer camping season. Due to limited site availability, long term camping permits extending for the duration of the hunting season from the end of September through early December will not be issued at this site. (OPP)

- Designate a 0.9 mile portion of “Old State Road” between the Peck Hill State Forest and the Peck Creek Bridge for equestrian and ATB use. (See details in Section IV-C-22.) (LF/OP)

- Designate the a 0.7 mile Peck Creek Road between the Willie Road and the “Old State Road” for equestrian and ATB use. (See details in Section IV-C-22.) (LF/OP)

- Designate a portion of the Niagara Mohawk-Caroga Transmission Line ROW, “Old Sawmill Road”, and unnamed trail (total of 0.8 miles over SMWF lands) for snowmobile use. (See details in Section IV-C-22.) (LF/OP)

- Secure permission for all private land crossings between sections of snowmobile trail that would require the use of parts of the SMWF. (Town staff/snowmobile club)

The UMP planning process focuses on a five year horizon but must also consider how the overall future trail network will be, based upon current and anticipated recreational needs. The documentation of activities such as “illegal” user created snowmobile trails does not guarantee their legitimization through the formal UMP planning process. Illegal snowmobile trails will be closed as they are discovered. All proposed trails and in particular motorized uses such as snowmobiling, must serve a necessary public function that is consistent with the goals and objectives of the draft comprehensive snowmobile plan while keeping the trail mileage over Forest Preserve lands to a minimum. While the draft comprehensive plan identified some major community connectors, a more comprehensive examination of the need and potential location for snowmobile community connector trails has not yet been completed for this area. OPRHP is

currently working on putting the sections of snowmobile trail over private lands into a GIS database. This will assist with planning efforts by examining how snowmobile trails connect to public parking areas, other state land units, gas/food/lodging establishments, and local communities.

A few snowmobile trail proposals identified in this UMP while possibly desirable need further consideration and study, before formal designation. Parts of these trails utilize a combination of private ROWs existing roads, abandoned town roads, and private lands. There are no known endangered or threatened plants or animals in this area and these proposed trails do not pass through any known critical environmental areas or deer wintering yards. It is suggested that the following proposals be investigated during the five year term of this UMP and approved through a UMP amendment, if determined to be feasible and necessary.

- Designate a portion of "Old State Road", Mussey Road extension, and unnamed trail (total of 1.2 miles over SMWF lands) for snowmobile use after permission is secured to cross private lands or highway ROWs to the Hilley Road. (See Section IV-C-22.) (LF/OP)

No Action Alternative - Would protect the "wild experience" of other users of the Wild Forest since the area would remain with no formal facilities. Existing roads would continue to deteriorate, partly the result of illegal ATV use already occurring on the property. Illegal snowmobile use cannot be allowed to continue, therefore all undesignated trails would need to be closed. Opportunities to enhance appropriate recreational activities in this lesser used part of the SMWF and to promote snowmobile trail linkages would not be realized. Existing CP-3 use of a 300 foot section of SMWF land would be illegal, requiring closure of the route or relocation to state forest land. Therefore, this alternative will not be supported by this UMP.

Impacts and Alternatives:
Environmental - Wet areas need to be addressed to protect the resource and accommodate existing and anticipated future uses. By using old roads where possible, vegetative disturbance will be minimized and the forest canopy will be preserved. While use of ATVs under CP-3 will cause noise and possible disturbance to wildlife, the number of individuals who would use their permits is anticipated to be fairly small and the duration of their use on designated routes will be relatively short. The impact of ATV use on hardened surfaces will be minimal. The installation of a new pipe gate at the snowmobile trail bridge crossing at Peck Creek will prevent illegal ATV through traffic by forming an impassible barrier, since existing terrain constraints prevent easy fording of the creek or its steep banks.

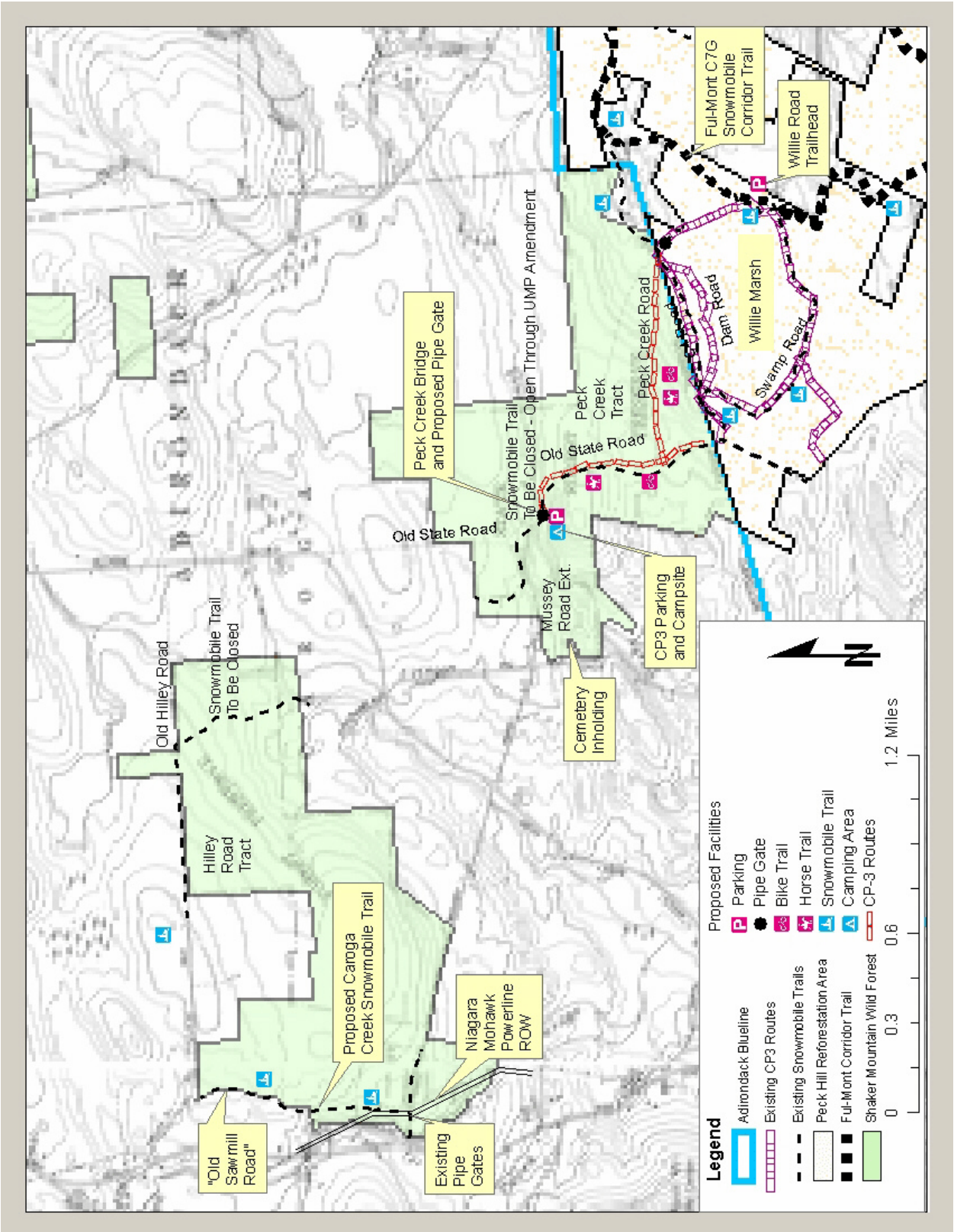
Social and Economic - Localized increases in traffic and highway use are anticipated to be minor. Since formal trail designation will only occur after private landowners have given permission for the sections of trail across their property, problems with unauthorized snowmobile trails will be avoided.

Projected Use and Potential Impacts
The road rehabilitation and formal designation for CP-3, ATB, snowmobile, or equestrian use will create a safe trail system that will be maintained to Department standards. This action will also legitimize the 300 foot section (C4 road segment) of existing CP-3 route. While overall

use is expected to increase, the proposed improvements are located along appropriate terrain and soils and will be hardened when necessary to limit environmental impacts.

ATV use and access by people with disabilities under CP-3 will increase since only illegal motorized use occurs currently. If people with permits on ATVs travel in places other than where allowed there can be problems with vegetation damage, soil disturbance, and erosion. ATVs, as with most motorized recreation, can conflict with non-motorized forms of recreation, such as hunting, horseback riding, hiking, mountain biking, and nature observation. Since there will be shared use at this location user conflicts and site impacts will be closely monitored. The new bridging and trail rehabilitation to accommodate CP-3 use will help protect the road surface and provide for a safer recreational experience for other proposed uses such as snowmobiling, ATB and equestrian riding.

The formal designation of selected existing “illegal” snowmobile trails will allow for needed connections to other trail systems and local communities. The installation of Department signs and trail markers would clearly indicate that the trails are open to the public as parts of an official trail system. Because the “illegal” snowmobile trails already exist, mostly on old roads or powerline ROW’s, new trail construction would not be required. Once designated, snowmobile use on these secondary snowmobile trails is expected to be moderate to heavy and generally higher than current use levels, partially because of the linkage to the Ful-Mont C7G Corridor trail.


Old Hilley Road
Snowmobile Trail To Be Closed
Hilley Road Tract
"Old Sawmill Road"
Proposed Caroga Creek Snowmobile Trail
Existing Pipe Gates
Niagara Mohawk Powerline ROW
Peck Creek Bridge and Proposed Pipe Gate
Old State Road
Old State Road
Snowmobile Trail To Be Closed - Open Through UMP Amendment
Mussey Road Ext.
Cemetery Inholding
Peck Creek Tract
Peck Creek Road
CP3 Parking and Campsite
Dam Road
Willie Marsh
Swamp Road
Ful-Mont C7G Snowmobile Corridor Trail
Willie Road Trailhead
Legend
Adirondack Blueline
Existing CP3 Routes
Existing Snowmobile Trails
Peck Hill Reforestation Area
Ful-Mont Corridor Trail
Shaker Mountain Wild Forest
Proposed Facilities
Parking
Pipe Gate
Bike Trail
Horse Trail
Snowmobile Trail
Camping Area
CP-3 Routes
0
0.3
0.6
1.2 Miles
N

F. Stony Creek Area - NP Trail Relocation

This area consists of the SMWF lands west of NYS Route 30 and south of the Benson Road in the towns of Northampton and Mayfield, Fulton County and the town of Benson, Hamilton County. These SMWF lands do not contain any designated trails and are mostly trail less with the exception of a few herd paths and old logging roads. The area currently receives low public use due to surrounding private lands and limited road access. West Stony Creek, a Scenic and Recreational River bisects the property. A short section of NYS Route 30, a Scenic Byway Corridor also called the "Adirondack Trail" can be found at the eastern edge of the planning area. The Northville - Lake Placid trail and trailhead location are considered significant assets to the Adirondack Trail NYS Route 30 Scenic Byway.

Present Conditions:
Northville-Lake Placid Trail (NP trail) - The 133 mile, 80-year-old, NP trail begins within the planning area at the west side of the Northville bridge where the train once delivered passengers who wished to hike to Lake Placid. Approximately eight percent of this well-known trail (all road walking) is within the Shaker Mountain unit. While a few people still walk the roadside section beginning at the Northville bridge, the majority of hikers avoid the stretch of the trail along Route 30 and the Benson Road (CR 6) and start their trek in Upper Benson. The non-highway part of the trail northerly from Upper Benson begins along a section of road easement (See Section II-F-4) over private lands. Some of the public with four-wheel drive vehicles drive the access road and park in the Silver Lake Wilderness.

A small five car parking area on SMWF lands is located near the registration box and NP-trail information sign at the junction of Grant and Godfrey roads. An examination of register use numbers from the Benson trailhead location indicate a range of 600 to 1,000 people register for the NP trail annually. While a large portion of NP-trail use involves long distance overnight backpacking, a fair amount of day use and short overnight trips (at least the first night) from this location are into Silver Lake and the Stony Creek Area. Individuals completing this long trail primarily travel from south to north, with some people walking the entire trail by separate segments at different times.

Some users say that hiking the existing section of the trail that follows 11 miles of asphalt and dirt roads is a negative experience and that they prefer to walk only along woodland trails. Re-locating the beginning portion of this historic trail has been a topic under discussion for several years. A meeting between DEC and involved parties was held in 2001, to discuss the existing NP trail and necessary relocations to be addressed in the various UMPs. It was the consensus of this group that where feasible the trail be relocated off roads to improve the 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.

Terrain and Soils:
The terrain and soils of this area can be described as moderately rugged with numerous steep areas. The mesosoils are mostly Potsdam-Lyman and Potsdam Crary.

Vegetation and Wetlands:
Plant life is generally similar to other areas of the SMWF, with the exception of some notable Hemlock stands north of Mud Lake. While the majority of the area does not contain mapped wetlands, a few scattered wetlands may be found adjacent to the islands and some of the shoreline of West Stony Creek and Mud Lake.

Specific Area Objectives:

- Protect the area's natural resources from the potential impacts of public use.
- Comply with Wild, Scenic and Recreational Rivers Act (ECL Article 15, Title 27) regulations and promote compatible recreational uses in the area.
- Provide a suitable route to relocate the NP trail away from public highways.
- Provide long distance trails for pedestrian use only.
- Improve parking. Consider beginning the NP trail to the community of Northville.
- Accommodate the safety and well being of Adirondack Trail NYS Route 30 Scenic Byway users including pedestrians, bicyclists, vehicle drivers, and others.

Proposed Management Policies/Actions:
Until State acquisition in 1980, the eastern portion of the SMWF was difficult to access from a public highway. This purchase enabled public access from the Gifford Valley Road, in the town of Northampton, Fulton County.

Ideally it would be desirable to start the NP trail in the village of Northville in keeping with the naming of the trail. Its proximity to the village would provide the hiker with amenities such as gas, lodging, laundry, and food while benefitting local businesses that provide these services. A separate trail connecting the Gifford Valley Road parcel with the Village of Northville that involves road walking would probably not be used. Since there are different viable options regarding the trail route and potential parking locations, an alternative analysis was performed for potential parking areas and alternative NP trail relocation routes. Starting near Northville, these various parking options were considered:

Alternatives Discussion for NP trail Parking: 9 vehicle (including one accessible space), plowed
No Action Alternative - The first option considered is to do nothing and allow people to find their own parking. Since many users of the existing trail currently drive to Benson to park or are dropped off, there has been no documented need for an "official" parking area at the start of the trail near the Northville Bridge. Upon completion of the trail relocation through the Stony Creek tract, this lack of parking at the Northville bridge would continue, causing people to park wherever possible without the benefit of a formal trailhead. This could lead to conflicts with private landowners or inappropriate use of road shoulders. Therefore, this alternative will not be supported by this UMP.

Alternative B - (Parking by Northville Bridge, 2.4 miles along public roads) This alternative would require the permission of the town of Northampton and the village of Northville to use the village green on the northwest side of the Northville Bridge for a NP trail parking area and trailhead. From the village green the trail would proceed south on NYS Route 30 then westerly and northerly along public roads for a total distance of 2.4 miles to SMWF lands on the Gifford Valley Road. Approximately 0.8 miles of this walk would be along NYS Route 30. While this alternative would require some road walking, it would utilize the historic beginning of the and would use the least amount of road walking overall. The small size of the village green and narrowness of the parcel may limit it use as a trailhead for overnight parking. Winter plowing would need to be done by the town or village. Another nearby option would be to locate the trailhead and parking area on DOT property south of the bridge on the east side of NYS Route 30. A shoulder pull-off area is currently used by street vendors during the day and is the location of the existing village business kiosk. The small size of the clearing and adjoining private residences would limit the suitability of the site for use as a trailhead for overnight parking due to potential road safety and privacy issues. Of the two locations, the village green would be the most suitable trailhead. This alternative while viable, will only be considered with the support of the town and village and/or approval from DOT.

Alternative C (Parking by Northville Bridge, 1.5 miles along private land from Gifford Valley Road to Northville) -This proposal would be the shortest most direct route to the SMWF lands from the Northville Bridge. It would require the use of private lands and the permission of several landowners and/or sections of Niagara Mohawk utility line. During the term of this UMP, Department staff will investigate the feasibility of a foot trail through private lands. Without a secured easement, this permission if granted, could be revoked, requiring closure or relocation of the trail. While this alternative would avoid all road walking, unless a trail easement is likely, this alternative will not be supported by this UMP.

Alternative D (Parking at Northville DEC sub-office, 3.9 miles along public roads or sidewalks) This proposal would use the Northville DEC sub-office facility for a trailhead and parking lot. The advantage of using the existing DEC grounds is the availability of a maintained parking lot that has ample capacity and ready access during the week to DEC staff, maps, and brochures. The disadvantage would be the unsafe crossing of a narrow restricted causeway and the additional 1.5 miles of sidewalk walking through the village to the bridge. From the bridge this alternative would follow the same roads identified in alternative C. This alternative while a viable option, would require the longest total amount of road/sidewalk walking, but would enable the public to enjoy a pleasant walk in a village setting.

Alternative E (Parking on State lands adjacent to the Gifford Valley Road) - This proposal would require the construction of a roadside parking area and closure of a short existing driveway. Three single vehicle pull-offs are currently used for parking at the end of a short access road from the Gifford Valley Road. The existing parking capacity is considered inadequate for day use access to this tract. Parking* will be expanded to accommodate a total of five vehicles (including one accessible space). The capacity needs of the parking facility involved a determination of how many vehicles in total would need parking space to access the proposed Department facilities and programs at this location. Since this parking lot will serve

**Since a suitable public parking facility and trail from the community of Northville is proposed from the Bradt building, a large parking facility would not be needed at this location.*

both day and occasional overnight use in the area, a small expansion was deemed necessary. Arrangements will be made if possible, with the town of Northampton to provide for snow removal in the winter. (OP)

While this alternative will not result in a large NP trail parking facility, it will provide additional access to SMWF lands and will be supported by this UMP.

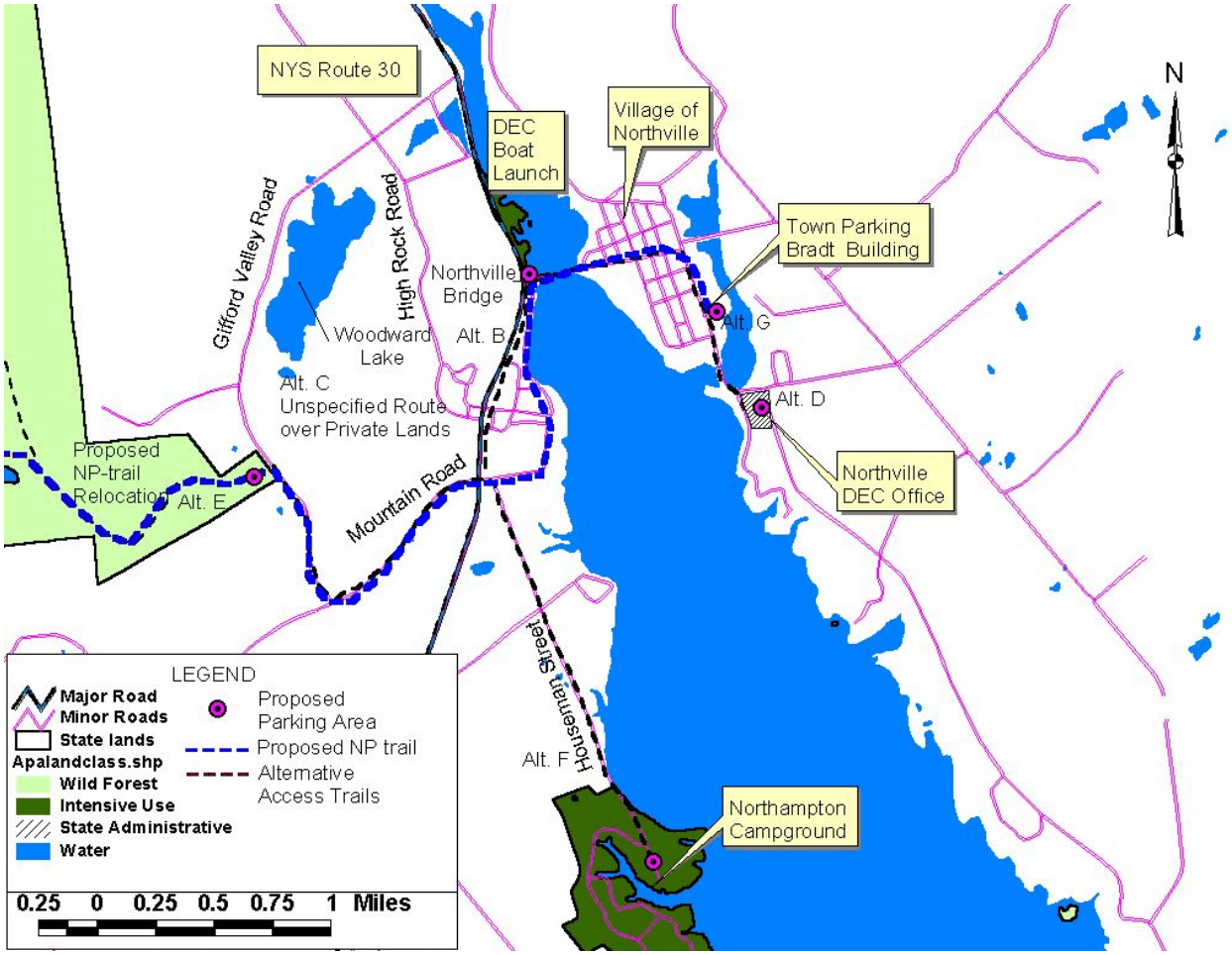
Alternative F (Parking at Northampton Beach Campground, 3.3 miles along public roads) - This alternative would take advantage of a large existing parking area within the Northampton Beach Campground. A separate parking site would be identified within the campground so NP-trail hikers would only be charged for the days they drop-off and pick-up their vehicles. The advantage to the public of using an existing DEC facility would be amenities such as the availability of a pay telephone, flush toilets, hot showers, and campsites. The public would feel that their vehicle is more secure at this location from vandalism. While the campground is open from early May through mid-October a fee would be charged for parking. When the campground is closed, public parking would be free. The parking area is currently plowed in the winter.

While this alternative would require slightly more road walking than alternative B, the route would be entirely along lesser used town roads. This alternative would generate revenue to the State through day use fees for vehicle parking and/or associated camping. Using the campground as a trailhead would also allow campground users the ability to walk a portion of this long trail, thereby adding to their overall recreational experience. While this alternative was originally supported as a recommended alternative in the draft UMP , the interest expressed by town staff and potential benefits to the village of Northville, make this alternative possible only if the new alternative G does not develop.

Alternative G (Parking at Bradt Building, 3.5 miles along public roads) - This alternative would take advantage of a large existing parking area on town lands in the village of Northville, and is less than a mile along village sidewalks from the west side of the Northville bridge. Meetings between DEC staff and local officials after the release of the draft UMP led to the development of a new alternative for the beginning of the NP trail and parking area. It was the consensus of a combined town/village board meeting that the southern terminus of the NP trail be located in the village, and that efforts should be made to reduce or eliminate designating the shoulder of NYS Route 30 as any part of the trail for safety reasons. The preferred parking would be at the Bradt building on 412 South Main Street, where the municipal offices are located. There is ample parking available and the site is plowed in the winter. A minor change from NYS Route 30 to a parallel county road would eliminate the safety concern for hikers along a busy state highway. For these reasons, this alternative will be supported by this UMP as the preferred alternative, pending written approval by the town/village.

Other Parking Options

Other locations that have been suggested for potential NP trail parking include the Northville Boat launch and the Village beach. Boat launch regulations prevent the use of intensive use lands for other than boat launch purposes. This would prevent NP trail parking for pedestrian uses. The village beach is barricaded when not in use and during July and August, the beach area is restricted to town residents or those that have bought a permit. Overnight parking is not allowed on the property. These restrictions would limit the suitability of the beach area parking for NP trail parking. While there is a future proposal to construct a village park between Water Street and Main Street, this facility has not yet been constructed, and possible constraints on overnight parking could limit its ability to serve as the NP trailhead.


NYS Route 30
DEC Boat Launch
Village of Northville
Town Parking Bradt Building
Gifford Valley Road
High Rock Road
Northville Bridge
Woodward Lake
Alt. B
Alt. G
Alt. C
Unspecified Route over Private Lands
Alt. D
Northville DEC Office
Proposed NP-trail Relocation
Alt. E
Mountain Road
Housenrath Street
Alt. F
Northampton Campground
N
LEGEND
Major Road
Minor Roads
State lands
Apalandclass.shp
Wild Forest
Intensive Use
State Administrative
Water
Proposed Parking Area
Proposed NP trail
Alternative Access Trails
0.25 0 0.25 0.5 0.75 1 Miles

Alternatives Discussion for NP trail Relocation Options:
This beginning section of the NP trail between Northville and Benson was determined to have several problems mostly related to inadequate parking and undesirable road walking. The process of selecting a new route for the NP trail involved a comparison of a number of alternatives. The following discussion builds upon the results of the meeting between DEC and involved parties, and further 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 knowledge of field conditions provided by DEC staff and interested volunteers. Much of the descriptive information for this alternative is based upon discussions with area forest rangers and information provided from a field trip by John Washburn and Stanley Banovic. Some segments of these alternatives have been scouted in the field.

The alternative analysis includes consideration of some hypothetical route segments and involved a comparison of practical considerations such as terrain constraints, land ownership, and examination of available ecological information, such as information about rare species and significant habitats, deer wintering areas, and wetlands. The final location of the preferred alternative will depend upon the results of a detailed field assessment of topography, soils, vegetation and wetlands. Should additional field reconnaissance reveal conditions that vary significantly from the assumptions made in this analysis, the planning team will decide in consultation with APA, whether to modify the preferred route, select another route, or whether to amend the UMP.

No Action Alternative - The first option considered was to do nothing and allow use to continue as is. Maintaining the current route would require no new 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. 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 lack of parking at the Northville bridge would continue. Public access and recreational enjoyment of this large tract of SMWF would remain low. Therefore, this alternative will not be supported by this UMP.

Since this alternative analysis focuses on the land portion of the proposed NP trail, all routes begin at the Gifford Valley Road parcel and end at the Benson Road crossing south of Woods Lake avoiding 7.5 miles of paved highway from the Northville Bridge to the Woods Lake crossing. From its Wild Forest terminus, it is possible to extend the trail around the east side of Woods Lake in the Silver Lake Wilderness, thereby avoiding all road walking. This section will be addressed in the Silver Lake Wilderness UMP. Starting at the Gifford Valley Road public entry point, a few alternative routes were considered:

Alternative 2 (7.3 total miles; 0 miles roads, 2.3 miles existing old roads or trails, 5.0 miles of new trail) - This proposal would use an existing old road/trail paralleling the outlet of Mud Lake and continuing northwesterly on 1.5 miles of new trail to cross West Stony Creek . From the bridge and/or ford the trail would proceed westerly then northerly on 3.5 miles of new trail to the Benson Road following the same route as alternative 4. A field investigation by the area forest ranger in 2003, determined that terrain constraints on SMWF lands most likely could be avoided, thereby avoiding the need to cross adjoining private land .

This alternative would pass by Mud Lake on the north shore, which contrary to its name, is an attractive beaver pond with floating islands of sphagnum moss, drowned trees sticking out of the water and a few beaver lodges. Based upon rough field checks, this alternative would require less trail work than alternative 4 and would utilize the largest amount of existing old road and path mileage, along with minimizing overall elevation changes. . It would also offer a greater number of attractive natural features for example the small waterfalls on the outlet of Mud Lake or the views from the rock ledges above Mud Lake. For these reasons, this alternative is the preferred alternative and will be supported by this UMP.

Alternative 3 -This proposal is a modification of the trail section between the West Stony Creek bridge crossing and the Benson Road. The purpose of this alternative would be to provide a more scenic route that may include an interesting rock formation, but would require additional climbing and descending. From the proposed bridge crossing, the trail would continue to the northwest for a distance of approximately 1.75 miles. The trail would then continue for two miles on new trail turning to the west and northeast while crossing a small mountain with a climb of about 300 feet before dropping back down to the Benson Road ending south of Woods Lake. The added elevation changes would require additional trail erosion control efforts making this alternative less desirable from a maintenance perspective than the alt. 2/4 section to the east. Therefore, this alternative while a viable option, is not preferred.

Alternative 4 (7.7 total miles; 0 miles roads, 2.1 miles existing trail, 5.6 miles of new trail) - The trail would follow an old logging road which travels west towards Mud Lake with a moderate climb of approximately 600 feet in elevation. If alternative 2 is not chosen, a short yellow marked 0.2 mile spur trail will be designated to Mud Lake to provide for primitive camping opportunities.

The proposed trail would then head north, descending gradually through northern hardwoods and hemlocks along an old road to early settlements in the area . The trail would climb to about 1,500 feet elevation before descending to West Stony Creek. The terrain is fairly steep and may require waterbars to help prevent erosion. This section of trail would pass through mixed hardwoods, spruce swamps and old-growth hemlock forest. From the proposed bridge and/or ford crossing the trail would continue to the northwest, eventually climbing to an elevation of 1,300 feet, then continuing for the remaining two miles to the Benson Road ending south of Woods Lake. This alternative is a viable option, and will be supported by this UMP if alternative 2 is determined not to be feasible.

West Stony Creek Crossing

The most suitable location for a bridge crossing is proposed for a narrow part of West Stony Creek. At this location it was estimated through a field examination that the creek is approximately 100 feet wide. Here, a foot bridge may be needed in the spring since strong currents and slippery stones make such n un-bridged crossing precarious. An alternative bridge location identified to the east that could have used two smaller bridges and a large island in West Stony Creek was not considered practical due to location in a flood plain, total length, evidence of ice scouring, and area wetlands. Through the public comment process it was suggested that a bridge was not necessary and that a ford should be used to cross West Stony Creek. The feasibility of this proposal will be investigated to determine if a temporary ford would be a practical alternative until such time as funds to build a bridge become available. The remote location for the proposed bridge crossing will increase the difficulty of the

construction project. Since the structure will be required to span a large distance, the exact type of bridge, materials, and method of construction have not yet been determined. After UMP approval, a detailed work plan will be submitted to the APA. DEC will consult with APA staff to insure that any APSLMP constraints and wetland issues are addressed prior to construction.

Projected Use and Potential Impacts of the Preferred Alternative
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 numbers of people using the trail currently. While winter use of all parts of the relocated trail segment is expected to be low, some additional day hiking and overnight camping is expected to occur in the three other seasons.

Segments of the trail that will follow existing old roads/trails generally will require little more work than cutting brush and posting trail markers. It is anticipated that 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.

- Investigate in the field the best route between Alt. 2 and Alt. 4 from among the various alternatives for the NP trail relocation, with assistance from volunteers. (See conceptual route description). Upon final route selection, a detailed work plan will be prepared and a wetland permit will be secured from the APA, if necessary. The trail will be constructed and designated with unique NP trail blue foot trail markers. (LF/OPP)

- Work with the town of Northampton and village of Northville to establish the Bradt building as the formal NP trail beginning and parking area. (LF/OPP)

- Designate the NP trail for pedestrian uses only. In order to provide a unique recreational experience, the NP trail relocation will be limited to designation as a foot trail even though the Wild Forest classification could permit other uses such as ATBs and horseback riding. Many people using foot trails, especially long paths, prefer the trails to be restricted to pedestrian use due to possible conflicts with other recreationists, especially motorized uses. The steep terrain and elevation changes would preclude designation for cross country ski use. This will be one of the few trails in the SMWF marked solely for pedestrian travel. (LF)

- Install an ADA/ADAAG compliant level-two type “Storey kiosk” at the trailhead parking area, once the trail is constructed. This information and map will be essential to identify the relocated portion of the NP trail, along with providing the location of campsites and the Stony Creek lean-to. (OP)

- Provide additional camping opportunities by designating two new campsites at suitable locations approximately 1/4 mile on either side of the proposed lean-to. (LF/OPP)

- Construct leanto on the NP trail. On the NP trail, there is currently no lean-to between the beginning of the trail in Northville and Silver Lake in the Silver Lake Wilderness Area. To accommodate users of the trail, a lean-to will be constructed in the vicinity of

West Stony Creek. The precise location of the proposed location has not been determined but it will be approximately halfway (four miles) between the trailhead at the Gifford Valley Road and the Benson Road crossing near Woods Lake. The midway point next to the creek was chosen as an appropriate location to site a lean to due to the attractive setting and as a resting point for the beginning part of the trail, since it involves a fair amount of elevation change. Materials for the lean-to will be flown in by helicopter during winter and assembled on site the following spring or summer. (LF/OP)

- Designate campsite near Mud Lake. To accommodate public camping, a primitive tent site will be developed near Mud Lake. This will allow users that have a late start the ability to camp at a developed site approximately two miles from the Gifford Valley Road. The precise location of the proposed tent site has not been determined. (LF/OP)

- Construct NP trail parking area at Benson Road - six vehicle (one accessible space), to be plowed - An improvement to the existing shoulder parking area is needed for the proposed Benson Road crossing of the NP trail. The size of the parking area and level of potential development was kept at the low end of public need spectrum to help prevent overuse in the Woods Lake area within the adjacent Silver Lake Wilderness. From this location northward the proposed NP-trail relocation will be addressed in the Silver Lake Wilderness UMP. (OP)

- Designate West Stony Creek trail (approximately 0.2 miles) - An existing herd path begins at the Benson Road, along an old woods road and proceeds generally southerly to an old bridge crossing. Water bars are needed to correct erosion. There is currently no need for bridging West Stony Creek, since the stream can be forded in low water levels. The State purchased this narrow strip and portion of old town highway in 1934 and the road was closed to vehicular travel. The trail will be maintained as a class II path and will be marked with yellow trail markers. The trail designation will stop at the intersection with West Stony Creek, although an unmarked herd path continues to the south. The purpose of this trail is to enhance access to this part of the SMWF and West Stony Creek along with providing additional fishing opportunities. Formal designation will help keep users on one route and help prevent trespass onto adjacent private lands. It is expected to only receive light use. The existing road shoulder needs to be enlarged with additional fill to safely accommodate a small two vehicle parking area at this location. (OP/OPP)

Impacts and Alternatives:
Environmental - A minor amount of vegetation removal will be necessary for the construction of the parking areas and new trails. Prior to any construction, a work plan will be completed, that includes 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.

Social and Economic - Localized increases in traffic and highway use are anticipated to be minor. There would be economic benefits by extending the start of the trail to the village of Northville.

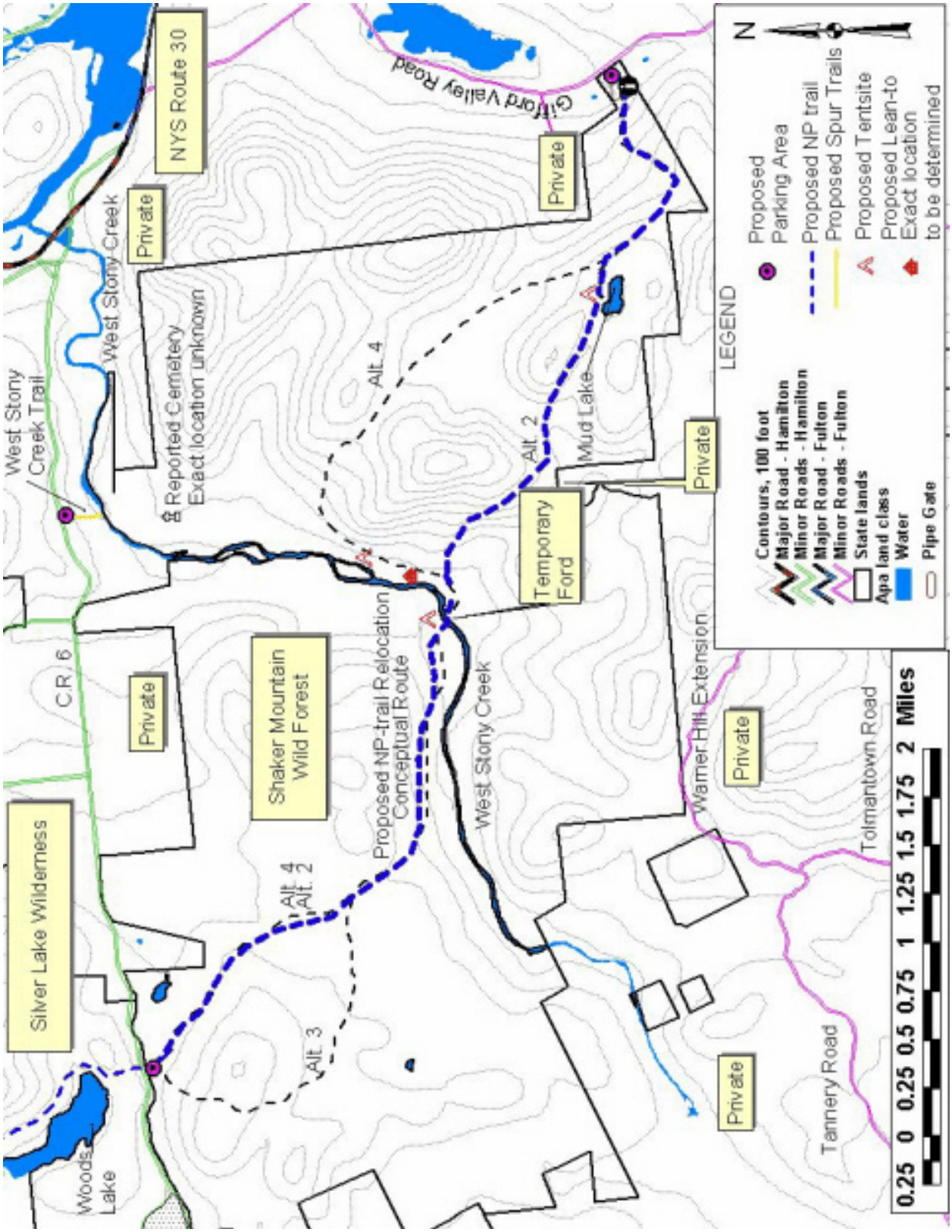
Future Connections
Fulton, Johnstown & Gloversville (FJ&G) Railroad-Long Path Recreationway - Fulton County is working to create a multiple-use recreationway along the abandoned bed of the Fulton, Johnstown and Gloversville Railroad. Its northern terminus is in Gloversville. When the

Byway communities are linked via the construction of new trail segments, the attractions and resources will be interconnected not only by road but through an alternate mode of travel that encourages visitors to slow down and spend more time exploring the area. The Rail Trail will allow cyclists, joggers, and cross country skiers to conveniently move from site to site at a leisurely pace as they take in the local resources. A northern extension of this recreationway could link the Barge Canal Recreationway with the NP trail or the proposed North Country National Scenic Trail.

Long Path - The Long Path was the vision of Vincent J. Schaefer of Schenectady, who proposed that New York establish its own "Long Path" similar to the Long Trail in Vermont. Unlike the Long Trail, he saw the Long Path as an unmarked route meandering from the George Washington Bridge to Whiteface Mountain in the Adirondacks, connecting together a series of landmarks. Beginning in the 1960's the New York - New Jersey Trail Conference took that vision a step further by creating a blazed hiking trail along Schaefer's route. Today the Long Path is a 326 mile hiking trail currently ending at John Boyd Thacher Park near Albany. Future plans are to extend the trail to the Mohawk River and eventually into the Adirondacks. A northern extension of this trail could link with the NP trail in the future.

North Country National Scenic Trail (NCNST) [conceptual long trail]
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. The final route is not decided at this time. A separate comprehensive trail plan will be 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 passed north of Fulton County and did not traverses the SMWF. 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.


NYS Route 30
Private
West Stony Creek
West Stony Creek Trail
Reported Cemetery
Exact location unknown
Alt. 4
Alt. 2
Mud Lake
Gilford Valley Road
Private
Private
Temporary Ford
Shaker Mountain Wild Forest
Proposed NP-trail Relocation Conceptual Route
West Stony Creek
C.R. 6
Private
Silver Lake Wilderness
Alt. 4
Alt. 2
Alt. 3
Woods Lake
Warner Hill Extension
Private
Private
Tolmantown Road
Tannery Road
LEGEND
Proposed Parking Area
Proposed NP trail
Proposed Spur Trails
Proposed Tentsite
Proposed Lean-to Exact location to be determined
Contours, 100 foot
Major Road - Hamilton
Minor Roads - Hamilton
Major Road - Fulton
Minor Roads - Fulton
State lands
Apa land class
Water
Pipe Gate
N
0.25 0 0.25 0.5 0.75 1 1.25 1.5 1.75 2 Miles

G. Northville Boat Launch Area

The Great Sacandaga Lake Boat Launch at Northville is located along State Highway 30 and encompasses approximately 3.2 acres. The site was acquired from the Hudson River - Black River Regulating District (HRBRRD) via a transfer of jurisdiction in 1962.

Present Conditions:
The launch, constructed at the time of acquisition, is outdated in its configuration and construction materials. The facility consists of two, double wide macadam ramps. Originally constructed with no docking space. A central dock structure was installed in 1989. This dock bisects the launch area. It is inadequate to provide sufficient staging for four launch lanes. There is no shore protection or bulkheading. The shoreline is lined by natural rock and forest. The existing ramp is inadequate because the present 10% slope is too gradual for the efficient launching of modern motor boats. The macadam ramp is in poor condition and requires repeated filling and patching each season. The lack of dock space causes congestion at the ramp because boats often must remain on the ramp surface while vehicles are parked or prepared for boat retrieval.

Some local people use the DEC boat launch as an open space area (illegal according to boat launch regulations), walking their dog, sightseeing, or picnicking, with a few people parking at the boat launch and walking to the Northville Village beach to avoid paying a parking fee.

Proposed Management Policies/Actions:
The Northville boat launch provides parking for approximately 60 cars and trailers. While summer use patterns indicate that more parking is needed, the site is already developed to the maximum extent. For this reason no site expansion is contemplated during the five year planning period.

The Northville boat launch is in serious need of reconstruction. The present conditions are not adequate for the efficient launching and retrieving of modern boats. The deteriorating condition of the present ramp will only worsen. The public expects and deserves proper stewardship of State boat launch facilities. This was stated repeatedly during the recent opening of the newly reconstructed Tupper Lake boat launch. Moreover, safe and modern launch facilities are a key to supporting local economies dependent upon boating. During the five year planning period, the Northville boat launch will undergo a reconstruction and modernization. This will require DEC Bureau of Operations' Engineering Services to draw up a design plan. The amount of engineering necessary to design structures of this nature is significant and engineering services are in short supply.

This plan will include the installation of steel sheet piling shore protection, both parallel to the interior ramp edges and parallel to the shoreline, to surround and protect a modern concrete launch ramp. The ramp will be pitched at a 13-1/3 % slope to allow for the efficient launching and retrieving of modern boats. Aluminum floating docks will be provided to provide for efficient staging during both the launching and retrieval operations. Aluminum docks will be installed along all four faces of the steel sheet pile, and a central dock will bisect the launch ramp into two equal portions. Where possible, aluminum docks will be made more aesthetically

pleasing by the installation of wood decking and fascia. Materials such as aluminum docks and steel sheet pile shore protection have been incorporated in recent launch upgrades and are welcomed by the public.

The Northville boat launch is located in a highly exposed location and subject to enormous fluctuations in water level resulting in a severe environment for riparian structures. The Department is obligated to select construction materials that will stand up for many years, thus providing a safe and functional facility without unnecessary or frequent maintenance expenses. The Department has, and continues to experiment with new materials that may better blend with the natural Adirondack environment. The use of grass pave at the proposed Ticonderoga Boat Launch is but one example.

The New York State Department of Environmental Conservation is committed to providing recreational opportunities to physically disabled persons. To the extent practical the Northville boat launch design and reconstruction will incorporate access features for people with disabilities. It must be understood that the surface elevation of Great Sacandaga Lake is subject to extreme variation due to its management and manipulation as a reservoir. This extreme fluctuation may limit the extent to which the facility can be made accessible. If practical, a separate barrier free and carry down access will be provided. It will be designed to provide easy access for patrons with disabilities and for canoe access.

The present toilet facility is a small vault type facility. It needs to be expanded and modernized. The reconstructed toilet facility will be made accessible to persons with disabilities.

Relationship with adjoining Town/Village permit lands:
South of the boat launch, near the Northville Bridge is a 18 acre parcel under permit by the Hudson River - Black River Regulating District (HRBRRD) to the town of Northampton and the village of Northville for day use purposes. Only the southern four acre portion is used by the local community with a 50-60 car gravel parking area servicing the 500 foot long sandy beach. This location is used from the beginning of July to mid August when the beach is restricted to town residents or those that have bought a permit. A one acre portion of the permit also covers the “village green” adjacent to the northwest side of the bridge, mostly on the old bridge abutment.

The UMP planning process focuses on a five year horizon but must also consider how the overall facility development will be, based upon current and anticipated recreational needs. As part of discussions with local government officials in 2002, the future needs of the community were identified on both the DEC boat launch site and adjoining town/village permit lands.

- Department staff will investigate parking needs and the possibility of a canoe/kayak launch in the area. Any proposal would require approval from the HRBRRD, town of Northampton, and the village of Northville. While no action is proposed during the five year term of this UMP appropriate proposals will be considered in future revisions of the UMP, if determined to be feasible and necessary.

- Department staff will investigate parking needs and the possibility of NP trail users beginning the long trail from this area in the event that a foot trail easement or agreement over private lands to the Gifford Valley Road can be secured.

Impacts and Alternatives:

No Action Alternative - The first option considered was to do nothing and allow use and facilities to continue as is. This alternative would not enhance boat access to the lake since the existing launch is inadequate and too gradual for the safe launching of modern motor boats. The facilities do not currently provide adequate access for persons with disabilities. This alternative would restrict necessary improvements to enhance recreational opportunities. Therefore, this option will not be supported by this UMP.

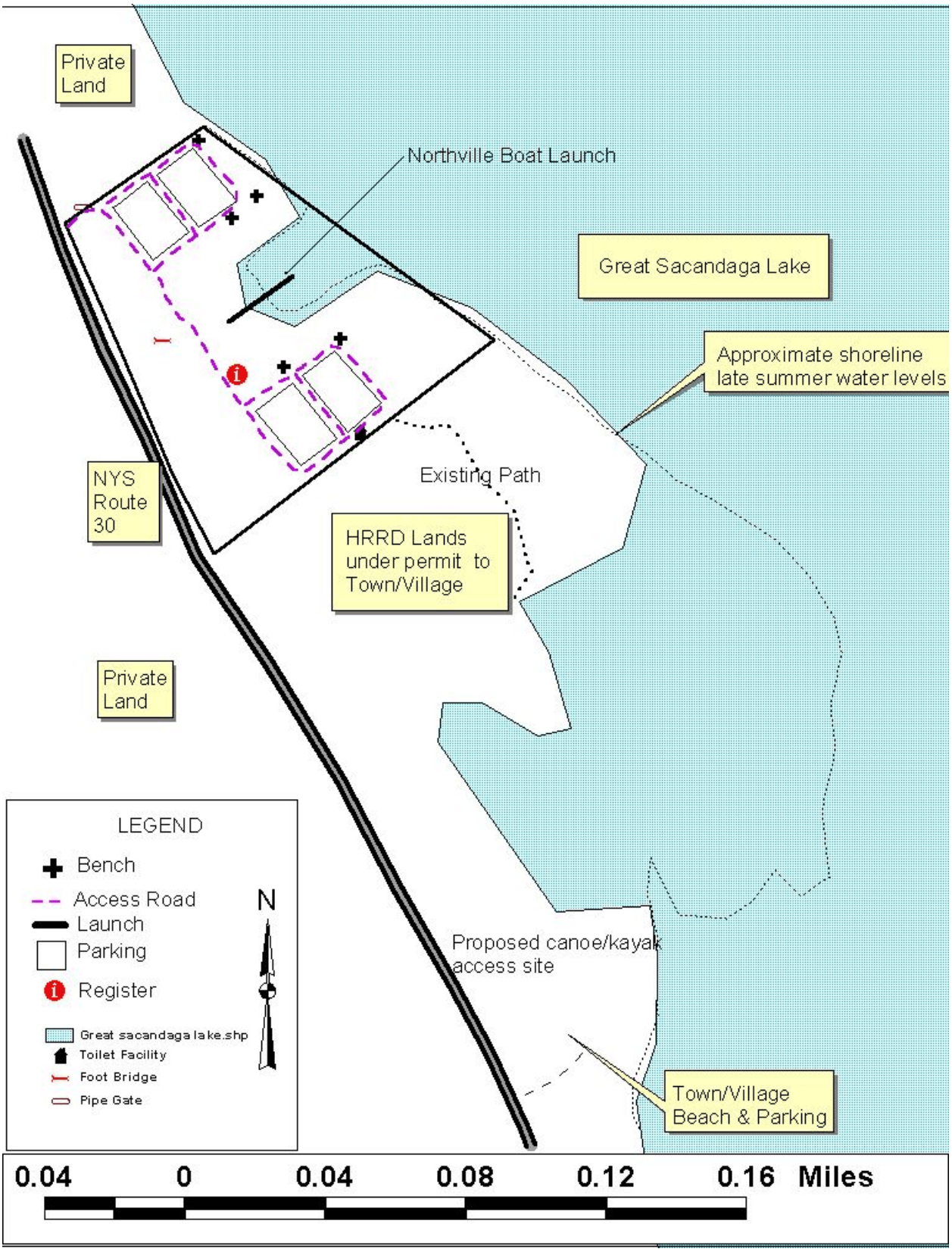
Alternative 2 - This option proposed to DEC by some local officials would involve the transfer of jurisdiction to DEC of a portion of the town/village leased lands (Only with permission of local government). Since illegal day use is already occurring at the existing DEC launch site, additional land could provide day users with their own parking space and an area to use away from the boat launch freeing up the limited boat launch parking space for vehicles with boat trailers. A separate canoe/kayak launch site could be designated near the existing town beach parking to minimize conflict with vehicles using boat trailers at the DEC launch.

Its proximity to NYS Route 30 and the village of Northville could make this area a moderately popular natural area even though fingers of "wetlands" and open water penetrate into the parcel when water levels are high. There are interesting mud flats along with the usual rocky shoreline. The site could offer shoreline bird watching opportunities and provides attractive views of the reservoir and surrounding landscape. The town/village suggested the option of running the beach under an agreement similar to the one DEC has with the Broadalbin Boat Launch where the Department issues a permit for the town to run the beach on DEC lands.

DEC Operations staff have reservations over management of a day-use area at this location and suggest that possible negative impacts to the nearby Northampton Beach day use area may result if this area was further developed. DEC Fisheries staff do not support the development of non-boater facilities immediately adjacent to or adjoining Department boat launches. While the land adjacent to the boat launch could provide for expanded parking to accommodate canoe/kayak use, the location behind the present toilet facility floods in the Spring presenting a construction problem in potential wetlands. While this option remains a viable alternative it is not the recommended management strategy.

Alternative 3 - This **preferred alternative** would involve a modernization of the existing boat launch to address site problems and lack of accessibility. This alternative will enhance recreational boating and provide access opportunities for mobility impaired individuals. Therefore, this option will be supported by this UMP.

Alternative 4 - This alternative would involve an expansion of existing boat launch capacity by developing additional parking capacity. This alternative would increase motor boat use on the Great Sacandaga Lake which is already experiencing a large degree of use. Therefore, this option will not be supported by this UMP.


Private Land
Northville Boat Launch
Great Sacandaga Lake
Approximate shoreline late summer water levels
NYS Route 30
Existing Path
HRRD Lands under permit to Town/Village
Private Land
LEGEND
Bench
Access Road
Launch
Parking
Register
Great sacandaga lake.shp
Toilet Facility
Foot Bridge
Pipe Gate
N
Proposed canoe/kayak access site
Town/Village Beach & Parking
0.04 0 0.04 0.08 0.12 0.16 Miles

APPENDICES

MOUNTAIN BIKE TRAIL STANDARDS AND GENERAL GUIDELINES
According to the International Mountain Biking Association

- Look for and identify control points (i.e wetlands, rock outcrops, scenic vistas).
- Avoid sensitive areas; wetlands and wherever water collects.
- Keep trails below 2,000 ft.
- Use existing roadways where possible that do not exceed grades of 10%.
- Clear new trails to a maximum width of four feet to establish a single track route.
- Keep tread width less than 18" along a rolling grade.
- Texture the tread- this is the act of placing natural features, such small rocks, logs in the trail to help control speed.
- Remove vegetation at the root level - not at ground level
- Keep routes close to the contour and avoid fall lines where water is likely to flow downhill.
- On side slopes, following the contour, cut full benches to construct the tread. Outsloping in this manner helps to remove water from the trail. Vegetate backslopes.
- Build flow into the trail with open and flowing designs with broad sweeping turns.
- Streams should be crossed at ninety-degree angles preferably across rock or gravel.
- Bridges may be used where steep banks prevent normal stream crossings. The latter may require an APA Wetlands Permit.
- Do not construct skid berms or extensive banked turns that may accelerate erosion
- Avoid acute, sharp angle turns.
- Plan trails for beginners to intermediate levels of riders
- Maintain an overall grade of 10% or less.
- Allow short changes in grade to avoid obstacles
- Design grade dips to break up long, straight linear sections, and to help divert runoff from the tread
- Monitor and inspect all trails semi-annually. Address water problems immediately.

Man-Made Structures and Improvements (See Existing and Proposed Facilities Map)

The following is a comprehensive listing of the man-made structures and improvements currently existing on SMWF lands and waters. Field data was collected in 2002, using GPS technology with digital photos taken of bridges and other significant structures. Encroachments of facilities and/or structures believed to be unauthorized occupancies of State lands are identified separately. Where the facility itself or a portion thereof is located on private lands the symbol # is used. The symbol [ ] identifies amount of private land crossing. Dates constructed and condition are reported when the information was available.

Terminology and condition when rated follows the Department's Maintenance Management System (MMS) descriptions. For example, asset condition is described when known as: good, fair, poor or scrap:

Good- Asset is in like-new condition or minor deterioration is visible. Asset is used as originally intended. All Asset services are proper and adequate. (If Building: Building is in like-new condition or minor deterioration is visible. Building is used as originally intended. All Building services are proper and adequate.)
Fair- Normal wear and tear is apparent. Asset is still used as originally intended. (Building: Normal wear and tear is apparent. Building is still used as originally intended. Building services are proper and adequate)
Poor- Definite deterioration is obvious or Asset is not usable because of poor condition. Asset or portions thereof might be usable. Some Asset services may be used. Asset may have a use other than originally intended. (If Building: Definite deterioration is obvious or building is not usable because of poor condition. Building may be occupied by a use other than originally intended. Building or portions thereof might be usable. Some Building services may be used.
Scrap: Asset needs to be removed or somehow eliminated.

1. Barriers (11) - Barriers are of different types depending on the type of use, type of facility (road or trail) or desired type of control: Permanent-(P), Administrative-(A), or Controlled Access-©).

a. Road (5) Total number: Rock/Earth - 3, Pipe Gates -1
(1) Rock barrier (P) on old road to Pine Lake Inlet - Date of construction unknown.
(2) Rock barrier's-2 (P) on the old Pinnacle Road- Date of construction unknown.
(3) Rock barrier-1 (P) on private access driveway, Godfrey Road- Date of construction 2002.
(4) Pipe gate (A) on the Holmes Lake Trail - Date of construction unknown, Good
(5) Pipe gate (A) on the old road to Mud Lake - Date of construction unknown, Fair

b. Trail (4)
(1) Pipe gate (A) on the Sailor Swamp Trail (west of Pinnacle Rd.) - Date of construction 2001, Good
(2) Pipe gate (A) on the Illegal Snowmobile Trail (east of Pinnacle Rd.) - Date of construction 2001, Good
(3) Pipe gate (A) on the Irving Pond Snowmobile Trail -Date of construction unknown, Fair
(4) Pipe gate (A) on the Bellows Lake Snowmobile Trail (Shutts Rd.) - Date of construction unknown, Good

c. Other (2 rock barriers, 2 pipe gates)
(1) Rock barrier's-2 (P) perpendicular to waterline, Pine Lake - Date of construction unknown.
(2) Pipe Gates -2(P) on Niagara Mohawk powerline ROW (Mussey Road).

d. Fencing (unknown) Barbed wire fencing can be found adjacent to some property lines.

2. Boundary Lines (± 140 miles) - Within the SMWF, one boundary line agreement exists.

3. Bridges/Drytread/Other Assets - Various types of structures are constructed to enable the user to cross watercourses and wet areas or to harden the trail to accommodate public use while protecting the resource. N/A-denotes where information was not available. Dimensions of bridging is listed by: width x length. A bridge is defined as a facility constructed with dimensional lumber having stringers with separate perpendicular decking, with or without railings. Stringer bridges consists of mostly flat topped logs where the stringer also serves as the walking surface. Occasionally, dimensional lumber is used.

a. Trail Bridges (1)
(1) Indian Lake Ski Trail (1), 6'x40' with 2-6'x7' ramps, Good

b. Culverts (1)
(1) Bellows Lake Snowmobile Trail, 12"x 10', Fair

c. Snowmobile Bridges (29, additional unknown amount of corduroy and pallets)
(1) Bellows Lake Trail (13, mostly user created), 6'x20', Fair; 6'x14',Fair; 6'x20',Good; 6'x25',Fair; 6'x15',Fair; 6'x12', Fair; 6'x10',Fair; 6'x12',Fair; 6'x25',Fair; 6'x20',Fair; 6'x4', Scrap; 6'x8', Good; and 6'x25',Fair.
(2) Holmes Lake Trail (2, mostly user created), 8'x15',Good and 6'x15',Fair
(3) Sailor Swamp Trail (6, mostly user created), 8'x15' with 6'x10' ramp;Good; 5'x14',Fair; 5'x14',Fair; 8'x70', Poor; 6'x11',Fair; and 6'x10', Fair
(4) Chase Lake Trail (4, a few user created), 8'x14, Good; 8'x21',Good; 6'x22',Scrap;and 4'x13',Scrap. Additional 3'x30'of stringer bridging, Fair
(5) Town of Bleecker-Illegal trail (3, user created), 6'x12',Poor ; 6'x24' (including ramps),Good and 6'x12',Fair
(6) Town of Caroga-Illegal trail (1, user created), 6'x35',Fair

4. Buildings (1)
a. Kane Mountain Observers Cabin at summit, Fair

5. Buoys (user placed, N/A)

6. Cable Crossing (0)
a. Stony Creek, 1 remains (While used in the past, this illegal facility was washed out in 2003)

7. Camping Sites -Designated primitive tent sites are identified with a camp here yellow disc. Facilities on these sites are often minimal accommodating up to three tents and groups up to nine without a permit. An additional undetermined number of non-designated sites are

occasionally found where sporadic camping activity has occurred but the site has not been formally identified with camp here markers.

Primitive Tent (+ 7 sites, designated) These sites are primarily waterfront locations or adjacent to area trails and roads.

Group Sites (0, None currently exist within the unit) Larger group sites for not more than seven tents can accommodate a maximum of twenty people.

Location	Site #	Distance from Trail	Distance from Water	SD	VGC	TD	NS	Status
Holmes Lake	1	0 feet	5 feet	6	1	43%	1	2
Holmes Lake	2	0 feet	25 feet	2	1	100%	0	2
Holmes Lake	3	0 feet	20 feet	3	1	60%	3	2
Indian Lake	1	0 feet	70 feet	0	1	0%	0	2
Pine Lake	1	162 feet	88 feet	31	1	23%	1	2
Pine Lake	2	0 feet	20 feet	0	2	0%	1	2
Stewart Lake	1	120 feet	30 feet	10	1	0%	1	1

*Occasional camping has been reported to occur on Irving Pond, Otter Lake, Green Lake, Holmes Lake Road, Shutts Road, and other locations within the SMWF to a minor degree.
SD-Distance (to the nearest foot) of shoreline where vegetation is absent or obviously disturbed by trampling. VGD-Vegetative ground cover onsite: 1=0-25%, 2=26-50%, 3=51-75%, 4=76-95%, 5=96-100%
TD-Percentage of the number of trees within or on campsite boundaries with Moderate-Severe Damage (large branches cut or broken off and/or large or extensive knife or ax scars divided by total number of trees within impacted camping area.)
NS- A count of the total number of tree stumps (>1 inch [2.5 cm] diameter) within or on campsite boundaries.
Status--0 = non-designated -- Illegal, 1 = non-designated -- legal, 2 = designated

8. Communication Facility (0)

9. Dams (1 existing, several remains)
a. Fish Hatchery Dam, 32"wide x 9' high x 71' long, Fair
b. Remains old dams (Holmes Lake Trail, Tannery Road, Bellows Lake (remains of old dam, including stone dike and spillway foundation timbers.) Additional dams on private land - (Pine Lake, remains at Frie Flow)

10. Docks (unknown) - user created, majority are valid exercise of riparian rights. Occasional illegal floating swimming platforms are anchored to Forest Preserve lands.

11. Dumps (0, remains associated with old buildings)
a. Old building remains and debris at Jackson Summit Hunting Club, and Shutts Road.

12. Fireplaces(1 existing, 1 partial) - This facility 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.
a. Chase Lake, fair
b. Kane Mountain Summit (cemented in rock ring)

13. Gravel Pit (unknown number of old pits, closed)
a. Tannery Road (1), site needs to be reclaimed.

14. Helicopter Landing Sites (0)
Clearing on Kane Mountain summit occasionally used for staging of materials.

15. Historic Locations, Memorials, and Plaques (1) Cast iron, good condition
a. Plaque (NYS Route 10):

100 Year Forest Preserve Centennial
State Land
Leaving Forest Preserve
Acquired 1900
A Part of 2,756,500 Acres
of Wild Forest Maintained
For Free Public Use
NYS Environmental Conservation Dept. 1985

b. Cemeteries - Stony Creek-Town of Benson, status and location unknown
SW parcel - small private exception - 12 headstones

16. Leantos (1)
Chase Lake (1) This lean-to is non-conforming with APSLMP criteria because of proximity to water, less than 100 feet. Condition: Fair-Good

17. Picnic Areas (0)

18. Pit Privies (2) - These facilities consist of a wooden structure enclosing an unsealed hole in the ground used to regulate human waste. They are generally placed at locations where there is a high concentration of use.
a. Chase Lake, fair
b. Kane Mountain Summit, good.

19. Roads
a. Public Highway (Maintained by a State agency or a local government and open to the public) The road type identifies surface and nature. Paved (P), Gravel(G). Assumed Status: Fee Title (FT), Easement (E), Assumed Right-of-Way (AROW), Unknown (UNK). The approximate miles is the lineal length of SMWF road frontage along the highway.

(1) Maintained (Highway maintained by NYSDOT, County, or Town)- 13 miles

Name	Type	Jurisdiction	Status/Width	Approx. miles
ROUTE 10	P	NYS	FT-various width	2.0
ROUTE 29A	P	NYS	FT-various width	0.15

ROUTE 10/29A	P	NYS	FT-various width	0.95
ROUTE 112	P	F.COUNTY	FT-various width	0.5
ROUTE 125	P	F.COUNTY	FT-various width	2.3
ROUTE 6	P	H.COUNTY	FT-various width	1.9
ROUTE 30	P	NYS	FT-various width (Northville Boat Launch-500ft)	0.1
			TOTAL	**7.9**

Name	Type	Jurisdiction	Status		Approx. miles
Stoner Lake Road	G	Town	AROW		0.1
Pine Lake Road	G	Town	AROW		0.0
Mussey Road	G	Town	AROW		0.9
Lane Road	G	Town	AROW		0.2
S.Shore East Caroga Lake Rd.	G	Town	AROW	(107 ft)	0.02
Shutts Road	G	Town	AROW		0.1
Holmes Road	G	Town	AROW		1.1
Hunt Road	G	Town	AROW		0.1
Pinnacle Road	G	Town	AROW		0.4
Lake Edward Road	G	Town	UNKNOWN	(220 ft)	0.04
Godfrey Road	G	Town	AROW		0.6
Grant Road	G	Town	AROW	(132 ft)	0.02
North Road	G	Town	AROW		0.2
Gifford Valley Road	G	Town	AROW		0.2
Tannery Road	G	Town	UNKNOWN		0.3
Tolmantown Road	G	Town	UNKNOWN		0.6
Warner Hill Extension	G	Town	UNKNOWN		0.3
Hilley Road	G	Town	AROW		0.5
				TOTAL	**5.7**

Note: Storer Road (Cramer Road) - 0.3 miles over wilderness to be reclassified to SMWF.

(2) Limited maintenance - 0.9 miles over SMWF lands

Name	Type	Jurisdiction	Status	Approx. miles
Irving Pond Road	G	Town	AROW	0.4

Ends at SMWF land at turnaround at Irving Pond. Also walked by the public. The road parallels the outlet of Irving Pond with nice views of the stream when the water is high in spring. DEC has right to maintain. Contains 14" culvert, poor condition.
Condition: Rough and rocky 10 foot wide gravel road. Has had some maintenance work in the past.

Name	Type	Jurisdiction	Status	Approx. miles
Tannery Road	G	Town	AROW	2.0

Section of road between Racker Vly Outlet and Tolmantown (0.3 miles- SMWF lands) in the Towns of Bleecker and Mayfield. Provides access to State lands, private landowner (roads end camp), Finch Pruyn, Inc., and lessees. Currently used by 4WD vehicles and ATV's for three seasons of the year and designated as a snowmobile trail for use in the winter. Contains culverts: 4'x14', Fair ;2'x14' Fair-Poor and 4'x14' Fair Eroding bank at Lynus Vly Outlet location

Condition: Gravel road with 9-10 foot average roadbed width. Rough and rocky on the beginning section through SMWF lands near Roads End Camp.

Name	Type	Jurisdiction	Status	Approx. miles
Tolmantown (Tomantown) Road	G	Town	UNKNOWN	2.4

From Jackson Summit Road (north of Cameron Pond) to Tolmantown (0.5 miles- SMWF) in the town of Mayfield. Currently designated for the public as a snowmobile trail, also used by motor vehicles.
Condition: Rough gravel road. Has had some maintenance work in the past.

Name	Type	Jurisdiction	Status	Approx. miles
Warner Hill Road Extension	G	UNKNOWN	UNKNOWN	4.1

Section of road between Mountain Road to Hartwell Swamp (0.1 miles over SMWF lands in two different parcels) in the town of Mayfield. Provides access to State lands, private landowners, Finch Pruyn, Inc., and lessees. While a part of this road was used as a snowmobile trail in the past, the private landowner closed the trail in 2003. On the 1902 USGS Broadalbin 15' quadrangle, reprinted 1939, the road is shown ending at buildings southwest of Mud Lake.
Condition: Unknown

b. DEC Roads - The following road information was collected from regional DEC staff and various other sources. These roads are currently being used by public motor vehicles with a few occasionally being used illegally by ATVs. Any road not appearing on the list below is closed to the public for motor vehicle travel.

(1) Open Roads (Public motor vehicle use currently permitted) - 1.1 miles
(a)**Holmes Lake Road** - 0.1 mile (No Barrier between end of town road and parking area)
From end of Town Road to pipe gate. Beyond the gate, a good road bed continues north to the Holsted and Ward mill site, continuing to an old settlement site south of Holmes Lake.
Condition: Has had some maintenance work in the past.

(b) **Godfrey Road Extension (ROW over United Rod and Gun Club)** - 0.8 mile (No Barrier, Department has administrative right to maintain road.)
This road begins at the end of the town highway and continues to wilderness boundary line. The road is currently used by the public.
Condition: Rough with wet areas, mostly 4-WD access.

(c) **Fish Hatchery Pond Road** - 0.2 mile (No Barrier) From Green Lake Road to Kane Mt. Trailhead to Fish Hatchery Pond. A small portion of the beginning of this road from the Green Lake Road crosses over private land. Road length is 395' to the Kane Mountain trailhead, 13' wide, culverts (2), steel

(d) **Access Driveway**- 0.0 mile (No Barrier) Approximately 100 feet long from the Gifford Valley Road to the State boundary. The road continues for another 300 feet to a pipe gate.

(2) Administrative Use Roads - (1 road - additional roads over private land are used occasionally by DEC staff to access SMWF lands)
(a) **Fish Hatchery Pond Road** - 0.1 mile (Proposed Barrier) From Kane Mt. Trailhead to Fish Hatchery Pond. Approximately 13' wide

(3) Closed Roads - N/A miles (Public motor vehicle use prohibited)
Numerous short roads and/or sections of road are scattered throughout the unit consisting of old logging roads, blowdown salvage roads, etc. Some provided access to private property in the past under TRP. Others that were public highways at one time in the past cross parts of the SMWF. They include the old Hilley Road, Mussey Road extension, "Old State Road", etc.

c. Private Road
(1) Easement Roads - 0.3 miles
(a) **Road** - 0.1 mile(Barrier)
Easement road for ingress and egress of property owners south of Irving Pond..
(b) **Unnamed Woods Road** - 0.2 mile (No Barrier)
Private ROW over newly acquired lands to Hatch Brook

(2) Legal status to be clarified - 0.4 miles
(a) **Unnamed Woods Road** - 0.1 mile (No Barrier)
Access to private lands next to Otter Lake.

(b)**Unnamed Woods Road** - 0.3 mile (No Barrier, starts on private land) - Right of access to a landlocked private parcel by easement by necessity must be determined by court. Department legal staff in 1999 recommended not issuing TRPs for the road and allowing landowner use.

(c) **Old Sawmill Road** - 0.36 mile (No Barrier) - State ownership is to the center of the road, subject to the rights of others.

20. Scenic Vista/Rest Area (1, DOT maintained)
a. NYS Route 10 pull-off, north of Hamilton/Fulton County Line

21. Signs - There are numerous signs and trail markers within the unit with larger DEC trailhead identification signs for the Northville-Lake Placid trail, and smaller entrance signs for Kane Mountain, etc.

22. Trail Facilities - Trails within the unit are marked with round discs, three inches in diameter, in red, blue, or yellow colors. Four inch orange markers designate snowmobile trails. Actual trail distance for most trails was determined by using a rubber wheeled rolotape in the field, 2002 data. Measurements made with a trail wheel are limited by the rocks, bumps, ridges and steps found on rugged trails but have a greater accuracy than measured distances taken from a flat map. Indicated mileage is the portion of the trail that crosses over SMWF lands. Trail length over private lands is also listed when necessary to access the State land.

a. Trails (marked and designated, ± 12.5 miles over SMWF lands) Additional 11 miles of NPT is along public highways [See Section I-E - Public Easements]#
(1) Foot - Trails are classified based on present condition and level of use. Categories of trails range from Class-I (Unmarked Route) to Class-V (Trunk Trail). See Appendix 12 for trail standards.
(a) Marked (± 1.1 miles, additional 11 miles of the Northville-Lake Placid Trail along roads)
Note: The Chase Lake trail and Holmes Lake trail are primarily snowmobile trails with occasional foot trail markers. They are listed in the snowmobile trail inventory)

1. **Kane Mountain - East Trail** (Type-V, Red markers) - 0.8 mi. Tread width-5', cleared width-6'
From the Fish Hatchery Pond Road parking area to the fire tower at the summit. This trail follows an old jeep road that was cut up the mountain to haul materials for the cabin and is suitable for family groups. There are 13 waterbars with some of the steeper grades needing additional waterbars to help prevent erosion. Views from the summit are restricted by vegetation.

2. **Kane Mountain -South Trail** (Type-II, red markers) - 0.3 miles [additional .2 mile on private land from Schoolhouse Road to SMWF boundary] Tread width-6', cleared width-8'
From the Schoolhouse Road to the fire tower. This trail rises nearly 600 feet and is not suitable for family groups. There are no trail improvements. No longer maintained due to lack of parking and unsecured private land crossing.

3. **Northville-Lake Placid Trail** (Type-V, Blue markers) - 11.0 miles along public highways [additional 0.8 mile on private land from the end of the Godfrey Road to State boundary]
From the Northville Bridge to the NYS/private boundary north of Benson. From Upper Benson the trail follows a public ROW to the Silver Lake Wilderness boundary. Several wet and eroding sections along the ROW road.

(b) Unmarked
1. Old Woods Roads - Unmarked foot trails which have evolved by continued use or are on old roads. Areas include: Pinnacle Valley Path (from Pinnacle Road) - 2.6 mi., Little Holmes Lake Trail- 1.0 mi., Hidden Vly - 2.7 mi. Pine Lake Inlet- 1.1 mi. and Mud Lake - 1.8 mi.

Kane Mountain - North Trail (Type-I, unmarked) - 0.7 miles. Tread width-2', cleared width-3'
From the Pine Lake Cross Country Ski Trail to the fire tower.

(2) Snowmobile - Due to occasional mixed public uses some trails are named as individual segments, even though they are a part of a larger corridor snowmobile trail. Trails are classified based on present condition, level of use, and relationship to adjacent trail sections, communities or facilities. With the exception of the Chase Lake trail, the remainder of unit snowmobile trails comprise sections of long trails designated as either NYS 8 or 8B Corridor trails. OPRHP categories of trails (See Appendix 13) on NYS lands range from Type-B to Type-D. Sections that have been groomed are identified by (G).

Snowmobile Corridor Trails
OPRHP funded trails only are classified according to their width and whether or not they are groomed. Different funding levels per mile apply to each classification. DEC trail classifications are different from OPRHP and are more restrictive. See Appendix 13.

(a) Marked (± 8.1 miles)
1. **Chase Lake Trail** (UG for past few years, Type-Local) - 2.0 mi.
From the end of the Pinnacle Road to Chase Lake lean to. Mostly level with occasional wet areas. Average trail width 6'. Also marked as a foot trail.

2. **Bellows Lake Trail** (G, Type-Corridor C8) - 3.4 mi. [additional small section over private land]#

From Shutts Road to Holmes Lake Trail. Several steep areas, rocks and damp sections. Western segment used by public to access Irving Pond from the Shutts Road. Average width varies from 6' - 8'.

3. **Holmes Lake Trail** (G, Type-Corridor C8) - 1.1 mi. Short spur trail to lake is not a corridor trail) From Holmes Road to Holmes Lake. Average width 8'. Also marked as a foot trail

4. **Irving Pond Spur Trail** (G, Type-Local) - .1 mi. [0.8 mi. is over private land]#
From Irving Pond Road to Bellow Lake Trail. The section over SMWF lands is located mostly on an old woods road. Average width varies from 7' - 8'.

5. **Sailor Swamp Trail** (G, Type-Corridor C8) - 1.5 mi. [Starts on short piece of private land]#
From the Pinnacle Road to Holmes Road. Includes short 320 foot spur trail to private land. Average width 6-8'.

(b) Town/County Trails (± undetermined miles) [mostly in highway right-of-ways or along old town roads] Additional mileage occurs across private lands forming a network of snowmobile trails within the unit. The actual location over private lands is subject to change and is often negotiated by the various towns with permission agreements or leases.

1.**Tannery Road Trail** (G, Type-Corridor C8) - 0.3 mi. [Majority of trail on private lands]#
From Great Sacandaga Lake to CR Route 125 (Benson Road). There are a few sections over State lands with some exposed rocks. The Warner Hill Extension portion of the trail was closed by a private landowner in 2003.

2. **Tolmantown Road Access Trail** (G, Type-Corridor C8B) - 0.5 mi.[Majority of trail on private lands]#
From Great Sacandaga Lake to Towmantown Trail. There are two small sections over SMWF lands with some exposed rocks and steep grades.

3. **Illegal Trails** - Sections of old road and illegal trails totaling approximately 3.5 miles are used by snowmobilers in the Pinnacle Road, Hilley Road, and Peck Creek areas. A portion of this use is on woods roads that were once public highways or where the State owns only the center of the road, like the “Old Sawmill” Road.

(c) Unmarked - Including snowmobile activity on the frozen water surface of Irving Pond, Bellows Lake, Chase Lake and Holmes Lake.

(3) Cross Country Ski Trail (± 3.3 miles)
(a) Marked - ± 3.3 miles (Additional mileage on adjoining private lands)
1. **Pine Lake Trail** (Type-VI, Yellow markers) - 1.1 mi. Total- [Additional short section on private land]# Tread width-6', cleared width-7'
From Green Lake Road Parking Area to campground on private land (winter access only).
2. **Indian Lake Trail** (Type-VI, Yellow markers) - 2.2 mi. Tread width-3', cleared width-5'
From Hatchery Pond Road Parking Area to Indian Lake. Trail follows an old logging road and also includes two short 0.1 mile spur trails to Stewart Lake. Steep hill at beginning.

(4) Horse Trails (0) - There are no officially designated horse trails in this unit.

b. Trailheads
(1) With Maintained Parking (35)
(a) Fish Hatchery Pond Road, Kane Mountain/Cross Country Ski Trails (vehicle capacity: 8)
(b) Holmes Lake Road, Holmes Lake Trail (vehicle capacity: 4)
(c) Pinnacle Road, Chase Lake Trail, access to Pinnacle Area (vehicle capacity: 4)
(d) North Road, (vehicle capacity: 4) A small road shoulder parking area was constructed on SMWF lands at the end of the road. Little used since the Cathead Mountain Trail is closed.
(e) Pine Lake cleared area at end of Pine Lake Road (vehicle capacity: 10)
(f) Godfrey Road (vehicle capacity: 5)

(2) Without Maintained Parking (undetermined vehicle capacity, can range from15 to 25, depending on how many pull offs, wide shoulders, or small roadside clearings are counted.)
(a) Irving Pond Road
(b) Shutts Road
(c) Gifford Valley Road
(d) Other locations where snowmobile trails cross public roads can provide access to State land.

c. Registers (2)
(1) Northville-Lake Placid Trail (Godfrey Road)
(2) Kiosk (Fish Hatchery Pond Road trailhead)

d. Trail/Road Easements (2)
(1) Easement over private lands for travel over the part of the Northville Lake Placid Trail along an old town highway over Lots 48 and 73, Benson Tract, town of Benson. Recorded in the Hamilton County Clerk's Office on August 15, 1968 in Book 143 of Deeds at page 218.
(2) Easement over private lands for travel to Pine Lake cross country ski trails.

e. Trail/Road Agreements (numerous)

23. Towers and Appurtences (Fire and Radio)
a. Kane Mountain Fire Tower
The 60-foot tower consists of a square steel and open "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.

24. Utilities (Undetermined mileage) - Electric/phone/cable line and associated poles/anchors along Town Roads with SMWF frontage or outside ROW of NYS or County highways. In a few locations Niagara Mohawk Power Corporation has a legal right-of-way over State land.
(1) Powerline ROW - 75' width on both sides of the Mussey Road.

25. Waterway Access Sites
Does not include campground boat launches or Northville Boat Launch site
a. Developed (0)
b. Undeveloped (3)
(1) Pine Lake
(2) East Stony Lake Rest Area - DOT maintained

(3) Green Lake - DOT shoulder parking and access

26. Water Pipe (0)

27. Water Springs (0)

28. Water Gauges (1)
a. Green Lake, located west of NYS Route 10/29A

29. Wildlife and Fisheries Structures (unknown)

Acronyms

AANR	Adopt a Natural Resource Agreement
AARCH	Adirondack Architectural Heritage
AATV	Adirondack Association of Towns & Villages
ADA	American with Disabilities Act
ADAAG	Americans with Disabilities Act Accessibility Guidelines
ADK	Adirondack Mountain Club
ALSC	Adirondack Lakes Survey Corporation
ANC	Acid Neutralizing Capacity
APA	Adirondack Park Agency
APLUDP	Adirondack Park Land Use Development Plan
APSLMP	Adirondack Park State Land Master Plan
ARTC	Adirondack Regional Tourism Council
ATB	All Terrain Bicycle
ATV	All Terrain Vehicle
BBA	Breeding Bird Atlas
BP	Before Present
CAC	Citizen's Advisory Committee
DEC	Department of Environmental Conservation
DMU	Deer Management Unit
DOT	Department of Transportation
EIS	Environmental Impact Statement
EPA	Environmental Protection Act of 1993
EQBA	Environmental Quality Bond Act
ECL	Environmental Conservation Law
ESF	College of Environmental Science and Forestry
FEIS	Final Environmental Impact Statement FP
FP	Finch, Pruyn & Co.
GIS	Geographic Information System
HRBRRD	Hudson River - Black River Regulating District
IMBA	International Mountain Biking Association
LAC	Limits of Acceptable Change
SMWF	Shaker Mountain Wild Forest
MOU	Memorandum of Understanding
NAPAP	National Acid Precipitation Assessment Program
NBWI	Native-But-Widely-Introduced
NSA	Natural Spawning Adequate
NYCRR	New York Code of Rules and Regulations
NYS	New York State
NYSM	New York State Museum
OPRHP	Office of Park, Recreation & Historic Preservation
ORV	Off-Highway Recreational Vehicle
OSP	Open Space Plan
ROW	Right-of-Way
SEQRA	State Environmental Quality Review Act
SCORP	Statewide Comprehensive Outdoor Recreation Plan
SUNY	State University of New York

T & C	Totten and Crossfield
TRP	Temporary Revocable Permit
UH	Upper Hudson
USGS	United States Geological Survey
UMP	Unit Management Plan
WMU	Wildlife Management Unit

Definitions

This list was developed from a variety of sources, including the APSLMP, Forest Service definitions, etc. When there was a difference in content, the APSLMP definition is used.

Adirondack Forest Preserve - consists of land owned by the State within the 12 Adirondack counties. Essentially all of the 2.72 million acres of State land within the Adirondack Park is Forest Preserve and is protected by Article 14 of the State Constitution.

Adirondack Park - consists of six million acres of public and private land within a boundary delineated in the Environmental Conservation Law. At the present time, State ownership accounts for some 45 percent of this area.

Adirondack Park State Land Master Plan - A document prepared by the Adirondack Park Agency in consultation with the Department of Environmental Conservation that is designed to guide the preservation, management, and use of all State lands within the Adirondack Park.

Administrative Barrier - A barrier that can be opened to allow travel over the road by State personnel for administrative or emergency purposes. An administrative barrier should consist of a swing barrier constructed of pipe.

All Terrain Bicycle - A non-motorized bicycle designed or used for cross-country travel on unimproved roads or trails.

Americans with Disabilities Act - a major civil rights law prohibiting discrimination on the basis of disability in the private and public sectors.

Americans with Disabilities Act Accessibility Guidelines - guidelines for ADA compliance in the construction of new facilities and the alteration of existing facilities.

Americans with Disabilities Act Accessibility Guidelines, Proposed - guidelines recommended in the September 30, 1999 Report by the Federal Regulatory Negotiation Committee on Outdoor Developed Facilities to the U.S. Architectural and Transportation Barriers Compliance Board (Access Board), including the appendix to the Report.

Beaver Ponds - Impoundments created by dam building activities of beaver.

Boat Launching Sites - Developed sites which provided public access to relatively large waters by providing ramps for launching trailered boats along with parking facilities for vehicles and trailers.

Campground - A concentrated, developed camping area with controlled access which is designed to accommodate a significant number of overnight visitors and may incorporate associated day use facilities such as picnicking.

Controlled Access Barrier - A barrier that can be opened to allow travel over the road by private individuals or organizations who have the legal right of such travel. A controlled access barrier should be of the same design and construction as an administrative barrier.

Cross-Country (Nordic) Ski Trail - A marked and maintained path or way for cross-country ski or snowshoe travel, which has the same dimensions and character and may also serve as a foot trail, designed to provide reasonable access in a manner causing the least effect on the surrounding environment and not constructed, maintained or groomed with the use of motor vehicles.

Cultural Resources - Any building, structure, district, area, site or object including underground and underwater sites, that is of significance in the history, architecture, archaeology or culture of the State, its communities or the nation. (New York Code Rules and Regulations title 9 part 426.2)

Easement - An interest in land owned by another that entitles its holder to a specific limited use or enjoyment. Easements are reserved for specific purposes, typically trails, roads, etc. Easements are restricted in physical size and the use(s) allowed. The season and duration of use may also be restricted. Easements cannot be used for other purposes.

Eminent Domain - The power of government to acquire real property for a public purpose upon payment of just compensation.

Exemplary Natural Community - An assemblage of plant and animal species living together and having close interaction that has been largely undisturbed by humans.

Exploitably Vulnerable - Native plants likely to become threatened in the near future throughout all or a significant portion of their ranges within the state if causal factors continue unchecked. (NYCRR Title 9 part 193.3)

Fee Acquisition - The Term "fee" applies to the purchase of all rights to property. This differs from purchasing an easement in which only certain rights are purchased.

Fish Barrier Dam - A man-made device or structure used to prevent the upstream or downstream migration of fish for the purpose of protecting a high-value fishery or population of fish indigenous to the protected body of water.

Fishing and Waterway Access Site - A site for fishing or other water access which provides public access and parking for vehicles which does not contain a ramp for or otherwise permit the launching of trailered boats.

Forage Fishes - Small fishes which serve as food for larger, carnivorous fishes; e.g., rainbow smelt represents a traditional forage fish for landlocked salmon.

Foot Trail - A marked and maintained path or way for foot travel.

Leanto - An open front shelter made of natural materials suitable for temporary or transient residence.

Motor Vehicle - A device for transporting personnel, supplies or material that uses a motor or an engine of any type for propulsion and has wheels, tracks, skids, skis, air cushion or other contrivance for traveling on, or

adjacent to air, land and water or through water.

Motorboat - A device for transporting personnel or material that travels over, on or under the water and is propelled by a non-living power source on or within the device.

Multi-Species Waters - Waters which support more than one fish species. The great bulk of Adirondack Zone waters meets this definition.

Multiple Use Trail-A trail that accommodates more than one trail use. Trail uses could include, but not necessarily limited to: walking, hiking, backpacking, bicycling, mountain bicycling, horseback riding, off-highway vehicle riding, snowmobiling, jogging, running, etc.

Native Species Waters - Waters supporting native Adirondack Zone fish species. Example: brook trout, lake trout, round whitefish.

Natural Materials - Construction components drawn from the immediate project site or materials brought into the construction site that conform in size, shape and physical characteristics to those naturally present in the vicinity of the project site. Such materials include stone, logs and sawn and treated timber. Natural materials may be fastened or anchored by use of bolts, nails, spikes or similar means.

Natural Spawning Adequate Waters - Brook trout ponds and numerous small, headwater stream sections with mainly slow-growing or stunted brook trout populations which are self-maintained by natural reproduction. Also includes the great majority of warmwater and non-game fish species.

Nonnative Species Waters - Waters supporting introduced, nonnative fish species, such as yellow perch and black bass.

Permanent Barrier - A barrier that will close a road permanently to all future travel -- public or administrative -- on such road. A permanent barrier should consist of an earth, rock, or ditch (or any combination thereof) barricade of substantial proportions so as to be obvious and require little or no maintenance.

pH Value - Represents the effective concentration of hydrogen ion. The practical pH scale extends from 0 (very acid) to 14 (very alkaline). Waters with pH value below 7 are acid while those above this value are alkaline.

Primitive Tent Site - An undeveloped camping site 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.

Reclamation - A management technique involving the application of a fish toxicant such as "rotenone" to eliminate undesirable fish populations.

Right-of-Way (ROW) - A corridor of land used by a public or private entity for a specific purpose, usually related to transportation or access.

Recreationist - Someone who directly participates in an outdoor recreational activity either as a resident or non-resident of the Park or as a visiting tourist.

Resident - One of approximately 130,000 or more people who permanently resides on private lands within the Park.

Road - An improved way designed for travel by motor vehicles and either, (a) maintained by a State agency or a local government and open to the general

public; or (b) maintained by private persons or corporations primarily for private use but which may also be partly or completely open to the general public for all or a segment thereof; or c) maintained by the Department of Environmental Conservation and open to the public on a discretionary basis; or (d) maintained by the Department of Environmental Conservation for its administrative use only.

Seasonal Resident - Individuals who have their permanent residence outside the Park but who own a second home; rent or lease a residence, cabin, or campsite; or temporarily reside in the Park for a month or more on a seasonable basis.

Small Ponds - Ponds of less than one surface acre which are generally considered too small for management purposes or to provide significant angling opportunities.

Small Streams - Streams less than one mile long and less than 0.5 cfs summer flow. Too small to be considered for management purposes.

Snowmobile - A motor vehicle designed primarily to travel on snow or ice by means of skis, skids, tracks or other devices. It is specifically excluded from the definition of "motor vehicles" in 6NYCRR and the Vehicle and Traffic Law.

Snowmobile Trail - A marked trial designated by the Department of Environmental Conservation on which, when covered by snow and ice, snowmobiles are allowed to travel.

Special Angling Regulations - Departures from the statewide angling regulations. These are currently expressed as options in the fishing guide. May be more liberal or more restrictive than the statewide regulations.

State Environmental Quality Review - Is a process which requires all levels of State and local government to assess the environmental significance of actions which they have discretion to approve, fund or directly undertake.

Tourist - A person who resides outside the Park and stays one night in or near the Park for purposes of engaging in recreational or leisure activities.

Trail head - A point of entrance to State land which may contain some or all of the following: vehicle parking, trail signs, and visitor registration structures.

Unit Management Plan - a document that identifies the natural resources, man-made facilities, public use, and past management within a described geographic unit of State land. The plan covers all aspects of the environment and is the basis for all future activities on State lands for a period of five years.

Wildlife Management Structure - A structure or device designed solely for inventory or research purposes of for the protection or restoration of endangered species, that does not materially alter the natural character or resource quality of the land and that is made of natural materials whenever possible.

MAMMALS OF THE SHAKER MOUNTAIN WILD FOREST AREA*

COMMON NAME	SCIENTIFIC NAME	HABITAT TYPES	NEW YORK LEGAL STATUS	NHP RANK
Beaver	*Castor canadensis*	MF, adjacent to water	Game Species	S5
Big Brown Bat	*Eptesicus fuscus*	Wooded, semi-wooded	Unprotected	S5
Black Bear	*Ursus americanus*	DF, CF, MF	Game Species	S5
Bobcat	*Lynx rufus*	DF, MF, CF	Game Species	S4
Coyote	*Canis latrans*	All habitats	Game Species	S5
Deer Mouse	*Peromyscus maniculatus*	DF, CF, MF, open areas	Unprotected	S5
Eastern Chipmunk	*Tamias striatus*	DF, MF, hedgerows	Unprotected	S5
Eastern Cottontail	*Sylvilagus floridanus*	Fields, bogs, brushy	Game Species	S5
Eastern Pipistrelle	*Pipistrellus subflavusl*	Open areas, woodland	Unprotected	S5
Ermine	*Mustela erminea*	DF, MF, CF, old fields	Game Species	S5
Fisher	*Martes pennanti*	DF, MF, CF	Game Species	S3
Gray Fox	*Urocyon cinereoargenteus*	Lightly wooded, brushy	Game Species	S5
Gray Squirrel	*Sciurus carolinensis*	Mature DF, villages,	Game Species	S5
Hoary Bat	*Lasiurus cinereus*	DF, MF	Unprotected	S4
Hairy-tailed Mole	*Parascalops breweri*	DF	Unprotected	S5
House Mouse	*Mus musculus*	Buildings	Unprotected	SE
Indiana Bat (Myotis)	*Myotis sodalis*	Caves-winter, unk-	Endangered	S1
Keenes Myotis	*Myotis kees*	Woodlands, buildings	Protected	S5
Little Brown Bat	*Myotis lucifugus*	Buildings, caves	Unprotected	S5
Long-tailed Weasel	*Mustela frenata*	Old fields, DF	Game Species	S5
Longtailed or Rock	*Sorex dispar*	Talus slopes	Unprotected	S4
Marten	*Martes americana*	DF, MF, CF	Game Species	S3
Masked Shrew	*Sorex cinereus*	All w/ground cover	Unprotected	S5
Meadow Jumping	*Zapus hudsonius*	Open & brush areas in	Unprotected	S5
Meadow Vole	*Microtus pennsylvanicus*	Old fields, bogs,	Unprotected	S5
Mink	*Mustela vison*	Forested wetlands	Game Species	S5
Moose	*Alces alces*	DF, MF, CF, wetlands	Game Species	S1
Muskrat	*Ondatra zibethicus*	Marshes, rivers w/cattail	Game Species	S5
New England	*Sylvilagus transitionalis*	Forests edges, brushy	Game Species	S3
Northern Flying	*Glaucomys sabrinus*	CF, MF	Unprotected	S5
Northern Short Tailed	*Blarina brevicauda*	All habitats	Unprotected	S5
Norway Rat	*Rattus norvegicus*	Buildings	Unprotected	SE
Porcupine	*Erethizon dorsatum*	DF, MF, CF	Unprotected	S5
Pygmy Shrew	*Sorex hoyi*	Woodland edges	Unprotected	S4

MAMMALS OF THE SHAKER MOUNTAIN WILD FOREST AREA*

Raccoon	*Procyon lotor*	DF, MF, CF, adjacent to	Game Species	S5
Red Bat	*Lasiurus borealis*	All, forested areas	Unprotected	S5
Red Fox	*Vulpes vulpes*	Woodland edges, DF,	Game Species	S5
Red Squirrel	*Tamiasciurus hudsonicus*	CF, MF	Unprotected	S5
River Otter	*Lutra canadensis*	Lake, ponds, streams	Game Species	S5
Rock Vole	*Microtus chrotorrhinus*	Moist talus slopes	Unprotected	S4
Silver-haired Bat	*Lasioncteris noctivagans*	Forests adj. lakes, ponds	Unprotected	S4
Small-footed Bat	*Myotis leibii*	Unknown/caves	Special Concern	S1
Smokey Shrew	*Sorex fumeus*	DF, MF	Unprotected	S5
Southern Bog	*Synaptomys cooperi*	DF, bogs	Unprotected	S4
Southern Flying	*Glaucomys volans*	DF, MF	Unprotected	S5
Southern Red-backed	*Clethrionomys gapperi*	DF, CF, Boreal Forest	Unprotected	S5
Star-nosed Mole	*Condylura cristata*	DF, Wetlands	Unprotected	S5
Striped Skunk	*Mephitis mephitis*	Open forests, fields,	Game Species	S5
Varying Hare	*Lepus americanus*	CF, MF, alder swamps	Game Species	S5
Virginia Opossum	*Didelphis virginian*	Villages, roadsides	Game Species	S5
Water Shrew	*Sorex palustris*	High elevations,	Unprotected	S4
White-footed Mouse	*Peromyscus leucopus*	Woodland edges, DF,	Unprotected	S5
White-tailed Deer	*Odocoileus virginianus*	DF, MF, CF	Game Species	S5
Woodchuck	*Marmota monax*	Open areas, DF,	Unprotected	S5
Woodland Vole	*Microtus pinetorum*	DF, Meadows	Unprotected	S5

*Based on NYSDEC Vertebrate Abstract Data Sources; Significant Habitat Unit, Delmar, NY.

Habitat Types:

DF=Deciduous Forests
CF=Coniferous Forests
MF=Mixed Forests

Natural Heritage Program State Ranks:

S1=Typically 5 or fewer occurrences, very few remaining individuals, acres, or miles of stream, or especially vulnerable to extirpation for other reasons.
S2=Typically 6 to 20 occurrences, few remaining individuals, acres, or miles of stream, or very vulnerable to extirpation for other reasons.
S3=Typically 21 to 100 occurrences, limited acreage, or miles of stream.
S4=Apparently secure.
S5=Demonstrably secure.
SH=No extant sites known, but it may still exist.
SU=Status unknown.
SE=Exotic, not native.

REPTILES OF THE SHAKER MOUNTAIN WILD FOREST AREA*

COMMON NAME	SCIENTIFIC NAME	HABITAT TYPES	NEW YORK LEGAL STATUS	NHP RANK
Common Snapping	*Chelydra s. serpentins*	Marshes, rivers, bogs,	Unprotected	S5
Painted Turtle	*Chrysemys picta*	Marshes, rivers, bogs,	Unprotected	S5
Eastern Box Turtle	*Terrapene c. carolina*		Special Concern	S3
N. Ringneck Snake	*Diadophis p. edwardsii*	Moist Woodlands	Unprotected	S5
Northern Water	*Nerodia s. sipedon*	Lakes, ponds, rivers, bogs	Unprotected	S5
Smooth Green	*Liochlorophis vernalis*	Meadows, grassy marshes	Unprotected	S5
Northern Brown	*Storeria d. dekayi*	All, esp old growth forests	Unprotected	S5
Northern Redbelly	*Storeria occipitomaculata*	Moist woodlands, bogs	Unprotected	S5
Common Garter	*Thamnophis sirtalis*	All	Unprotected	S5

AMPHIBIANS OF THE SHAKER MOUNTAIN WILD FOREST AREA*

COMMON NAME	SCIENTIFIC NAME	HABITAT TYPES	NEW YORK LEGAL STATUS	NHP RANK
Spotted Salamander	*Ambystoma maculatum*	DF, MF, pools	Special	S4
Northern Dusky Salamander	*Desmognathus f. fuscus*	Streams	Unprotected	S5
Allegheny Dusky Salamander	*Desmognathus*	Streams	Unprotected	S5
N. Two-lined Salamander	*Eurycea bislineata*	Streams	Unprotected	S5
Northern Spring Salamander	*Gyrinophilus porhyriticus*	Streams, wetlands	Unprotected	S5
Northern Redback	*Plethodon cinereus*	All woods	Unprotected	S5
Red-Spotted Newt	*Notophthalmus viridescens*	DF, MF, lakes, ponds	Unprotected	S5
Eastern American Toad	*Bufo a. americanus*	All areas	Unprotected	S5
Gray Treefrog	*Hyla versicolor*	Forests near streams, pools	Unprotected	S5
Bullfrog	*Rana catesbeiana*	Swamps, lakes, ponds, pools	Game Species	S5
Green Frog	*Rana clamitans melanota*	Swamps, lakes, ponds, pools	Game Species	S5
Pickerel Frog	*Rana palustris*	Lakes, ponds, streams, bogs	Game Species	S5
Mink Frog	*Rana septentrionalis*	Lakes, ponds, pools, bogs	Game Species	S3
Wood Frog	*Rana sylvatica*	DF, CF, swamps, bogs	Game Species	S5
Northern Leopard Frog	*Rana pipiens*	Meadows, lakes, ponds, streams	Game Species	S5
Northern Spring Peeper	*Pseudacris c. crucifer*	Forests near ponds, swamps	Unprotected	S5

* New York Amphibian and Reptile Atlas Project. Preliminary data compiled by Alvin R. Breisch, October 2002.

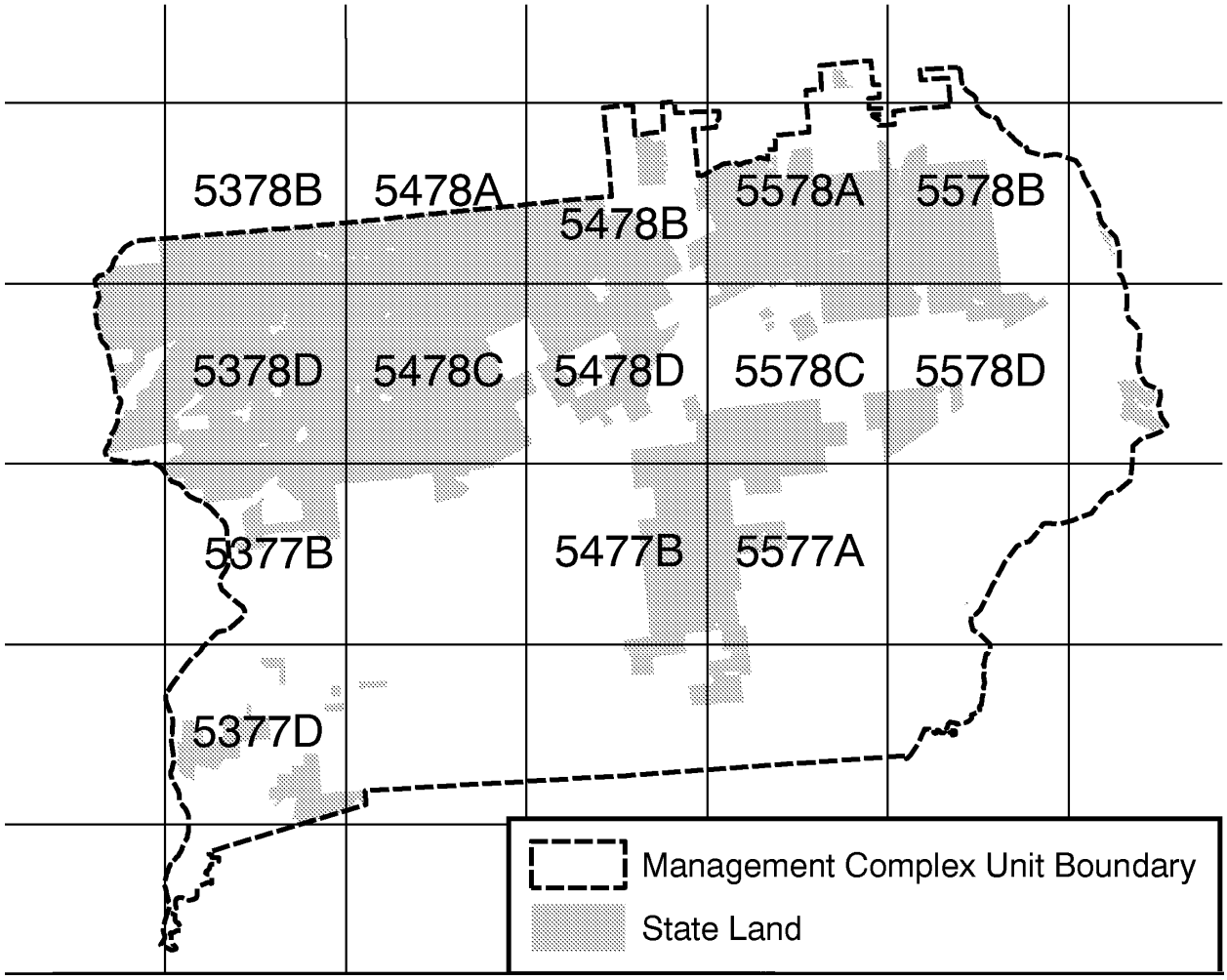
Habitat Types: DF=Deciduous Forests, CF=Coniferous Forests, MF=Mixed Forests, Brush=Brushy areas, usually abandoned farm-lands, Pools=Vernal pools or quiet water needed for breeding, Streams =Lives in, or adjacent to streams, springs, or wetlands.

Natural Heritage Program State Rank: S5=Demonstrably secure, S4=Apparently secure.

NEW YORK STATE BREEDING BIRD ATLAS DATA*
BREEDING SPECIES OF THE
SHAKER MOUNTAIN WILD FOREST

Summary of the following survey blocks covering the majority of the SMWF:

*In the early 1980's, New York was one of the first states to do an Atlas project, mapping the breeding distribution of its birds. The State was divided into about 5300 blocks, each about 10 square miles (25 square kilometers). The goal was to send a birder into every one of those blocks over a five year period. Field observers visited various habitats within assigned blocks and recorded evidence of breeding for as many species as possible, listing each species as a possible, probable, or confirmed breeder. New York is in the process of repeating the Atlas in order to learn how breeding bird distribution has changed.
The Breeding Bird Atlas does not provide a definitive statement concerning the absence of a breeding record for a species not listed in a block. The Atlas gives only a listing of species known to be breeding or suspected of breeding in each block at the time of the survey.



BREEDING BIRDS OF THE SHAKER MOUNTAIN WILD FOREST AREA*
NEW YORK STATE BREEDING BIRD ATLAS DATA

COMMON NAME	SCIENTIFIC NAME	BREEDING STATUS	NEW YORK LEGAL STATUS
Alder Flycatcher	*Empidonax alnorum*	Possible	Protected
American Bittern	*Botaurus lentiginosus*	Possible	Special Concern
American Black Duck	*Anas rubripes*	Confirmed	Game Species
American Crow	*Corvus brachyrhynchos*	Confirmed	Game Species
American Goldfinch	*Carduelis tristis*	Probable	Protected
American Kestrel	*Falco sparverius*	Probable	Protected
American Redstart	*Setophaga ruticilla*	Confirmed	Protected
American Robin	*Turdus migratorius*	Confirmed	Protected
American Woodcock	*Scolopax minor*	Confirmed	Game Species
Baltimore Oriole	*Icterus galbula*	Probable	Protected
Bank Swallow	*Riparia riparia*	Confirmed	Protected
Barred Owl	*Strix varia*	Possible	Protected
Belted Kingfisher	*Ceryle alcyon*	Possible	Protected
Black-and-white Warbler	*Mniotilta varia*	Probable	Protected
Black-capped Chickadee	*Poecile atricapillus*	Probable	Protected
Black-throated Blue Warbler	*Dendroica caerulescens*	Probable	Protected
Black-throated Green Warbler	*Dendroica virens*	Confirmed	Protected
Blackburnian Warbler	*Dendroica fusca*	Confirmed	Protected
Blue Jay	*Cyanocitta cristata*	Possible	Protected
Blue-headed Vireo	*Vireo solitarius*	Probable	Protected
Blue-winged Warbler	*Vermivora pinus*	Possible	Protected
Bobolink	*Dolichonyx oryzivorus*	Probable	Protected
Broad-winged Hawk	*Buteo platypterus*	Possible	Protected
Brown Creeper	*Certhia americana*	Probable	Protected
Brown-headed Cowbird	*Molothrus ater*	Possible	Protected
Brown Thrasher	*Toxostoma rufum*	Confirmed	Protected
Canada Warbler	*Wilsonia canadensis*	Possible	Protected
Cedar Waxwing	*Bombycilla cedrorum*	Probable	Protected
Chestnut-sided Warbler	*Dendroica pensylvanica*	Possible	Protected
Chimney Swift	*Chaetura pelagica*	Possible	Protected
Chipping Sparrow	*Spizella passerina*	Confirmed	Protected
Cliff Swallow	*Petrochelidon pyrrhonota*	Confirmed	Protected
Common Grackle	*Quiscalus quiscula*	Possible	Protected
Common Loon	*Gavia immer*	Confirmed	Special Concern
Common Merganser	*Mergus merganser*	Confirmed	Game Species

BREEDING BIRDS OF THE SHAKER MOUNTAIN WILD FOREST AREA*

Common Raven	*Corvus corax*	Possible	Protected
Common Snipe	*Capella gallinago*	Possible	Game Species
Common Yellowthroat	*Geothlypis trichas*	Confirmed	Protected
Cooper's Hawk	*Accipiter cooperii*	Possible	Special Concern
Dark-eyed Junco	*Junco hyemalis*	Confirmed	Protected
Downy Woodpecker	*Picoides pubescens*	Probable	Protected
Eastern Bluebird	*Sialia sialis*	Confirmed	Protected
Eastern Kingbird	*Tyrannus tyrannus*	Probable	Protected
Eastern Meadowlark	*Sturnella magna*	Probable	Protected
Eastern Phoebe	*Sayornis phoebe*	Possible	Protected
Eastern Screech-Owl	*Otus asio*	Possible	Protected
Eastern Towhee	*Pipilo erythrophthalmus*	Possible	Protected
Eastern Wood Pewee	*Contopus virens*	Probable	Protected
European Starling	*Sturnus vulgaris*	Possible	Unprotected
Field Sparrow	*Spizella pusilla*	Possible	Protected
Golden-crowned kinglet	*Regulus satrapa*	Possible	Protected
Gray Catbird	*Dumetella carolinensis*	Possible	Protected
Great Blue Heron	*Ardea herodias*	Possible	Protected
Great Crested Flycatcher	*Myiarchus crinitus*	Possible	Protected
Great Horned Owl	*Bubo virginianus*	Possible	Protected
Green Heron	*Butorides striatus*	Confirmed	Protected
Hairy Woodpecker	*Picoides villosus*	Probable	Protected
Hermit Thrush	*Catharus guttatus*	Confirmed	Protected
Hooded Merganser	*Lophodytes cucullatus*	Confirmed	Game species
House Finch	*Carpodacus mexicanus*	Confirmed	Protected
House Sparrow	*Passer domesticus*	Confirmed	Unprotected
House Wren	*Troglodytes aedon*	Possible	Protected
Indigo Bunting	*Passerina cyanea*	Possible	Protected
Killdeer	*Charadrius vociferus*	Confirmed	Protected
Least Flycatcher	*Empidonax minimus*	Possible	Protected
Lincoln's Sparrow	*Melospiza lincolnii*	Possible	Protected
Louisiana Waterthrush	*Seiurus motacilla*	Possible	Protected
Magnolia Warbler	*Dendroica magnolia*	Possible	Protected
Mallard	*Anas platyrhynchos*	Confirmed	Game Species
Mourning Dove	*Zenaida macroura*	Confirmed	Protected
Mourning Warbler	*Oporornis philadelphia*	Possible	Protected
Nashville Warbler	*Vermivora ruficapilla*	Probable	Protected
Northern Cardinal	*Cardinalis cardinalis*	Possible	Protected
Northern Goshawk	*Accipiter gentilis*	Possible	Special Concern
Northern Parula	*Parula americana*	Possible	Protected

BREEDING BIRDS OF THE SHAKER MOUNTAIN WILD FOREST AREA*

Northern Rough-winged Swallow	*Stelgidopteryx serripennis*	Probable	Protected
Northern Waterthrush	*Seiurus noveboracensis*	Possible	Protected
Olive-sided Flycatcher	*Contopus cooperi*	Possible	Protected
Ovenbird	*Seiurus aurocapillus*	Confirmed	Protected
Pileated Woodpecker	*Dryocopus pileatus*	Probable	Protected
Pine Siskin	*Carduelis pinus*	Possible	Protected
Pine Warbler	*Dendroica pinus*	Possible	Protected
Purple Finch	*Carpodacus purpureus*	Possible	Protected
Purple Martin	*Progne subis*	Possible	Protected
Red-breasted Nuthatch	*Sitta canadensis*	Possible	Protected
Red-eyed Vireo	*Vireo olivaceus*	Confirmed	Protected
Red-tailed Hawk	*Buteo jamaicensis*	Possible	Protected
Red-winged Blackbird	*Agelaius phoeniceus*	Probable	Protected
Red Crossbill	*Loxia curvirostra*	Probable	Protected
Red-shouldered Hawk	*Buteo lineatus*	Possible	Special Concern
Rock Dove	*Columba livia*	Possible	Unprotected
Rose-breasted Grosbeak	*Pheucticus ludovicianus*	Possible	Protected
Ruby-throated Hummingbird	*Archilochus colubris*	Possible	Protected
Ruffed Grouse	*Bonasa umbellus*	Confirmed	Game Species
Savannah Sparrow	*Passerculus sandwichensis*	Probable	Protected
Scarlet Tanager	*Piranga olivacea*	Possible	Protected
Sharp-shinned Hawk	*Accipiter striatus*	Possible	Special Concern
Song Sparrow	*Melospiza melodia*	Confirmed	Protected
Spotted Sandpiper	*Actitis macularia*	Possible	Protected
Swainson's Thrush	*Catharus ustulatus*	Possible	Protected
Swamp Sparrow	*Melospiza georgiana*	Probable	Protected
Tree Swallow	*Tachycineta bicolor*	Probable	Protected
Tufted Titmouse	*Baeolophus bicolor*	Possible	Protected
Turkey Vulture	*Cathartes aura*	Possible	Protected
Veery	*Catharus fuscescens*	Possible	Protected
Warbling Vireo	*Vireo gilvus*	Possible	Protected
Whip-poor-will	*Caprimulgus vociferus*	Possible	Special Concern
White-breasted Nuthatch	*Sitta carolinensis*	Probable	Protected
White-throated Sparrow	*Zonotrichia albicollis*	Probable	Protected
White-winged Crossbill	*Loxia leucoptera*	Probable	Protected
Wild Turkey	*Meleagris gallopavo*	Confirmed	Game Species
Winter Wren	*Troglodytes troglodytes*	Confirmed	Protected
Wood Duck	*Aix sponsa*	Confirmed	Game Species
Wood Thrush	*Hylocichla mustelina*	Possible	Protected
Yellow Warbler	*Dendroica petechia*	Possible	Protected

BREEDING BIRDS OF THE SHAKER MOUNTAIN WILD FOREST AREA*

Yellow-bellied Sapsucker	*Sphyrapicus varius*	Confirmed	Protected
Yellow-rumped Warbler	*Dendroica coronata*	Probable	Protected
Yellow-throated Vireo	*Vireo flavifrons*	Possible	Protected

Total Species: 118

*Data includes only BBA blocks wholly or with the majority of their boundary within the unit.

Tjp 10/23/02, LAS 10/28/02.

Individual Pond Descriptions

The following is a brief description of each pond in the SMWF. Definitions of fisheries management classifications referred to in this section of the unit management plan are noted below:

Adirondack Brook Trout Ponds - Adirondack Zone ponds which support and are managed for populations of brook trout, sometimes in company with other salmonid fish species. These waters generally lack warmwater fishes, but frequently support bullheads.

Coldwater Ponds and Lakes - Lakes and ponds which support and are managed for populations of several salmonids. These waters generally lack warmwater fishes, but frequently support bullheads.

Other Ponds and Lakes - Waters containing fish communities consisting of native and nonnative fishes which will be managed for their intrinsic ecological value without any new species introductions.

Two-story Ponds and Lakes - Waters which simultaneously support and are managed for populations of coldwater and warmwater game fishes. The bulk of the lake trout and rainbow trout resources fall within this class of waters.

Unknown Ponds and Lakes - Waters which could not be assigned to the subprogram categories specifically addressed in this document due to a lack of or paucity of survey information. These waters usually contain native and nonnative nongame fishes which will be managed for their intrinsic ecological value without any new species introductions.

Warmwater Ponds and Lakes - Waters which support and are managed for populations of warmwater game fishes and lack significant populations of salmonid fishes.

Bellows Lake (MH-P 734)
Bellows Lake, like many of the waters in the SMWF, is acidified. The declining fish species diversity is well documented. Bellows Lake was first surveyed in August of 1934. Gillnetting and seining captured white suckers, creek chubs and pumpkinseeds, three species that are native-but-widely-introduced (NBWI). The surface pH was 6.6. An overnight gillnetting of Bellows Lake in June of 1955 indicated that nonnative chain pickerel and brown bullheads (NBWI) had established in the lake and were common. This study failed to capture either creek chubs or white suckers. The surface pH was recorded at 5.6. Bellows Lake was most recently surveyed in 1987 by the Adirondack Lake Survey Corp. (ALSC). This survey indicated that the lake is now fishless and that the pH has dropped farther to 4.82. ALSC calculated the flushing rate of Bellows Lake to be 59.0 times per year, ruling out any opportunity to mitigate the acidification by means of lake liming. Bellows Lake is reachable by a 3.5 mile trail from Peter's Corners. It can also be reached by a 2.0 mile trail leading from Irving Pond.
Bellows Lake will be managed to preserve its remaining aquatic community for its intrinsic value. At such a time as improvements in air quality result in a return to a favorable pH, management options will be reevaluated.
Management Class: Other

Chase Lake (UH-P 164)
Chase Lake is a 64-acre pond accessed by a 2 mile public trail from the Pinnacle Road. At the time of the 1932 biological survey, the pond was fished heavily for chain pickerel nonnative), and bullheads NBWI) were reported to be abundant and of a quality size. No netting was undertaken, but angling captured pickerel and pumpkinseed sunfish (NBWI). The surface pH was 6.4. An overnight gillnet set in June, 1952 captured five species of fish including nonnative chain pickerel and yellow perch and native-but-widely-introduced brown bullheads, white sucker and pumpkinseeds. No pH work was done during the 1952 survey. Chase Lake was gillnetted by ALSC in September 1987. All five species reported from 1952 were taken, plus an additional nonnative species; golden shiners. pH at 1.5 meters during the 1987 ALSC survey was 5.5. In 1994 Chase Lake was experimentally stocked with 330 juvenile largemouth bass to establish an additional sport fish and to determine if largemouth bass could thrive in marginally acidified waters. Subsequent evaluations in 2000 indicated that the largemouth bass were unable to survive under present conditions.

Chase Lake will be managed as a warmwater pond to preserve its native fishes in the presence of nonnative species.
Management Class: Warmwater

County Line Lake (UH-P 274)
County Line Lake is a 32-acre remote pond situated on the Hamilton/Fulton County boundary. It is primarily surrounded by Shaker Mountain Wild Forest Lands, but its Hamilton County portions are bounded by the Silver Lake Wilderness. An acidified water, the decline in fisheries resources is less well documented than Bellows Lake. The pond was not surveyed during the 1930's biological survey. A brook trout stocking policy was initiated in 1956 based upon information from the Caroga Lake Fish and Game Club that bullheads and minnows were present. This stocking policy was deleted after a 1976 survey showed the lake to be fishless. The pond was again surveyed in July 1992 by the Bureau of Fisheries to facilitate the preparation of this plan. This survey determined that the 1.5 m pH was 4.6, and that the pond met the Division of Fish and Wildlife criteria for liming candidates. The flushing rate was calculated to be 1.6 times per year. County Line lake was the subject of a joint visit by DEC and APA staff on July 14, 1999. This visit reaffirmed that the physical characteristics of County Line Lake met the Division’s liming criteria.

County Line Lake will be limed and managed as an Adirondack brook trout pond to enhance and restore a native fish community.
Management Class: Adirondack Brook Trout

Duck Lake (UH-P 273)
Duck Lake, like County Line Lake, lies on the Hamilton/Fulton County Line and has portions bounded by both the SMWF and the Silver Lake Wilderness. Fed by County Line Lake, 32 acre Duck Lake is acidified (pH 4.55 - 07/92) and fishless. Because it is lower in the watershed, Duck Lake has a higher flushing rate and is not currently considered to be a liming candidate. The survey and stocking history of Duck Lake is very similar to that of County Line Lake. The stocking policy initiated in 1956 was deleted after an August 1965 netting survey failed to capture any fish. The pH at the time of the 1965 survey was 5.5. A water sample taken during the 1992 unit management plan survey had a pH of 4.5. If not for its acidified condition, Duck Lake would be an excellent brook trout water. It does have a natural barrier on the outlet which will prevent the invasion of competing species if water chemistry conditions should improve.

Duck Lake will be managed to preserve it remaining aquatic community for its intrinsic value. At such a time as improvements in air quality result in a return to a favorable pH, management options will be reevaluated.
Management Class: Other

Fish Hatchery Pond: (MH-P 728)
Fish Hatchery Pond is a 10-acre man-made pond located on the outlet of Otter Lake. The dam has served for many years as the barrier dam protecting Otter Lake. The history of the dam is not clear, but it appears that the dam was built by New York State, or at least with state approval, during the 1920s. The original purpose of the dam was to establish a fish rearing pond, most likely for stocking into Green Lake and Canada Lake. This fish hatchery pond was evidently not successful, presumably due to warm temperatures. Fish Hatchery Pond has mixed ownership; the outlet and dam are on state land while the upstream half of the pond is on private land. Fish Hatchery Pond was surveyed by the Bureau of Fisheries in September of 1995 to facilitate the preparation of this plan. This survey captured one golden shiner (nonnative), numerous brown bullheads (NBWI) and a brook trout. The capture of a brook trout suggested that physical conditions were favorable in Fish Hatchery Pond for trout, at least for much of the year. The pond can support a fishery for trout stocked at a catchable size and may support a put-grow-and-take fishery as well. An experimental brook trout policy was initiated as a result of this survey.

Fish Hatchery Pond will be managed as an Adirondack brook trout pond to enhance and restore a native fish community.
Management Class: Adirondack Brook Trout

Fisher Vly: (MH-P 736B)
Fisher Vly is a 6.4-acre pond located high in the watershed of Erie Flow, the inlet to Irving Pond. This pond was not surveyed until 1992 when it received a general biological survey for unit management purposes. The pond has a maximum depth of 5 feet, and the water chemistry of a typical acidified pond. No fish were captured during the netting survey conducted on July 21, 1992 and the pH was 4.50. The survey showed that the pond would not meet current criteria as a liming or reclamation candidate.

Fisher Vly will be managed to preserve it remaining aquatic community for its intrinsic value. At such a time as improvements in air quality result in a return to a favorable pH, management options will be reevaluated.
Management Class: Other

Green Lake: (MH-P 727)
Green Lake is a 44-acre lake which is connected to larger Canada Lake. Green Lake was surveyed in 1934 and had a diverse fish fauna at that time which included: creek chubsuckers*, fall fish, brown trout (nonnative), white suckers (NBWI), creek chubs (NBWI) golden shiners (nonnative), brown bullheads (NBWI), chain pickerel (nonnative), yellow perch (nonnative), smallmouth bass (nonnative), pumpkinseeds (NBWI)and lake trout(native). The lake had been stocked with several species including walleye, lake trout and smallmouth bass, although no walleye were taken during the survey. pH measurements during the survey ranged from 6.1 to 7.1. Green Lake was gillnetted on August 26, 1981. Species captured included creek chubsuckers, chain pickerel, yellow perch, golden shiners, white suckers, pumpkinseeds, brown bullheads and rock bass (nonnative). Smallmouth bass, which had been reported to be very abundant in the 1934 survey, were not captured. Another netting effort on August 23, 1985 caught all the species captured in the 1934

survey except smallmouth bass and lake trout. Correspondence files indicate that the decline of the smallmouth bass fishery was blamed on declining pH of Green Lake, although pH data is sketchy at best.

The lake was limed with 25 tons of agricultural limestone in 1981 and pH values remained favorable for at least several years. The most recent pH data available, an ALSC reading from September 9, 1987, was a 1 meter measurement of 6.0. Smallmouth bass were stocked by DEC for several years after the 1981 liming, but these plantings were not successful. Apparently pH was not the sole reason for the decline of the species in Green Lake. Green Lake was most recently netted in September of 1987. This netting captured golden shiners, rock bass, yellow perch, fall fish, creek chubsuckers, brown bullheads, and pumpkinseeds. Esocids were observed, but not captured. While Green Lake is connected to Canada Lake, fisheries surveys indicate that fish do not move freely between the two waters. Thus, in recent years Green Lake has been one of the stocking locations for lake trout allocated for Canada Lake. Hopefully this will reestablish this species in the that portion of the Canada Lake system. The calculated flushing rate of Green Lake is 4.4 times per year, a value which precludes its inclusion in the limed waters program. During the summers of 1995 and 1996, a reliable angler who lives on the lake reported occasional catches of chain pickerel and smallmouth bass

Green Lake will be managed as a two story lake to preserve it native fishes in the presence of nonnative species.
Management Class: Two Story *See discussion at end of pond narratives.

Holmes Lake (UH-P 169)
Holmes Lake, a-19 acre lake best accessed by a 1-mile trail reached from a 1-mile unimproved road originating at Peter's Corners, has a long history of trout management. First surveyed in 1932, yellow perch (nonnative) were collected and pickerel (nonnative) were reported. The pH was measured at 6.2. Holmes Lake was again netted in July of 1950. Yellow perch was the only species captured in gillnets, although chain pickerel and brown bullheads (NBWI) were reported. The surface pH at the time of the 1950 netting was measured at 6.3. In September 1950 a fish barrier dam was constructed on the outlet and the pond was reclaimed with rotenone to eliminate brook trout competitors and an annual brook trout stocking policy was initiated. This reclamation was not followed by netting assessments, but good fishing was reported soon after the reclamation. This good fishing was apparently short lived and a 24-hour net check on August 13, 1964 captured only 1 brook trout and 5 bullheads, and noted that brook trout fishing was reported to be poor. No pH readings were taken during this study, but by 1970 trout stocking was suspended due to repeated reports of poor fishing. pH was suspected as the limiting factor in managing Holmes Lake as a brook trout resource, and this was confirmed during a biological survey in July, 1983. This survey showed the pond to be fishless and the pH to be 4.9. Noteworthy at the time of the 1983 survey was the existence of extensive Utricularia mats that were estimated to cover 40% of the lake surface. Development of such mats has been noted often in acidified waters. In September 1983 Holmes Lake was limed with 20 tons of agricultural limestone. This treatment was successful in raising the pH to 7.1. The Utricularia mats subsided shortly after liming. DEC has regularly monitored the pH of Holmes Lake since the 1983 liming. Values dropped to near preliming levels by the winter of 1990-91 and the lake was again treated with 20 tons of agricultural limestone in March of 1991. A gill net check in June of 1991 captured trout in the 12-inch range, showing that trout survival had not ceased prior to reliming. Holmes Lake meets the Division of Fish and Wildlife's criteria for ponds to be included in Department of Environmental Conservation's Limed Waters Program, including a flushing rate of less than 2.0 times per year. The Adirondack Park Agency has been

consulted and determined that lime treatments of Holmes Lake are non-jurisdictional. The pH of the Lake is monitored annually in accord with the DEC liming policy, lime treatments are scheduled to occur before the lake becomes critically acidified. Re-treatments have been required approximately every 6 years since the 1990 project. Holmes Lake was most recently limed in March of 2003. The most recent water chemistry information is from a sample taken on July 13, 2004. This sample had an air equilibrium pH of 7.46 and an ANC of 154.54.

Over the years the Holmes Lake barrier dam has fallen into disrepair, yet trout competitors have not reinvaded the lake. Apparently the relatively steep outlet serves as an effective barrier to some species. Should fish species that jeopardize the trout population become established, the need for a new barrier dam will be evaluated, and the structure will be constructed if this evaluation determines that a barrier dam is required. The fact that trout competitors from downstream sources have not established in Holmes Lake during the 20 years time period that the barrier dam has been ineffective suggests that a man-made fish barrier dam is not necessary under the current conditions. The fact that the lake has remained a brook trout monoculture without requiring annual maintenance of a man-made structure justifies this wait-and-see approach to the barrier dam issue.

Holmes Lake will be managed as an Adirondack Brook Trout pond to preserve its native fish community. It will be limed as necessary to maintain trout survival. It will be reclaimed to enhance and restore a native fish community upon the establishment of nonnatives or other fishes that jeopardize the brook trout population. When a reclamation is determined to be necessary, the UMP will be amended to include it in the Schedule For Implementation and the pond narrative will be revised to reflect the new survey data.

Management Class: Adirondack Brook Trout

Indian Lake (MH-P 725)
Indian Lake is 13-acres in size and reachable by a 2½-mile trail originating near Green Lake Road. Indian Lake was not studied during the 1930's Biological Survey; the first recorded fisheries work was conducted in 1964. A 4-hour gill net set on June 30, 1964 captured brook trout, brown bullheads (NBWI), golden shiners (nonnative) and pumpkinseeds (NBWI). The recorded pH on this date was 5.3, although the presence of *Potomageton sp.* suggests it may have been at least slightly higher. This survey noted the existence of a natural barrier on the outlet and the suitability of Indian Lake as a reclamation candidate. The lake was reclaimed with rotenone on September 16-17, 1969. Netting surveys were conducted in 1976, 1981 and 1992. In each survey brook trout was the only species captured. The pH at 1 meter was measured at 4.8 during both the 1981 and the 1992 surveys. While brook trout are currently able to survive despite the low pH, this could change.

Indian Lake will be managed as an Adirondack brook trout pond to preserve is native fish community. If future surveys indicate that liming is necessary for continued brook trout survival and the pond is found to meet the Division of Fish and Wildlife's criteria for liming candidates, including flushing rate, Indian Lake will be limed. It will be reclaimed to enhance and restore a native fish community upon the establishment of nonnatives or other fishes that jeopardize the brook trout population. When a reclamation is determined to be necessary, the UMP will be amended to include it in the Schedule For Implementation and the pond narrative will be revised to reflect the new survey data.

Management Class: Adirondack Brook Trout

Irving Pond (MH-P 732)
Irving Pond was until recently a 134-acre man made impoundment situated on the outlet of Bellows Lake. The pond was created by a 35-foot high dam, which was used for many years to augment water flows for power generation. After a number of years of disuse, the dam has recently been removed. A smaller, shallow impoundment remains, created by the berm left after the dam's removal. Irving Pond is now approximately 58 acres in size. Irving Pond is easily reached via a 1-mile unimproved road from Route 10. The fisheries history of Irving Pond remains of interest from a fish distribution perspective. Despite its close proximity to Bellows Lake, Irving Pond's lower position in the watershed resulted in a slightly improved pH. When surveyed on July 9, 1934, six species of fish were collected: pumpkinseeds (NBWI), chain pickerel (nonnative), brown bullheads (NBWI), golden shiners (nonnative), white suckers and blacknose dace. The report of blacknose dace is particularly noteworthy as this species is an indicator of relatively high pH. pH values of 6.2 - 7.1 were recorded during the 1934 survey. No further fisheries survey work was undertaken on Irving Pond until an extensive unit management planning survey was conducted in on July 20, 1992. Despite considerable netting effort, only one species, chain pickerel was captured. The pH at 1.0 meter was 5.12.

Irving Pond will be managed as a warmwater pond to preserve it nonnative fish community.
Management Class: Warmwater

Lake Sixteen: (UH-P 162)
Lake Sixteen is a small (approximately 5 acre) pond located at the headwaters of the North Branch of West Stony Creek. The pond is remote and has never been surveyed. It shows on early versions of the Gloversville 15 minute quadrangle, but does not show on more recent 7.5 minute versions of the same area. This suggests that the pond may owe much of its existence to beaver activity.
This pond will be managed to preserve the fish species present for their intrinsic value.
Management Class: Unknown

Little Holmes Lake (MH-P 736)
Little Holmes Lake is a 6-acre pond accessible from the Holmes Lake trail. Little historical information exists, but it appears that Little Holmes Lake has been acidified for some time. The pond was surveyed on August 12, 1964. No fish were observed or collected by applying rotenone to a small portion of the pond. While the pH was recorded as 6.25 that determination may have been erroneously high, based upon the lack of fish and other observations. These observations include extremely clear water and a bottom covered with algae. These are common observations in acidified lakes. The pond was stocked with brook trout fingerlings for several years after this survey, but the stocking policy was deleted in 1970 based upon reports of no success. Little Homes Lake was surveyed by the ALSC in 1987. This survey indicated that the pond was fishless, and that the pond has a flushing rate of 3.6; somewhat higher than the Division of Fish and Wildlife's current criteria of 2.0 or less for a water to considered as a liming candidate. The pH at the time of the 1987 survey was 4.65. But for its critical pH, Little Holmes Lake would be a good brook trout water. The water chemistry of Little Holmes Lake was checked on 07/13/95 as part of the Adirondack Lake Survey Corporation's synoptic survey. The pH was 4.97 and the acid neutralizing (ANC) capacity was -7.7.

Little Holmes Lake will be managed to preserve its remaining aquatic community for its intrinsic value. At such a time as improvements in air quality result in a return to a favorable pH, management options will be reevaluated.
Management Class: Other

Little Oxbarn Lake (MH-P 736C) and Unnamed Ponds (MH-P 5283 and 5284).
These three small waters are located in a group with Fisher Vly and Winter Vly. They have never been surveyed, but no doubt share the same acid conditions. Water chemistry information was gathered on Little Oxbarn Lake on July 13, 1995 as part of ALSC's extensive synoptic surveys. The pH was measured at 4.88 and the ANC was -5.3.

These waters will be managed to preserve the fish species present for their intrinsic value.
Management Class: Unknown

Lynus Vly: (UH-P 165B)
Lynus Vly is a 4-acre waterbody which is the headwaters of tributary 10 of West Stony Creek. While Lynus Vly has never been surveyed, it is possible that it contains brook trout, as Lynus Vly Outlet is known to support a wild populations of this species.

Lynus Vly will be managed to preserve the fish species present for their intrinsic value.
Management Class: Unknown

Middle (East) Stoner Lake: (UH-P 721)
Middle Stoner Lake is a 82.3 acre body of water that is predominately surrounded by private land. Two small parcels of state land on the lake dictate that the pond be discussed in the Shaker Mountain Wild Forest. One of these parcels is included in the SMWF while the other is part of the Silver Lake Wilderness.

When first surveyed in 1934, Middle Stoner Lake had a fish community dominated by nonnative species. Yellow perch (nonnative), chain pickerel(nonnative), golden shiners (nonnative), fallfish (nonnative), brown bullheads (NBWI) and pumpkinseed (NBWI) were captured. A similar catch was made in 1949 with the one additional species - creek chubsuckers; an interesting native species*. Middle Stoner Lake was most recently surveyed by ALSC in 1987. The lake contained numerous nonnative fish species including chain pickerel, yellow perch, golden shiners, and fallfish. Largemouth bass had been introduced since the previous surveys. Native species persisting in 1987 included creek chubsucker, brown bullhead, pumpkinseeds and redbreast sunfish (not previously collected). At the time of the ALSC survey the pH was 6.82. Since the time of the ALSC survey several stocking permits have been issued to private clubs. The stocking of brown trout, largemouth bass and smallmouth bass has been allowed. Sportsmen report that these stocking have been successful in establishing productive fisheries for these species, but not follow up surveys have been conducted to document these anecdotes. While Middle Stoner Lake is capable of supporting native brook trout based upon it physical and chemical attributes, the presence of several nonnative warm-water species precludes its management for native salmonid restoration. As such, the lake will be managed as a warm water fishery resource.
Management Class: Warm water * - See discussion at end of pond narratives.

Mud Lake: (UH-P 165)
Mud Lake, a 6-acre water, is located a short distance from Chase Lake. It was surveyed during the original New York State Biological Survey on June 29, 1932. No fish were captured in a gill net set in 18 feet of water, although water chemistry information at the time of the survey indicates that the net would have been set in anaerobic conditions. The pH was reported to be 6.0. Brook trout were reported in 1952. This pond is located at the origin of Chase Lake inlet. Sampled as an ALSC 1995 synoptic water, on 07/12/95 the pH was 5.87 and the ANC was 18.4. Considering the pond's

relatively good pH, proximity to a main road and history of brook trout, it will be experimentally stocked with brook trout. Subsequent evaluation will determine the success of this stocking.

Mud Lake will be managed as an Adirondack brook trout pond to enhance and restore a native fish community.
Management Class: Adirondack Brook Trout

Mud Lake: (UH-P 155)
Mud Lake is an 8 acre waterbody located on stream 369-P127-46-3, and is on a small parcel of state land physically isolated from other portions of the Shaker Mt. Wild Forest. The pond was not seen during the New York State Biological Survey in 1932, but it was reported to be only 2 feet deep and to contain bullheads. The pond was surveyed by ALSC in 1987. Gill nets and minnow traps captured no fish, and the pH was 5.7. Whether this pond is fishless due to acidification, winterkill or other cause is not clear from the survey information.

Mud Pond will be managed to preserve its aquatic community for its intrinsic value.
Management Class: Other

Otter Lake: (MH-P 729)
Otter Lake is a 37-acre lake with a long history of trout management. It lies primarily on state land, but portions of the pond and its outlet are privately owned. The most direct access to the water, a trail from Green Lake, crosses private property and is now posted. When first surveyed in 1934, species collected were yellow perch (nonnative), chain pickerel (nonnative), golden shiners (nonnative), pumpkinseeds (NBWI), creek chubs (NBWI), brown bullheads (NBWI) and creek chubsuckers* (*Erimyzon o. oblongus*). The first survey noted evidence that the pond was a popular fishing spot. The pond was resurveyed in 1959 to evaluate its reclamation potential. Yellow perch, creek chubsuckers, golden shiners and pumpkinseeds were captured. Brown bullheads and chain pickerel were still reported from the lake. Summer and winter chemistry studies in 1959 indicated that the pond had favorable water quality for trout and the pH was 6.4 at a depth of 4 feet. The pond, its inlet and its outlet including Fish Hatchery Pond (MH P-728), were reclaimed on August 25, 1959. Initial growth and survival of brook trout was good as determined by netting in 1960. The pond was netted several times over the next decade, with brook trout present in most catches. A net check was conducted on August 6, 1962 after a rainbow trout die off was reported. The pH during at the time of this 1962 survey was 5.8. Bullheads were reestablished by 1963 and were captured in all but one subsequent survey. A net check in 1966 failed to capture any fish and warm water temperatures were thought to be the blame. An alternative reason may have been the large mesh gillnets that were used. Over the years brown trout and rainbows were both stocked, but with little success. The last netting survey occurred in 1981 when only bullheads were captured and the pH was measured at 4.8. The brook trout stocking policy was deleted based upon the 1981 results. A July 21, 1992 pH check was 5.11. An experimental brook trout policy was initiated in 1995 as some other waters with similar chemistry continue to provide angling opportunity.

Otter Lake was included in the ALSC long term monitoring program in 1992. Monthly chemistry information is available for Otter Lake since that time. The most recent sample, from 11/02/1998, had an air equilibrium pH of 6.10 and ANC of 70.33. These readings were significantly higher than other readings taken during the past several months. The lowest readings were measured from a water sample taken on 02/02/98 when the values were 4.72 and -9.75.

Otter Lake will be managed as an Adirondack brook trout pond to preserve is native fish community. The barrier dam, a manmade structure which creates Fish Hatchery Pond, will be maintained as necessary. The lake's large watershed makes it unsuitable as a limed water candidate.
Management Class: Adirondack Brook Trout

Oxbarn Lake: (UH-P 272)
Oxbarn Lake, also known as Eastman Lake, is a 21-acre remote lake which is best accessed by a 1-mile bushwhack from Indian Lake. The lake is noteworthy in that early records support the supposition that acidification in the SMWF dates back to the first half of the twentieth century. A gillnet set for 2 hours in July of 1932 captured no fish. More noteworthy are the comments accompanying that survey: "The water of this lake is the most acid of any encountered to date. No fish life was seen. No fish are reported to be present". The pH at the time of the gill netting survey was 4.8. A second netting survey on July 4, 1962 found essentially the same conditions, i.e. the pond remained fishless with exceptionally clear water and a pH of 4.4. More recent chemistry information gathered for unit management planning purposes on July 21, 1992 showed the pH to be 4.57. But for its critical pH, Oxbarn Lake would be a good brook trout water. A bathymetric survey was undertaken on 02/02/1998 to determine if the flushing rate of Oxbarn Lake meets the Division of Fish and Wildlife's criteria for liming candidates. The flushing rate was determined to be 2.6, slightly over the criterion of 2.0 or less.

Oxbarn Lake will be managed to preserve its remaining aquatic community for its intrinsic value. At such a time as improvements in air quality result in a return to a favorable pH, management options will be reevaluated.
Management Class: Other * - See discussion at end of pond narratives.

Peters Pond: (UH-P 168)
Peters Pond is described in the ALSC data base as being a 25-acre pond. This water has never been surveyed and does not show on the most recent quadrangle map, suggesting that it is a large beaver marsh.

Peters Pond will be managed to preserve the fish species present for their intrinsic value.
Management Class: Unknown

Pine Lake: (MH-P 724)
Pine Lake is a natural water body that was significantly enlarged by a 14 foot high man-made dam. At full pool the waterbody was estimated to be 166 acres in size. For many years the pond was largely in private ownership, but now the state owns nearly the entire pond. The outlet and dam are still in private ownership. When first surveyed in 1934, the fish community consisted of chain pickerel (nonnative), yellow perch (nonnative), golden shiners (nonnative), brown bullheads (NBWI), pumpkinseeds (NBWI) and creek chubsuckers*. White suckers were reported, but not captured in sampling efforts. pH readings at the time of the survey were 6.7 to 7.2. The lake was reported to be good fishing for pickerel, perch and bullheads. Pine Lake was again surveyed in August, 1953 at the request of a private landowner who was concerned about poor fishing. The fish species composition was essentially unchanged since the 1934 survey, except one black crappie(nonnative) was captured. The pH on August 18, 1953 ranged from 6.0 to 6.2. Based upon the 1953 survey results, the lake was stocked with 5,000 smallmouth bass fingerlings in 1954. A 1958 netting designed to evaluate the bass stocking failed to collect a single specimen. Attempts to establish walleye also failed. The last fisheries survey of Pine Lake was conducted on June 2,

1975 and consisted primarily of visual observations. Night electrofishing was attempted, but failed due to poor conductivity. The night time effort did allow for additional fish community observations. Pickerel, bullheads and yellow perch were observed. The survey crew noted that no pumpkinseeds or their nests were seen despite extensive examination. The surveyed concluded that low lake levels necessitated by the deteriorating condition of the dam was impeding fish production. It now appears that the privately owned dam has been repaired and water levels are stable and shoreowners have reported sunfish.

Pine Lake will be managed as a warmwater pond to preserve its native fishes in the presence of nonnative species. It will be experimentally stocked with largemouth bass in an effort to provide additional fishing opportunities.
Management Class: Warmwater * - See discussion at end of pond narratives.

Prairie Lake (MH-P 733)
Prairie Lake is a 6-acre lake that is best reached by a ½-mile bushwack from Irving Pond. It was studied briefly on August 8, 1934. A 4-hour gillnet set captured 2 brown bullheads (NBWI) and 1 golden shiner (nonnative). The pH was 6.9, but temperature and dissolved oxygen levels were considered less than ideal for good trout production. On June 2, 1955 an overnight gillnet set captured 4 chain pickerel (nonnative) and 1 brown bullhead; the pH was 5.6. This survey noted the existence of several barrier falls on the outlet and suggested that the pond be reclaimed. Prairie Lake was reclaimed with powdered rotenone on August 31, 1965 and a brook trout stocking policy was initiated. A 1968 net check captured no fish and based upon the netting results and reports of poor fishing, stocking ceased. A 1987 ALSC survey showed that the pond was fishless and that the pH had dropped to 4.8. It appears that Prairie Lake was reclaimed at about the time that rapid acidification occurred. But for pH Prairie Lake would be a suitable brook trout water. Due to its large watershed, the flushing rate of Prairie Lake is over 19 times per year, and thus it is not a liming candidate.

Prairie Lake will be managed to preserve its remaining aquatic community for its intrinsic value. At such a time as improvements in air quality result in a return to a favorable pH, the management options will be reevaluated.
Management Class: Other

Stewart Lake: (MH-P 730)
Stewart Lake is a 33-acre lake that was first surveyed in 1951. Access is via a 2-mile trail from Green Lake. The 1951 survey captured yellow perch (nonnative), pickerel (nonnative), brown bullheads (NBWI), pumpkinseeds (NBWI) and American eel. The pH measurements ranged from 5.9 to 6.0. The pond was reclaimed with rotenone in August of 1951 and a brook trout policy was initiated. Netting checks in 1969 and 1976 captured brook trout, but they were not considered to be abundant. The stocking policy was deleted despite the evidence of brook trout survival. At the time of a 1987 ALSC survey the pond was fishless and the pH was 4.88. A 1992 pH measurement showed the pH to again be 4.88. An experimental brook trout policy was reinstituted in 1995 based upon the fact that some other waters with similar pH continue to provide fishing. The Bureau of Fisheries has received reports of trout catches from Stewart Lake since the stocking policy was reinstituted. A bathymetric survey was undertaken on 02/02/1998 to determine if the flushing rate of Stewart Lake meets the Division of Fish and Wildlife's criteria for liming candidates. The flushing rate was determined to be 2.4, slightly over the criterion of 2.0 or less.

Stewart Lake will be managed as an Adirondack brook trout pond to preserve is native fish community.
Management Class: Adirondack Brook Trout

Unnamed Ponds: (UH-P 155A and 155 C)
These two waters are small ponds located on tributary 5 of West Stony Creek. Neither pond has ever been surveyed, and both are approximately 1 acre in size.

Both waters will be managed to preserve the fish species present for their intrinsic value.
Management Class: Unknown

Winter Lake: (MH-P 736A)
Winter Lake is 7.5-acre pond located at the extreme headwaters of Erie Flow, the inlet to Irving Pond. This pond was not surveyed until 1992 when it received a general biological survey for unit management planning purposes. The pond has a maximum depth of 6 feet and the water chemistry of a typical acidified pond. No fish were captured during the netting survey conducted on July 20, 1992 and the pH was 4.68. While the flushing rate is not known the pond's shallow nature and position in the course of a stream make it apparent the pond would not meet current criteria as a liming candidate.

Winter Lake will be managed to preserve its remaining aquatic community for its intrinsic value.
Management Class: Other

Note: For purposes of this plan, only waters officially recognized (those with P numbers) by the NYS Biological Survey are included. The Shaker Mountain Wild Forest contains several small wetland/beaver ponds which have not been assigned P numbers. In some years these pond/wetland complexes may be nearly dry, while during wet years or periods of beaver activity they may constitute a significant waterbody. These ponds/wetlands will be managed to preserve their existing fish communities for their intrinsic value.

* This fish species was recorded in the survey as *Erimyzon oblongus oblongus*, common name creek chubsucker or sweet sucker. This species is very similar to the lake chubsucker, *Erimyzon sucetta*, which is currently listed as a threatened species in New York. *E. sucetta* is known to occur only in a few localities in the lowland areas of Rochester and Blind Sodus Bay (Smith, 1985). *Erimyzon oblongus* is more common and was collected by the Adirondack Lake Survey Corp. (ALSC) in 17 of 1123 waters surveyed (Gallagher, J., and J. Baker, 1990). Curiously, Carl George, in his excellent The Fishes Of The Adirondack Park does not discuss the genus *Erimyzon*. A Biological Survey Of The Mohawk-Hudson Watershed, a supplement to the Twenty-fourth Annual Report of the State of New York Conservation Department, names several waters in the SMWF vicinity from which *E. oblongus* were collected, and states that the species is native to the Mohawk River.

"In the Mohawk drainage it was taken at the following localities: West and East Stoner Lakes, Green Lake, Pine Lake, West Lake, Otter Lake, Third Lake, Fourth Lake, Lelands Pond, tributary 240, tributary 88 of the Schoharie Creek near Middleburgh, and the Chenango Canal at the headwater of Oriskany Creek...It is evident that this species is native to the Mohawk as it is mentioned (Labeo gibbosus) from this river by DeKay."

Several of the above waters are known to still contain the species. In some surveys subsequent to the original biological survey of the state, the species is identified on survey forms as *Erimyzon sucetta*, but given the information available on the distribution of the two species, it is reasonable to assume that only creek chubsuckers are found in the Shaker Mountain Wild Forest region.

Table 1. Shaker Mountain Wild Forest - Ponded Water Survey Data

			Most Recent Chemical survey					Most Recent Biological Survey		
			Date	**Source**	**ANC (ueq/1)**	**pH**	**Conduc -tivity**	**Year**	**Source**	**Fish Species Present and Number Caught**
Bellows Lake	P-734	MH	09/29/87	ALSC	-5.7	4.82	21.3	1987	ALSC	Zero Catch in 1987
Chase Lake	P-164	UH	7/21/92	DEC	12.2	5.65	17.1	1987	ALSC	ALSC 1987 Yellow perch - 39, brown bullhead-28, chain pickerel -7, pumpkinseed-7,golden shiner-5, w. sucker-1.
County Line Lake	P-274	UH	7/21/92	DEC	-22.7	4.62	24.1	1976	DEC	Zero Catch Acid Waters Survey 1976
Duck Lake	P-273	UH	7/21/92	DEC	-28.3	4.55	25.8	1965	DEC	Zero catch. Pond has apparently been acidified for a long time
Erie Flow	P-735	MH								No fisheries information
Fish Hatchery Pond	P-278	MH	09/28/95	DEC	45.19	6.67	23.06	1995	DEC	1995 Golden shiner-1, brook trout-l, brown bullhead-25
Fisher Vly	P-736B	MH	07/20/92	DEC	-27.2	4.50	24.5	1992	DEC	Zero catch in 1992
Green Lake	P-727	MH	09/09/87	ALSC	46.6	6.4	27.4	1987	ALSC	Golden shriner-6,fallfish-4, creek chubsucker-2, brown bullhead-3, rock bass-3, yellow perch-34,pumpkinseed-7.
Holmes lake	P-169	UH	06/18/98	DEC	117.3	7.20	26.6	1991	DEC	June 1991, Brook trout-11, excellent condition.
Indian Lake	P-725	MH	07/20/92	DEC	-9.5	4.82	20.1	1992	DEC	1992, ST-11: 180-218 mm. 1981, ST-7:331`-360 mm
Irving pond	P-732	MH	07/20/92	DEC	-3.3	5.12	19.4	1992	DEC	Zero catch in 1987, 2 chain Pickerel in 1992
Lake Sixteen	P-162	UH								No fisheries information

Table 1. Shaker Mountain Wild Forest - Ponded Water Survey Data

Little Holmes Lake	P-736	MH	07/12/95	DEC	-7.7	4.97	18.1	1987	ALSC	Zero catch in 1987. Zero catch in 1964. 1964 comments suggest that the pond wa acidified at that time.
Little Oxbarn Lake	P-736C	MH	07/13/95	ALSC	-5.3	4.88	22.95			No fisheries information
Lynus Vly	P-165B	UH								No fisheries information
Middle Stoner Lake	P-721	MH	08/11/87	ALSC	68.5	6.82	33.8	1987	ALSC	Golden shiner-l,yellow perch-58 chain pickerel-6, brown bullhead-73, fallfish-15, pumpkinseed-10, redbreast sunfish-3, largemouth bass-1,creek chubsucker-23.
Mud Lake	P-165	UH	07/12/95	ALSC	18.4	5.87	18.4	1952	DEC	l952, no fish observed
Mud Lake	P-155	UH	09/20/87	ALSC	14.9	5.67	11.8	1987	ALSC	Zero catch in 1987
Otter Lake	P-729	MH	11/02/98	ALSC	70.3	6.10	17.43	1981	DEC	1981 bullheads-79. 1963, 1967, 1968, and 1972 ST and bullheads. No history of good holdover for ST.
Oxbarn Lake	P-272	UH	07/21/91	DEC	-33.3	4.57	25.4	1962	DEC	Zero catch in 1962.
Peters Pond	P-168	UH								No data. Pond appears to be a wetland on most recent map.
Pine Lake	P-724	MH	06/1975	DEC	0-10	6.0		1958	DEC	Golden shiner-96, yellow perch-86, bullhead-98, pickerel-8, pumpkinseed-74.
Prairie Lake	P-733	MH	09/17/87	ALSC	-5.7	4.83	20.6	1987	ALSC	Zero catch in 1987. Also fishless in 1968.
Stewart Lake	P-730	MH	07/20/92	DEC	-7.3	4.88	19.4	1987	ALSC	Zero catch in 1987. Brook trout only in low numbers in 1969 and 1976.

Table 1. Shaker Mountain Wild Forest - Ponded Water Survey Data

Winter Lake	P-736A	MH	07/20/92	DEC	-20.4	4.68	25.1	1992	DEC	Zero catch in 1992
Unnamed Pond	P-155A	UH	07/12/95	DEC	6.9	5.47	12.86			No fisheries information
Unnamed Pond	P-155C	UH								No fisheries information
Unnamed Pond	P-5283	MH								No fisheries information
Unnamed Pond	P-5284	MH								No fisheries information.

BB = Brown Bullhead
CC = Creek Chub
COB = Black Crappie
FF = Fallfish
GS = Golden Shiner
LMB = Largemouth Bass
LT = Lake Trout
NRD = Northern Redbelly Dace
PKL = Pickerel
PKS = Pumpkinseed
RB = Rock Bass
SMB = Smallmouth Bass
ST = Brook Trout
YP = Yellow Perch
WS = White Sucker

Table 2. Shaker Mountain Wild Forest - Ponded Water Inventory Data

Name	P#	Wshed	File	County	USGS Quad Name	Mgmt. Class	Area (acres) NYSBSU*	Max Depth (feet)	Mean Depth (feet)
Bellows Lake	P-734	MH	1155	Fulton	Caroga Lake	Other	29.2	19.0	5.6
Chase Lake	P-164	UH	336	Fulton	Jackson Summit	Warm Water	64.0	27.0	14.5
County Line Lake	P-274	UH	495	Fulton	Caroga Lake	Adk. Brook trout	32.0	43.0	11.5
Duck lake	P-273	UH	494	Hamilton Fulton	Caroga Lake	Other	26.19	19.0	
Erie Flow	P-735	MH	1157	Fulton	Caroga Lake	Unknown			
Fish Hatchery Pond	P-728	MH	1148	Fulton	Canada Lake	Adk. Brook trout	10.0	8.0	4' (est)
Fisher Vly	P-736B	MH	1159.2	Fulton	Caroga Lake	Other	6.4	5.0	3' (est)
Green Lake	P-727	MH	1147	Fulton	Canada Lake	Two Story	45.0	52.1	19.8
Holmes Lake	P-169	UH	341	Fulton	Caroga Lake	Adk. Brook Trout	19.0	19.5	9.0
Indian Lake	P-725	MH	1145	Fulton	Caroga Lake	Adk. Brook Trout	13.0	32.0	18.0
Irving Pond	P-732	MH	1153	Fulton	Caroga Lake	Warmwater	58.0	4.0	
Lake Sixteen	P-162	UH		Fulton	Caroga Lake	Unknown			
Little Holmes Lake	P-736	MH	1158	Fulton	Caroga Lake	Other	6.0	14.0	6.9
Little Oxbarn lake	P-736C	MH		Fulton	Caroga Lake	Unknown	4.9		
Lynus Vly	P-165B	UH		Fulton	Jackson Summit	Unknown	4.7		
Middle Stoner Lake	P-721	MH	1140	Fulton	Canada Lake	Warmwater	83.0	27.0	11.6
Mud Pond	P-155	UH	319	Fulton	Northville	Other	8.0	4.0	3.3
Mud Lake	P-165	UH	337	Fulton	Jackson Summit	Adk. Brook Trout	5.9		

Table 2. Shaker Mountain Wild Forest - Ponded Water Inventory Data									
Otter Lake	P-729	MH	1149	Fulton	Canada Lake &	Adk. Brook Trout	36.6	13.0	7' (est.)
Oxbarn Lake (Eastman Lake)	P-272	UH	493	Fulton	Caroga Lake	Adk. Brook Trout	21.14	18	5.4
Peters Pond	P-168	UH	340	Fulton	Caroga Lake	Unknown	10.1		
Pine Lake	P-724	MH	1144	Fulton	Canada Lake	Warmwater	168.0	47.0	20.0 (est).
Prairie Lake	P-733	MH	1154	Fulton	Caroga Lake	Other	6.2	15.0	4.6
Stewart Lake	P-730	MH	1150	Fulton	Caroga Lake	Adk. Brook Trout	31.0	26.0	8.2
Winter Lake	P-736A	MH	1159.1	Fulton	Caroga Lake	Other	7.5	6.0	6' (est)
Unnamed Pond	P-155A	UH		Hamilton	Jackson Summit	Unknown	8.0		
Unnamed Pond	P-155C	UH		Hamilton	Jackson Summit	Unknown	1.0		
Unnamed Pond	P-5283	MH		Fulton	Caroga Lake	Unknown	1.2		
Unnamed Pond	P-5284	MH		Fulton	Caroga Lake	Unknown	2.7		

*New York State Biological Survey Unit Figure

Table 3 - Classification of Unit Streams - Hamilton County (▬ Unclassified portions crossing SMWF)

HAMIHY_	HAMIHY_ID	WATERCOURSE	CLASS [2]	LENGTH MILES
3237.3310.3313	9518.9533.9532	Hatch Brook	▬	1.9
3272.	9519.	Abner Brook	▬	0.2
3273.3281	9521.9525	West Stoner Creek (N Branch)	▬	0.4
3282.	9527.	Hatch Brook-trib	▬	0.02
3317.3318.3340 .3347.	9536.9537.9141.9145.	Unnamed	▬	0.8
3338.	9140.	Unnamed	▬	0.6
3355.	9148.	Unnamed trib - Hatch Brook	▬	0.4
3356.3373.	9149.9263.	Unnamed	▬	1.3
3361.	9153.	Unnamed trib -	▬	0.3
3409.3420.	9167.9166.	West Stoner Creek (N Branch) south of Benson Road	▬	1.2
3415.	9267.	Unnamed - flows into Fulton County	▬	0.1
3416.	9161.	Unnamed - flows into Fulton County	▬	0.7
			TOTAL	7.92

[2]A listing of stream classifications can be found in 6NYCRR Parts 800-941.

Table 3 - Classification of Unit Streams - Fulton County (▬ Unclassified portions crossing SMWF)

FULTHY_	FULTHY_ID	WATERCOURSE	CLASS [2]	LENGTH MILES
69.	498.	Unnamed	C(t)	0.3
85.	509.	Unnamed-intermitent	C(t)	0.1
105.	1187.	Duck Lake Outlet	▬	0.1
126.	1190.	Fisher Vly Lake Inlet	▬	0.1
128.	1189.	Little Oxbarn Lake Outlet	▬	0.3
141.	1192.	Fisher Vly Lake Outlet	▬	0.1
142.	1191.	Winter Lake Outlet	▬	0.2
146.	1193.	Outlet of p271a	▬	0.7

FULTHY_	FULTHY_ID	WATERCOURSE	CLASS [2]	LENGTH MILES
162.163.233.213.238	1195.1194.1204.1202.1205	Pinnacle Creek	▬	3.9
180.	517.	Unnamed	▬	0.7
182.	623.	Unnamed	▬	0.6
184.	515.	Mud Lake (p165) Outlet	▬	1.3
188.	625.	Mud Lake (p155) Outlet	▬	1.1
194.	1197.	Whitman Flow	▬	1.9
203.	522.	N. Branch Stony Creek	C(t)	0.1
204.252.	2244.2252.	Middle Stoner Lake Outlet	▬	2.2
205.239.290.	1198.1209.1216.	Frie Flow	▬	3.7
207.	1199.	Unnamed Pond Outlet	▬	0.8
210.	1200.	Unnamed - intermittent	▬	1.1
212.216.171.	524.2247.1196.	Unnamed Pine Lake Inlet	▬	2.2
214.	1201.	Unnamed	▬	2.0
215.	2246.	Broomstick Lake Outlet	▬	0.01
220.243.217.221.	1203.1212.2248.2249	Indian Lake Outlet	▬	2.5
225.	526.	Chase Lake Outlet	▬	1.5
226.236.	525.1207.	Unnamed	▬	1.0
232.	528.	Typoli Creek	▬	0.8
235.	1206.	Unnamed - Intermittent	▬	0.4
240.	1210.	Unnamed	▬	1.8
242.	1211.	Little Holmes Lake Outlet	▬	0.2
248.	531.	Unnamed - Intermittent	D	0.5
262.	1213.	Stewart Lake Outlet	▬	1.4
282.312	534.638	Unnamed - Intermittent	D	0.5
287.308.	1214.1220.	Unnamed	▬	1.1
289.	535.	Racker Vly Outlet	C(t)	0.2
291.	2261.	Otter Lake Outlet	▬	0.2

FULTHY_	FULTHY_ID	WATERCOURSE	CLASS [2]	LENGTH MILES
292.	536.	Unnamed - Intermittent	▬	0.5
311.	637.	Unnamed - Intermittent	▬	0.1
315.	2265.	Fish Hatchery Stream	▬	0.2
317.	537.	Mont Vly Inlet	D	0.4
325.	1222.	Peters Pond Outlet	D	0.1
327.351.	1224.1225.	Bellows Lake Outlet	▬	0.5
328.	1223.	Prarie Lake Outlet	▬	0.3
349.	1226.	Unnamed - intermittent	D	1.2
350.363.	1227.1229.	Holmes Lake Outlet	C(t)	2.0
362.	1230.	Unnamed - intermittent	D	0.9
412.271	543.533	Lynus Vly Outlet	C(t)	2.5
419.	1234.	Unnamed	C(t)	1.2
453.	548.	Unnamed - intermittent	▬	0.2
454.	547.	Round Vly Outlet	C(t)	2.3
466.	1236.	Mead Creek Tributary	C(t)	0.8
496.	1239.	Unnamed	D	0.4
545.555.593.	550.558.375.	Lake Edward Inlet	▬	1.8
596.553.	376.559.	Woodworth Lake Outlet	▬	0.1
675.	384.	Unnamed - intermittent	▬	0.3
680.681.759.	266.265.270.	Durey Creek	▬	0.5
722.754	2120.268	Caroga Creek	▬	0.7
749.	278.	Peck Creek	C(t)	0.9
			TOTAL	53.5

[2]A listing of stream classifications can be found in 6NYCRR Parts 800-941.

Classification of Common Adirondack Upland Fish Fauna Into Native, Nonnative, and Native But Widely Introduced Adapted from George, 1980

Native to Adirondack Upland

Blacknose dace
White sucker
Longnose sucker
Northern redbelly dace
Redbreast sunfish
Finescale dace
Creek chubsucker
Longnose dace
Slimy sculpin
Lake chub
Common shiner
Round whitefish

Native Species Widely Introduced within the Adirondack Upland*

Brook trout
Brown bullhead
Pumpkinseed
Cisco
Lake trout
Creek chub

Nonnative to Adirondack Upland

Golden shiner
Chain pickerel
Largemouth bass
Brown trout
Splake
Lake whitefish
Rainbow smelt
Bluegill
Northen pike
Rock bass
Bluntnose minnow****
Pearl dace
Smallmouth bass
Yellow perch
Fathead minnow**
Rainbow trout
Atlantic salmon
Walleye
Central mudminnow
Redhorse suckers (spp.)
Black crappie
Fallfish***
Banded killifish*****

These native fishes are known to have been widely distributed throughout Adirondack uplands by DEC, bait bucket introduction, and unauthorized stocking. This means that their presence does not necessarily indicate endemicity. Other species listed above as native have been moved from water to water in the Adirondack Upland, but the historical record is less distinct.

** *Not mentioned by Mather (1884) from Adirondack collections, minor element southern Adirondack Uplands (Greeley 1930-1935).*

*** *Adventive through stocking*

**** *Not mentioned by Mather (1884) from Adirondack collections, widely used as bait.*

***** *Early collections strongly suggest dispersal as a bait form*

Adirondack Fish Species

COMMON NAME	SCIENTIFIC NAME
Lake whitefish	Coregonus clupeaformis
Round whitefish	Prosopium cylindraceum
Rainbow trout	Oncorhynchus mykiss
Brown Trout	Salmo trutta
Brook trout	Salvelinus fontinalis
Lake trout	Salvelinus namaycush
Splake	Salvelinus fontinalis x namaycush
Rainbow smelt	Osmerus mordax
Central mudminnnow	Umbra limi
Northern pike	Esox lucius
Chain pickerel	Esox niger
Tiger musky	Esox lucius x masquinongy
Lake chub	Couesius plumbeus
Cutlips minnow	Exoglossum maxillingua
Golden shiner	Notemigonus crysoleucas
Common shiner	Luxilus cornutus
Northern redbelly dace	Phoxinus eos
Finescale dace	Phoxinus neogaeus
Bluntnose minnow	Pimephales notatus
Fathead minnow	Pimephales promelas
Blacknose dace	Rhinichthys atratulus
Longnose dace	Rhinichthys cataractae
Creek chub	Semotilus atromaculatus
Fallfish	Semotilus corporalis
Pearl dace	Semotilus margarita
Longnose sucker	Catostomus catostomus
White sucker	Catostomus commersoni
Creek chubsucker	Erimyson oblongus
Brown bullhead	Ameiurus nebulosus
Banded killifish	Fundulus diaphanus
Rock bass	Ambloplites rupestris
Redbreast sunfish	Lepomis auritus
Pumpkinseed	Lepomis gibbosus
Bluegill	Lepomis macrochirus
Smallmouth bass	Micropterus dolomieui
Largemouth bass	Micropterus salmoides
Black Crappie	Pomixis nigromaculatus
Yellow perch	Perca flavescens
Walleye	Stizostedion vitreum vitreum
Slimy sculpin	Cottus cognathus

Adirondack Tree Species

COMMON NAME	SCIENTIFIC NAME
White pine	*Pinus strobus*
Red spruce	*Picea rubens*
Balsam fir	*Abies balsamea*
Eastern hemlock	*Tsuga canadensis*
Norway spruce	*Picea abies*
Tamarack	*Larix larcina*
Scotch pine	*Pinus sylvestris*
White cedar	*Thuja occidentalis*
White spruce	*Picea glauca*
Red pine	*Pinus resinosa*
Black Spruce	*Picea mariana*
Yellow birch	*Betula lutea*
White birch	*Betula papyrifera*
Sugar maple	*Acer saccharum*
American beech	*Fagus grandifolia*
Quaking aspen	*Populus tremuloides*
Red maple	*Acer rubrum*
Ironwood	*Ostrya virginiana*
Black cherry	*Prunus serotina*
Pin cherry	*Prunus pennsylvanica*
Willow	*Salix*
Basswood	*Tilia americana*
American elm	*Ulmus americana*
Butternut	*Juglans cinerea*
Striped maple	*Acer pennsylvanicum*
White ash	*Fraxinus americana*
American hornbeam	*Carpinus caroliniana*
Choke cherry	*Prunus virginiana*
Crabapple	*Malus coronaria*
Apple	*Malus*
Big-tooth aspen	*Populus grandidentata*

Wildlife Management Unit 5H

Those parts of Essex, Fulton, Hamilton, Herkimer, Oneida, Saratoga and Warren Counties lying within a continuous line beginning at the intersection of Route 30 and NYS Route 28 at Blue Mountain Lake; thence southwesterly along Route 28 to the intersection of NYS Route 12 and 28at Alder Creek; thence southerly along Route 28 to the intersection of NYS Route 29 at Middleville; thence easterly along Route 29 to the intersection of NYS Route 29A at Salisbury Center; thence easterly along Route 29A to the intersection of NYS Route 10 at Pine Lake; thence southerly along Route 10 to Fulton County Route 112 at Caroga Lake; thence easterly along County Route 112 to the intersection of Fulton County Route 125; thence easterly and northerly along Route 125 to Hamilton county Route 6 (Northville Lake Placid Trail), south of Upper Benson; thence easterly along Route 6 to NYS Route 30; thence southerly on Route 30 to Bridge Street in Northville; thence east along Bridge Street to the Sacandaga River; thence southerly along the east bank of the Sacandaga River to Great Sacandaga Lake; thence southerly and northeasterly along the north shore of Great Sacandaga Lake to Saratoga County Road 8 at Conklingville Dam; thence northerly along County Road 8 to Saratoga County Road 4; thence easterly along County Road 4 to the intersection of the Hudson River; thence northerly along the east bank of the Hudson River to the south bank of the Schroon River; thence easterly along the south bank of the Schroon River to the intersection of US Route 9 in Warrensburg; thence northerly along Route 9 to intersection of NYS Route 28; thence northwesterly along Route 28 to the intersection of Route 8 at Wevertown; thence northeasterly along Route 8 to the intersection of US Route 9; thence northerly along Route 9 to the intersection of Interstate Route 87 (Adirondack Northway);thence northerly along the east side of the northbound lane of I-87 to the intersection of the Essex County Route 2, (Boreas or Blue Ridge Road) at Exit 29; thence westerly along Essex County Route 2 to Route 28N; thence westerly along Route 28N to NYS Route 30 at Long Lake; thence southerly along Route 30 and Route 28N to the point of beginning.

Wildlife Management Unit 5J

Those parts of Fulton, Hamilton, Herkimer, Saratoga, Warren and Washington Counties lying within a continuous line beginning at the intersection of Route 149 and Route 4 at Fort Ann; thence westerly along Route 149 to Route 9; thence northerly along Route 9 to the intersection of NYS Route 9N; thence southerly along Route 9N to the intersection of the Hudson River at Lake Luzerne; thence northerly along the east bank of the Hudson River to the intersection of Saratoga County Route 4 at Lake Luzerne; thence westerly along Route 4 to Saratoga County Road 8 at Conklingville Dam; thence southerly along Route 8 to the north shore of Great Sacandaga Lake; thence southerly, westerly, and northerly along the shore of Great Sacandaga Lake to Bridge Street in Northville; thence west along Bridge Street to NYS Route 30; thence northerly along Route 30 to its second intersection with the Northville Lake Placid Trail (Hamilton County Route 6); thence westerly along Route 6 to the intersection of Fulton County Route 125; thence southerly and westerly along Route 125 to the intersection of Fulton County Route 112; thence westerly along Route 112 to the intersection of NYS Route 10; thence northerly along Route 10 to the intersection of NYS Route 29A; thence westerly along Route 29A to the intersection of NYS Route 29 at Salisbury Center; thence southerly and easterly along Route 29, (the North-South Zone Line), to the intersection of US Route 4 at Schuylerville; thence northerly along Route 4 to the point beginning.

Planning Process Description and Public Participation Plan
The proposed methodology for the project should follow a stepwise process that will culminate in the preparation of a draft and final UMP. The eight tasks in this process are:

1. Conduct a comprehensive ***Resource and Use Inventory and Analysis***.

Sufficient information will be gathered prior to initiating a plan. Each team will develop, gather, compile, store, analyze, and update information about natural and cultural resources, public uses, and regional or socioeconomic data relevant to planning and management. These data will serve as an information base for formulating proposals, evaluating alternatives, and making decisions during planning.

2. Develop and implement a comprehensive ***Public Participation Plan***.

Throughout the planning process, opportunities will be provided for the public at the Statewide, regional, and local levels to voice their concerns about planning and management of the unit. In addition, positive actions will be taken to identify and involve the public as individuals and through public interest groups and organizations at the earliest possible stages in the planning process and before planning decisions have been made. A comprehensive public participation plan will be designed to assure participation in the planning process by all stakeholders including, but not limited to, local governments, tourist-oriented businesses, recreation advocates, people with disabilities, environmental groups, and neighboring landowners. The public participation process will be designed and conducted in close consultation with the project team. At a minimum, the plan must involve:

- The compilation of a mailing list of all identified stakeholders.
- The development of a press release and the mailing of an announcement of the beginning of the planning process with a request for comments.
- The holding of two public meetings at which public comment will be effectively and efficiently received and recorded. One meeting shall be held early in the planning process to present information about the planning area to the public and to receive preliminary comments. Another meeting shall be held to present the draft UMP and receive public comments on the document. A third public meeting may be required as part of the SEQR process.
- A description of the methods to be used to analyze oral and written public comments and, with direction from the Project Team, incorporate them in the UMP.

3. Prepare a ***Management and Policy Overview***.
4. Propose alternative ***Management Recommendations*** for the Area.
5. Prepare a ***Draft Unit Management Plan For Public Review.***
6. Meet appropriate ***SEQR*** requirements.
7. Prepare a ***Draft Unit Management Plan for Approval by the APA Commissioners.***
8. Prepare and print the ***Final Unit Management Plan***.

List of Public Officials, Agencies and Organization Contacts on the UMP Mailing List

Federal Agencies
Department of the Army, Corp of Engineers - George Nieves
Natural Resource Conservation Service, Johnstown Office - Robert Ambrosino

Elected Officials
Governor - George Pataki
U.S. Senator - Charles Schumer
U.S. Senator - Hillary Rodham Clinton
NY Senator - Elizabeth O'Little
Assemblywoman - Teresa Sayward, Assembly District 113
U.S. Representative in Congress - John McHugh -Hamilton & Fulton County
Senate Tourism, Recreation & Sports Development Committee - John A. DeFrancisco, Chairman

State Agencies
Adirondack Park Agency -Ross Whaley, Chairman
Advocates Office for Persons With Disabilities - Richard Warrender
Hudson River-Black River Regulating District - Dick Lefebvre
New York State Department of Transportation - Paul Obernesser
New York State Department of OPRHP Parks and Recreation - Julia Stokes
New York State Historic Preservation Officer - Charles Van Draie
New York State Museum - Ron Gill
New York State Natural Heritage Program - David VanLuven
SUNY Adirondack Ecological Center - Charlotte Demers
SUNY College of Environmental Science & Forestry - Chad Dawson
SUNY Plattsburg - James Dawson

Agencies and Elected Officials
Adirondack Association of Towns and Villages - William Farber
Adirondack Park Local Gov't Review Board Joseph Rota
Chamber of Commerce - Fulton County Regional Office, Gloversville office
Fulton County Board of Supervisors L. Bessy Floyd, Chair
Hamilton County Cooperative Extension - Jeanne Winters
Fulton/Montgomery County Cooperative Extension - Marilyn Smith
Hamilton County Director of Planning, Tourism & Economic Development - Indian Lake office
Hamilton County Highway Superintendent
Town of Arietta Supervisor - James Bernier
Town of Benson Supervisor - Robert Morrison
Town of Bleecker Supervisor - David Howard
Town of Caroga Supervisor - Stephen Barker
Town of Hope Supervisor - Robert Edwards
Town of Johnstown Supervisor - David Edwards
Town of Mayfield Supervisor - Carol L. Hart
Town of Northampton Supervisor - Ted Collins
Town of Stratford Supervisor - Anita Wineberg
Town of Wells Supervisor - Brian Towers
Town of Ephratah Clerk - Eleanor Smith

Village of Mayfield, Mayor- Thomas Ruliffson
Town and County Historians - Paul Wilbur, Caroga Town Historian-Ms. Inger McDaniel , Bleecker Historical Society,Bleecker Town Historian - Eleanor Brooks, Johnstown Town Historian - Ruth Gros, Benson Town Historian - Danny Meed, Johnson Hall State Historic Site - Wanda Burch, James F. Morrison - Historian, City of Gloversville, Mr. Noel Levee - Historian, City of Johnstown, Mrs. Betty Tabor - Historian, Town of Mayfield, and Mrs. Gail Cramer - Historian, Town of Northampton
Fulton County Planning Department - James E. Mraz
Deputy Superintendent of Highways - John Woodford
Hamilton County Clerk - Lake Pleasant office
Fulton County Clerk - Johnstown office
Sheriff - Thomas Lorey
Sheriff Department - Douglas Parker
City of Gloversville - Abe Seroussi, Mayor
City of Johnstown - William Pollak, Mayor
Hamilton County Director of Planning - Indian Lake office

Interest Groups/Organizations:
Adirondack Arch. Heritage - Steve Engelhart
Adirondack Conservation Council Gene Terry
Adirondack Council - Mike Dinunzio
Adirondack Fairness Coalition - Chestertown office
Adirondack Forty-Sixers, Inc. - Marrisonville office
Adirondack Landowners Assoc - William D Hutchins
Adirondack Mountain Club - Neil Woodworth, Director, Local chapters, trail adopters
Adirondack Museum - Blue Mountain Lake office
Adirondack Nature Conservancy & Adirondack Land Trust - Todd Dunham, Mike Carr
Adirondack North Country Assoc. - Terry Martino
Adirondack Park Institute - Linda Bennter
Adirondack Park Local Gov't Review Board - Joe Rota
Adirondack Region Bike Club - Paul Capone
Adirondack Regional Tourism - Ann Melious
Adirondack Snowmobile Association - James Jennings
Adirondack Trail Improvement - Tony Goodwin
Adirondack Wildlife Program - Andrew Saunders
Adirondack Ski Touring Council - Lake Placid office
Algonquin Snow Blazers, Inc.
AMC - Dennis Regan
Animal Protection Institute
Association for the Protection of the Adirondacks - David Gibson
Audubon Society of NYS - Ron Dodson
Blue Mt Lake Assoc - Ernie LaPrairie
Blue Ribbon Coalition
Catskill 3500 Club - Howard J. Dash
Central Adirondack Association - John Frey
Coalition of Watershed Towns - Dale Hughes
Empire State Forest Products Assoc.Kevin King
Environmental Advocates - Val Washington
Federation Of NYS Bird Clubs - Tim Baird, President
Fish and Wildlife Management Board, Region 5 - Bill Pike

Forest Practice Board - Reg. 5 - Ron Blanchard
Forest Preserve Advisory Committee - various members *
Fulton County Fish & Game Federation Bruce Blakeslee
Hamilton County Federation of Fish and Game Clubs - Kim Mitchell
Izaak Walton League - Chester Wilczek, President of the Utica Chapter
Lake Associations: West Caroga Association - Linda Gilbert, Pine Lake Civic Association - Michael VanGorder, Canada Lake Protective Association - Doug Smith, Great Sacandaga Lake Association - Dr. Willard Roth
National Audubon Society of NYS David J. Miller, Executive Director, Northern Chapter - G. Cox
Natural Resources Defense Council
National Parks and Conservation Association
NY Archaeological Council - Karen Hartgen
NY Blueline Council - Peter Litchfield
NY Chapt of Wildlife Soc - Charlotte Demers
NY Parks and Conservation Association - Robin Dropkin
NYS Conservation Council - Howard Cushing Jr
NYS Snowmobile Association - Whitesboro office
NYS Trails Council - numerous individual delegates
NYS Outdoor Guides Assoc. Inc. - Harry Spelta, President
NYSSA District Director - James Jennings
NY - NJ Trail Conference Peter Senterman
NY Natural Heritage Program - Kathy Schneider
New York Rivers United - Bruce Carpenter
NY Rivers United - Bruce Carpenter
NYS Horse Council - Anne O'Dell
NYS Off-Highway Recreational Vehicle Association - Alex Ernst
North Country Off Roaders Ralph Schwartz
Open Space Institute - Katherine Roberts, Joe Martens
Pleasant Riders Inc. - Bob Peters, President
Piseco Fish & Game Club Rick Higgins, President
Piseco Ridge Riders - President - Keith Ford
Residents' Committee to Protect the Adirondacks - Peter Bauer
Sierra Club - Atlantic Chapter, John Stouffer, Hudson Mohawk Chapter - Roger Gray
Snowmobile Clubs: Southern Adirondack Snowmobile Club Inc. - Emory Chase, President, Sacandaga Snowmobile Club - Jeff Gray, President, Oppenheim Trail Blazers Snowmobile Club - Arnold Hart, President, Stratford Snow-Drifters - Graham Daley Jr., President, Nick Stoner Trailers, Bleecker Snow Rovers - Charles Rose, President
Stoner Lake Fish & Game Club - Larry Smith
Trout Unlimited - David Williams Adir. Chapter Trout Unlm. - John Braico
Wilderness Society
Wildlife Society - NYS Chapter, Lynn Braband

Adjacent Property Owners/Youth Camps:
Boy Scouts - Woodworth Lake - Sir William Johnson District, Gloversville office
Canada Lake Store and Marine - Bill Fielding
Finch, Pruyn & Co., Inc. - Roger Dziengelewski
Lapland Lake Cross Count;ry Ski & Vacation Center - Olavi Hirvonen
Niagara Mohawk Power Corporation - Tom DeLuca
Nick Stoner Municipal Golf Course - Steve Jennings

Pine Lake Park & Campground - William Houck
Trailhead Lodge - John Washburn

Press/Radio
ADK Daily Enterprise - Peter Crowley
Adirondack Explorer - Phil Brown
Adirondack Life Magazine - Betsy Folwell
Amsterdam Recorder - Kevin McClary
Hamilton Co News - Chris Meixner
The Leader Herald - Nancy Lee Brownell
Daily Gazette - Chris Benoit

Interested Individuals - In addition to the above list, numerous other people were sent information regarding this UMP.

The following is a summary of public comments between March 9, 2005 (SEQR notice) and May 16, 2005 following the release of the Draft SMWF UMP. In total, the Department received two comment forms, 15 emails, 18 letters, and three faxes. In addition, oral comments were received at the one public meeting. While the intent is to use actual excerpts where possible, it many cases it was necessary to condense and paraphrase. In some instances comments were too general for a specific response. For example, What is DEC doing to encourage the use of less road salt? Instances where public input pointed out minor factual mistakes, typos, etc. resulted in changes or corrections made directly to the plan.

General Comments regarding the content and format of the plan

1. Several comments were critical of the length of the plan, or suggested changes to the arrangement of content, organization, need for a separate booklet defining management principles or other boilerplate information, such as Limits of Acceptable Change, etc. One comment suggested that the analyses, assessments and inventories detailed the APSLMP UMP Development section were not readily accessible.

   The plan follows the approved DEC UMP template. While a large amount of information could make it difficult to relate background information to proposals due to the volume of material, a detailed Table of Contents was included to assist finding individual topics or areas of interest. While all proposed new facilities were briefly described in Section IV, a higher level of detail with maps was provided in order to adequately describe current uses and future proposals for the areas around Pine Lake, Kane Mountain, Holmes Lake, Irving Pond, Peck Creek, Stony Creek, and the Northville Boat Launch.

2. The maps are not helpful in that names of roads mentioned in the text are missing.

   Improvements have been made to the facilities map. Additional road and trail names were added to the Special Area Management Plan maps, where necessary.

3. There should be a disclaimer under "Acknowledgments" saying that presence of a name does not mean that the contributor supports all of the management recommendations.

   The plan was revised.

4. Comments about lack of detailed drawings and/or tree cutting list.

   The Special Area Management Plans give detailed information on proposed facilities. Existing DEC policies and the Best Management Practices listed in the plan provide information regarding how parking lots and other facilities will be constructed. Sketch maps and site plan level detail are normally prepared only after the project is funded and a work plan is developed.

5. There are some very good comments in the summary of public input, but the team should have analyzed them and taken out the conflicting ones and emphasized the ones to be used in new work.

   All comments and proposals were reviewed by DEC staff. While an effort was made to summarize similar concerns or proposals, no attempt was made to remove controversial or conflicting proposals.

6. UMP neglected to include information on numerous trails that provide illegal private access. Update inventory to show all existing facilities. Require barriers or brushing in on illegal trails.

   All known man-made facilities are documented in Appendix 2. In the case of "illegal" snowmobile trails, the bridges are listed in the facilities inventory with *the trails discussed generally in the UMP. Other instances of unmarked paths and old roads, that are not official*

trails occur in the area. Unless there is a resource protection or public use issue, they are not discussed in detail and are intentionally left off the existing facilities map in an attempt to encourage use on maintained trails. Barriers are proposed where necessary to control illegal motor vehicle.

General Comments regarding public notification/public input process

1. We were informed that DEC was writing the draft plan, and since one was not released, it was not really appropriate to comment on a plan which did not exist, and so DEC was not receiving comment.

   Members of the public have a variety of opportunities to comment on Unit Management Plans. The Department encourages public input during plan development and during the formal review of completed draft UMPs. After the January 2001, statewide open house sessions, the Department began receiving comments on the SMWF. Following the February 28, 2002 open house, the public was encouraged to provide input to DEC by phone, letter, or email. No deadline for comment was given.

2. In the summer of 2002, we learned that DEC had drafted a UMP. Neither I nor my neighbors (nor the Town of Caroga) had been given access to this plan although its existence was confirmed by DEC.

   No public draft was available in 2002. During the time period between the initial press release and printing of the draft plan, Department staff gather information, conduct fieldwork and research related to plan development and draft the document. Since the plan undergoes a fair amount of editing and internal review during this period, the document is incomplete and not ready for distribution to the public until its release as a public draft.

3. A few comments suggested that the overall public input process seemed like it was arranged to minimize input from seasonal residents of the area. There was concern over cutting off of public comment in 30 days, with requests for meetings to occur when the majority of users are available, such as the summer months. It was suggested that the May 16th comment be extended until September 5, 2005 for the best and most balanced input to the plan.

   This UMP is one of several plans currently under development. The dates for the initial scoping meeting, release of the draft plan, public meeting, etc. are determined by the how far along in the planning process a particular unit is. Since public use spans the entire year, priorities for individual plan completion are generally determined by target dates set by Central Office staff. Once a draft plan is formally released, public review and comment continues to be important. However, timelines and deadline dates become more formal and important. There are several reasons for this: the noticing and comment requirements related to the State Environmental Quality Review Act; the need to bring draft plans to a final state in order to begin implementation and; the need to schedule Adirondack Park Agency Reviews.

4. The DEC website (as of April 30th) does not reflect the release of the plan, the public meeting, or comment due date. It is billed as a means for the public to stay apprised of the process. But, it is in effect a misleading public notice – since it implies no activity has occurred, and no action is needed from interested parties.

   The website was revised shortly after the public meeting but unfortunately did not include information on the comment due date. While the intent is to provide the latest information, web sites are not kept as current as possible. The plan was revised to reflect this situation.

5. The April 14th public meeting slide show did not show all relevant issues or proposals. For example, the typical mess at the end of the Pine Lake Road or identification of the Godfrey Road Extension.

   The SMWF contains approximately 40,500 acres with a wide variety of public uses, existing facilities, and issues of concern. The slide show cannot supply detailed information covering the content of the entire UMP but is designed to provide a brief general overview, while highlighting major issues and new proposals.

6. While a significant body of comments are related to impacts arising from users of state land, few specific objectives are identified to address the issue of resolving negative impacts on adjoining property owners. This shows an overall predisposition against private property.

   The plan itself and objectives listed in the UMP primarily focuses on natural resources or facilities on State lands. By controlling inappropriate uses and managing public entry points and parking, the plan can indirectly benefit adjacent private lands. In some cases, illegal ATV use for example, the objective and corresponding management action to install pipe gates will address a problem from occurring on both State and private land by stopping the illegal riding. An additional objective (common to all facilities) was added to the plan to reiterate the importance of minimizing potential impacts to adjoining landowners.

<u>Limits of Acceptable Change (LAC)/Recreation Opportunity Spectrum (ROS)</u>

1. Several comments expressed concern that the UMP was "balancing" recreation with natural resource protection. Other comments related to the need for a ROS inventory or the need to consider the size and shape, relative locations, and nature of what's outside the unit.

   While ROS is not being formally implemented in the unit as far as mapping, inventory, and identification of criteria, the SMWF as a whole was examined as it relates to opportunities on adjoining State lands and throughout the unit. 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. The plan identified opportunities for solitude by keeping one large area "trail-less", and concentrated most new facility designation and/or construction in developed areas already experiencing a fair amount of use. Further adoption of the Northeast ROS model in UMP planning should be applied to all units and not a specific one such as the SMWF.

<u>Level of recreational use/facility development</u>

1. Generally there is an increase in the various uses planned for in a new UMP and this one is no exception. Every new human use detracts from the wildness of the area, though many recreational uses are appropriate to a Park partly formed for the human enjoyment that the "peace and quiet" of a natural area can provide.

   A general description of under-utilized wild forest areas mentioned in the APSLMP includes southern Hamilton County and northern Fulton County. Additional APSLMP guidance more specifically for the SMWF can be found in the UMP in Section III-D-3. When considering the entire SMWF area only 13 of the 40,500 acres (99.99 % still in natural condition) of the SMWF have been modified by developed facilities such as trails, parking areas, tentsites, etc. In many cases, the proposed new facilities consist of little more than formal designation of existing old roads (currently receiving some use) as trails instead of significant new construction requiring detailed layout, extensive tree cutting, etc. Except for CP-3 routes, motor vehicle roads will slightly decrease and snowmobile trail mileage will increase slightly. Equestrian and all-terrain cycling opportunities will actually be reduced from current potential, since several trails will be closed to these uses.

Wild Forest Management Principles

1. A couple of comments questioned the inclusion of "Wild Forest Management Principles" in this UMP or any other UMP for that matter.

   DEC will develop, in consultation with APA, Wild Forest Management Principles and amend this UMP to include these principles.

Pine Lake Boat Launch

1. There has been no evidence that the state actually owns the "turnaround" or the site where the boat launch exists. The deeds for the residential cottages support a deeded right of way or access to the lake by the lake front property owners via the boat launch.

   The State land in the vicinity of Pine Lake was acquired by fee title purchase in 1919, including all of lot 61, Glen, Bleecker, and Lansing Patent, with the exception of 100 acres in Sub 4, 11.94 acres on the northwest shore of Pine Lake, and 135.35 acres on the west shore of Pine Lake. A survey map developed after State ownership did not indicate the presence of a road or boat access site on the property. A review of some recent cottage lot deeds did not indicate any deeded ROW to the lake. The state deed does not mention a ROW.

2. Several comments expressed concern and opposition to the closure of the boat launch. Equality of access was questioned since camp owners at the south end of the lake have access but cottage lot owners along the Pine Lake Road won't. It was suggested that this action will directly affect riparian rights and property values with the UMP not adequately identifying the negative impacts on private property owners resulting from this significant change in state position. Some individuals asked if a compromise could be found? For example, can the launch be closed with a gate and opened temporarily for the residents?

   Riparian rights only give the right of access to and from the water from your own property; riparian rights don't give a right of access from a neighbor's property (in this case, the State). Since the use of the launch began after state acquisition the property owners on the lake could not acquire any right to use that launch. To the extent they used the launch, they did so in the Department's discretion, with the Department's permission and at the Department's sufferance. They did not thereby acquire any legal right to use the boat launch. The anti-alienation provisions in Article XIV prohibit the lease, sale, exchange, or taking of Preserve lands. APSLMP guidelines prevent the trailered launching of boats by the public. The Department does not have the ability to allow exclusive use (even if for a limited time period) of a non-conforming facility to any member of the public. The scheduling for the closure of the launch site was intentionally delayed until year two to allow additional time for the cottage lot owners to arrange for boat access over private land.

3. The plan quotes the APSLMP in numerous instances on the supposed necessity of closing the Pine Lake boat launch. A couple of comments suggested that the APSLMP permits existing launch sites to be retained, with the nearby West Lake "fishing access" site mentioned as an example.

   The SMWF UMP does not discuss the West Lake site since this facility is within the Ferris Lake Wild Forest. APA staff have indicated that trailered boat launching is "non-conforming" at the Wild Forest site on Pine Lake due to the small size of the lake. Contrary to some private land uses, non-conforming facilities are not grandfathered on State land and must be closed.

4. A couple of comments suggested the usable size of Pine Lake is too small to support the many motorized boats and jet skis/wet bikes already there and supported closing the launch site to trailered boats.

See discussion in Section IV-C-27 and Section VI for the Pine Lake proposals.

Improvements on State lands at Pine Lake

1. Many residents of the Pine Lake area have gone on the record (Civic Association 2003 resolution) as strongly opposed to the idea of improvements to the state facility at the end of the lake. It was felt by some people that the various proposal will increased road traffic, move destructive behaviors further into the woods, and create general nuisance problems. It was suggested that the plan did not accurately portray the extent of modifications needed for the new construction/enhancements at the end of Pine Lake. Specific suggestions opposed a new parking area, deeper in the forest, tree cutting or other improvements, except as may be needed to allow ADA access. In some cases, a reduction or minor modification to the existing turnaround was suggested to accommodate parking needs.

   Other public comments supported the management of this area, such as measures to control public use, the designation of the Pine Lake Inlet Trail as a "family" type trail, proposed camping changes, and the need for increased DEC presence and stewardship.

   Information from the Civic Association resolution was added to the plan in the SAMP for Pine Lake in Section VI. There has been numerous contacts between Department staff, Pine Lake property owners, and members of the Pine Lake Civic Association during the last few years. Efforts were made to scale back facility development while allowing public access to this part of the SMWF. As land managers, the Department has a duty to provide a diverse range of opportunities to the public, within the constraints of the Constitution, APSLMP, Environmental Conservation Law, and the Rules and Regulations. The SMWF part of Pine Lake is an important part of this recreation spectrum and the most logical choice for accessible facilities at an attractive location within the entire unit. Facilities proposed for Pine Lake are minimal in nature with regulations and enforcement planned to address many of the concerns of adjoining landowners. A new parking area will be developed further into the woods, to accommodate seven vehicles along with two accessible spaces in the existing clearing. Overall parking capacity will be reduced from the existing turnaround parking capacity where up to 13 vehicles have been observed on popular days. While it is anticipated that the proposed new trail and facilities may slightly increased use of this area, it is also anticipated that the reduced parking capacity and increased Department presence will reduce the number of people and inappropriate uses that contributed to past problems. See discussion in the SAMP for Pine Lake in Section VI for the revised proposal to reduce total parking capacity to nine.

3. The UMP fails to address the issue of garbage removal.

   Carry-In, Carry-Out programs are successful when users have an environmental stewardship ethic and educational efforts are reinforced with enforcement on littering. Department staff and volunteers will be used to help maintain site cleanliness.

4. The establishment of public picnicking, camping and swimming facilities would result in unfair competition that could lead to the demise of the private campground/beach at Pine Lake.

   As mentioned in the SAMP for Pine Lake in Section VI, the proposed total of five primitive sites, two picnic tables, and undeveloped natural beach is not expected to compete with the commercial campground and developed facilities on the other end of the lake. The

overall size of the private facility with roped in swimming area, extensive shoreline, and large sandy beach, dwarfs the very small area used for occasional swimming on the State lands. The two recreational experiences are vastly different and largely mutually exclusive, with the private park and campground providing the safety of supervised swimming along with numerous amenities such as modern rest rooms with showers, electricity, camp store with groceries, public telephone, laundry, changing rooms, covered pavilion, and arcade.

Pine Lake Road

1. A few comments questioned whether the Pine Lake Road is truly is a town road having originally been titled only as a right of way for property owners along the lake. The road was never intended as a major thoroughfare, and its use as one could jeopardize the safety of the families who live along it.

   Based upon available information, some of the cottage lot deeds mention a 20 foot wide right of way to provide access to the numerous small lots on private land along the northwest shore of the lake. There has been public use of the road ending at state land since the early 1960's. At some point, this road began to be maintained by the town of Caroga and is now considered a public highway with the width limited to the existing footprint.

2. The Plan fails to estimate traffic usage or meaningfully address the safety issues with the use of the right of way as a primary access route. Contrary to assertions raised in the UMP, the speeding and reckless driving over the road row is not attributable to boats or water craft being trailered.

   As a town road, all maintenance and safety issues are under the jurisdiction of the town highway department. Being a public highway, the Department has no control over the actual number of people who drive the road or the type of vehicles used. While the proposed changes on SMWF lands may slightly increase use of the road, the reduced parking capacity and future enforcement of no parking in the turnaround is intended to reduce use from existing potential levels. Overnight parking by campers will further reduce available parking for day use related activities since there will be less spaces available for vehicles. The proposed regulation prohibiting trailer parking is designed to prevent the inherent difficulty of vehicles passing each other on such a narrow road.

Law Enforcement/Special Regulations

1. Several comments suggested that DEC cannot correct the current illegal activities. Would like to see existing regulations enforced, and increased presence, as a precursor to any discussion of new regulations. If enforcement of existing laws and increased presence fails, then one could consider additional actions. The posting of signs is an exercise in futility, without proper enforcement.

   While there are only two forest rangers and two Environmental Conservation Officers for all of Fulton County, this location has been given a higher priority for routine patrol and enforcement efforts. Members of the Civic Association have been given a dispatch number to call to report violations. Currently, the existing regulations do not prohibit a few of the uses that some landowners find objectionable such as swimming, bonfires, noisy groups, etc. The proposed special regulation will allow better management control and are intended to help reduce user conflicts with nearby private landowners. If these steps do not adequately control inappropriate use, DEC will re-evaluate the need for additional more stringent regulations or further actions.

2. The plan provides no budgetary discussion of additional enforcement presence at Pine Lake – indicating no material change is planned, although it is discussed as a necessary step.

   While the UMP contains a budget for implementation, it does not include DEC staff salaries nor make recommendations for staffing.

3. Support for the special regulations.

   See the SAMP for Pine Lake in Section VI for detailed proposal.

<u>Pine Lake/Pine Lake Inlet/Boat horsepower restrictions</u>

1. The plan misrepresents the factual situation surrounding Pine Lake shoreline ownership. Statistics on shoreline include the "inlet" which is essentially a glorified creek with the effect of diminishing the significance of private property and motorized boat activity. The plan makes a statement regarding the underwater lands and portion which are state titled without any supporting information.

   More current GIS information was used to update the draft plan. Corrections were made to the SAMP map and percentage of state shoreline. Information on ownership of underwater lands was answered previously.

2. Some people were opposed to any horsepower restrictions on the lake with the DEC proposal considered a first and significant step to eventual restriction of all horsepower on the lake. Given the significant history of motorboat access on the lake, and the extent of private ownership of the primary lake shore, the proposed regulation is inconsistent with state policy and existing laws, and directly impacts riparian rights. The effects on natural resources in the inlet area should be addressed separately. Posting of either speed or other restriction on the inlet region only might be a reasonable compromise. This is not even considered. Address motorized boat access, and the public demand for such use.

   Other public comments supported a 25 hp limit for boats on Pine Lake, or in a couple of cases suggested a prohibition of motorized watercraft in the inlet. Complaints were received over wildlife impacts, shoreline erosion, water pollution, and noise from motorboats.

   APSLMP guidelines for the development of a waterway access site require an examination of several criterion, motor size limitations or the prohibition of motorized use being one. Instead of prohibiting all motors, a horsepower limitation was proposed to reduce the number of potential larger watercraft accessing the lake from state lands. The 25 horsepower restriction is intended to only apply to access from state land and is not a restriction on watercraft use of Pine Lake itself. With the exception of enforcement of Navigation law in the inlet area, there is no intent by DEC to restrict motor size on Pine Lake. Boat horsepower has been regulated in other Adirondack waters with mixed ownerships. In 286-acre Lake Colby, for example there is a ten horsepower restriction. It was felt that the posting and enforcement of existing navigation law is sufficient protection to limit negative impacts or user conflicts in the inlet.

3. The plan should address motorized boat access and the public demand for such use. The plan also fails to accurately discuss the relatively extensive motor boat history on the lake, including such things as watercraft races in the past. The plan includes significant discussion on the merits of the Adirondack Explorer Quiet Waters Campaign, even though no targeted waters are in this unit.

   Information on general trends in outdoor recreation was included in the plan, some based on the 2003 Statewide Comprehensive Outdoor Recreation Plan which looked at boating (includes non-motorized use) in general. Discussions within the plan of projected use and factors influencing demand apply to larger areas such as Fulton county, and are not intended to apply to specific locations like Pine Lake. Additional information regarding motor boat history on Pine Lake was added to the plan. Information on the "Quiet Waters" campaign was reformatted as a footnote.

<u>Snowmobiling/Draft Comprehensive Snowmobile Plan (CSP)</u>

1. Question the use of snowmobiles in Forest Preserve "protected" by the forever wild clause of the NYS Constitution, wondering how the word "wild" is being interpreted.

   The APSLMP allows snowmobile trails in units classified as Wild Forest. See pages 32-38 of the APSLMP .

2. Several comments suggested the plan will preempt the Comprehensive Snowmobile development process and undermine the objective "to plan for the Park in an overall way rather than unit-by-unit." The Department should wait until the Snowmobile Plan has been adopted before identifying or creating new trails. Oppose any trails that will be very much like high speed roads.

   Proposals in this UMP for the construction and maintenance of snowmobile trails in the SMWF have been made within the spirit of language set forth in the APSLMP and current policy. The draft CSP was not considered to be a guiding document in the development of this UMP but was used for reference purposes. Reference is made to the draft CSP within the context of potential amendments to the SMWF UMP that may be considered when the draft CSP is finalized.

3. Avoid otherwise remote (from motor vehicle use) areas. Stay near existing highways, if not on the rights of way.

   The two new snowmobile trail proposals in this UMP are near the periphery of State land or pass through small isolated parcels.

4. Support recommendation for a 25 mph speed limit.

   See Section IV-D-3 for the referenced proposal.

6. Why does DEC never use the terms bar or tavern, often the main destination for snowmobilers?

   The UMP focuses on activities occurring on SMWF lands. While some snowmobile trails lead to private establishments such as restaurants, bars, stores, etc. it would be difficult to determine a destination for snowmobilers since the portion of snowmobile trail within the SMWF may be only a small part of what an individual snowmobiler rides on a particular day.

7. A few comments opposed widening of snowmobile trails, snowmobile bridges beyond 8 feet and OPHRP sign standards. Other comments suggested that trails need to kept open to OPRHP specifications with the need to address safety concerns such as rocks, curves, bridges, etc.

   Specifications for snowmobile trails proposed in this UMP will conform to relevant APSLMP guidelines and DEC policy.

8. The UMP cites economic presumptions as a major basis for snowmobile use and the development of connecting networks. There is no cost benefit analysis for snowmobile impacts.

   Proposals for the construction and maintenance of snowmobile trails in the SMWF have been made within the spirit of language set forth in the APSLMP and current policy.

9. A few comments suggested that the UMP must comply with the "no material increase" guideline and motor vehicles use should not be "encouraged". A snowmobile trail system connecting Vermont with the Adirondacks will "encourage the use of motor vehicles" to a great extent, something forbidden by the APSLMP.

   Other comments suggested the need for more trails not less. Oppose closure of any snowmobile trail.

   A discussion of the UMP with respect to the "no material increase" provision of APSLMP Basic Guideline #4 is found in Section IV-C-22.

10. The UMP makes no attempt to correlate projected use to projected environmental impacts. As new trails are established that link the SMWF to other areas and as the Adirondacks is linked via snowmobiles to other states, the piecemeal approach makes it impossible to evaluate future use. As the snowmobile system expands, it is only reasonable that future use will increase.

    Projected use figures are difficult to estimate, but the preferred alternatives for snowmobile trails have been chosen at least partially based on their ability to withstand increased levels of use. Since the majority of snowmobile trail proposals involve rehabilitation of existing marked trails or formal designation of old roads currently used by snowmobilers, environmental impacts will be minimized.

11. Are "groomers" being used here? They are not allowed on forest preserve.

    The type(s) of groomers allowed on snowmobile trails in the SMWF will depend on the provisions of current or future policy, and not this UMP.

12. A couple of comments opposed the rehabilitation of the Bellows Lake snowmobile trail due to the need for numerous bridges over existing wet areas.

    The Bellows Lake trail is a heavily used existing corridor snowmobile trail that provides a major east-west link allowing snowmobilers to travel between the Great Sacandaga Lake area and Caroga. Recent trail closures on private land to the south have increased the importance of this trail. The trail is located along an old woods road with numerous small brook crossings. Since the trail will also receive occasional ATB and equestrian use, it requires a greater level of bridging than if the trail was designated only for snowmobile use.

13. The proposed Pinnacle snowmobile trail was illegally built, never designed, and ends on private land bordering Pinnacle Road where the owners objected to its presence. While the route may be the best solution to travel on Barlow Road, this trail deserves a thorough study with a lot more information before this issue is tossed out to public discussion.

    Department acquisition records indicate the existence of a woods road where a large portion of the illegal snowmobile trail riding occurs. While the trail was not legally designated, its importance to the snowmobile community led to its identification by OPRHP as a part of corridor trail C8. Formal DEC designation will only occur after approval from adjoining private landowners to insure that snowmobile trail permission has been granted.

14. The plan attempts to deal with snowmobile use without considering the use in the adjacent Ferris Lake Wild Forest. There is no analysis of the possibility of routing a snowmobile trail from Wheelerville to the north or investigation of the old road north of Green Mountain from Wheelerville to Irving Pond for use as a snowmobile trail. You can not snowmobile from Caroga Lake to Pine Lake without having to cross a 3.5 mile long lake that has open inlets and other open water all winter long A trail along NYS Route 10 should be constructed or the ski trail behind Kane Mt should be renovated and used for snowmobiling - it certainly is not being used by any cross-country skiers.

    While the SMWF boundary stops at the eastern side of NYS Route 10, snowmobile trail linkages beyond the unit were considered during the planning process. Even though the Department only received one complaint letter regarding snowmobile use on Kasson Drive, there was some consideration to look at alternatives. As mentioned in the plan, the steep rocky SMWF terrain adjoining NYS Route 10 south of Green Lake would most likely prevent a suitable roadside trail at this location without significant work to address slope, rock, and other severe constraints.

15. A few comments suggested that DEC should work with clubs with funding issues or the New York State Snowmobile Association with LAC trail standards.

    As stated in the UMP, the Department will cooperatively work with volunteers, towns and counties to accomplish any of the proposed actions including LAC.

16. Support removing snowmobile activity from the frozen surface of Holmes Lake.

    Use of frozen waterbodies for snowmobiling can be a safety issue. Since snowmobiling on frozen watersurfaces is only legal when the ice can be reached by a marked trail or public highway, in this instance there was no need to continue snowmobile use on the existing trail beyond the proposed lean-to location.

<u>Lean-tos</u>

1. A few comments supported the replacement of the lean-to at Chase Lake with one on the north shore, as well as the new lean-tos at Holmes Lake and West Stony Creek. Additional locations were suggested at Mud Lake or along the NP trail. One comment opposed the Chase Lake lean-to replacement due to low public use.

    See discussion in Section IV-C-16 for lean-to proposals.

<u>Motor Vehicles/All Terrain Vehicles (ATVs)</u>

1. A few comments questioned why was there no attempt to clarify easements and/or resolve the legal status of old roads before the completion of this UMP. The Warner Hill Extension is not a public highway and has been closed.

    Due to the complex legal nature of highway ROWs and given the long continuous history of public motor vehicle use, the UMP proposes legal research to clarify public and private rights on the Tolmantown and Tannery roads. The Warner Hill Extension discussed in the plan is not the section closed from the east, but only the portion of road over Finch, Pruyn and SMWF lands east of Towmantown to the posted private boundary.

2. Opposing comments on some area roads. Re-designate Tannery Road and use as a hiking trail only. Hope to still use Tolmantown and Tannery roads.

    Keeping the Tolmantown and Tannery roads open to motor vehicles is in the interest of the People of the State of New York, for access to the Round Vly/Lawyer Mountain tract and proposed parking areas. If motorized use of the road by the public were prohibited,

access to this large block of state land would be greatly reduced. Future decisions regarding these roads will involve a determination of their legal status as public highways.

3. Illegal ATV use continues to be a problem in this unit. The draft UMP contains no inventory of abused areas in need of restoration as mandated by the SLMP. Stiffer penalties for ATVs and confiscation is needed.

   Illegal ATV use is an enforcement problem not unique to this unit. The UMP does not attempt to document every place they have ever been ridden but identifies locations with recurring problems or where significant rehabilitation is needed.

<u>ADA Access and CP-3 ATV Use</u>

1. General support for the Holmes Lake road and substitute CP-3 mileage in the Peck Creek Area. One comment suggested more trail mileage is needed while another comment opposed the use of any part of the Holmes Lake trail for ATVs for any purpose.

   Only valid CP-3 permit holders will be allowed to access the proposed CP-3 routes via ATV. All other public motorized use will be prohibited, but will remain open to non-motorized use by the public. The Department will closely monitor both locations and take the steps necessary to curb illegal use, should it occur.*

2. A couple of comments suggested closing the town highway portion of Holmes Lake road to the public, except for exclusive use by the disabled, at the point where private land ends. Increased need for parking capacity, including vehicles with trailers, was suggested in the clearing near Peters Corner.

   The Holmes Road is a 1.1 mile public highway maintained by the town of Bleecker. Keeping this road open to motor vehicles is in the interest of the People of the State of New York, to enhance access to this portion of the SMWF. Closing the road near County Route 112 would prevent the establishment of roadside campsites and would restrict existing popular uses such as hunting. Since the public has had a long history of driving the road, there is no compelling reason to close the road, presumably against the wishes of the local residents. The Department and the town of Bleecker will work together to address road safety concerns and to discourage use in early Spring, in order to protect the road from vehicle traffic during mud season.

<u>Roads</u> (Irving Pond Road and Godfrey Road Extension)

1. Incorporate a description and discussion of the two latest DEC policies on roads and ATV use.

   The plan was amended to include general information about these two policies.

2. Several comments opposed designating the Irving Pond Road as a DEC motor vehicle road. It was suggested that this abandoned town road, is not an "existing public road" and should be closed.

   The Irving Pond Road is an existing town road currently open to the public for motor vehicle use. People are allowed to drive the road although deteriorating conditions (due to lack of maintenance since it is "qualifying abandoned") have restricted actual use to people with high clearance 4WD vehicles. The road is entirely on private lands barely touching a small piece of SMWF at the very end. While Highway Law §212 gives the

**Commissioner's Policy #3 - Motor Vehicle Access to State Lands under Jurisdiction of the Department of Environmental Conservation for People with Disabilities*

Commissioner of the Department of Environmental Conservation the authority to abandon or discontinue use of the portion of highway that passes over or through lands wholly owned and occupied by the State, this road is almost entirely over private lands and cannot be closed by the state. Since the abandonment papers allow the state to maintain the road, the UMP only proposes to investigate the suitability and environmental or social impacts of designating the Irving Pond Road as a DEC open motor vehicle road during the five year term of the plan.

3. A public easement on the road crossing the United Rod and Gun Club lands from the end of Godfrey Road to the Silver Lake Wilderness was never granted by the Club.

   On August 5, 1968, the People of the State of New York acquired a permanent easement crossing the lands of the United Rod and Gun Club, to the eastern boundary of State land in lot 74. The easement description, which was filed in the Albany office of the New York State Conservation Department and in the office of the Hamilton County clerk specifies the location of the easement and describes the rights acquired by the public and the State. See Appendix 19.

4. Opposed to the use of Club lands at the end of the Godfrey Road for public parking.

   There is no plan to construct a public parking area on United Rod and Gun Club property. See the Silver Lake Wilderness (SLW) UMP for details concerning proposed parking.

5. Advise that a gate on the of Godfrey Road Extension crossing Club lands may only be installed with the permission of the Club.

   Since the Godfrey Road proposal primarily concerns access to the Silver Lake Wilderness UMP, all information concerning the future use of this ROW will be addressed in the SLW plan. Though the Department considers the installation of a gate to be an effective means of protecting the road, the Department would not install a gate without the Club's permission.

6. Remove Godfrey Road Extension proposal. Support the concept of a new trail heading north from the existing parking to connect with the NP trail.

   See previous response.

<u>Kane Mountain and Cabin</u>

1. General support for the retention and preservation of the fire observation tower on Kane Mountain as an important public recreation and education value. A few comments suggested that any repeater mounted on it should not substantially alter the tower's looks, deny public access to the cab and its view, or negatively impact the Forest Preserve's wild character.

   The Kane Mountain fire tower will be retained. See Section VI-Kane Mountain Area for detailed proposals. DEC's mountaintop policy can be found in Appendix 15.

2. A few comments supported continued use and maintenance of the Observer's Cabin and DEC's plan to work out an AANR agreement with a local organization. The "living museum" concept should be taken a step further by having the summit steward dressed in a period uniform. One comment suggested the Kane Mountain cabin is a problem.

   The Department is determining the appropriate course of future action for the observers cabin. The public is hungry for knowledge on the fire towers and what was life like on these mountaintops in the past. The preferred alternative is to authorize a display of

vintage photographs, old department forms and literature as part of a exhibit in the cabin that would give an accurate account of the history and development of the fire towers within the Adirondack Forest Preserve. This exhibit will be open for the public to enjoy during times an interpreter under the AANR. is present at the site. Recurring vandalism at the cabin is a concern.

3. Discontinue south trail up Kane Mountain. Agree with marking the north trail. Support conversion of ski trail to a loop hiking trail.
   See Section VI-Kane Mountain Area for discussion on area proposals.

4. Object to changes to Fish Hatchery Pond Road trailhead parking capacity without prior discussion with adjoining landowner. Use parking area adjacent to School House Road. One comment supported an enlarged parking lot at the eastern trailhead to Kane.
   See Section VI-Kane Mountain Area for discussion for the referenced proposal.

<u>Trail-less Area</u>

1. Several comments suggested removing the "Pinnacle Valley Trail" proposal, to keep the area "trail-less". A few other comments supported trail management proposals, including the designation of a "trail-less" area of the Round Vly/Lawyer Mountain area.
   To accommodate the potential for solitude, the Round Vly/Lawyer Mountain tract will be set aside as a "trail-less" area. For the term of this UMP it was felt that one trail-less area was sufficient. Since the majority of existing interior trails and public use occur within the 23,990 acre Shaker Mountain tract, additional new trails, trail loops, changes in trail designation, and increased parking capacity are proposed. Since this tract is expected to accommodate the majority of future public use, formal marked trails are desirable. Keeping the Pinnacle Mountain area as trail-less area would limit its potential to provide recreational opportunities for a large portion of the public.

<u>Northville - Lake Placid trail</u> (NP trail)

1 There was a mix of opinions regarding the preferred location for the trailhead parking. Local government suggested locating the southern terminus of the trail in the village of Northville at the Bradt building site (owned by the town). Other comments supported Alternative C or Alternative E. If you don't provide parking at the Gifford Valley Road people will park there anyway.
   After meetings with the town and village boards, the Bradt building in Northville was chosen as the most suitable location for the official start of the NP trail. A smaller parking lot is proposed adjacent to the Gifford Valley Road for day hikers.

2 General support for relocating NP trail into the woods. Where possible, reduce or eliminate designating the shoulder of NYS Route 30 as any part of the trail. In the absence of a permanent easement over private lands from the Northville Bridge, most comments supported Alternative 2. It was suggested that this alternative would involve less trail work than Alternative 4. The need for a bridge over Stony Creek was questioned. Any such structure would be large, difficult to build, and obtrusive, and considering the shallowness of the stream it could be forded.
   See Section VI-NP trail relocation for the revised proposal.

3. The NP trail has very few summit or ledge viewpoints. Why is there no mention of a route to the ledge area to the south of Mud Lake or to the north to an overlook?
   The plan did propose looking at the potential for trails to the scenic overlooks in the Mayfield mountains. It was felt that the final location of the NP trail needed to be laid out

in the woods prior to consideration of additional spur trails. The UMP was revised to further elaborate on these future proposals.

4. We strongly support the designation of the NP trail for pedestrian use only. Conflicts with other users are a major safety concern, especially for long-distance hikers.
   See Section VI-NP trail relocation for the referenced proposal.

North Country National Scenic Trail (NCNST)

1. Suggest minor clarifications and updates to the NCNST. Waiting until year 3 after UMP approval for the NCNST will likely be too late. Expect the route will be settled in 2006/2007.
   Potential NCNST routes through the SMWF are discussed but the actual route will be determined through a separate process and amendments made to relevant Unit Management Plans, if necessary. The UMP was revised to reflect current developments regarding this trail

Additional New Trails

1. Propose additional trails:
   - From the outlet of Stewart Lake to the north shore of Otter Lake.
   - From Indian Lake to the proposed trail from Holmes Lake to Eastman Lake.
   - From Irving Pond to the Indian Lake Trail.
   - From the gas pump on the Benson Road near Hatch Brook to West Stony Creek.
   - Trails to Shaker, Pinnacle and Pigeon Mountains.

   Additional new trail proposals will 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.

Camping

1. Comments concerning camping mostly involved the group site proposed for Holmes Lake and how "group camping" will be managed.
   The group campsite cluster proposal was removed from the plan. See Section VI-Holmes Lake Area for revised proposal.

2. Roadside campsites are magnets for abuse, resulting in a host of management challenges and degradation of fragile resources.
   Existing camping and day use related activity already occurs along Holmes Road road. Site designation will space out this use to comply with APSLMP guidelines and provide a valuable recreational opportunity for people less skilled in backcountry camping.

All Terrain Bicycling (ATB)

1. There was mix of opinions regarding mountain bike use in general, with one comment suggesting keeping ATBs out of the Forest Preserve. Some comments stressed using caution when designating trails open to mountain bike use due to natural resource restrictions while other comments supported seeing several trails authorized for ATB use.
   The APSLMP allows all terrain bicycles in units classified as Wild Forest.

2. Several comments opposed the "rehabilitation" of the Chase Lake trail or Bellows Lake trail for ATB use. One proposal suggested designated the Chase Lake trail a ski trail. A couple of comments supported ATB use on the Pinnacle Valley trail.

   The Chase Lake ATB proposal was removed from the plan. Trail problems associated with the Bellows Lake trail will be addressed when the trail is rehabilitated as a snowmobile corridor trail.

Cross Country Skiing

1. Chase Lake would be a great beginners ski trail.

   Pending removal of snowmobile trail designation, this trail will be designated as a cross country ski trail.

2. Stewart Lake trail is not appropriate for beginner skiing, though excellent for snowshoeing. Please advertise trails which are appropriate for beginning snowshoers as well as ski trails.

   The UMP proposes to remove the ski trail designation since the trail does not comply with Department standards and is too steep in several locations.

Fisheries

1. Does the State plan to stock Pine Lake? In recent years, a number of smallmouth bass have been caught. Consider this, and either stock with additional smallmouth bass, or monitor before introducing largemouth as well.

   The recent expansion of the smallmouth bass population is good news and may be consistent with improved water quality due to a decline in acidification. The Bureau of Fisheries will conduct biological sampling before making any fish stocking decisions.

2. No non-native species should be stocked in reclaimed waters. Treat at least some lakes and ponds as ecosystems in their own right rather than fish reservoirs. Possibly some"reclaimed" ponds stocked with native fish could have no fishing allowed and only natural reproduction allowed. The repeated use of Rotenone should be avoided, because of possible unknown toxic effects. Fishing could be prohibited in at least some re-claimed lakes and ponds in the interest of fish communities.

   The Department does not consider lakes or ponds as strictly fish reservoirs. As this comment implies, lakes and ponds are important ecological systems. However, fishing per se does not endanger the integrity of pond or lake ecosystems. The Department uses closed seasons, minimum length limits, and bag limits to prevent over-fishing. Angler use of fishery resources is a legitimate and ecologically compatible activity, and when properly regulated will not negatively impact fish communities. The effects of reclamation with rotenone have been extensively studied. Identifiable effects are short term and not cumulative. No reclamations are anticipated during the 5 year planning period.

3. Urge that the DEC develop comprehensive public education efforts to control use of bait fish by banning use of all "live" bait to ensure that reclaimed waters are not contaminated again.

   We agree. The use of baitfish is discussed in this UMP. Moreover, the use and possession of fish for use as bait is prohibited in selected waters within the unit in aneffort to prevent the introduction of unwanted fish species. Signs to this effect are posted and Bureau of Fisheries staff do periodic checks to make sure the signs are maintained. We also post at some locations educational signs about baitfish and their potential consequences for Adirondack lakes and ponds. The Freshwater Fishing Regulations Guide discusses the use

and possession of baitfish and the potential negative consequences of baitfish introductions. In addition, an article in the Department's magazine "The Conservationist" discussed the issue. However, additional education about this issue is a desirable goal. This opportunity will be explored.

Wildlife

1. Several general comments were received concerning the presence or absence of specific wildlife species.

   The plan was revised, where necessary.

2. Could the latest on Chronic Wasting Disease be added?

   General information on Chronic Wasting Disease was added.

3. The connection between biology and management is superficial, in comparison with the kinds of analyses that could be done. In contrast, the sections covering game management are detailed, suggesting that the position of DEC is that "non-game" management will take care of itself. Reference is made to the recently completed New York gap analysis, which mapped habitat statewide, but not much is made of it.

   The Department has completed, and is currently conducting, several survey efforts focused entirely, or mostly on non-game species. For example, the Department has led efforts to survey breeding birds, amphibians, and reptiles through several statewide atlas efforts (for example the Breeding Bird Atlas, 1980-1985 and 2000-2005 and the Amphibian and Reptile Atlas Project, 1990-1999). The Department is currently working with SUNY College of Environmental Science and Forestry on techniques to analyze the two Breeding Bird atlases for making inferences about potential changes in bird populations. Additionally, the New York Natural Heritage Program conducts surveys for endangered, threatened, and special concern species, as well as rare and exemplary ecological communities. Lastly, the Department conducts annual monitoring and survey programs for several non-game species, including Bald Eagle, Peregrine Falcon, and Spruce Grouse (in conjunction with SUNY Potsdam). The New York Gap Analysis Project has provided useful information on the potential distribution of vertebrate species and their habitats. However, use of this data may not be appropriate on the scale of an individual Forest Preserve unit. As an alternative to using NY Gap data, the Department uses actual wildlife survey data from the atlases and surveys mentioned above to make management decisions.

4. Better wildlife surveys are needed and planning for the return of extirpated species should be improved and emboldened. It should be noted that in the general area around the SMWF, a cougar kitten and wolf were both killed in the recent past. DEC has not done nearly enough in recent years to focus on documenting the current populations of wolves, cougars, bald eagles, moose, peregrine falcon, golden eagle and Canada lynx. Challenge the statement that the lynx restoration project is"considered a failure" as public reports of lynx sightings continue to be reported to the DEC.

   Currently, the Department conducts annual monitoring of bald eagles and peregrine falcons. Additionally, the Breeding Bird Atlas has provided useful data on the occurrence and distribution of many other species as well, including those that are classified as endangered, threatened, or special concern. The Department receives sighting reports of Canada lynx, wolves, and cougars each year. In most cases, these reports are investigated by a DEC staff person to ascertain details of the observation and the

potential that another similar looking animal was actually observed (for example, bobcats, coyotes, and fisher). The lynx restoration project was considered a failure in terms of restoring a viable lynx population to the Adirondacks, however, the Department learned much about the complexities of restoring large mammal populations. While it is likely that transient lynx occasionally pass through the Adirondacks (lynx have very large home ranges and disperse long distances, especially in low food years), the Department has no data to suggest the existence of a resident lynx population or that breeding is occurring.

5. The background information on the natural resources is very comprehensive, though once again the birds are not listed phylogenetically (beginning with Common Loon), the only way the list can be useful.

   The species list will be resorted by Order when the plan is revised.

Northville Boat Launch

1. Dredging should continue at the toe of the ramp to the river channel to allow an extended boat season when water levels recede in the fall and other ramps become unusable. Preserve existing berm and ditching or washouts will occur.

   Dredging of waterways past the immediate vicinity of the boat ramp is beyond the scope of work that the DEC Bureau of Fisheries undertakes to provide boating access. This might be an issue to take up with the Hudson River - Black River Regulating District or the US Army Corps of Engineers. It is possible that boating during low water periods would be associated with a number of hazardous obstacles that could require extensive marking with navigation aids for a short season.

2. Electrical service should be extended to the launch ramp to provide low power lighting to facilitate usage during the hours of darkness.

   It is hoped that the Northville Boat Launch will be modernized in the near future. Although no design plan has yet been drawn up, a lighted launch ramp is a definite possibility. Night lighting has been provided at the newly remodeled launching facilities at Chateaugay Lakes, Tupper Lake and Long Lake. Low voltage solar lights have been used, but their performance has been less than perfect. The type of lighting to be used will be determined upon analysis of cost and efficiency.

Invasive Plants

1. The paragraph on invasive plants is adequate for terrestrial plants, but it does not mention aquatic and wetland species, which are the most troublesome. Boat and trailer hygiene should be enabled by having high-powered hose systems available at all public launches, and the thorough cleaning should be actively enforced.

   Aquatic species were mentioned in the draft plan. According to the Adirondack Park Invasive Plant Program (APIPP), there are no known occurrences of invasive aquatic plants within the SMWF. Individuals aware of any such infestations should report them to DEC and/or the APIPP.

2. The section on invasive plants should be updated based on the latest findings of the Adirondack Park Invasive Plant Program.

   The information in the UMP was developed in cooperation with staff from the APIPP and has been revised. The location of additional infestations on state lands adjacent to SMWF has been added to the UMP since the release of the Draft UMP for Public Review.

Adirondack Park Agency

1. Want clarification on the definitions of the terms motor vehicle, ATVs, and snowmobiles used in the APSLMP.

   The Adirondack Park Agency is responsible for interpretations of the APSLMP. Questions regarding interpretation of such terms should be directed to APA.

Additional Parking Areas

1. Perhaps the West Stony Creek proposed parking area on the south side of the Benson Road isn't necessary. What is the program activity? Would people have to cross private land?

   The state purchased a narrow strip of land and old portion of highway in 1934. Existing steep road shoulder banks prevent safe parking by the public who wish to walk this old road. The small parking lot and proposed trail will enhance access to this part of the unit.

2. There were a few questions regarding the need for parking associated with the Pinnacle Road and problems of the public blocking private driveways.

   SMWF road frontage along the Pinnacle Road is limited. The rough road shoulder on state land near the Sailor Swamp trail, has prevented parking and thereby restricted access by the public. The small parking area proposal is designed to enhance access, primarily for hunters, while helping to prevent conflicts with illegal parking on nearby private land. The proposed parking lot at the end of the Pinnacle Road is approximately the same capacity as the existing parking within the town road ROW, with occasional overflow parking expected to occur in the turnaround, thereby reducing problems to private land.

3. Question the need for two parking lots at the northern end of the Round Vly/Lawyer Mountain tract.

   There is only one parking area proposed for the northern end of the Round Vly/Lawyer Mountain tract. The other nearby parking area is located on the south side of the Benson Road and provides access to a different block of SMWF lands to the north. The intent of the Tannery Road parking area is to provide safe off road parking for existing users, primarily hunting parties that park wherever there is shoulder space, sometimes on adjoining private land.

Other comments

1. Supports plan to survey and mark all boundary lines during the 5-year implementation.

   See Section IV-C-2 for the referenced proposal.

2. Draft plan doesn't mention Caroga Comprehensive Plan. Generally good analysis of potential trails, but given that some of them were suggested by the town in when it was updating the town's land use plan; it is unfortunate that no more information was developed.

   While local plans were briefly mentioned in the Draft UMP, the Department worked with many individuals and groups, including local governments during the planning process. The town of Caroga plan was reviewed but was too general regarding proposals for inclusion in the SMWF.

2. Trail registers should be more available, with signing mandatory. Trail registers should be placed at all entry points and parking areas.

   Mandatory registration is not considered necessary. New trail registers will be installed at several locations. See Section IV-C-23 for the referenced proposals.

3. Geocaching should only be virtual on forever wild lands where no private junk is supposed to be left.

   See Section II-1 for discussion on geocaching policy.

4. The plan uses statistics and demographics from a 1979 study. This is dramatically out of date. Actual year 2000 census data is available, and would be more accurate; why is this not the basis for this plan?

   The Feasibility Study for Fulton County was a detailed report on potential multi-purpose recreational trails. Even though this report is over 30 years old, it still contains valuable information. The demographics data was used only to illustrate general trends.

5. Finch Pruyn owns a rectangular strip of land on the east side of Kane Mountain. The parcel needs to be addressed because the main trail to Kane Mountain crosses this rectangle and the land is for sale.

   Based upon Fulton County tax parcel information, lot 52, Sub 3 of the Glen, Bleecker, and Lansing Patent is not owned by Finch Pruyn. The Kane Mountain trail does not cross this parcel although it passes next to the boundary. The UMP proposes to relocate the portion of the Pine Lake trail crossing these lands so that a loop around Kane Mountain entirely on state lands will be possible. See Section VI-Kane Mountain Area for detailed proposals.

6. UMP should describe the Willie Marsh nature area and boardwalks. Even though they are just outside the blue line, this is a wonderful natural area with many opportunities for bird watching, observing plants, even bog and marsh plants. This gem must be protected!

   This area is outside the SMWF and will be addressed in the Fulton County State Forest UMP.

Shaker Mountain Wild Forest Area Description

The Shaker Mountain Wild Forest is composed of several separate blocks of Forest Preserve lands. Acreage was calculated from ArcView using APA land coverage map, and excludes underwater lands.

Shaker Mountain Tract - NYS Route 10 forms the western boundary of the largest tract, consisting of approximately 23,990 acres, from parcel 8, lot 61, of the Glen Bleecker and Lansing Patent in the town of Caroga, Fulton County, to the point where Route 10 leaves lot 62 in the same Patent. From this point the boundary runs westerly along the northern boundary of lot 62 to the north corner where it runs north to the Hamilton County line. From this point the boundary follows the Hamilton-Fulton County line to the north-eastern corner of parcel 2, lot 35, of the Glen Bleecker and Lansing Patent. From this point the boundary follows the State land boundary all the way back to the intersection of the State land boundary with Route 10 in the vicinity of Green Lake.

West Stony Creek Tract - The second largest tract consisting of approximately 8,152 acres, lies primarily south of the hamlet of Benson. The State land line forms the boundary except that in the vicinity of Woods Lake the Silver Lake Wilderness forms the boundary. Includes three small isolated pieces of Forest Preserve (total approximately 131.8 acres) near the southwestern corner of the tract.

Round Vly/Lawyer Mountain Tract - Consists of 6,057 acres of State lands in lots 11, 16, 17, 18, 19, 20, 21 and 22 of the Glen Bleecker and Lansing Patent, as well as parcels 5 and 6 of lot 14, parcels 1 and 2 of lot 15, parcels 1, 2, 3, 5, 6, 7, 8, 9 and 10 of lot 16, and parcel 3 of lot 21 as well as the Forest Preserve land in lots 53, 54, 67 and 68 of the Mayfield Patent.

Peters Mountain Tract - Includes The 750 acre all Forest Preserve land in lot 4 of the Glen Bleecker and Lansing Patent including the isolated piece in parcel 9.

Southwest Parcels - (Total - 1,225 acres) Consists of two larger parcels and four small scattered parcels in the southwest quadrant of the unit. The Hilley Road piece consists of 578 acres in lot 104, 105, 107 and 108 of the Mayfield Patent. The 500 acre Peck Creek piece borders Peck Hill Reforestation Area in lots 511, 517, and 518 of the Kingsborough Patent and also includes those portions of Forest Preserve in lots 100 and 101 of the Glen Bleecker and Lansing Patent in the town of Caroga. The small isolated pieces consist of a 30 acre parcel in lot 91, 15 acre and 25 acre parcels are in lot 97, and 15.5 acre parcel in lot 103, Mayfield Patent.

Upper Benson Tract - Lot 12 and 49, plus ROW over private lands in lot 73, Benson Tract

Private Land Exceptions: Chase's Patent, lots 44, 45, 53, and partial ownership of lots 36 and 37. Glenn, Bleeker and Lansing Patent lot 45 subunit 3, as well as lot 52 subunit 3.

TRAIL CLASSIFICATION SYSTEM - Shaker Mountain Wild Forest

CLASS	MARKING	TREAD	BARRIERS	USE LEVEL	ACCEPTABLE MAINTENANCE
I Unmarked Route	None	Intermittently apparent, relatively undisturbed organic soil horizon	Natural obstructions present, logs and water courses	Occasional	None
II Path	Intermittent	Intermittently apparent, compaction of duff, mineral soils occasionally exposed	Same as unmarked route	Low, varies by location	Intermittent marking with consideration given to appropriate layout based on drainage, occasional barrier removal only to define appropriate route.
III Primitive	Trail markers, sign at junction with secondary or other upper level trail	Apparent, soil compaction evident	Limited natural obstructions (logs and river fords)	Low	Drainage (native materials) where necessary to minimize erosion, blowdown removed 2-3 years, brushing as necessary to define trail (every 5-10 years). Bridges only to protect resource (max - 2 log width). Ladders only to protect exceptionally steep sections, Tread 14"-18", clear: 3' wide, 3' high.
IV Secondary	Markers, signs with basic information	Likely worn and possibly quite eroded. Rocks exposed, little or no duff remaining	Up to one year's accumulated blowdown, small streams.	Moderate	Drainage where needed to halt erosion and limit potential erosion (using native materials), tread hardening with native materials where drainage proves to be insufficient to control erosion. Remove blowdown annually. Brush to maintain trail corridor. Higher use may warrant greater use of bridges (2—3 logs wide) for resource protection. Ladders on exceptionally steep rock faces. Tread 18"-24". Clear 4' wide, 3' High.
V. Trunk or Primary Trail	Markers, signed with more information and warnings.	Wider tread, worn and very evident. Rock exposed, possibly very eroded.	Obstructions only rarely, small streams	High	Same as above; Plus: regular blowdown removal on designated ski trails, non-native materials as last resort, Extensive tread hardening when needed, bridge streams (2—4 logs wide) difficult to cross during high water, priority given to stream crossings below concentrations of designated camping. Tread 18"-26", clear 6' wide, 8' high, actual turn piking limited to 2% of trail length.
VI Front Country	Heavily marked, detailed interpretive signing	Groomed	None	Very High	Extensive grooming, some paving, bark chips, ADA accessible. This is to be implemented within 500' of wilderness boundary.
VII. Horse Trail	Marked as Trunk or Secondary	Wide tread, must be rather smooth.	Same as Trunk Trail.	Moderate to High	Same as trunk trail, except use techniques appropriate for horses. Bridges: 6' minimum width with kick rails, nonnative dimensional materials preferred. Tread: 2'-4' wide, clear 8' wide, 10' high.

VIII. Ski Trail	Marked High. Special markers, sign at all junctions with hiking trails.	Duff remains. Discourage summer use	Practically none due to hazards.	High	Focus on removal of obstructions, maintenance should be low profile, tread determined by clearing 6' (Should be slightly wider at turns and steep sections. Provide drainage using native materials to protect resource.
IX. Mountain Bike Trails(according to International Mountain Biking Standards)	Marked frequently and No Biking signs posted on adjoining trails not specified for bike use	New trails to maximum of 4 feet. Tread width less than 18 inches on a rolling grade	None	Moderate	Remove vegetation at root level Texture the tread Keep trails below 2000 feet Use existing roads or trails that do not exceed 10 % Blowdown removal(annual) Trail brushing

TRAIL CLASSIFICATION SYSTEM - Snowmobile

CLASS	MARKING	TREAD	BARRIERS	USE LEVEL	ACCEPTABLE MAINTENANCE
Snowmobile Trails- Class A	Marked high	Groomed(width- 8 feet, 12 feet on corners)	None	Moderate to High	Blowdown removal(annual) Trail brushing Erosion control structures(Box culverts,etc.) Trail Hardening(corduroy) Bridges Trail Rehabilitation
Snowmobile Trails- Class B	Marked high	Groomed(width- 8 feet)	None	Low, varies by location	Blowdown removal(annual) Trail brushing Erosion control structures(Box culverts,etc.) Trail Hardening(corduroy) Bridges Trail Rehabilitation
Snowmobile Trails- Local	Marked high		None	Variable	

Snowmobile Trail Alignment and Grade

1. Trail alignment shall avoid blind curves and abrupt changes in either horizontal or vertical direction.
2. Minimum slight distance shall be 50 feet.
3. Curves with a radius of less than 25 feet shall not be included in any trail alignment.
4. Grades shall not exceed 20%
5. Line and grade shall be designed so as to insure that the average snowmobile operator can safely negotiate the trail with little or no difficulty and experience a ride that is interesting and safe.

Snowmobile Trail Width

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 where the cutting of trees or other woody growth over three inches DBH is not necessary.

Secondary trails may be kept clear to a maximum width of eight feet where the cutting of trees or other woody growth of over three inches DBH is not necessary.

All trails, regardless of class, shall be kept clear to a height of twelve feet, as measured from ground level, where the cutting of trees or other woody growth of over three inches DBH is not necessary.

Trail Marking Standards

On Adirondack Forest Preserve lands, all trails are marked with small, colored plastic disks nailed to trees or posts at regular intervals. In the past on hiking trails, blue markers were used for north-south trails, red markers for east-west trails and trails to fire towers, and yellow markers for connector trails.

The following markers are used today. All are available in blue, yellow, and red.

Foot Trail - Used on all trails where only foot traffic is permitted.
Trail - Used along multiple-use trails. Other markers appropriate on a given trail, such as foot, snowmobile, horse, and bicycle trail markers, are posted together at trailheads and intersections on guideboards. "Trail" markers are used along the trail to mark the trail route.
Snowmobile Trail - Used on trails where snowmobiles are permitted. Snowmobiles are only permitted on trails marked as snowmobile trails.
Horse Trail - Used on trails where horses are permitted. Horses may not be ridden on foot trails that are not also marked as horse trails, nor on snowmobile or cross-country ski trails when they are covered with ice and snow.
Bicycle Trail - Used on trails where bicycles are permitted. Bicycles are permitted in wild forest areas except where posted. In wild forest, it is not necessary for a trail to be marked as a bicycle trail for bicycles to be permitted. They may be used in primitive, and canoe areas only on designated roads. They are not permitted in wilderness.
Cross-country Ski Trail - Used on trails considered suitable for cross-country skiing. Cross-country skiing is permitted anywhere on the Forest Preserve.

Markers should be close enough that a person standing at one marker can see the next marker ahead clearly, but cannot see more than two markers ahead. Long straight trails or naturally well-defined trails should be marked less frequently (one every 100-200 feet). This guideline is especially applicable in wilderness areas where markers should be kept to a minimum.

Markers should be applied in **one direction at a time** to assure that they are located where appropriate for those traveling in that direction.

Appearance is extremely important. Old and damaged markers should be removed wherever it is possible to do so without further damage to the tree before posting the new marker. If the old marker can't be removed, cover it with a new marker, rather than setting the new marker at a different spot. Use **two** l ½-inch roofing nails, preferably aluminum (untreated steel nails rust and can stain markers), one near the top and one near the bottom of the marker. Unless vandalism is a problem, do not drive the nails home. Sinking the nails no more than one-half to two-thirds of the way into the wood allows the tree to grow for a few years without damaging the marker. Markers should be posted at or slightly above eye level except in areas of heavy snowfall where snow might obscure them. The markers then should be placed even higher on the tree.

Contact the supervising forester for a supply of markers and nails.

New York Land Cover - Forest/Woodland Classification and Type Descriptions

Land Cover Type: Spruce-fir
Type name: Spruce-fir flats
Dominant species: red spruce, black spruce, balsam fir
Associated species: yellow birch, black cherry, red maple, eastern hemlock
Site factors: moist soils of low flats, frequently near swamps, lakes or streams
Distribution: Adirondacks

Land Cover Type: Evergreen wetland
Type name: Evergreen wetland
Dominant species: red spruce, balsam fir, black spruce, white spruce or pitch pine with highbush-blueberry
Associated species: green alder, mountain ash (in spruce-fir swamps), and gray birch, red maple (in pitch pine-blueberry peat swamps)
Site factors: gentle slopes along drainage basins or shallow depressions in poorly drained soils
Distribution: statewide

Land Cover Type: Evergreen plantation
Type name: Pine plantation
Dominant species: red pine, white pine, scotch pine
Associated species: red maple, white ash, black cherry
Site factors: planted sites, on gentle slopes or flat areas
Distribution: statewide

Land Cover Type: Sugar maple-mesic
Type name: Sugar maple-mesic forest
Dominant species: sugar maple, American beech, basswood, white ash, yellow birch
Associated species: bitternut-hickory, tulip tree, hop-hornbeam, American elm
Site factors: middle to lower elevation concave slopes with north or east aspects
Distribution: statewide

Land Cover Type: Oak
Type name: Oak-hickory forest
Dominant species: red oak, black oak, chestnut oak, white oak, shagbark-hickory, pignut-hickory
Associated species: white ash, red maple, hop-hornbeam, flowering dogwood, witch hazel, big tooth aspen, serviceberry, choke cherry, maple-leaf viburnum, red raspberry, gray dogwood, white ash, black birch
Site factors: well-drained ridgetops and upper slopes, south-and west-facing slopes
Distribution: upstate NY, south of Adirondack ecozone, Allegheny plateau

Type name: Oak-sugar maple
Dominant species: red oak, sugar maple, black birch, American beech
Associated species: black oak, white oak, yellow birch, sassafras
Site factors: well-drained low to mid slopes
Distribution: statewide

Land Cover Type: Successional hardwoods
Type name: Successional northern hardwoods
Dominant species: black cherry, red maple, black locust, quaking aspen, white pine, paper birch, gray birch, white ash, American elm, box elder, silver maple, pin cherry, eastern red cedar
Associated species: buckthorn, shadbush, green ash, tree-of-heaven, riverbank grape, poison ivy
Site factors; sites once cleared or otherwise disturbed that have reverted to woodland or forest cover
Distribution: statewide

Land Cover Type: Deciduous wetland
Type name: Red maple swamp
Dominant species: red maple, black ash, American elm, swamp white oak, butternut, bitternut-hickory
Associated species: spicebush, red-osier dogwood, arrowwood, highbush-blueberry, black gum
Site factors: poorly drained sites
Distribution: statewide

Type name: Floodplain forest
Dominant species: silver maple, red maple, American sycamore, cottonwood, butternut, black willow, swamp white oak, white ash, black ash, basswood
Associated species: white willow, Virginia creeper
Site factors: river floodplains and deltas
Distribution: upstate NY

Land Cover Type: Evergreen northern hardwood
Type name: Pine-successional northern hardwood
Dominant species: white pine, red pine, red maple, paper birch, black cherry, white ash, green ash, gray birch
Associated species: sugar maple, quaking aspen, striped maple, big-tooth aspen, red oak
Site factors: gentle slopes and flats. This type also includes some pine plantations that have a large component of hardwood trees.
Distribution: statewide

Type name: Hemlock-northern hardwood
Dominant species: eastern hemlock, American beech, red maple, yellow birch, sugar maple
Associated species: black cherry, white pine, red oak, black birch, striped maple
Site factors: slopes of ravines and margins of lakes and swamps
Distribution: statewide

Type name: Spruce-northern hardwood
Dominant species: red spruce, sugar maple, American beech, yellow birch, red maple
Associated species: balsam fir, mountain maple, hobblebush, American yew
Site factors: lower mountain slopes and flats, usually on glacial till
Distribution: Adirondacks (common), Tug Hill, and Catskill ecozones

Land Cover Type: Shrub swamp
Type name: Shrub swamp
Dominant species: alder, red-osier dogwood, silky dogwood, willow, leatherleaf, buttonbush, sweet pepper-bush, highbush-blueberry
Associated species: red maple, tamarack, white pine, black spruce
Site factors: lakeshores or along rivers, wet depressions
Distribution: statewide

Land Cover Type: Emergent marsh/open fen /wet meadow
Type name: Emergent marsh/open fen
Dominant species: bulrushes, cattails, bur-reed, reed canary grass, sedges, yellow pond lily, white water lily, sweetflag, rice cutgrass, cottongrass, common horsetail, marsh fern, cinnamon fern, skunk cabbage, marsh marigold
Associated species: red maple, eastern hemlock, red-osier dogwood, alder-leaf buckthorn
Site factors: wet areas, sometimes with peat and/or marl, flat or gently sloping
Distribution: statewide

Type name: Wet meadow
Dominant species: sedges, cattails, bulrushes, spike muhly, spikerush, sundew, bluejoint grass, sweetflag, spotted joe-pyeweed, cranberry, cottongrass, sphagnum
Associated species: red-osier dogwood, gray dogwood, bog laurel, leatherleaf, red maple, shrubby cinquefoil, bayberry
Site factors: wet areas, sometimes with peat and/or marl
Distribution: statewide

Land Cover Type: Open water
Type name: Open fresh water
Site factors: permanently flooded (fresh water) areas with little or no vegetation
Distribution: statewide

Land Cover Type: Roads
Type name: Roads
Site factors: paved or unpaved roads
Distribution: statewide
Sources/similar communities: Unpaved road/path, Paved road/path (Reschke 1990)

Policy Statement

Preservation of Mountain tops within the Adirondack and Catskill Parks and under the jurisdiction of the Department of Environmental Conservation.

Background

The responsibility for the care, custody and control of the lands now owned or hereafter acquired by the State and which constitute the Forest Preserve rests with the Department of Environmental Conservation. The Division of Lands and Forests is the program unit within the Department which administers that responsibility.

The construction and maintenance of some communications and other mountaintop sited facilities or towers are necessary for the Department and other governmental agencies to carry out the duties and functions of protecting the Forest Preserve and insuring public safety.

Many suitable and desirable sites for communications and other purposes such as the construction and maintenance of transmission and relay towers with necessary appurtenances are located on mountain tops within the Forest Preserve in the Adirondack and Catskill Parks. Several of these sites are now being utilized by the Department for the operation of the Fire Control, Law Enforcement, Flood Control and Fish and Wildlife radio systems. Some sites are shared and utilized by county mutual aid radio networks and other municipal and state communications systems. However, it is also desirable to preserve mountain tops in a natural condition unencumbered by manmade facilities.

The Forest Preserve is protected by Article XIV of the New York State Constitution which mandates that these lands “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”.

Statutory authority to erect and maintain communication facilities and to grant temporary revocable permits for such purposes to other governmental agencies is given to the Department of Environmental Conservation through Section 3-0301 (l.) (3.) Of the Environmental Conservation Law, which charges the Department with the care, custody and control of the Forest Preserve; Section 9-0l05 (15.) which empowers the Department to make rules and regulations and issue permits for the temporary use of the Forest Preserve and Section 9-0303 (2.) which provides that no building shall be erected, used or maintained upon State lands except under permits from the Department.

While the Department recognizes the need for effective communications structures and facilities to serve the needs of the people of the State, it also recognizes that the presence of these and other facilities on the mountaintops within the Adirondack and Catskill Parks degrades the aesthetic qualities which are important and integral parts of the Parks. Further, the Adirondack Park Agency, in recognition that the hills and mountaintops of the Adirondack park are among the region’s most distinctive and previous resources, and that consolidation of towers and tower facilities with existing towers and tower facilities will result in materially less cumulative environmental impact, adopted as policy that new communication towers and other tower facilities by consolidated with existing towers.

In order to prevent further degradation of these aesthetic qualities and to allow for continuation of the present communications systems and for the improvement and expansion of these system as future needs may dictate, the following policy is adopted.

Policy

1. No mountaintop under the jurisdiction of the Department of Environmental Conservation within the Adirondack and Catskill Parks which does not have existing structures, towers or other facilities may be used as a site for structures, towers or other facilities for communications or any other purpose.

2. On mountaintops under the jurisdiction of the Department of Environmental Conservation within the Adirondack and Catskill Parks where structures, towers, or other facilities presently exist and have appurtenant service routes, new facilities may be added if: (a) Such new facilities are consolidated with existing structures, towers or other facilities and (b) Such new facilities, in the case of governmental agencies other than the Department, area permitted in accordance with a temporary revocable permit as required by Section 9-0l05 (15.) as noted above.

3. Existing structures, towers and other facilities located on such mountaintops will be evaluated on a periodic basis to determine if they continue to serve a departmental purpose or function. If it is determined that such structures, towers and other facilities do not serve a departmental purpose or function, then they shall be proposed and schedule for removal through the unit management planning process of the Department.

4. As technology develops and it becomes feasible to consolidate communication and other electronic facilities in one structure or tower without interference, such structure and towers will be consolidated for the purpose of reducing the numbers of each at any one site or on any one mountaintop.

5. Where no electrical power is available at existing and utilized mountaintop sites, such power as needed will be provided by solar or other means of on-site generation within the provision of No. 2 above.

6. New communications facilities added at existing and utilized mountaintops sites within the provisions of No. 2 above will not interfere, electronically or other, with existing site communication systems.

ADOPT-A-NATURAL RESOURCE STEWARDSHIP PROGRAM

This agreement, made between the **Canada Lake Protective Association**, hereinafter called the "Steward"; and the Department of Environmental Conservation of the State of New York, hereinafter called the "Department".

WHEREAS, Section 9-0113 of the Environmental Conservation Law authorizes a stewardship program between the Commissioner and an individual, group or organization for the purpose of preserving, maintaining or enhancing a state-owned natural resource or portion thereof in accordance with the policies of the Department; and,

WHEREAS, there is need for the services and support of volunteers provided through this new stewardship opportunity to aid the preservation, maintenance and enhancement of state-owned natural resources at minimum cost to the state:

NOW, THEREFORE, it is agreed that this Stewardship Agreement for a period of 5 years from the date hereof, shall provide that the natural resource named in this agreement be preserved and maintained in its natural state or managed to enhance or restore the natural resource values it provides, involving the activities specified in this agreement and consistent with the policies of the Department.

The resources covered by this agreement consist of: **(1) the Kane Mountain Fire Tower and observer's cabin, as well as the official trail to the tower starting near Green Lake and the old fish hatchery; (2) Nick Stoner Island; and (3) two campsites on Lily Lake**. The fire tower, observer's cabin, and trail to the tower starting near Green Lake are located on forest preserve lands within the Shaker Mountain Wild Forest. Nick Stoner Island and the Lily Lake campsites are located on forest preserve lands within the Ferris Lake Wild Forest. All are located within the town of Caroga, Fulton County. The agreement may cover other trails on Kane Mountain once they have been approved as official DEC trails through the unit management planning process.

IT IS MUTUALLY AGREED THAT :

2. **Activities**

Activities of the Steward permitted by this agreement are :

a. Repair and maintenance of the Kane Mountain Fire Tower in accordance with Department specifications and standards.
b. Repair and maintenance of the observer's cabin in accordance with Department specifications and standards.
c. Maintenance of the official DEC trail, leading from the trailhead near Green Lake and the old fish hatchery to the tower, in accordance with Department specifications and standards.
d. The removal of garbage from the area of the Kane Mountain tower, observer's cabin, tower trail, Nick Stoner Island, and Lily Lake campsites.

3. **Technical Services**

Assistance provided by the Department shall consist of :

a. Providing guidance to assure that repair and maintenance efforts meet Department specifications and standards.
b. Supplying materials needed in repair and maintenance work to the extent that funding is available.

4. **Responsibilities**

The Steward is responsible for :

a. Completing the activities in the manner agreed upon with the Department.

b. Providing the identification of each volunteer, including Social Security number, in advance of the performance of activities. This information is needed to afford the participants liability and workers' compensation protection. The participant list shall be kept current and attached as part of the agreement.

c. Complying with the Child Labor Law, as it pertains to under-aged volunteers; parent signature is required for volunteers under the age of 18 and volunteers under 16 may only participate in yard/household type work activities (no machinery) as part of an organization.

d. Reporting to the Department annually on work accomplished and number of volunteer hours spent on activities.

e. Discussing with the Department's contact person any problems, disagreements, questions of interpretation regarding the agreement or other concerns as soon as possible.

The Department is responsible for :

a. Completing a HR-3 form (Volunteer/IPA Application).

b. Evaluating stewardship activities annually to determine their merit for continuation.

c. Discussing with the Steward's contact person any problems, disagreements, questions of interpretation regarding the agreement or other concerns as soon as possible.

5. **Contacts**

a. The contact person for the Steward is Douglas Smith, whose address and telephone number are: 7 Cornelia Avenue, Ballston Lake, NY 12019, 518/399-5613 (H), 518/835-6692 (Day).

b. The contact person for the Department is Richard Fenton, Supervising Forester, whose address and telephone number are: NYSDEC, 701 S. Main Street, P.O. Box 1316, Northville, NY 12134, 518/863-4545, ext. 3002. E-mail: rtfenton@gw.dec.state.ny.us.

6. **Recognition**

The Department shall provide recognition of the stewardship activities by appropriate signage on or near the adopted natural resource and may provide recognition by such other measures as it may determine appropriate.

7. **Land Use**

Nothing contained herein shall prevent or hinder the Department from carrying out its regular activities on, nor alter or change the traditional access to and public use of the lands covered by this agreement.

8. **Agreement and Renewal**

This agreement may be modified in scope or altered in any other manner, upon mutual agreement by the Department and the Steward. The Steward shall have the option of renewing the agreement with the approval of the Department and subject to the continuation by the Department of the Adopt-A-Natural-Resource Stewardship program.

9. **Termination**

The Department may terminate this agreement and remove signs upon thirty (30) days written notice, if in its sole judgment it finds and determines that the Steward or anyone working thereunder are not

meeting the terms and conditions of this agreement. The Steward shall provide the Department thirty (30) days written notice prior to terminating this agreement.

10. **Liability Protection**

As volunteers, participants in the program are accorded the same liability and workers' compensation protection as salaried state employees, provided they are acting within the scope of the agreement.

11. **Special Conditions**

Special conditions of this agreement are :

a. **At least two weeks before each work project**, the steward will provide the Department contact person information about the location and type of work to be performed and the names of those who will be doing the work. The steward will notify the Department contact person within 48 hours of completing the work.

b. At least one member of all groups performing work authorized by this agreement will carry a copy of the agreement and make it available for inspection by Department staff.

c. The steward will insure that all volunteers performing any of the activities authorized by this agreement are aware of all its requirements and limitations and that such requirements and limitations are adhered to.

d. The steward will insure that no one performing the activities authorized by this agreement will interfere with legal public recreational use of state lands, improvements, and structures.

e. The steward may install only official Department signs and trail markers, or other signs and markers whose wording, color, size, and placement have been approved by the Department.

f. **No standing trees 3" in diameter or larger at breast height may be cut.**

g. Motor vehicles may not be used in trail maintenance activities.

h. **Trail Corridor Dimensions** - All trail maintenance work on foot trails will be confined generally to within two feet of the center line of the trail, for a total trail corridor width of four feet. The trail clearing height of foot trails is eight feet from ground level.

i. **Removal of fallen trees and woody debris** - Trails may be cleared of fallen trees, limbs, and branches within the approved trail corridor dimensions. All cut material will be dispersed clear of the trail corridor and out of sight, if possible.

j. **Brushing** - Brushing of a trail means the cutting of live shrubs and saplings smaller than three inches diameter at breast height. Brush may be cut within the approved trail corridor dimensions. All brush will be cut at ground level to eliminate stubble and stumps. All cut material will be dispersed clear of the trail corridor and out of sight, if possible.

k. **Pruning** - Pruning means the removal of limbs and branches from live standing trees. Tree branches that extend within the approved trail corridor dimensions may be pruned. All pruning of tree limbs will be flush with the main trunk or stem. All cut material will be dispersed clear of the trail corridor and out of sight, if possible.

l. **Chainsaws and brush saws** may be used for the removal of fallen trees and woody debris, brushing, and pruning, but only by people who have received chainsaw training approved by the Department. All chainsaw operators will wear protective equipment including chaps, hard hats, safety boots, and protection for hands, eyes, and ears. All protective equipment must be approved for its intended use by the American National Standards Institute and meet the requirements of the Occupational Safety and Health Administration.

m. **Use of the Kane Mountain Observer's Cabin:**

   i. The cabin may only be occupied by people directly involved in conducting the activities authorized by the agreement during the period when they are conducting those activities.

ii. No more than four people may occupy the cabin at any given time.
iii. During the time when the cabin is occupied, a sign reading, "Cabin Occupied by State Land Volunteer Stewards" must be posted on the cabin door. The sign will be provided by DEC.
iv. No personal belongings may be stored in the cabin when it is not occupied.
v. All refuse must be removed from the cabin at the end of each work outing.
vi. The privy must be used for the disposal of human waste.
vii. No open fires will be allowed on Kane Mountain. Cooking will be done with portable stoves.

Rare Communities and Species Documented by the Natural Heritage Program

Quality of Occurrence	Quad Map	Scientific Name	Common Name	Global Rank	State Rank	Most Recent Observation
Communities - None						
Vascular Plants						
H	Gloversville	*Carex cumulata*	clustered sedge	G4	S2S3	'NO DATE: [FL/FR].
H	Hope Falls	*Carex haydenii*	cloud sedge	G5	S1	1948*
H	Jackson Summit	*Polygonum careyi*	Carey's smartweed	G4	S2	1912
H	Hope Falls	*Carex molesta*	troublesome sedge	G4	S2	1948

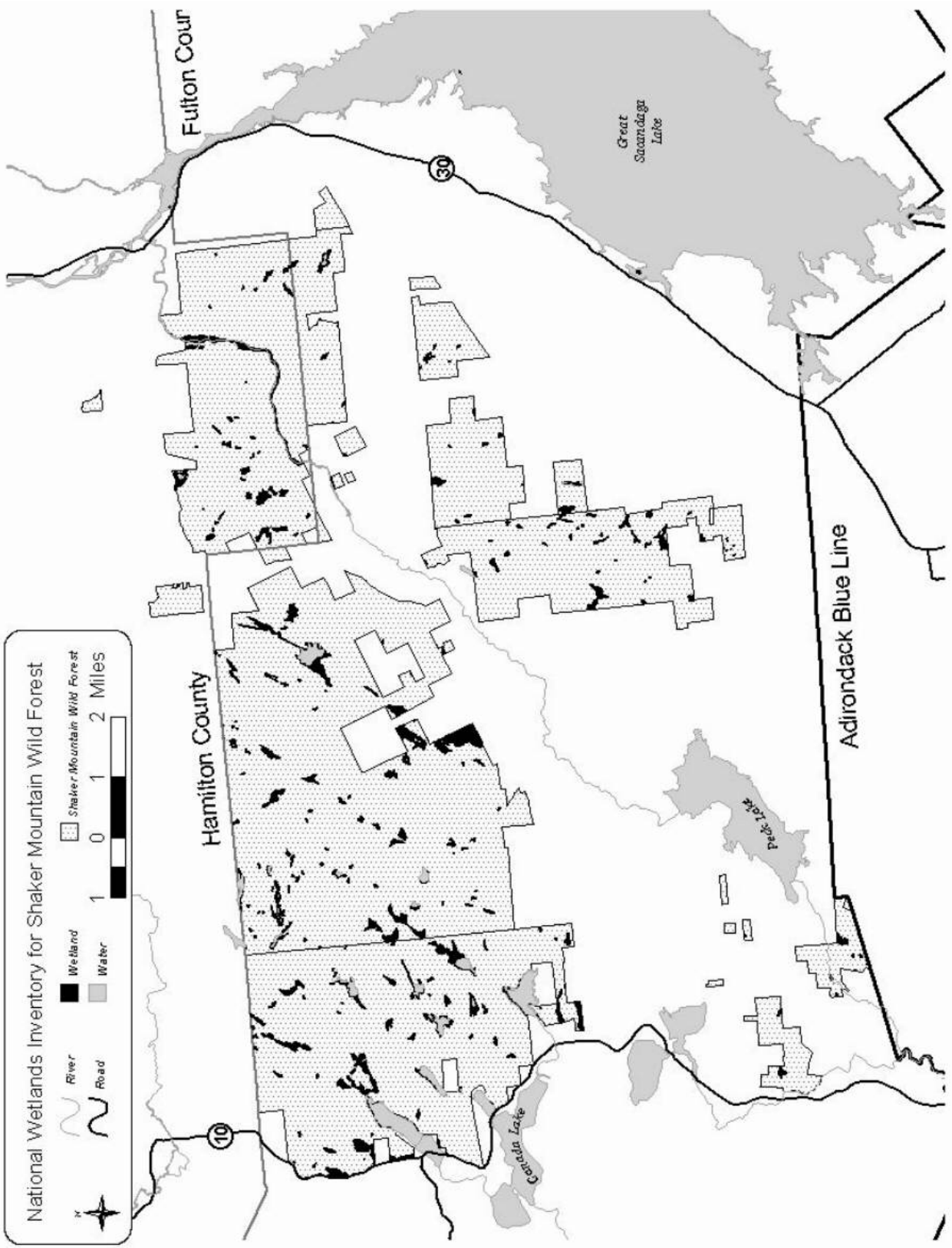
*2000-07-19: DID NOT OBSERVE ON WEST BANKS OF SACANDAGA RIVER NORTH AND SOUTH OF WEST STONY CREEK. 1948-07-10: EXTANT.

Source: New York Natural Heritage Program Database -Young (2001) and Regan (2001)

Technical Reference: Mitchell and Tucker (1997)

Quality of Occurrence:

A = excellent	F = failed to find based on a limited search
B = good	X = extirpated
C = marginal	H = historical with no recent information
D = poor	? = unknown
E = extant with insufficient Information to rank A-D	I = introduced


National Wetlands Inventory for Shaker Mountain Wild Forest
River
Road
Wetland
Water
Shaker Mountain Wild Forest
1 0 1 2 Miles
Hamilton County
Fulton Cour
Great Sacandaga Lake
Adirondack Blue Line
Peck Lake
Caroga Lake
30
10

Map and Description of Permanent Easement
over lands situate in
Lots 48 & 73, Benson Tract
Town of Benson, County of Hamilton

(Reputed Owner, Unknown)

Pursuant to Section 1-0503 of the Conservation Law, I, R. Stewart Kilborne, Conservation Commissioner of the State of New York, have caused to be made and certified an accurate map and description, prepared from an accurate survey of a parcel of land hereafter described, over which I deem it necessary to acquire a permanent easement for travel by the public on foot, snowshoes, skiis and horseback or motor vehicles, including the right to enter on said lands with teams, trucks and other equipment to construct, improve and maintain a road over and across said premises and the right to remove trees, stumps, rocks and other materials which the State may deem hazardous to the public in the use of the easement herein acquired and the further right to use any and all such materials in the construction, improvement and maintenance of said road.

ALL THAT CERTAIN PIECE OR PARCEL OF LAND, situate, lying and being in the Town of Benson, County of Hamilton, being part of and running through Lots 48 and 73, Benson Tract, being a strip of land 49.5 feet in width, lying 24.75 feet both sides of the centerline of an old highway, leading from state land in Lot 49 to state land in Lot 74, which centerline is bounded and described as follows:

BEGINNING at a point in the center of an old highway where the same intersects the division line between Lots 48 and 49, Benson Tract, said point being distant 6.170 chains on a course of S. 8° 18' 10" W. from an iron pipe marking the common corner of Lots 48, 49, 72 and 73, Benson Tract, running thence along said centerline the following five (5) courses and distances:

1. N. 20° 00' 20" W. - 0.658 chains
2. N. 07° 54' 40" W. - 0.443 chains
3. N. 02° 08' 50" E. - 1.335 chains
4. N. 13° 37' 50" E. - 1.167 chains
5. N. 03° 28' 50" E. - 2.570 chains to a point therein,

(1)

being distant 0.696 chains on a course of S. 88° 45' 50" W. from an iron pipe marking the common corner of Lots 48, 49, 72, 73, thence continuing along said centerline and running through Lot 73 the following thirty (30) courses and distances:

1. N. 08° 44' 50" E. - 1.105 chains
2. N. 35° 15' 50" W. - 3.634 chains
3. N. 31° 32' 10" W. - 1.476 chains
4. N. 40° 03' 50" W. - 0.510 chains
5. N. 26° 01' 40" W. - 2.962 chains
6. N. 22° 30' 50" W. - 3.494 chains
7. N. 36° 43' 50" W. - 1.219 chains
8. N. 27° 41' 20" W. - 1.846 chains
9. N. 30° 31' 40" W. - 1.197 chains
10. N. 13° 50' 40" W. - 1.810 chains
11. N. 39° 40' 20" W. - 2.071 chains
12. N. 34° 15' 10" W. - 1.073 chains
13. N. 35° 50' 10" W. - 3.295 chains
14. N. 30° 59' 40" W. - 1.946 chains
15. N. 32° 37' 00" W. - 2.260 chians
16. N. 47° 20' 30" W. - 1.955 chains
17. N. 44° 39' 30" W. - 1.366 chains
18. N. 23° 49' 50" W. - 1.453 chains
19. N. 23° 30' 40" W. - 2.208 chains
20. N. 49° 53' 50" W. - 1.408 chains
21. N. 73° 01' 30" W. - 0.459 chains.
22. N. 88° 14' 50" W. - 2.323 chains
23. N. 86° 35' 00" W. - 1.258 chains
24. N. 82° 17' 20" W. - 2.102 chains
25. N. 85° 40' 10" W. - 1.046 chains
26. N. 88° 04' 20" W. - 1.249 chains
27. N. 77° 46' 50" W. - 0.383 chains
28. N. 62° 48' 30" W. - 1.598 chains
29. N. 55° 14' 20" W. - 1.010 chains
30. N. 32° 12' 40" W. - 6.670 chains to a point therein

(2)

on the division line between Lots 73 and 74, Benson Tract said point being distant 3.385 chains along said division line on a course of S. 8° 57' 20" W. from a 4 inch cherry stake and stones marking the common corner of Lots 73, 74, 105 and 106; extending and shortening the side lines so as to terminate at the bounds of lands of the State of New York.

Bearings are with reference to the Magnetic Meridian of 1967.

All as shown on a map entitled "Map showing easement to be acquired by appropriation pursuant to Section 1-0503 of the Conservation Law, Project Hamilton 111.1, Forest Preserve Access, reputed owner unknown, situate in, Lots 48 and 73, Benson Tract, Town of Benson, County of Hamilton" dated June 27, 1968, by Bert C. Winne, Jr., Licensed Land Surveyor, Reg. No. 28089, and filed in the office of the Conservation Department at Albany, New York as Map No. 7472.

That pursuant to Section 1-0503 of the Conservation Law, this map and description of property to be acquired by the People of the State of New York are hereby officially approved and this description and the original tracing of this map are officially filed in the office of the Conservation Department at Albany, New York on AUG 5 1968

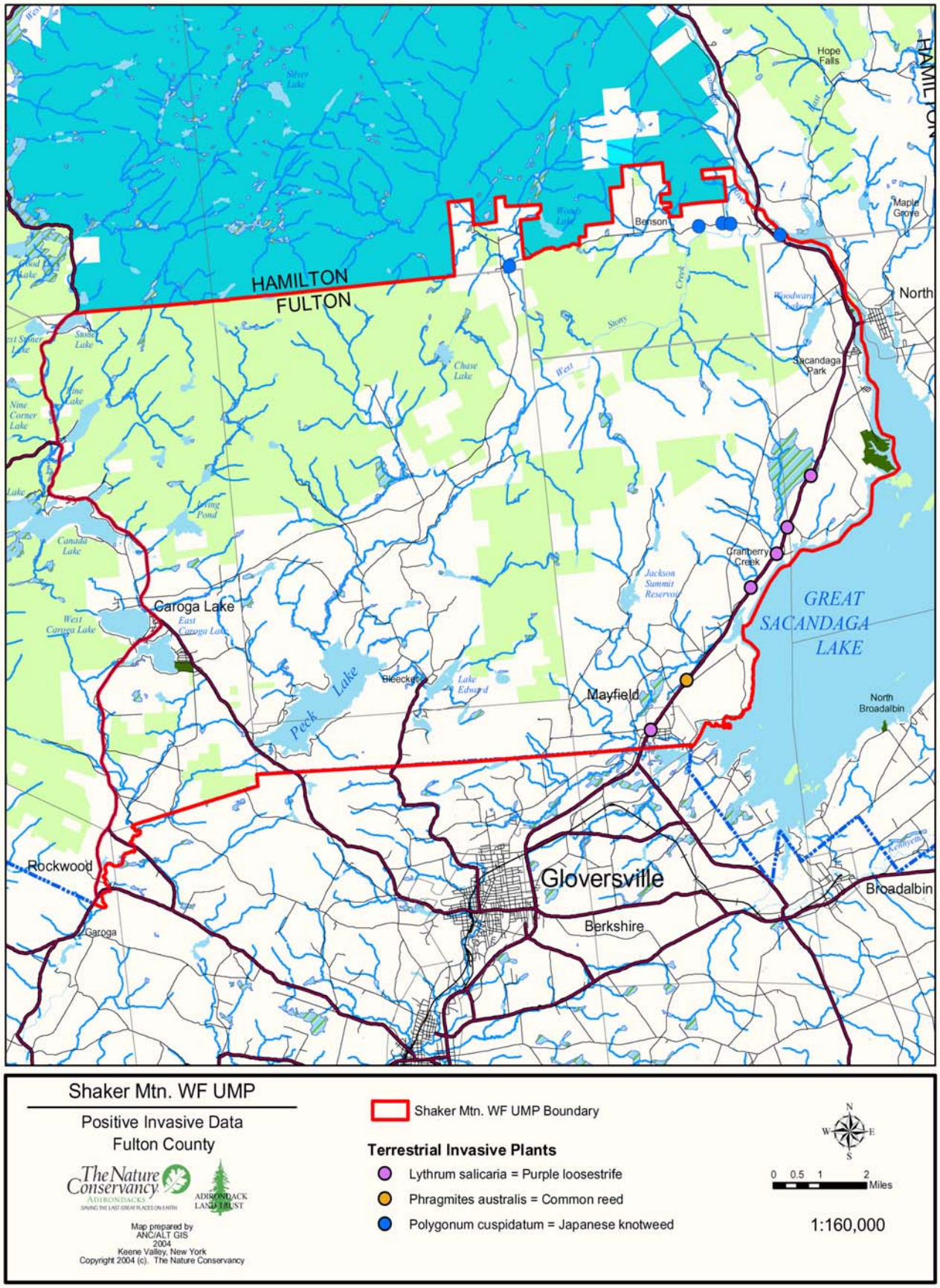
R. STEWART KILBORNE
Conservation Commissioner

By

W. D. MULHOLLAND
Director of Lands and Forests

Dated: AUG 5 1968

(3)


HAMILTON
FULTON
Hope Falls
Maple Grove
Benson
North
Sacandaga Park
Chase Lake
Stony
West
Canada Lake
Living Pond
Jackson Summit Reservoir
Cranberry Creek
GREAT SACANDAGA LAKE
Caroga Lake
East Caroga Lake
West Caroga Lake
Peck Lake
Bleecker
Lake Edward
Mayfield
North Broadalbin
Rockwood
Gloversville
Broadalbin
Berkshire
Caroga
Shaker Mtn. WF UMP
Positive Invasive Data
Fulton County
The Nature Conservancy
ADIRONDACKS
ADIRONDACK LAND TRUST
Map prepared by
ANC/ALT GIS
2004
Keene Valley, New York
Copyright 2004 (c). The Nature Conservancy
Shaker Mtn. WF UMP Boundary
Terrestrial Invasive Plants
Lythrum salicaria = Purple loosestrife
Phragmites australis = Common reed
Polygonum cuspidatum = Japanese knotweed
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BEST MANAGEMENT PRACTICES FOR STATE LANDS UNDER MANAGEMENT OF THE DEC IN THE ADIRONDACK PARK

Applicability

These Best Management Practices (BMP's) are intended for use by those applying for and implementing terrestrial invasive plant species management activities on State Lands under an Adopt-a-Natural-Resource Stewardship Agreement (ANRSA). The following document contains acceptable practices for control of the following four terrestrial invasive species: Purple loosestrife *(Lythrum salicaria)*, Japanese knotweed *(Polygonum cuspidatum)*, Common reed *(Phragmites australis)*, Garlic mustard *(Alliaria petiolata)*.

The following management options, should be selected with consideration for the location and size of the stands, the age of the plants, past methods used at the site, time of year, sensitive native flora within or adjacent to the target infestation, and adjoining and nearby land uses.

Other management approaches not identified here may be appropriate but must be approved by the Regional Land Manager of the NYS Department of Environmental Conservation in the region where the proposed invasive plant control activity will take place in consultation with the Adirondack Park Agency's Director of Planning.

Within the Park there are several geographic settings (at the location of the target plant(s)) that need to be considered when determining appropriate BMP's and the regulatory instruments needed prior to their implementation. These settings and relevant action are:

1. In or within 100' of a wetland on private or public lands -- requires a general permit from the Adirondack Park Agency.
2. Forest Preserve lands -- requires an ANRSA from the Department of Environmental Conservation and, if wetlands are involved, an Adirondack Park Agency permit.
3. If the standing water is greater then one acre in size and/or has an outlet to surface waters, an aquatic pesticides permit is required pursuant to ECL 15-0313(4) and 6 NYCRR 327.1 in which case application can only be made by a Certified Applicator or Technician or supervised Apprentice licensed in "Category 5 - Aquatic Vegetation Control".

GENERAL PRACTICES

1. **Minimum Tools Approach** - State land stewardship involving invasive plant species management practices should always incorporate the principles of the Minimum Tools Approach. Any group or individual implementing such practices on State land should only use the minimum tools, equipment, devices, force, actions or practices that will effectively reach the desired management goals. Implicit in this document is the stricture to implement a hierarchy of management practices based upon the target species and site conditions starting with the least intrusive and disruptive methods.

2. **Notification -** The following best management practices are intended to be used only when invasive terrestrial plant species are identified on Forest Preserve lands. These management techniques are temporary activities and are implemented with the ultimate goal being protection and restoration of native plant communities. Appropriate signage should be employed to explain the project. It may also be appropriate to issue press releases to explain the goals and techniques of the management activities.

3. **Motorized Equipment -** All use of motorized equipment on State lands under the jurisdiction of the DEC within the Adirondack Park shall be in compliance with Commissioner's Policy Number 17 (CP-17), and other pertinent DEC policy regarding the use of motorized equipment on Forest Preserve Lands.

4. **Erosion Control -** Some of the methods described below require actual digging or pulling of plants from the soil. In all cases they require removal of vegetation whether or not there is actual soil disturbance. Each situation must be studied to determine if the proposed control method and extent of the action will destabilize soils to the point where erosion is threatened. Generally if more than 25 square feet of soil surface is cleared or plant removal occurs on steep slopes silt fence should be installed and maintained.

5. **Revegetation -** All of the control methods below are aimed at reducing or eliminating invasive species so that natives are encouraged to grow and re-establish stable conditions that are not conducive to invasive colonization. In most cases removal or reduction of invasive populations will be enough to release native species and re-establish their dominance on a site. However, replanting or reseeding with native species may be required.

6. **Herbicide Treatments -** The only herbicide application allowed is spot treatment to individual plants using a back pack or hand sprayer, wick applicator, cloth glove applicator, stem injection or herbicide clippers. **No broadcast herbicide applications using, for example a truck mounted sprayer, are allowed.** The only herbicides contemplated and approved for use are glyphosate and triclopyr. Glyphosate, in the correct formulation, may be used in situations where there is standing water including wetlands. Trichlopyr is to be used only in upland situations. **In all cases all label restrictions must and shall be followed by a certified applicator in an appropriate category.** The certified applicator or technician must have copies of the appropriate labels at the treatment site. Glyphosate and triclopyr are non-selective herbicides that are applied to plant foliage or cut stems and are then translocated to the roots. The application methods described and allowed are designed to reduce or eliminate the possibility that non-target species will be impacted by the herbicide use. All herbicide spot treatments require follow-up inspection later in the growing season or the following year to re-treat any individuals that were missed. Stem injections may be implemented using a large gauge needle or a specialized injection tool such as the JK Injection System (www.jkinjectiontools.com).

All herbicide mixing will be done in accordance with the label precautions and take place at a staging area (typically at a marshalling yard or a vehicle). No mixing shall take place on State lands unless at an approved location constructed for such use. Unused chemical and mixes shall be disposed of in a legal manner. No chemical or mix shall be disposed of on State lands unless at an approved location constructed for such use.

7. **Sanitation -** Management personnel must attempt to prevent invasive plant propagules from entering a treatment site or from being exported from it. Therefore, personnel must insure that their clothing including boots do not carry seeds or other propagules or weed seed infected soil clods. At the beginning of the field day personnel should inspect their clothing and boots at the staging area. Prior to leaving the treatment site personnel should conduct another inspection and remove any propagules or soil clods from their clothing or boots. Personnel must insure that all equipment used for invasive species control whether it be hand or power driven is cleaned prior to entering onto a control site and prior to leaving the treatment site. Vehicles and equipment can be cleaned at a staging area that is distant from the control site after management activities if precautions are taken during transport to contain any propagules. This is an effort to reduce transport of plant propagules and reduce the potential for new invasive introductions. Use steam or hot water to clean equipment.

8. **Material Collection and Transportation -** While on the treatment site bag all cut material in heavy duty, 3 mil or thicker, black contractor quality plastic clean-up bags. Securely tie the bags and transport from the site in a truck with a topper or cap to securely fasten the load, in order to prevent spread of the plant material from the project work site. Transport the material to a legal disposal location.

9. **Composting -** Because of the extremely robust nature of invasive species, composting in a typical backyard compost pile or composting bin is not appropriate. However, methods can be used whereby sun-generated heat can be used to destroy the harvested plant materials. For instance, storage in a sealed 3 mil thickness (minimum) black plastic garbage bags on blacktop in the sun until the plant materials liquefy is effective. If a larger section of blacktop is available, make a black plastic (4 mil thickness minimum) envelope sealed on the edges with sand bags. The plant material left exposed to the sun will liquefy in the sealed envelope without danger of dispersal by wind. The bags or envelopes must be monitored to make sure the plants do not escape through rips, tears or seams in the plastic. **When composting is suggested later in the text it is understood that liquefying the plant material in or under plastic is the desired action; not disposal in backyard composters or open landfill composting piles.**

Draft Comprehensive Snowmobile Trail Briefing Document

I. VISION

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 the spirit and letter of Article XIV, Section 1 of the New York State Constitution while also striving to enhance the vitality of the Park's citizens by providing trail linkages between local communities within the Park.

II. GOALS

1. Protect natural and cultural resources and the wild forest character of public lands in the Park (as envisioned by the Constitution, APSLMP and appropriate laws, rules, regulations) by:

- considering underutilized trails for abandonment
- utilizing to the maximum extent possible routes on the periphery of Wild Forest Units or parallel and near to travel/transportation corridors for new trail development and, where appropriate, re-designating trails in the interior of Wild Forest Units or in the vicinity of private inholdings for non-snowmobile use only
- focusing on opportunities to route trails on non-state lands wherever possible and encouraging long-term commitment of corridor trail systems on private lands
- increasing law enforcement resources at all levels to deter illegal activity on the trail system and in surrounding public and private areas
- providing intelligent and resource protective trail system planning in an overall way rather than dealing with each trail segment individually
- focusing the corridor trail system on non-state lands

2. Providing a safe, enjoyable snowmobile experience by:

- avoiding unsafe trail conditions
- minimizing dependency on lake and road crossings
- encouraging partnerships with the private sector, state and local governments that will provide, maintain and operate snowmobile trails
- establishing a clear set of standards for snowmobile trails and snowmobile related activities on public lands

3. Promoting tourism and economic opportunities for local communities by:

- connecting communities and major points of interest
- connecting trail systems from outside of the Park
- connecting to necessary support services (gas, food, lodging, etc.)
- identifying important snowmobile trail connections

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