

Meeting notes April 26, 2023

Details and request for support with respect to opposition to close Eagle Lake, Essex County, NY Boat Launch to float on/off boat launching.

Jonathan - Elise's Stefanik's Regional Director

ELPOI Officers

Town Of Ticonderoga Officials

Town of Crown Point Officials

Essex County Supervisors

Others



On 4/10/23 a petition was started and we have received over 1300 signatures so far.



[Chris Hyde](#) started this petition

Save The Eagle Lake Boat Launch From Closing

The Adirondack Park Agency (APA) has decided to close the Eagle Lake Boat Launch to trailered boats. This action goes against the "preferred option 3" that was proposed in the 2019 Hammond Pond UMP. This action will cut off

1,314 have signed. Let's get to 1,500!



Jake Palmer signed 3 hours ago



Cyndi Bailey signed 9 hours ago

Thanks to your support this petition has a chance at winning! We only need 186 more signatures to reach the next goal - can you help?

[Take the next step!](#)

<https://chnq.it/276WyxPJ>



The goals of this meeting are to:

- Show some of the facts and history that should indicate that this boat launch was not out of compliance for all these 50 years and that it was missed at creation of the APA, if not sidestepped around, for an opportunity to be properly classified as an active float on float off launch.
- **Find a way to get the APA and other appropriate parties back to the table to make a decision based upon facts. The reason I emphasize the word “facts” is that in many of their most recent documents the DEC and APA have either knowingly or unknowingly added, deleted or modified words and content that are either redlined or not redlined in final documents without public review or input.**

NOTE:

The residents of EL and the community at large, as demonstrated by the number of signatures on the petition have expressed opposition to this change.

The Town of Ticonderoga and Essex County, by Resolution, have also expressed their opposition to the change.

We ask how can we work together to achieve these 2 goals above?

As we go through this presentation today we need to keep several things in mind about how we got to this point:

- If it was a simple matter of being out of compliance for being under approximately 1,000 Acres the boat launch would have been closed in 1972 as the State put forth the first Adirondack State Land Master Plan (ASLMP).
- The boat launch was created by the Conservation Commission (DEC's predecessor) in the 1930's along with the camping / picnic area in Crown Point Bay at the opposite end of the lake..
- There was and is an option in the SLMP to deal with Boat Launches that were on lakes under 1000 Acres and pre-existing in 1972, and in subsequent documents related to UMP planning.
- In a State review in 1988 they identified the boat launch and indicated that it was there.
- DEC did several studies prior to the 1988 UMP and based on historic documents dealing with non-conforming features in the 2016 ASLMP they indicated any new or existing non-conforming features would be removed by the end of 1987.
- If EL (Eagle Lake) was out of compliance and dealt with at that time we would not be here 50 years post 1972 and 35 years post 1988.
- There had to have been something that was **"in compliance"** for it to have **"survived"** all these years without its compliance issue being corrected.
- We have also found evidence that the Eagle Lake boat launch was supposed to be covered in its own UMP.

This unique Eagle Lake UMP was never completed, as far as we know.

The information presented here was gathered from numerous DEC and APA online documents as well as many other sources. Many of these are listed in the Appendix at the end.

A great collaborative effort between DEC , APA and public citizens was put forth in the drafting of the 2019 HPWF UMP. Unfortunately these efforts have been lost in just a few short years.

DEC and APA staff all agreed in 2019 that Alternative 3 was the **preferred way to move forward**. The proper studies were not done. The ideas, language and passion on the part of the APA to “ get this right” has been swept under the carpet. The only evidence of study on behalf of the DEC was a limited boat survey and that ultimately was not used in the decision.

It seems one person feels that they have the right and power to override the collaborative effort that created Alternative 3 of the UMP without doing any of the studies required to come to that decision.

This presentation was compiled by the Officers of the ELPOI

1988 Hammond Pond UMP

Key Information Relative to Eagle Lake

Crown Point Bay Inventory :

Camping Sites: (Primitive Tent) -Eagle Lake; 6, non-designated

Lean to's: Crown Point Bay; Eagle Lake; 1, log construction; condition - Fair

Pit Privies: 2, Crown Point Bay, Eagle Lake

Fireplaces/Fire Rings: Crown Point Bay, Eagle Lake; 6

Picnic Tables: Crown Point Bay; Eagle Lake; 6

Private Roads (Easement and Permit)

Eagle Lake Picnic Area; intersection with the Corduroy Road; ,,, Ticonderoga; Permit; commences on private lands for 0.5 miles, gated, closed to public use; road continues 1 .1 miles on State land; public access achieved by boat from Eagle Lake

Trailheads: Without Maintained Parking

Crown Point Bay Picnic Area; boat access only from Eagle Lake

Historical Markers 1. Eagle and Paradox Lakes; Route 74; marker describes the Forest Preserve; 1905 and 1910 forest fires

Fishing Access Sites - Fishermen Parking

Eagle Lake 1. Route 74

Impoundments

3. Eagle Lake: rock and earth: south of Route 74: maintained by Division of Operations

Pg. -60 From 1988 HPWF UMP

K. Relationship of Management Area to Forest Preserve and Adjacent Areas

Four public campgrounds are located within this Unit: Crown Point Reservation (25 sites), Lincoln Pond (25 sites), Paradox Lake (58 sites), and Sharp Bridge (37 sites). All of these, with the exception of Sharp Bridge, have boat launching facilities. **Additional boat launching sites are located at Ticonderoga, Port Henry Village, and Eagle Lake. These facilities will be covered in separate management plans but deserve mention in this plan as their use frequently provides a related use on the resources of this unit.**

L. Proposed Rules and Regulations : None

1988 HPWF UMP, page 60 states that 3 boat launch sites including EL will be covered in “separate UMP’s”. These UMP’s were to be written for the EL, Port Henry and Ticonderoga boat launches because “...their use frequently provides a related use on the resources of this unit”.

-60-

K. Relationship of Management Area to Forest Preserve and Adjacent Areas

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Prior to Wild Forest classification by the State Land Master Plan, much of this forest shared a common history with the Giant Mountain, Hoffman Notch, and Pharaoh Lake Wilderness Areas. Limited development of trail

We interpret:

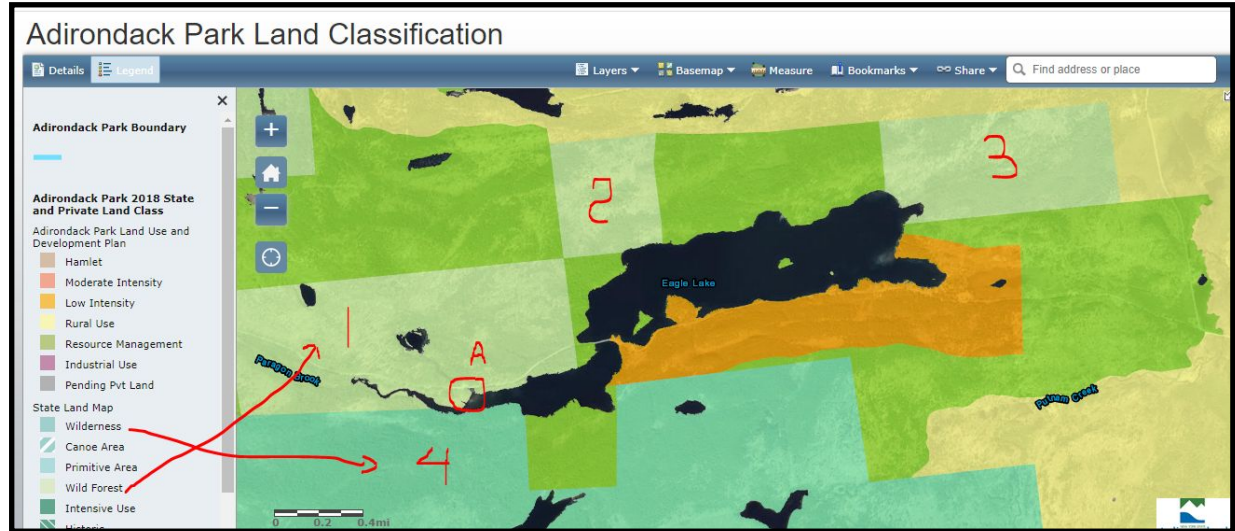
- This call out of EL getting a separate UMP as a need to keep the boat launch open as it was allowing float off/on launching.
- The Related Use to mean access to the “boat access only” Crown Point Bay camping area and day use area or other pieces of State land on EL.

http://www.eaglelake1.org/archives/documents/2018_boat_launch_change/hpwfump.pdf

Since a separate UMP was called out for Eagle Lake it must have meant that there were significant resources such as Camping / Day use area and boat launching for all manners of boats to justify its own unique UMP.

2018 Overview of the Eagle Lake Boat Launch and Crown Point Bay land use/ classifications

1. Boat Launch is at location “A”.
At this location there is a small cut out of property that the boat launch proper sits on.
2. Map shows State land at locations 1, 2, 3 as being State land classified as Wild Forest. These properties are bordered on all side by private land making them water or lake access only. There is one small section of land across from the Boat Launch that is classified as Wilderness.
3. Other properties around the lake are private and in the land classifications of Resource Management or Intensive Use.



<https://adirondack.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=625564b0f5b249f2ba29a931f23891ad>

What is the impact to residents and community by closing the launch to trailered boats ?

- There are NO other public or private (for public use) launches on the lake.
- Property values are likely to go down with limited access
- Numerous water access only properties on the lake
- Emergency Services- Fire, DEC Forest Rangers to access the Crown Point Bay Picnic / Camping area monitoring & medical calls
- Utility maintenance and construction services
- Invasive species management, water quality testing, plant survey operations
- Transient and community access for fishing, recreational boating
- Residents seasonal put-in and pull-out of their personal boats, PWC etc.
- Economic impact to surrounding towns and businesses and Tax revenue
- Disabilities - Current launch allows wheelchair accessible boats to be launched. **You can't put a person in a wheelchair in a Kayak**
- Boat access only DEC trail heads for access to the Pharaoh Lake Wilderness area

Aerial image of EL boat launch specific location from 2019 Adirondack Land Classification imagery, this shows cutout of land that belongs to and covers the boat launch site.

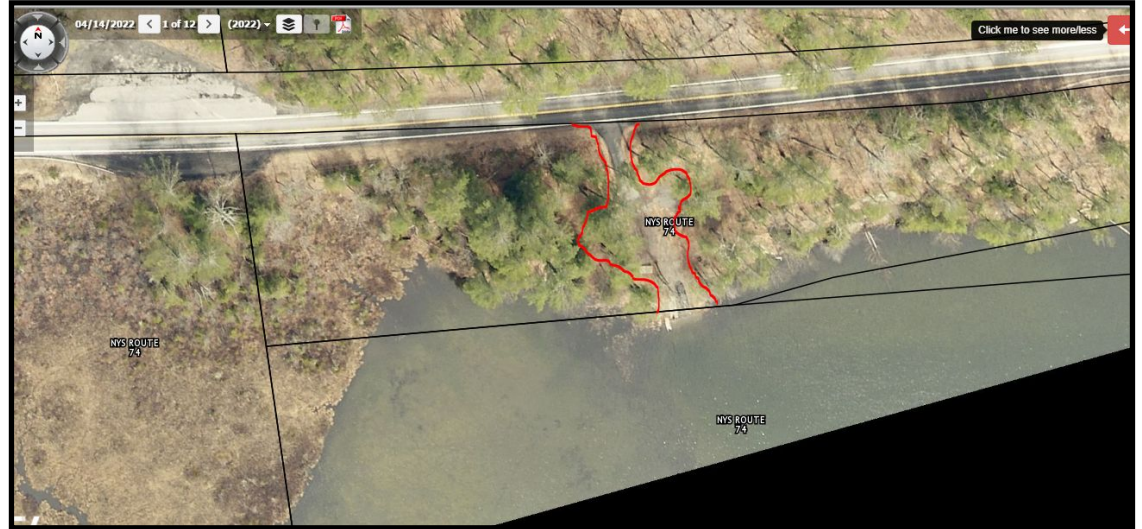
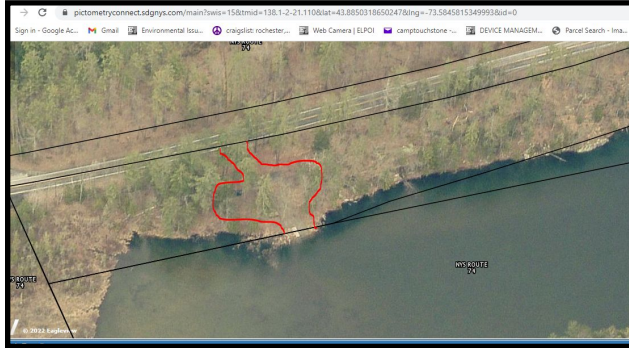


Was the mention in the 1988 HPWF UMP of a separate management plan the reason they left a piece of Wild Forest land out of the map at the boat launch?

Should this small piece of “non shaded” property or “no-mans land” have been shaded to reflect the “intensive use” that it historical gets as a float on/off launch site.

http://www.eaglelake1.org/archives/documents/2018_boat_launch_change/sup_img/BL_img/Boat%20launch%20area%20not%20high%20lighted%20as%20being%20in%20wild%20forest%20land%20classification.jpg

Essex County pictometry image showing EL boat launch and state snowplow turn around utilizing similar amount of land area



1. Eagle Lake launch is at circle 1 left
2. Circle 2 is the snow plow/school bus turn around that uses almost as much land as the boat launch left

Notice the proximity of NYS Route 74's location to the edge of the lake. This is a major east-west connector highway.

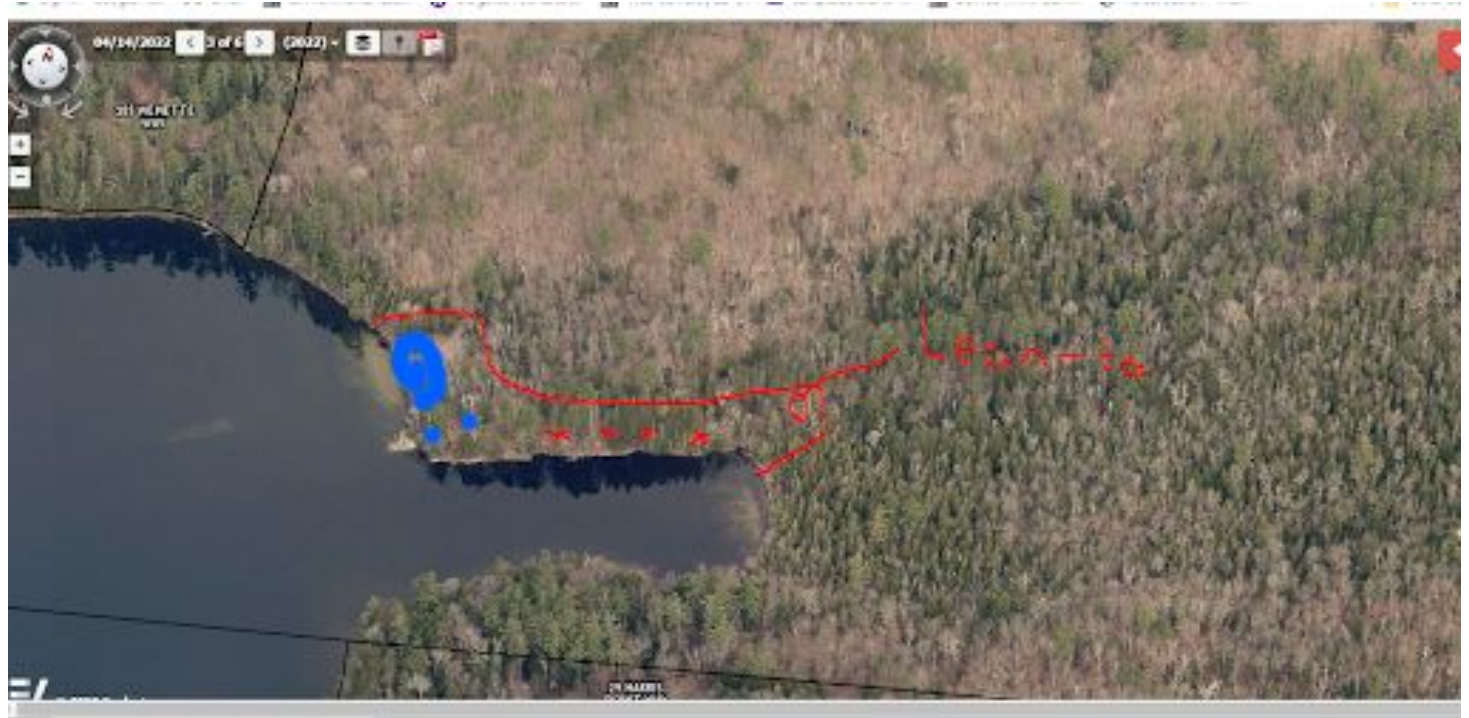


Notice there are no additional features located around the boat launch other than NYS RT 74



2022-4-14 Essex County pictometry image of EL Crown Point Bay camping area as viewed from the South

1. Lean-to is at circle
2. Camping sites are at 4 X's
3. Picnic table area, fireplace and grills (in blue).



May 2019 APA HPWF UMP document showing the 3 proposed Alternatives

From the May 2019 HPWF UMP page 83, the text talks about:

- Alternative 1 continue as Status Quo.
- Alternative 2 to place barrier and convert to fishing access.

demarcate parking sites.

Eagle Lake Fishing and Waterway Access Site

- There are three **alternatives** described below, developed in consultation with APA staff regarding the future of the Eagle Lake fishing and waterway access site.

Alternative 1 – No Action

This alternative would continue the status quo of motorized boat launching in the existing Wild Forest area.

Alternative 2

This alternative would accommodate water's edge trailered launching of small and light trailered boats but would not provide float-off, float-on traditional trailered boat launching, pursuant to Wild Forest guidelines. Boats would be pushed/lifted off the trailer, and rolled off a small, short, rolled barrier into the water. The design will allow the wheels of the trailer to reach the water's edge but prevent floating boats off the trailer. The existing wooden dock will remain. This will provide relatively easy access, particularly for those who would have difficulty moving their boat, or for single people/smaller groups. The Department recognizes the longstanding use of this site, especially its significance to Eagle Lake landowners and the local community. This approach is a commitment to maximize ease of use. This low barrier would be designed so it may be unlocked

Hammond Pond Wild Forest Unit Management Plan | 83

III. Recreational Resources and Human Uses

by emergency responders, who would then be able to launch their boats normally during an emergency.

This alternative will support leveling and resurfacing of the existing uneven parking area. This could potentially be completed in partnership with DOT, given the site's proximity to State Route 74.

Alternative 3

What is Alternative 3 text from the 2109 HPWF UMP

This alternative allows for an assessment of Eagle Lake access and conditions to inform a future decision to either alter the site in accordance with the APSLMP Wild Forest guidelines (actions in Alternative 2) or propose a reclassification of the area to Intensive Use.

If the area around the existing site were to become reclassified to Intensive Use, then it would become a Boat Launching Site, allowing for continued float-off, float-on boat launching. Given the historic use of the existing Wild Forest boat access site on Eagle Lake, DEC will conduct an assessment over a period of up to five years prior to the implementation of Alternative 2.

The focus of this assessment effort will be to assess whether reclassification of the boat access site to Intensive Use would be consistent with the APSLMP. During the assessment period, DEC will develop information necessary for the evaluation of the boat access site against the guidelines for an Intensive Use Boat Launching Site; including:

Adequate public or private boat launching facilities open to the public are not available to meet a demonstrated need;

Continued:

The physical, biological and social carrying capacity of the lake, or a portion of the lake, or other water bodies accessible from the site will not be exceeded;

The boat launching site or attendant water uses will be compatible with the state or private land use classifications and attendant management guidelines as land use controls surrounding the water body;

The boat launching site is located in a manner to avoid adverse impact on adjacent or nearby state and private lands; Motor size limitations appropriate to the carrying capacity of the lake are provided; particularly for lakes with embayment or shoreline configurations providing the character of small lakes;

There will be no material adverse impacts on physical, biological or scenic resources of the water body and surrounding land.

The assessment will consider any impact, temporary or permanent, of DOT plans for reconstructing the Route 74 bridge between the existing Eagle Lake boat access site and the main body of the lake on the ability of the public to reach the lake from the boat access site.

Based on the assessment, DEC could choose in the future to propose to APA to reclassify the site from Wild Forest to Intensive Use. Only the boat access area between Route 74 and Eagle Lake would be recommended for reclassification. The remaining Wild Forest (and Wilderness) land area around the lake would remain in its current APA land classification. Recommendations from this alternative could also potentially include motor size limitations.

This alternative also supports leveling and resurfacing of the existing uneven parking area. This could potentially be completed in partnership with DOT, given the site's proximity to State Route 74. **Given the context of this particular site, this alternative is the preferred alternative for Eagle Lake.**

May 2019 HPWF UMP page 84 Alternative 3 Items that were supposed to be studied as part of APA making a decision on this alternative.

“A” describes the need and desire for this alternative:

- There are 6 bullet points, and a 7th Route 74 condition.

The required action for these 6 bullet points was to address:

Adequacy of available boat launching sites, carrying capacity, usage meets land classification, located for minimal impact on land, appropriate limitations of motor size, no adverse impacts on water body, consideration for RT 74 bridge reconstruction.

Note; 5 of the 6 bullet points were not addressed!

96 / 208 | - 80% + | [Icons]

Alternative 3

This alternative allows for an assessment of Eagle Lake access and conditions to inform a future decision to either alter the site in accordance with the APSLMP Wild Forest guidelines (actions in Alternative 2) or propose a reclassification of the area to Intensive Use. If the area around the existing site were to become reclassified to Intensive Use, then it would become a Boat Launching Site, allowing for continued float-off, float-on boat launching.

Given the historic use of the existing Wild Forest boat access site on Eagle Lake, DEC will conduct an assessment over a period of up to five years prior to the implementation of Alternative 2. The focus of this assessment effort will be to assess whether reclassification of the boat access site to Intensive Use would be consistent with the APSLMP. During the assessment period, DEC will develop information necessary for the evaluation of the boat access site against the guidelines for an Intensive Use Boat Launching Site, including:

- o Adequate public or private boat launching facilities open to the public are not available to meet a demonstrated need;
- o The physical, biological and social carrying capacity of the lake, or a portion of the lake, or other water bodies accessible from the site will not be exceeded;
- o The boat launching site or attendant water uses will be compatible with the state or private land use classifications and attendant management guidelines as land use controls surrounding the water body;
- o The boat launching site is located in a manner to avoid adverse impact on adjacent or nearby state and private lands;
- o Motor size limitations appropriate to the carrying capacity of the lake are provided; particularly for lakes with embayment or shoreline configurations providing the character of small lakes;
- o There will be no material adverse impacts on physical, biological or scenic resources of the water body and surrounding land.

The assessment will consider any impact, temporary or permanent, of DOT plans for reconstructing the Route 74 bridge between the existing Eagle Lake boat

From the May 2019 HPWF UMP page 85, the text talks about the need for Alternative 3 in bold type

scenic resources of the water body and surrounding land.

7 [The assessment will consider any impact, temporary or permanent, of DOT plans for reconstructing the Route 74 bridge between the existing Eagle Lake boat

84 | Hammond Pond Wild Forest Unit Management Plan

III. Recreational Resources and Human Uses

8 [access site and the main body of the lake on the ability of the public to reach the lake from the boat access site. Based on the assessment, DEC could choose in the future to propose to APA to reclassify the site from Wild Forest to Intensive Use. Only the boat access area between Route 74 and Eagle Lake would be recommended for reclassification. The remaining Wild Forest (and Wilderness) land area around the lake would remain in its current APA land classification. Recommendations from this alternative could also potentially include motor size limitations.

This alternative also supports leveling and resurfacing of the existing uneven parking area. This could potentially be completed in partnership with DOT, given the site's proximity to State Route 74.

[***Given the context of this particular site, this alternative is the preferred alternative for Eagle Lake.***

H. Trail Inventory

Alternative 3 ends with the declaration that it was the “PREFERRED ALTERNATIVE” at that time, in that document.

https://www.dec.ny.gov/docs/lands_forests_pdf/hpwfump2.pdf

Clearly, Alternative 3 was the chosen alternative in the plan and the one that anyone providing public reaction to the plan would focus upon. Text for this 3rd Alternative was specifically included as a collaborative effort of the APA, DEC, citizen input and the State Senator and Assembly member.

Alarminglly, without conducting any meaningful study whatsoever and without public input, the APA abandoned the clear intent of the UMP and elected Alternative 2, closure of the launch to float on/off trailer boat launching of boats.

This was clearly the easiest of all options open to the APA. The simplicity of what they didn't do with regards to the 7 items called out in Alternative 3, speaks volumes of the APA's action of just make this fishing access site a done deal and move on.

2020-2022 Carrying Capacity on EL- data collected by DEC

No totals or interpretation of data was provided.

This data and these numbers were provided to the ELPOI 3 days post the Feb 1st meeting.

Megan indicated in her announcement of “launch closure” 2-1-2023 meeting that this information was **NOT** used to inform her decision.

Boat Count								
Lake:	Eagle Lake		Date:	7/6/2020				
Weather:	Sunny							
Obs. Tin:	9:59							
Observer:	Travis Acuna							
Obs Loc:	On Lake							
	Boat Type/Size	Count						
	Non-Power		Non-Power					
	Rowboat	23	Rowboat		28			
	Canoe	31	Canoe		36			
	Kajak	80	Kajak		64			
	Paddle	31	Paddle		23			
	Sailboat	13	Sailboat		18			
	10-15'		10-15'					
	15+		15+					
	20+		20+					
	Power Boats		Power Boats					
	Length	HP	Length	HP				
	1-15'	2-20hp	1-15'	2-20hp		14		
	15-20'	20-50hp	15-20'	20-50hp		6		
	20+	50+	20+	50+				
	15-20'	Inboard	15-20'	Inboard		1		
	20+	Inboard	20+	Inboard				
	20+	In/Out Cruiser	20+	In/Out Cruiser				
	25+	Inboard Cruiser	25+	Inboard Cruiser				
		PWC		PWC				
		total						190
								232
total for boat count created by Rolf Tiedemann 4-22-2023 original document was only data for 7-6-2020 or 10-23-2020 with no totals provided								

This data captures all of the boats around the lake, both those in the water and any on trailers or sitting on land.

Total count was 232 and 190 boats of all types. Talled by Rolf T.

The full data report is here:

http://eaglelake1.org/html/document/s/2020-2022_DEC_carrying_capacity.shtml

2020 July 27 DEC “on lake” observed **boat count by use activity**

Boating Recreation Activity												
Lake:	Eagle Lake			Date:	7/27/2020							
Weather:	Sunny											
Obs. Time	10:36	11:24	12:30									
Observer	Travis Acuna											
Obs Local	On Lake											
Boat Type/Size	Boating	Fishing	Waterskiing	Anchor	Notes							
Non-Power												
Rowboat												
Canoe												
Kayak	3	3			3 boating @ 10:36/ 3 fishing @ 12:30							
Paddle		1			This watercraft looked like an inflatable with an electric motor, not sure what to classify it as							
Sailboat												
10-15'												
15+												
20+												
Power Boats												
Length	HP											
1-15'	2-20hp	1										
15-20'	20-50hp											
20+	50+											
15-20'	Inboard											
20+	Inboard											
20+	In/Dout Cruiser											
25+	Inboard Cruiser											
	PWC											

Other count dates shown at bottom of screen capture.

Counts on those days are very similar.

The ELPOI maintains several “lake looking cameras” that capture and build time lapse loops that can be used to verify any activity on the lake.

DEC boat observation counts on 2022 July 02 at 3 different times on that day. Summary - Three boats in the morning, 3 boats midday, and 0 at end of day.

Recreation Activity																
Lake:	Eagle Lake			Date:	7/7/2022											
Weather:	Partly Sunny							Obs. Time:	13:04		Obs. Time:	13:34		Note	No Boats were observed at this time	
Obs. Time:	11:40							Observer	Travis Acuna		Observer	Travis Acuna				
Observer	Travis Acuna							Obs Locati	On Lake		Obs Locati	On Lake				
Obs Locati	On Lake															
Boat Type/Size				Boat Type/Size				Boat Type/Size								
Non-Power				Non-Power				Non-Power								
Boating	Fishing	Waterskiin	Anchor	Boating	Fishing	Waterskiin	Anchor	Boating	Fishing	Waterskiin	Anchor					
Rowboat				Rowboat				Rowboat								
Canoe				Canoe				Canoe								
Kayak				Kayak				Kayak								
Paddle				Paddle				Paddle								
Sailboat				Sailboat				Sailboat								
10-15'				10-15'				10-15'								
15+				15+				15+								
20+				20+				20+								
Power Boats				Power Boats				Power Boats								
Length	HP			Length	HP			Length	HP							
1-15'	2-20hp	2	1	1-15'	2-20hp	1	1	1-15'	2-20hp							
15-20'	20-50hp			15-20'	20-50hp	1		15-20'	20-50hp							
20+	50+			20+	50+			20+	50+							
15-20'	Inboard			15-20'	Inboard			15-20'	Inboard							
20+	Inboard			20+	Inboard			20+	Inboard							
20+	In/Out Cruiser			20+	In/Out Cruiser			20+	In/Out Cruiser							
25+	Inboard Cruiser			25+	Inboard Cruiser			25+	Inboard Cruiser							
	PWC				PWC				PWC							

- These EL boat counts were supposed to be part of the evaluation for the EL Alternative 3 study. Per Megan's presentation at the February 1st meeting where the APA's decision was shared, she stated these numbers were NOT used to inform her decision.
- Comments related to this statement can be found in the full meeting minutes captured by the ELPOI. Use the link below.

http://eaglelake1.org/archives/documents/2023_boat_launch_changes/2023-2-1%20APA%20boat%20launch%20ELPOI%20meeting%20transcript.pdf

- The study data for the DEC Carrying Capacity surveys wasn't shared with the ELPOI **until 3 days after** the 2022-02-01 meeting.
- ELPOI Officer Rolf T. had been in contact with DEC Forester Ben Thomas on several occasions during the 2021 and 2022 seasons requesting to be copied in on the process of completing these surveys of EL. No survey data was provided by DEC

During the meeting, the ELPOI asked about the basis for the decision to close the launch and Megan was clear that it was a totally based on the size of the lake. When ELPOI members raised questions about the impact on people with boat only access to their property, public safety and impact on public use of the lake, Megan was very clear that there was no threshold of any carrying capacity factors that would impact her decision, hence was unilateral decision not to conduct the rest of studies called for in Option 3 as the preferred option made.

Megan did inform us, and later provided a copy, of a boat count taken by the Department of Environmental Conservation, but Megan was clear that it was not a factor in her decision. At one point she even chuckled as she said the only thing that would impact the decision would be if we made the lake two and half times as big as it is. It is disappointing that an appointed official would find humor in denying people the access to the lake that they have enjoyed or property they have owned for generations.

In the summary paragraph of the letter dated 2019 -4-11 to APA Deputy Director, Rick Weber and others, from past ELPOI President Chris Hyde regarding the want of ELPOI to be involved in future decisions.

Microsoft Word - letter head ELPOI Comments to R. Webber at APA 4-... 6 / 6 | - 100% + | [Print] [Share]

who use the lake. We would welcome APA and DEC support to bolster our efforts. We stand ready to work with you on effective, common sense activities.

g. “The assessment will consider any impact, temporary or permanent, of DOT plans for reconstructing the Route 74 bridge...” In recent discussions, DOT informed ELPOI that it plans to replace the current deteriorating abutments at the bridge and install a new deck, but not raise the bridge deck any higher than the existing structure. This low height has provided Eagle Lake with some regulation of the size of boats on the lake and this DOT plan appears to continue this situation.

In summary, ELPOI supports the Hammond Pond Wild Forest UMP as adopted with DEC’s Alternative 3 regarding Eagle Lake. We do so with all of the reservations and concerns outlined above and call on APA and DEC to take these issues to heart. We also call on APA and their partners at DEC to meaningfully and constructively engage with ELPOI and the residents of Eagle Lake as you move forward on any issue impacting Eagle Lake.

Respectfully, on behalf of the Eagle Lake Property Owners, Inc. (ELPOI) Officers and Membership,

Chris Hyde

<http://eaglelake1.org/archives/communications/2010-2019/2019/ELPOI%20Comments%20to%20APA%20R.%20Weber%20HPWF%20Ump%204-11-2019%20rev2>

APA 2023-2-1 version of the meeting minutes.

A P A

1 / 3 | - 80% + | [] [x]

→ Eagle Lake Boat Launch Meeting Minutes
February 1, 2023

Participants:
Adirondack Park Agency: Chris Cooper, Kevin Prickett, Megan Phillips
Dept. of Environmental Conservation: Rob Daley, Ben Thomas
ELPOI: Chris Hyde, Rolf Tiedeman, Keith Park, Cole Hickland, Ed Leahy, Jack Mulcahy

Agenda:

1. Introductions (All) – Who is on the call?
2. Review of UMP’s proposed actions and alternatives (Rob) – What did the 2018 UMP propose?

The three alternatives to address the non-conforming boat launch site on Eagle Lake identified in the 2019 unit management plan include:

Alternative 1: No action. This would enable continued “float on/float off” trailered launching of motorized watercraft from the water’s edge in a Wild Forest area, which is inconsistent with the management guidelines for a Wild Forest area.

Alternative 2: This alternative entails converting the facility to a waterway access site. It would enable users to hand launch canoes and kayaks, and also facilitate launching of motorboats from the water’s edge, but boats must be lifted off of the trailer and cannot be floated on or off of the trailer. This action would bring the facility into conformance with the State Land Master Plan (SLMP) guidelines for Wild Forest areas.

Alternative 3: This alternative allows for an assessment of Eagle Lake access and conditions to inform a future decision to either alter the site in accordance with the Wild Forest guidelines (actions in Alternative 2) **or** propose a reclassification of the area to Intensive Use. If the area around the existing site were to become reclassified to Intensive Use, then it would become a boat launching site, allowing for continued float-off, float-on boat launching.

- Alternative 3 has no additional bullets or anything studied.
- The APA’s version of this meeting’s minutes is very much abbreviated from what really took place.
- ELPOI Officers had many questions and comments that were not captured in these minutes.
- The ELPOI asked specifically at the beginning of the meeting if a full detailed set on notes would be taken and shared. “Yes, was the reply”.

http://www.eaglelake1.org/archives/documents/2023_boat_launch_changes/2023-2-1%20Mtg%20Minutes%20ELPOI%20re%20boat%20launch.pdf

ELPOI's version of the 2023-2-1 meeting with DEC and APA

ELPOI / APA / DEC Meeting

Date: 2/1/23

ELPOI's version of the meeting minutes with ELPOI officers' comments.

Participants:

- Adirondack Park Agency: Chris Cooper, Kevin Prickett, Megan Phillips
- Dept. of Environmental Conservation: Rob Daley, Ben Thomas
- ELPOI: Chris Hyde, Rolf Tiedemann, Keith Park, Cole Hickland, Ed Leahy, Jack Mulcahy

Topic: Future of the Eagle Lake Boat Launch

Agenda

- Introductions
 - APA, DEC, ELPOI participants introduce themselves

UMP Overview by Rob Daley

- Covering what would qualify as a waterway access site
 - o Not designed for launching of boats
 - o Received significant comments and took a deeper look and determined to study the area before decision and had questions on the UMP process

They initially started.

Three Alternatives for the "non-conforming" Boat Launch listed by Megan Phillips:

- Alternative 1: No action. "Float on/float off" trailered launching of motorized watercraft

- ELPOI's notes are some 14 pages long.
- Are very detailed.
- Capture all of the conversations from both sides.

http://eaglelake1.org/archives/documents/2023_boat_launch_changes/2023-2-1%20APA%20boat%20launch%20ELPOI%20meeting%20transcript.pdf

Comparison of APA minutes

We are further troubled by the summary of the meeting that Megan shared with us. The minutes seem to be written prior to the meeting because none of the questions or comments made by the ELPOI with regard to how Carrying Capacity was address or applied to this alternative. Megan stated the DEC gave a “good faith effort” but in the end the data was not used to inform the decision to close the launch. However, the count included the number of boats seen at docks, in driveways or on the water, with absolutely no analysis of whether the boat use exceeds the lake's carrying capacity, or even a determination of what the capacity is for Eagle Lake. This is troublesome because those of us that spend time at the lake are well aware that while there are many boats at docks on the lake, it is unusual to see more than a handful being used (on the busiest of weekends)at any given time.

APA 2023-2- 9 Megan Phillips 5 minute video presentation to the APA Officers and Commissioners.

The link below is to video of Megan's 5 minutes of explanation before the APA Officers and Commissioners on February 9th.

This video captures Megan's comments that start on this subject at the 3 hour and 10 minute point in the meeting.

In the first 2 minutes of her presentation she states:

- This is a follow up to 2019 HPWF UMP.
- Some members will remember this, new folks will not.
- Closing the launch to float off/on launching, as stated in Alternative 2, is the only action plan acceptable to meet SLMP guidelines.
- The ELPOI has been notified.
- That the DEC will be instructed to proceed at the end of the 2024 boating season

She does not mention;

- Anything for the background for the 6 bullet point studies that were supposed to be part of Alternative 3.
- Anything about the comments and questions ELPOI Officer's raised at the meeting.
- Anything about the Town of Ti or Essex County being in opposition to this action.
- She did not even mention the 3 benefits she brought up in the 2/1 meeting she had with ELPOI:
 - Less noise, less wake good for the loons, slow invasive spread

One of the Commissioners does ask when prompted for questions,

- Was the Carrying Capacity study completed and if it helped inform the decision?
- Megan's brief reply was that they were not appropriate to this situation, because the lake was under the 1000 acre SLMP requirement.
- This was the only question asked .

http://eaglelake1.org/archives/documents/2023_boat_launch_changes/2-7-2023%20APA%20board%20meeting%20Megan%20presentation%203hr%2010%20min%20into%20meeting.mp4

Robert Kreider



APA Presentaton

Josh Houghton



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**Adirondack
Park Agency**

During the presentation of decision to APA board on Feb. 9th. 2023.

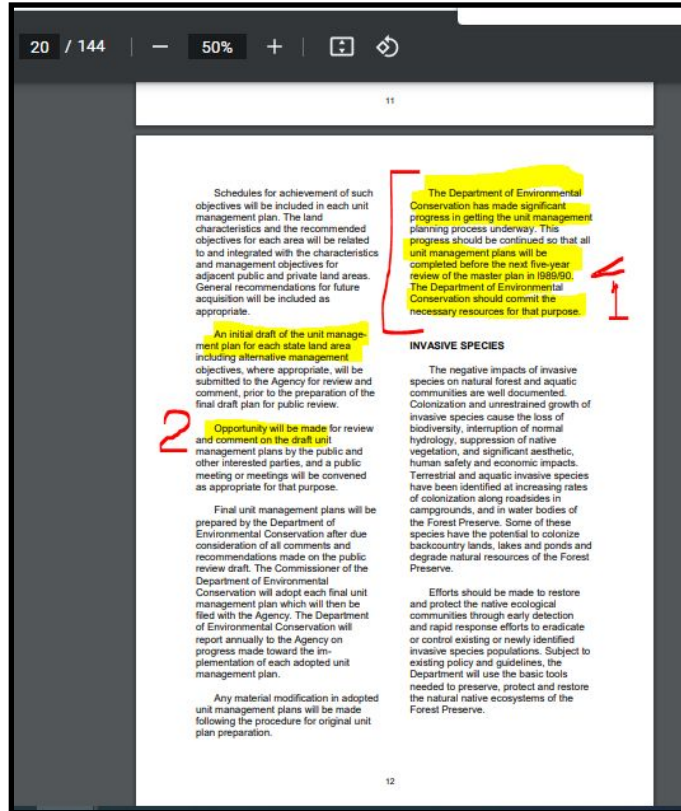
We are further concerned that when Ms. Phillips presented the closure decision to the APA Board; she did not fully inform the Board about the negative impacts of this change on the Eagle Lake community or the Town of Ticonderoga. An impact so significant that the Town of Ticonderoga and County of Essex both passed resolutions in opposition and Senator Dan Stec's office has been in contact with APA staff. When asked whether a carrying capacity study had been done, Ms. Phillips was evasive and mentioned that data was collected on boats on the lake and cars in the parking lot, but she did not tell you that the evaluation envisioned by the UMP had not been done or that her decision to close the launch was not based on any evaluation or empirical data. It was disturbing to those that were at the February 1st meet that no carrying capacity studies data or reports were even presented for discussion. It wasn't until 3 days later when Megan shared the APA rendition of the meetings minutes were the DEC raw data for the carrying capacity studies disclosed. We were surprised that the APA Board allowed this decision, a life changing decision for residents on Eagle Lake and the Town of Ticonderoga, to be made without Board involvement.

From page 12 of the 2016 SLMP, the text indicates that the DEC is working to complete all “specific” UMPs by the end of 1989-90

As per the marker at red highlight location 1, the DEC was working hard to complete all “special UMPs” by the end of the five year cycle ending in 1989/90.

Per the text “the DEC should commit the necessary resources for that purpose.”

As per the marker at red highlight location 2, if the DEC had completed a UMP for EL they should should have made an opportunity for its review. We can not find any evidence of this happening for EL’s Boat Launch “called for” separate UMP.



http://www.eaglelake1.org/archives/documents/2018_boat_launch_change/SLMPs/2016%20APSLMP.pdf

Why is EL now out of compliance when in 1988 they were looking at creating a separate, but specific UMP for it?

To date;

- We have not been able to see that EL's UMP was ever started or completed.
- We suspect that if it had been we would not currently be out of compliance because a determination would have been made prior to 2019.
- We question how and why EL, that has always been under 1000 acres, was not addressed by the 1972 SLMP guidelines or subsequently in the 1988 HPWF UMP review.
- WE question was the launch in compliance but just not stated or recorded as such prior to 1988.
- We question what happened between 1988 and 2019 to merit it now being OUT of compliance.

Port Henry March 2019 HPWF UMP description

From the March 2019 HPWF UMP page 90 there is text related to the Port Henry Village boat launch being in Intensive Use Area. It appears that in 1988 the task of completing the UMP for Port Henry was completed. It is however not fully understood why a boat launch entering Lake Champlain needed this scrutiny at that time. Is it perhaps that it did not have a “campground” associated with it, like Paradox lake had at that time (in 1988).

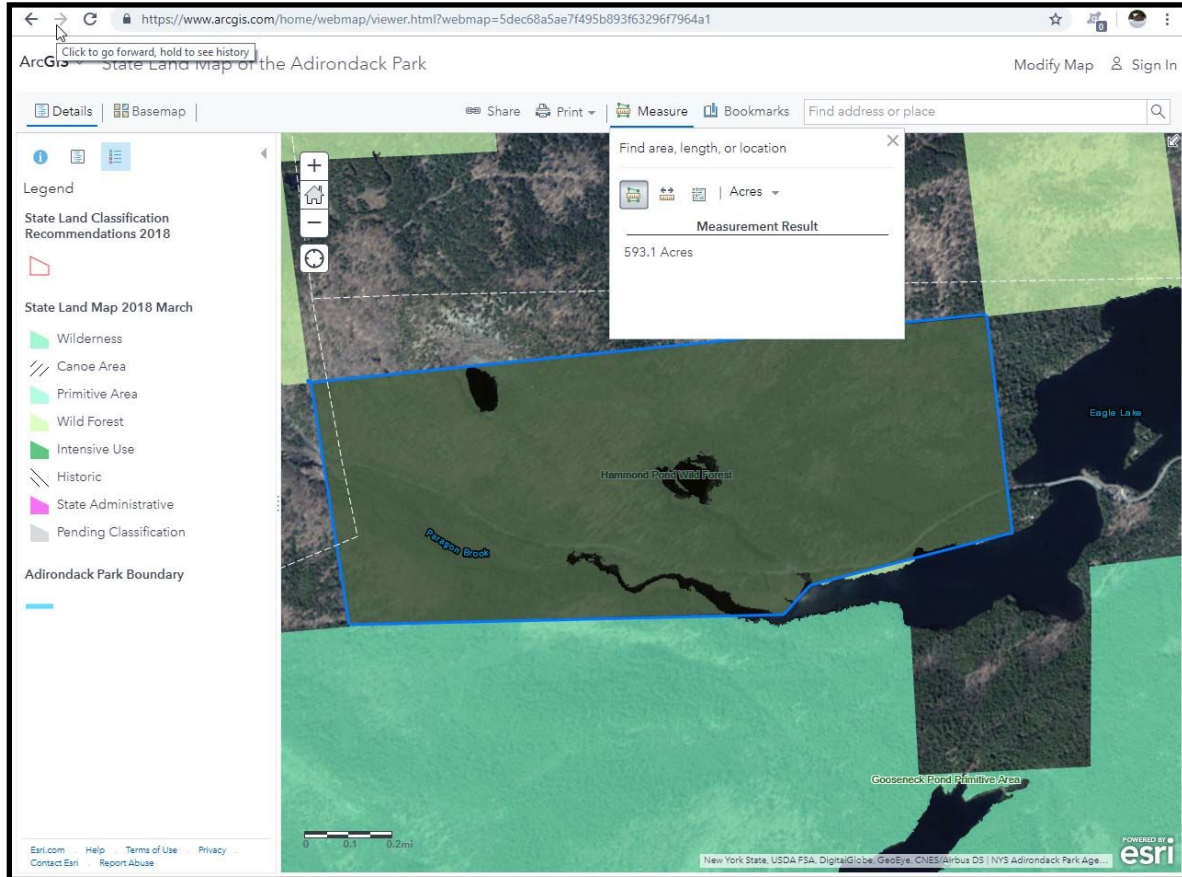
water.

Port Henry Boat Launch – Lake Champlain (Intensive Use Area)

The Port Henry Boat Launch is classified as an Intensive Use Area by APA. It is located off Route 9N in the Town of Moriah and currently provides parking for 45 vehicles and trailers on 4.59 acres of land. The facility is one of the busier launches on Lake Champlain, due to its location on the lake and proximity to amenities in Ticonderoga. The site was purchased by New York State in 1961 for boating access. A two-lane cast-in-place concrete ramp was constructed in 1984, followed by aluminum sheet pile bulkheads, floating docks, and a vault style bathroom from 1985-1987. A stone break water was constructed in 1992 north of the ramp to protect the launch and bulkhead from ice and wave damage, but also to allow for launching and retrieval of boats in rougher water. A Maintenance Agreement with the Town of Moriah was signed in 1988 and a Use and Occupancy Agreement in 1995 to create a town park on the eastern side of the property. The park provides picnic tables and seating for visitors. Both agreements are still active. Discussions and plans to convert the vault toilets to flush units connected to the towns sewer system have been ongoing for over 30 years,

<https://apa.ny.gov/Mailing/2019/03/StateLand/HammondPondProposedFinalUMP-Redline.pdf>

Aerial image of parcel of land that EL boat launch sits on, from the 2018 Adirondack Land Classification imagery.



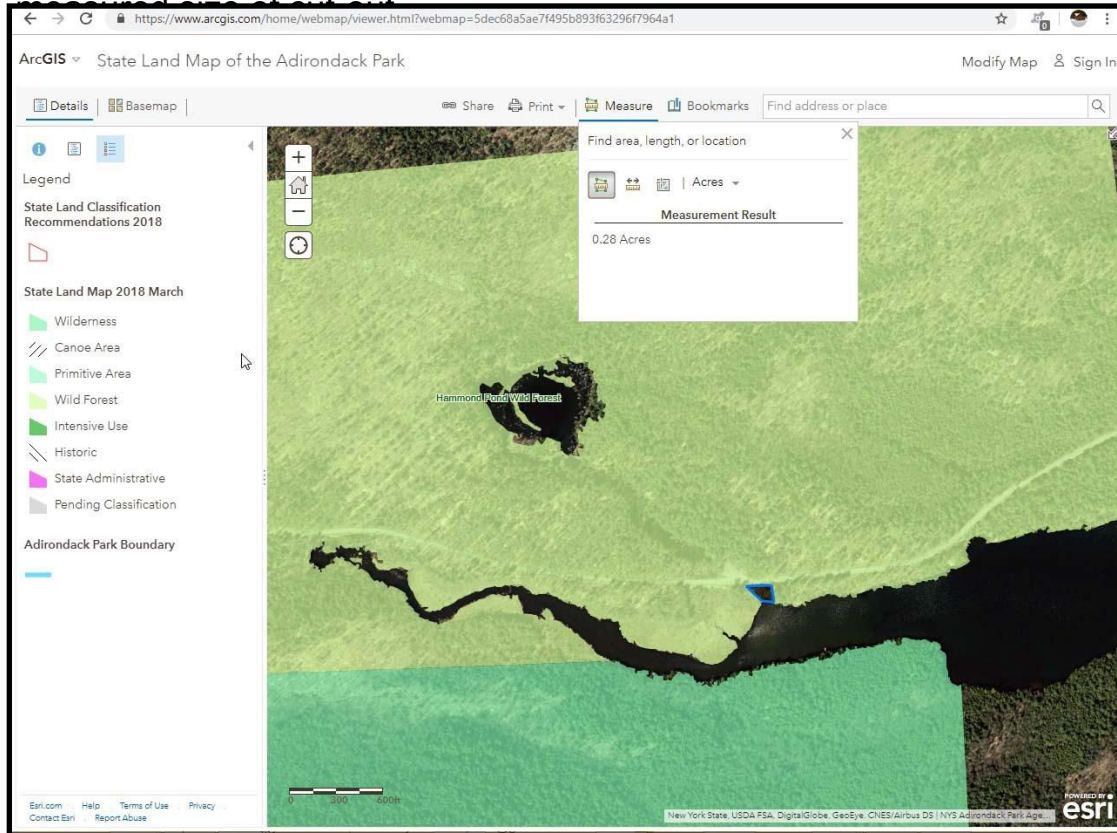
591 acres of Wild Forest Land where boat launch is situated.

Size was calculated using the measuring tool on the APA land classification map site.

Measurement by Rolf T.

http://www.eaglelake1.org/archives/documents/2018_boat_launch_change/ArcGIS%202018/boat%20launch%20all%20acre%20measurement%2010_12_22-ArcGIS%20-%20State%20Land%20Map%20of%20the%20Adirondack%20Park.jpg

Aerial image of EL boat launch specific location from 2019 Adirondack Land Classification imagery, showing

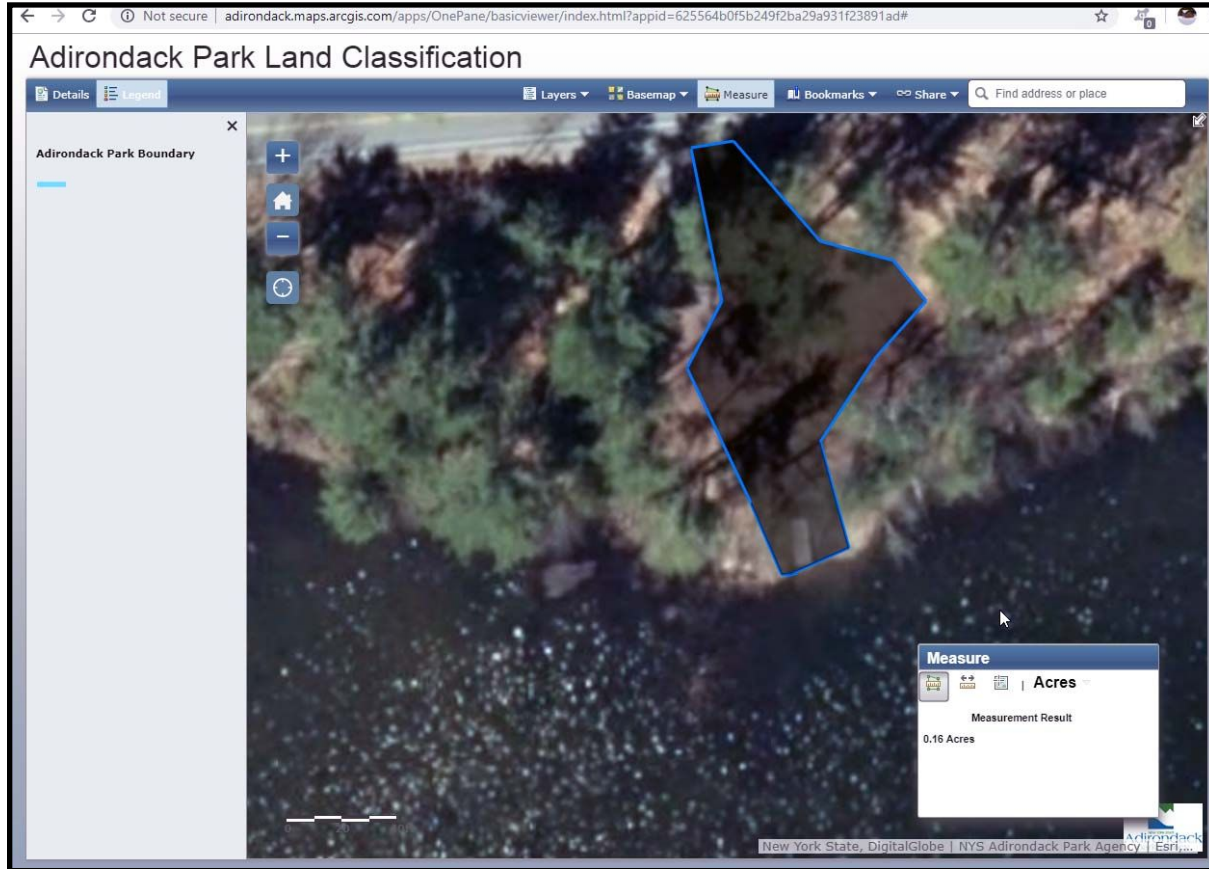


Note the little section in blue is distinctively left out of the Wild Forest land delineation. As noted using the APA/DEC measurement tools, it is .28 acres (point 28 acres), out of the 590 for the whole Wild Forest piece here.

And we continue to fight over the classification use of this land area as a float on/off out of compliance boat launch, based on a "separate management plan" that they appear to never have completed!

http://www.eaglelake1.org/archives/document/s/2018_boat_launch_change/sup_img/boat%20launch%20area%20measure/Boat%20launch%20site%20specific%20measure%20acre%2010_14_07-ArcGIS%20-%20State%20Land%20Map%20of%20the%20Adirondack%20Park.jpg

2019 image of boat launch “in-use” footprint with an area here measured at .16 (point 16) acres.

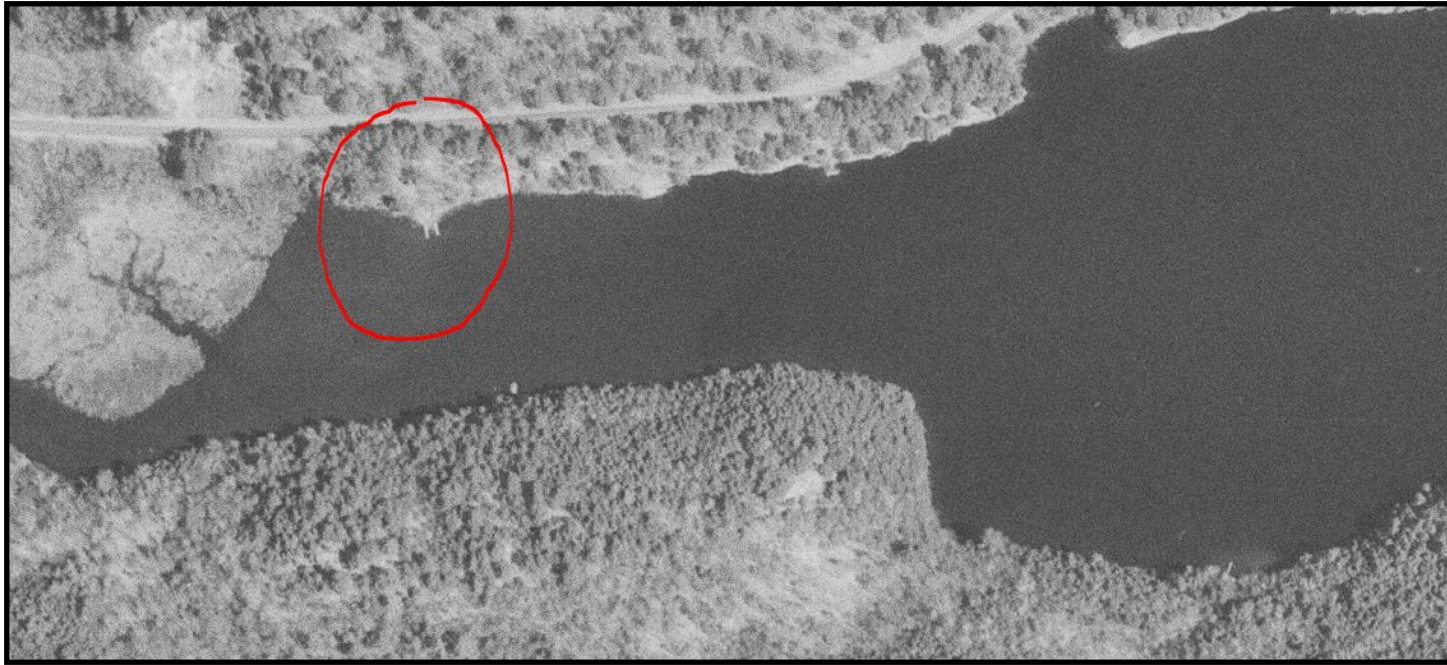


Note this .16 acre size was based on actual visual sizing of the boat launch as the ground is used.

The previous image of .28 acres was based on the cut out of the map and the acreage that the DEC may have associated with the launch.

http://www.eaglelake1.org/archives/documents/2018_boat_launch_change/ArcGIS%202018/boat%20launch%20specific%20close%20up%20view%20of%20area%20measure%2020_20_18-Adirondack%20Park%20Land%20Classification.jpg

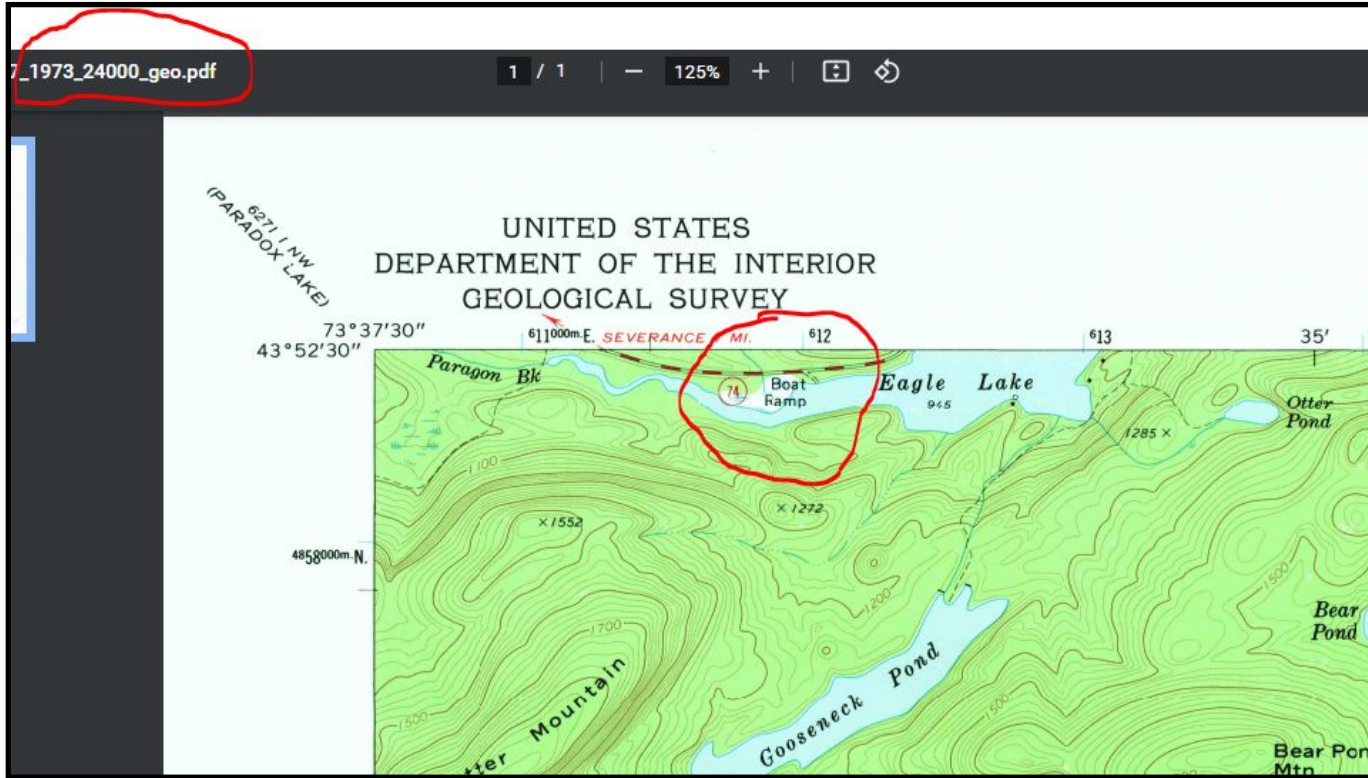
1971 USGS aerial image of Eagle Lake Boat Launch showing **2 docks** extending into the water.



This image show the presence of the boat launch prior to the APA's formation in 1972. All "Preexisting land use" was supposed to be classified as such.

http://www.eaglelake1.org/archives/documents/2023_boat_launch_changes/usgs1971_boat_launcnh_docks.jpg

1972 USGS "Graphite Area" quadrangle map showing existence of a "Boat Ramp" at Eagle Lake.



http://eaglelake1.org/archive/s/documents/2023_boat_launch_changes/NY_Graphite_129607_1973_24000_geo.pdf

Adirondack Park Agency Act (Ch. EIGHTEEN, Art. 27, Refs & Annos, NY EXEC Ch. EIGHTEEN, Art. 27, Refs & Annos)

48. "Preexisting land use or development" or "preexisting use" means any land use or development, including any structure, lawfully in existence prior to August one, nineteen hundred seventy-three, provided, however, that with respect to any land use or development exempt from the agency's interim project review powers under subdivision thirteen of section eight hundred fifteen until June one, nineteen hundred seventy-three, such date shall be substituted herein for August one, nineteen hundred seventy-three. For the purposes hereof, "lawfully" means in full compliance with all applicable laws, rules and regulations, including, without limitation, possession of and compliance with any permit or other approval required under the public health law, the environmental conservation law, any local or other governmental regulation

This text would indicate that the boat launch facilities that are shown on other US government maps were in existence prior to 1973-09-01 and should have been classified as such correctly from the beginning, and have been mis-classified for the past 50 years.

Is there reason to believe from the historic pre-existing conditions of a boat launch as demonstrated by the 1971-1972 image and the cut out of the land classification map that this was supposed to be a “compliant launch.”

Was the launch compliant at that time because there were also features that were listed in 1988 describing a campground?

What happened at this time in 1972 - was there a need for the Boat launch to have been classified differently than it is today? The Adirondack Park Agency Act would indicate it should have been.

0_Full2 volumn I and III UMP.pdf 92 / 393 100%

c) ADIRONDACK AND CATSKILL PARKS STATE LAND MASTER PLANS CRITERIA

All DEC campgrounds and special day-use areas are classified as "intensive use" areas (exceptions, see footnotes page 1) within both the Adirondack Park State Land Master Plan (APSLMP) and Catskill State Land Master Plan (CSLMP). Conformance with both state land master plans requires that department administrative policies, maintenance, and construction standards for boating facilities be established on a system of boating facility scope predicated upon water body size/type.

The most clearly defined criterion concerning boat access facilities in the APSLMP is that hard surface boat launching ramps may be provided only on waters greater than 1,000 acres in size. Boat launching ramp installations are disallowed by the APSLMP on waters less than 1,000 acres.

Under the "Intensive Use" land classification, to which DEC campgrounds and special day-use areas are assigned, the APSLMP offers guidance with respect to the compliance of boating facilities in general and boat launching sites specifically. Under the "Wild Forest" land classification, specific guidance is set with respect to compliance of fishing

Exhibit 11 summarizes, for all DEC campgrounds on waters less than 1,000 acres, (1) the pre-existing (i.e., pre-APSLMP) scope of boating facilities, (2) whether the use of gasoline motors is permitted through the campground facilities, or not, and (3) the current private use of trailerable-sized motorboats on the water in question.

All DEC campgrounds in the Catskill Park, and the Brown Tract Pond, Fourth Lake (Luzerne) and Nicks Lake campgrounds in the Adirondack Park have prohibitions against the use of gasoline motors. Under these circumstances, Fishing and Waterway Access Site standards may only be proposed for these facilities.

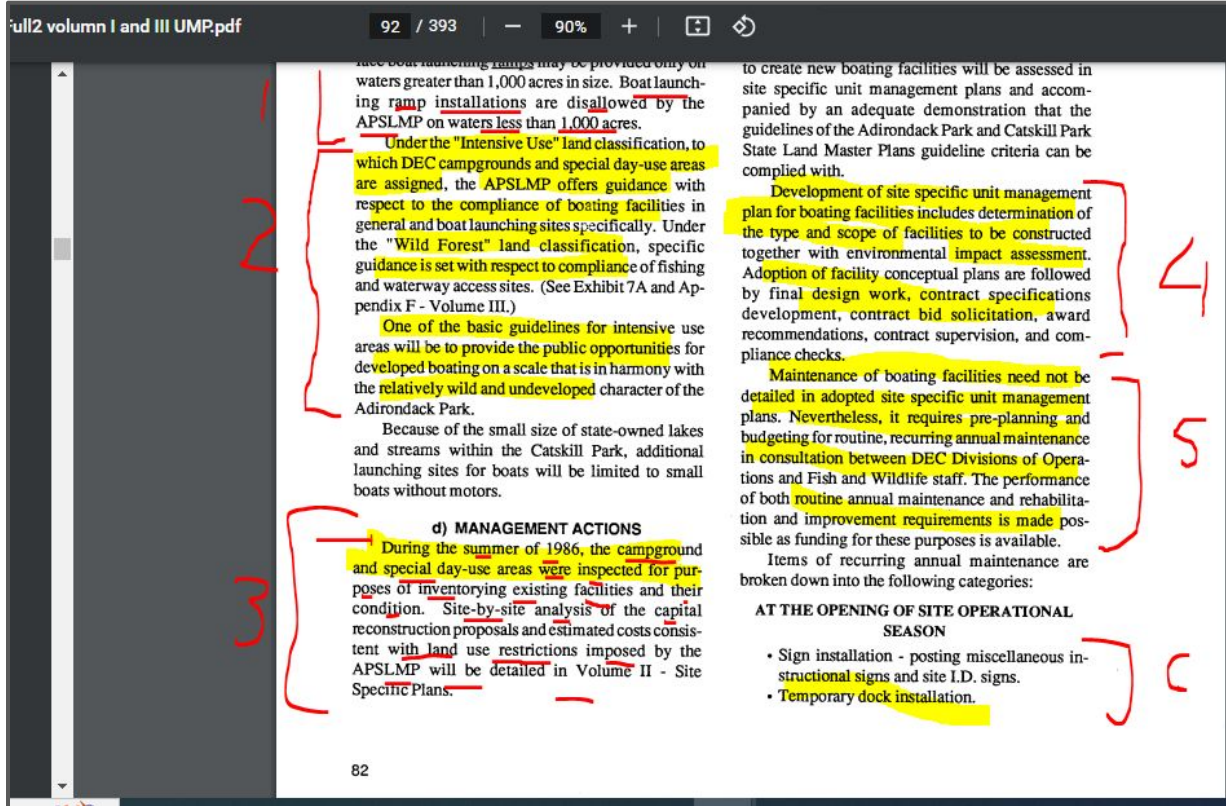
All existing boating facilities and any proposals to create new boating facilities will be assessed in site specific unit management plans and accompanied by an adequate demonstration that the guidelines of the Adirondack Park and Catskill Park State Land Master Plans guideline criteria can be complied with.

Development of site specific unit management plan for boating facilities includes determination of the type and scope of facilities to be constructed together with environmental impact assessment. Adoption of facilitv concenual plans are followed

By statement:
ALL DEC Campground and DAY USE area are classified as intensive use!
This mean the Crown Point Bay area has an INTENSIVE use classification.
Lake over 1000 acres will have a HARD surface Ramp, lakes under this CAN NOT BE hard surfaced but could be dirt.
ALL existing BOATING FACILITIES will be assessed in site specific UMP that the ASLMP criteria can be complied with

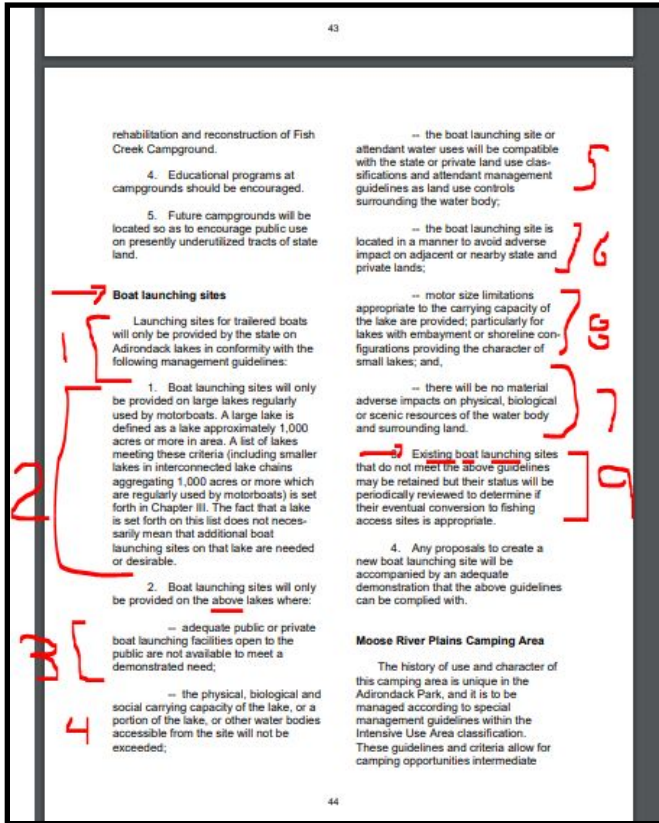
http://eaglelake1.org/archives/documents/2018_boat_launch_change/intensive%20use%20Generic_1990_Full2%20volumn%20I%20and%20III%20UMP.pdf

Volume I and III Adirondack Land master Plan Criteria page 92 of the PDF *bottom* of page view



Additional text that the DEC and APA must use to support boat launch, day-use facilities etc.

In the 2016 ASLMP on page 44, there is text about setting up new boat launches on lakes over 1000 acres and those that are “pre-existing” on lakes under 1000 acres.

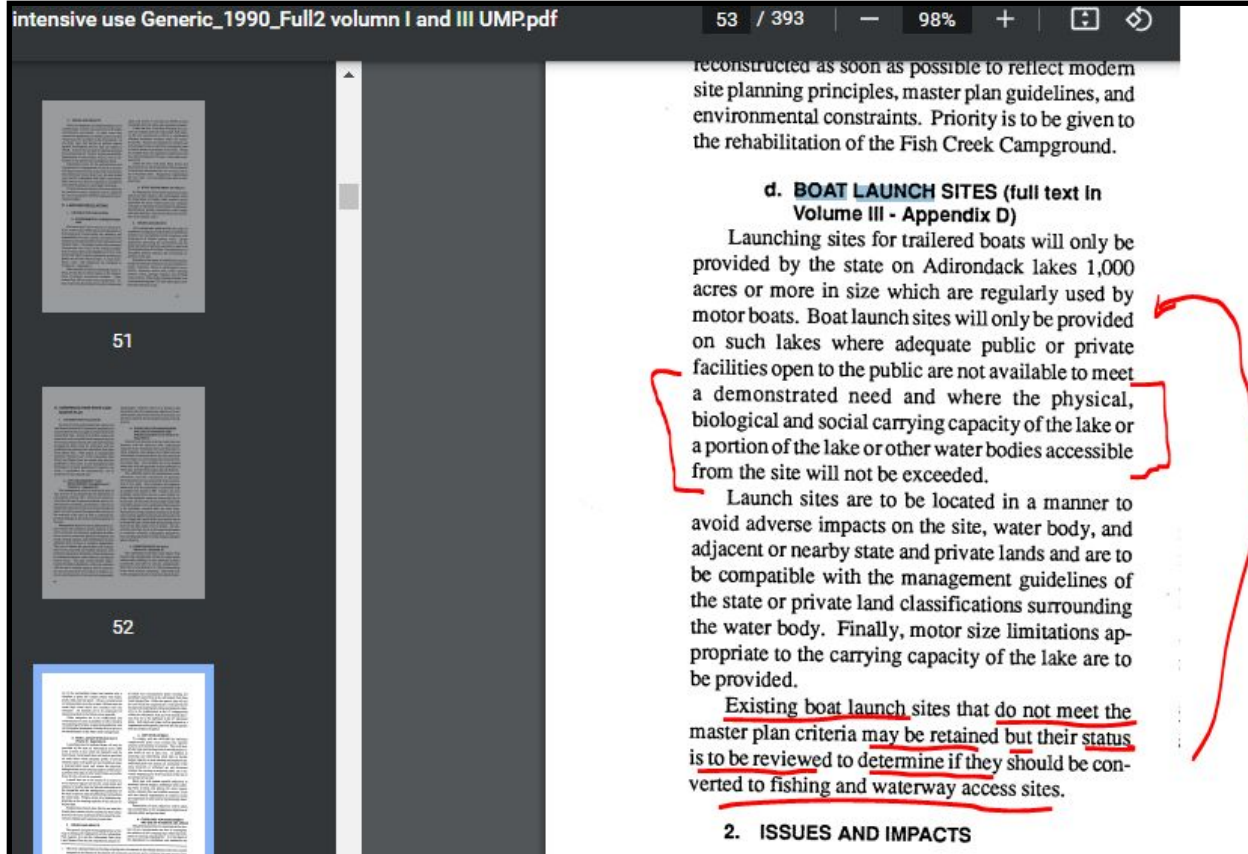


EL, as a 1972 pre-existing launch, appears to meet the ASLMP criteria number's 1 and 3 thru 8, as redline notated left. The only criteria we fail to meet is number 2 which requires being over approximately 1000 acres. However, number 9 covers our status as a pre-existing launch that was under the 1000 acre requirement at the time of the parks formation.

It appears that EL was scheduled for review in 1988 as it met these requirements when they indicated that it needed a separate UMP.

http://eaglelake1.org/archives/documents/2018_boat_launch_change/SLMPs/2016%20APSLMP.pdf

1990 Intensive Use Generic Full Volume I and III UMP



From the final, August 1990 Generic Adirondack and Catskill UMP for campgrounds and day use areas, a similar, but abbreviated set of “rules” also covering boat launches is found.

Page 53 talks about Boat Launches that are existing on lakes that do not meet the “master plan criteria” and that they “may be retained but their status is to be reviewed”. There is no text stated here as to what criteria will be used in the review.

This “special” UMP document or something very similar could and maybe should have covered EL.

http://www.eaglelake1.org/archives/documents/2018_boat_launch_change/intensive%20use%20Generic_1990_Full2%20volumn%20I%20and%20III%20UMP.pdf

ELPOI's Past President C. Hyde's letter to R. Weber, APA Deputy Director with cc to others after the March 2019 APA monthly meeting and presentation/ vote for HPWF redline UMP.

Note: additional Executive Session revisions and additions were made in May 2019 red-line document without ELPOI, or possible public review.

Additional information about this is further into the presentation.



April 11, 2019

To: Richard Weber III

Deputy Director for Planning

New York State Adirondack Park Agency

From: Chris Hyde

President

Eagle Lake Property Owners, Inc.

Re: Adirondack Park State Land Master Plan Conformance Plan for the

Hammond Pond Wild Forest Unit Management Plan

On behalf of Eagle Lake Property Owners, Inc. (ELPOI), its Board of Directors, and the residents of Eagle Lake, I am submitting the following comments in this APA proceeding. Thank you for the opportunity to present them.

ELPOI supports the Hammond Pond Wild Forest Unit Management Plan as it was approved with the inclusion of DEC's "Alternative 3" with respect to Eagle Lake. We do so, however, with serious reservations and call for APA and DEC to take the issues we will raise seriously in your future actions regarding Eagle Lake.

First, Alternative 3 calls for "an assessment of Eagle Lake access and conditions to inform a future decision." This assessment may take place "over a period of up to four years."

ELPOI and the residents of Eagle Lake were not involved in the development of the Draft UMP until the very last minute. We were not invited to participate; we inserted ourselves only because we found out, by accident, about the proceeding and its potentially devastating consequences for our lake community. This lack of communication leaves us leery of more

years of studies and deliberations about the fate of Eagle Lake without adequate resident engagement and input.

We call for APA and DEC to meaningfully engage ELPOI and the residents of Eagle Lake throughout any processes that you undertake.

Second, it is our position that there is no reason to delay precisely defining the boundaries of the campsite and the boat launch and reclassifying them as intensive use areas. APA can move today to define the boundaries of the small parcels that comprise the campsite and the boat launch (probably no more than a few acres each). A century or more of history provides the logic for reclassifying them as intensive use areas; further study and contemplation is unnecessary.

The campsite at Crown Point Bay has the only good sand beach on Eagle Lake. For over a century it has been a place where people swim, picnic, play and camp. Residents of the lake and their guests use it routinely. So do visitors to the lake who boat to the campsite. DEC explicitly recognized this use by locating a lean-to at the campsite.

The campsite on Eagle Lake enjoys very strong community support and a sense of responsibility for its stewardship. For generations, there has been a cooperative relationship between lake residents and DEC personnel to maintain and preserve the facilities and environment at the campsite as they have existed for decades.

Since there is no road or trail access to the campsite, people reach it by boat. They come in all sizes and types of watercraft. With no public boat launch available on the lake except the DEC boat launch, that facility is an essential adjunct to the campsite. DEC would never erect a lean-to solely for the use of the relatively small number of lake residents. The DEC campsite with its lean-to is open to all NY residents. Accordingly, the boat launch is absolutely necessary to provide public access to the campsite.

On Eagle Lake, the boat launch also provides access for numerous people to fish, engage in water sports such as water skiing, and visit friends who live on the lake. It also serves as the means by which residents living on the lake can launch and retrieve their boats. It is an essential part of the Eagle Lake community.

The campsite and the boat launch are linked properties that provide key recreational opportunities on Eagle Lake. They have been for generations. It is time for APA to correct its original land use classification error of not defining these sites as intensive use areas and reclassify them accordingly.

ELPOI has assembled aerial images of the areas around the campsite and boat launch. They clearly show that the parcels that we believe need to be reclassified are very small and readily defined. We would welcome an opportunity to share them with you at a meeting where we can discuss our perspective with you in person.

Third, the policy position that only lakes over 1000 acres should have a boat launch is very troubling. It is arbitrary, has no basis in reality, is unsupported by any logic, and is contrary to the facts on the ground at a number of lakes in the Adirondacks – Paradox Lake and Putnam Pond being two examples very near Eagle Lake. The need for a boat launch should be determined by the use of the lake, not its acreage.

Fourth, there are errors, misinformation and inconsistencies in the record for the Hammond Pond Wild Forest UMP and other documents pertaining to Eagle Lake. These comments do not appear to be the best place to present them. Before APA and DEC proceed any further, we would welcome an opportunity to discuss them in detail.

Fifth, Alternative 3 calls for “an assessment over a period of up to four years.” The outline of this assessment calls for a series of issues to be explored. All of them cause us concern.

- a. “Adequate public or private boat launching facilities open to the public.” The DEC boat launch already provides adequate public access to Eagle Lake. There is no other boat launch, public or private, on the lake that provides the public with access. There are some private boat launches on individual properties, but these do not provide public access. There is also no prospect for creating a new boat launch open to the public; there is no vacant land that can readily be used. The idea of acquiring an existing residence and tearing it down to create a boat launch is absurd.

The DEC boat launch already provides the public access that is necessary. There is no reason for further study.

- b. “The physical, biological, and social carrying capacity of the lake...will not be exceeded.” This is a very troubling area of study. The construct of “carrying capacity” in any of its dimensions (physical, biological or social) is an abstract, ill defined concept with no clear definitions of what it means and no clear standards for making judgments. This is an academic construct that appears to give APA carte blanche to impose whatever restrictions it may choose. With no accepted definitions or standards, who can argue with proposals made in its name?

Eagle Lake is a thriving community on a lake that, while challenged by invasive species, is otherwise healthy as is. The lake is exceptionally clear. Its water quality, as measured by years of testing under the Citizens Statewide Lake Assessment Program, is

good. The lake has a thriving population of loons who fish here (and in 2017 a successful nesting pair of loons), ospreys, eagles and other birds, animals and fish. The historical and current use of the lake has not harmed its capacity to “carry” life as it is now lived on the lake.

- c. “The boat launching site or attendant water uses will be compatible with state and private land use classifications and attendant management guideline...” As mentioned above, the actual use of the boat launch is entirely compatible with the historic use of the lake. All that remains is for APA to define the bounds of the boat launch and reclassify it (along with defining the bounds and reclassifying the campsite).
- d. “The boat launching site is located in a manner to avoid adverse impact on adjacent or nearby state and private lands.” The boat launch has no adverse impact on any adjacent lands. It has been in use since at least 1920 and is a valued and integral part of the lake community. It has a positive impact on the use of the lake by residents and visitors by providing reasonable boating access. In particular, it is the essential link in use of the DEC campsite at the east end of the lake.
- e. “Motor size limitations appropriate to the carrying capacity of the lake are provided...” Eagle Lake has never had any restrictions on boat size or motor size. Common sense and the height of the causeway under Route 74 have served the lake and its residents very well.

Any attempt to regulate motor size is a fool’s errand. Motor size is not the only or even the most important variable in controlling boat speed, wake, or operator behavior.

The fastest two boats on Eagle Lake of which we are aware were tiny hydroplanes. One had an 18 horsepower outboard, the other a 15 horsepower outboard. Yet either could pass any other boat ever on the lake. Hull design, not horsepower governed their speed.

Wake is an issue far more complex than just horsepower. Hull shape plays a key role. Regulating the horsepower driving the boat without any consideration of the boat itself is nonsensical. Beyond that, the position of the boat in the water plays a key role in wake generation. A boat that has its stern deep in the water and has not yet reached a plane will generate a far larger wake than that same boat when on a plane. By restricting motor size and forcing property owners to purchase smaller outboard motors that will lead to underpowered boats, APA may actually be forcing these boats to move too slowly and generate more wake than they now do with properly sized motors. Boats

powered by inboard motors cannot be modified in such a manner and thus cannot meet this type of restriction.

Operator behavior is another variable that horsepower restrictions will not control. A relatively small fishing boat with, say, a 20 horsepower motor traveling at top speed near shore will generate much more wake activity washing the shore than a much more powerful boat towing water skiers in the middle of the lake. A bass boat with a very large outboard that comes to Eagle Lake moves from place to place no faster than any other boat and spends the majority of its time using its electric trolling motor along the shore and causes no damage. Responsible boaters, the clear majority of those using Eagle Lake, cause no problems. Further, DEC has never provided officers to control boating on Eagle Lake. Under current state fiscal conditions, we doubt they will. Proposing unenforceable regulations serves no good end.

In short, horsepower has never been a serious issue on Eagle Lake. Speed is not an issue on the lake. The fact that loons were able to successfully nest in the bay on the very south shore of the lake in 2017 shows that there is no excessive wake issue. (The loons did not succeed in nesting during 2018 due to exceptionally high water, not boating issues.) There is no reason and no justification to interfere now.

Finally, any imposition of horsepower restrictions could impose significant costs on many lake residents with, in our estimation, little value in return. If for example, the restriction were set at 40 horsepower, the owner of a boat with a 70 horsepower outboard would be required to buy a new outboard. A new 40 horsepower outboard costs in the vicinity of \$5000. The resale value of an older outboard will be relatively low, providing little offset for this expense. An outboard motor restriction could financially prevent some families from further boating on Eagle Lake. As for inboard powered boats, with them not being able to be repowered or retrofitted, the entire boat will need to be replaced. Such a taking without compensation would be akin to conversion and would be intolerable.

- f. “There will be no material adverse impacts on physical, biological or scenic resources...” As stated above, barring invasive species, Eagle Lake is a healthy environment incorporating a beautiful lake, some state lands, its relatively undeveloped north shore, and a heavily developed south shore into a thriving community.

For decades ELPOI has engaged in extensive educational activities and invasive species management and removal activities on Eagle Lake. Our efforts are well known by those

who use the lake. We would welcome APA and DEC support to bolster our efforts. We stand ready to work with you on effective, common sense activities.

- g. “The assessment will consider any impact, temporary or permanent, of DOT plans for reconstructing the Route 74 bridge...” In recent discussions, DOT informed ELPOI that it plans to replace the current deteriorating abutments at the bridge and install a new deck, but not raise the bridge deck any higher than the existing structure. This low height has provided Eagle Lake with some regulation of the size of boats on the lake and this DOT plan appears to continue this situation.

In summary, ELPOI supports the Hammond Pond Wild Forest UMP as adopted with DEC’s Alternative 3 regarding Eagle Lake. We do so with all of the reservations and concerns outlined above and call on APA and DEC to take these issues to heart. We also call on APA and their partners at DEC to meaningfully and constructively engage with ELPOI and the residents of Eagle Lake as you move forward on any issue impacting Eagle Lake.

Respectfully, on behalf of the Eagle Lake Property Owners, Inc. (ELPOI) Officers and Membership,

Chris Hyde

518-210-9031

cc. Via Email

DEC Region 5 Director- Robert Stegemann

Senator- Betty Little

Assemblymember- Dan Stec

Ticonderoga Town Supervisor- Joe Giordano

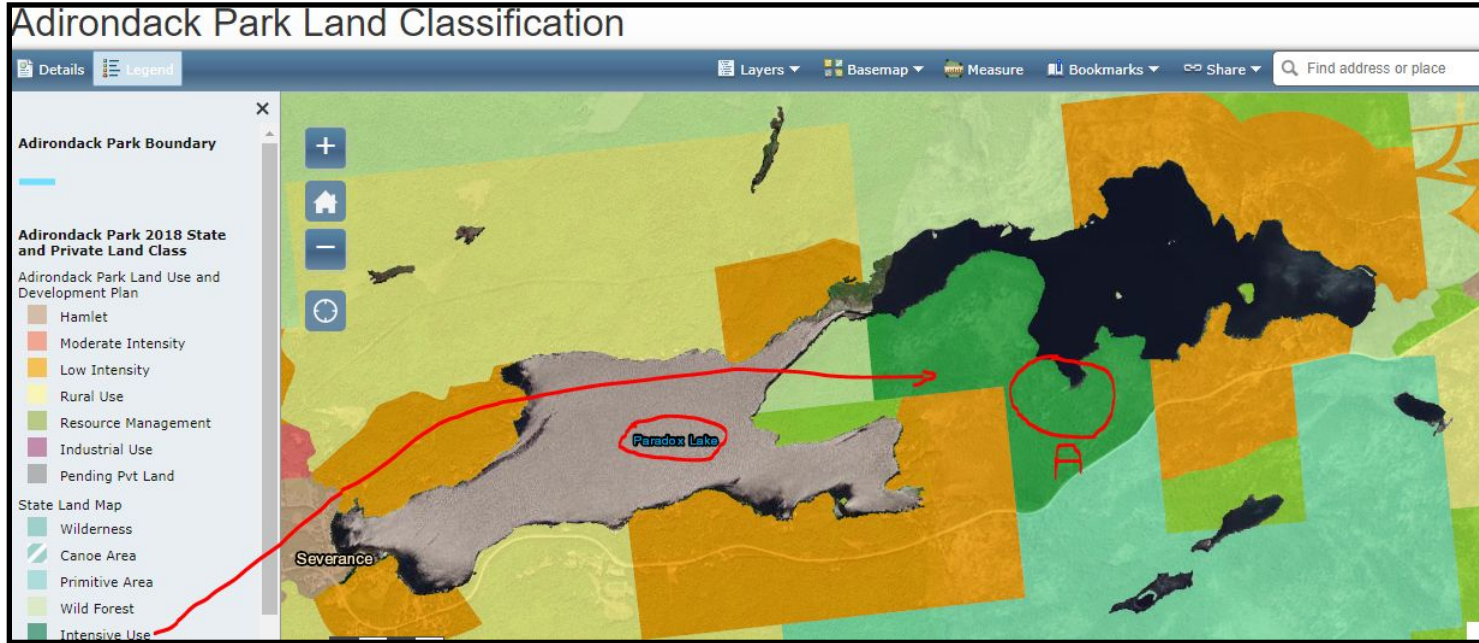
As we reflect re-visit what we wrote in April of 2019 to Rick Weber we can not see the APA’s intended actions and there inactions of late meshing up.. Is what they are doing now based on new direction with a specific outcome intended that is vastly different from the bases for the inclusion of Alternative 3

<http://eaglelake1.org/archives/communications/2010-2019/2019/ELPOI%20Comments%20to%20APA%20R.%20Weber%20HPWF%20UMP%204-11-2019%20rev2.>

Comparing EL to Paradox for boat launch review

- Paradox Lake is a lake very similar to EL, it is under 1000 acres and has a boat launch.
- The Paradox boat launch is the only public access point on the lake to launch a boat, exactly the same as EL
- Paradox has a developed campground, EL had and still has based on the 1988 and the 2019 HPWF UMP site inventory of amenities at the Crown Point Bay Area many features that were related to making it sound like it was used and enjoyed, based on APA/DEC documents, like a campground.
- Paradox's boat launch is located on land that is or was previously classified as intensive use, EL is looking to have the small cut out on the State land map correctly classified as intensive use as it looks like it should have been.
- Paradox's boat launch "status" has been "reviewed" based on the criteria set forth in the generic UMP and has been determined to meet the criteria to be "retained", the resident and community users of EL are hopeful to get to the table with the APA to see if the status of EL can be fairly reviewed to see if it too can be retained.

2018 Adirondack State land classification for Paradox Lake.



Boat launch and campground is at location "A".

Property at launch is classified as intensive use.

There is a mix of other Land Classifications similar to EL around this lake.

<https://adirondack.maps.arcgis.com/apps/OnePane/basicviewer/index.html?appid=625564b0f5b249f2ba29a931f23891ad>

May 1994 Paradox Lake Final UMP

The image right is from page 7 of the May 1994 Paradox Lake Final UMP

It addresses the fact that Paradox lake is under 1000- acres and how the existing boat launch there will be reviewed.

1. Boating Facility *enhances* the Paradox Lake fishery and boat launch site
2. "Shows facility to include a "*pre-existing* and improved" ramp
3. Paradox Lake is *less than 1,000 acres...* must be reviewed.
4. *Existing...*boat launching site... *single lane*, steel mat launch over... *natural sand and gravel...*
5. *Accommodates 25 cars* and trailer units, *June 9, 1986 inspection* by Department experts found to be *100% functional*
6. Campground boat launch provides the only public access to the lake.
7. Included in a 1990 statewide survey of boating

7 / 51 | - 75% + | [] []

AND RESOURCES

A. INVENTORY OF MANMADE FACILITIES

1. NUMBER OF CAMPING SITES

58 camping sites designed for 348 persons
(58 X 6 persons)
58 picnic tables
58 fireplaces

CAMPSITE CATEGORY	NUMBER TRAILER	NUMBER TENT	HANDICAPPED ACCESSIBLE
Standard	47	10	1

2. DAY-USE PICNIC AREA

Area, approximately 1.5 acres
20 picnic tables
12 fireplaces
1 standpipes
Located within the day-use area is a picnic pavilion. Constructed in 1971, under state contract, this pavilion is attached to the bathhouse, with dimensions of 10' X 30'.

3. BOATING FACILITY

A manmade facility which *enhances* the Paradox Lake fishery is a boat launching site. The site is listed in the New York State Directory of State Access and Boat Launching Areas as consisting of a hard ramp (i.e., trailer-launch capable) with parking for 25 car and trailer units. Exhibit 11 of Volume I of the Final Generic Unit Management Plan and Environmental Impact Statement of Campgrounds and Day-Use Areas shows the facility to include a "*pre-existing*" and "*improved*" ramp which provides for

the launching of trailered boats. As Paradox Lake is less than 1,000 acres, the status of this facility must be reviewed according to the criteria of the Adirondack State Land Master Plan, to determine if its eventual conversion to a Fishing/Waterway Access Site is appropriate.

The existing Paradox Lake Campground boat launching site consists of a single lane, steel-mat launch ramp over the natural sand and gravel substrate, extending out from shore for approximately 25 feet at a 16% slope. A single wooden floating dock is installed along the left side of the launch ramp. A macadam surfaced approach apron connects to the launch ramp. A nearby, macadam surfaced parking area accommodates 25 car and trailer units. Upon inspection by a team of department boating facility experts on June 9, 1986, the facility was judged to be "...100% functional as is. Significant improvements involve only minor work." Improvements recommended were the replacement of the steel mat launch ramp with a single lane concrete "push slab" launch ramp, expanded turnaround apron, and docks.

The Paradox Lake Campground boat launching facility is very important as it provides the only point of public access to the lake. The Paradox Lake Campground was included in the 1990 Statewide Survey of Boating Use at Public Waterway Access Sites in New York State (Major, et al, 1992). Based on counts of boaters entering the campground, 895 boating trips were estimated during the campground's operating season. This estimate should be viewed as a minimum estimate, since it is based on the assumption that all boats entering the campground were counted. The average boating party at Paradox consisted of 3.2 persons, based on 56 returned questionnaires.

Counts of 667 boats entering the campground on 71 survey days indicated that day-use (78%)

1 2 3 4 5 6 7

May 1994 Paradox Lake Final UMP

8 / 51 | - 75% + | [] []

6 → predominated over camper use (22%). Car-top boats comprised 26% and trailered boats comprised 74% of the boats entering the campground. Information on the size and type of boats launched during the 1990 boating season at the Paradox Lake Campground was obtained from 56 returned questionnaires completed by boaters. Boats used included: canoes (11%), rowboats (4%), outboards (70%), inboard/outboards (9%), inboards (2%), sailboats (2%), jet skis (2%), other (2%). The mean length and horsepower of motorized boats was 15.2 feet and 48.5 hp. Boats powered by outboard motors ranged from 12 to 19 feet in length (mean length 15 feet), and were equipped with engines ranging from 3.5 to 135 hp (mean 36 hp). Those powered by inboard/outboard engines ranged from 17.5 to 21 feet (mean 19) with 90 to 175 hp engines (mean 140 hp). Fishing was indicated by 66% of survey respondents as the primary purpose for their boating activity while at the Paradox Lake Campground.

1 → An aerial over-flight on July 4, 1990 at 2:20 p.m. revealed the following: 10 vehicles with trailers and 7 cars were parked in the boat launch parking area, 3 boats were moored near campsites, 200 boats were parked or docked at private sites, and 19 boats were in use on the lake's surface. Another flight on August 20, 1990 at 1:40 p.m. revealed a similar pattern. Based on statewide data for daily use pattern and aerial flight counts of boats in use, we could expect up to 10% of boats present to be in use during the peak summer weekend/holiday period. This would equate to approximately 22 boats on Paradox Lake, or approximately 38 acres per boat in use. As a point of reference, the Statewide Comprehensive Outdoor Recreation Plan (OPRHP, 1989) cites a minimum of 6 to 8 acres per boat for power boating activities.

2 → The need for an improved launch ramp was cited by 32% of survey respondents at Paradox. Thirty seven percent (37%) cited docks and 36% cited parking capacities as other facility elements needing

3 →

4 →

5 →

5. SWIMMING

The swimming area comprises 4,000 feet with a shoreline frontage of 100 feet swimming area is divided into two (2) sections: water depth 4' - 6', size 28' x 100', 2,800 sq. ft. In accordance with state health code the area up to 4 feet water will accommodate 48 bathers, the area over 4 feet will accommodate 37 bathers. The total capacity is 85 persons. Tucked in a small bay, does not present a problem at this location, pure sandy shore needs little preparation to be the summer's use.

6. ROADS

This campground has all blacktop roads which amount to 1.65 miles. A main road enters the campground continues past the entrance booth to a parking area at the beach, where it dead ends. This artery is 18 feet wide and services all other campground roads. Four branches run off the main road and are: Loop #1, sites 1 to 17, 12 feet wide, length .5 mile, one way loop; Loop #2, sites 44 to 58, 12 feet wide, .5 mile, one way loop; Loop #3, sites 18 to 34, 12 feet wide, .5 mile, one way loop; and finally the boat launch road, which is 18 feet wide, .1 mile and is in good condition. These roadways are presently in good condition and need little or no need for repairs at this time.

7. BUILDINGS/SEWAGE SYSTEMS

Supervisors Cabin - good condition, constructed in 1966 by force account. Utilizes electric heat, 800 gal. septic tank and a leach pit, approx. 4' x 4' x 2' for sewage disposal.

Office Space	76.5
Living and storage space	1,368.5
Lifeguard Quarters	- none available.
Registration Booth	- 5' 10' X 9' 4'

condition.

From page 8 of the Paradox UMP. The following text relates to carrying capacity of boats on the water, trailers, and parking at the boat launch.

- Questionnaire surveys were used to “inform” regarding the types of boats that were being used.
- Aerial flights were used to collect boat numbers on shore and on water,
- Assumed 10% of all boats counted might be on the lake during peak activity,
- Calculated approximate number of acres per boat $836 \text{ acres} / 22 \text{ boats} = 38 \text{ acres per boat}$.
- OPRHP 1989 cites the need for 6-8 acres per boat.
- With 8 acres allocated per boat. Eagle Lake would have a capacity for $400 \text{ acres} / 8 \text{ boats} = 50 \text{ boats}$. Even with Paradox reporting at their busiest 22 arcs per boat, EL could support 18 boat at one time. Still well over the 3-5 that was reported by the DEC surveys.
- Notations were made by survey responders that some ground improvements were needed.

- 2) Recommended installation methods for improvements and in-kind replacements.
- 3) Boat launching site contributes minimally to overall boating usage.
- 4-5) Launch capacity is not expected to increase and will become a smaller overall percentage overtime as private boating increase with no local complaints.
- 6) no impact on fish stocks in the lake (monitored by Fisheries).
- 7) based on a long standing public/private acceptance of the launch the **recommendation is to retain the launching facility.**
- 8) The department wants to continue working with the lake association in the future regarding invasives and safe boating.

20 / 51 | - 75% + | [Icons]

completed by force account at a projected cost of \$150,000.

G. CONSTRUCT A PLAYGROUND - YEAR 4

The beach/day-use area is the ideal location for this project since it provides plenty of sun or shade for all users. An open area exists in the pavilion area, which would eliminate the need for tree removal. It is anticipated that the unit will be a "prebuilt package" purchased from a retailer with minimal assembly. Final assembly will be done by force account. Cost - \$25,000.

H. BOATING FACILITY - YEAR 3

Replace the existing single-lane steel landing mat launch ramp and wooden floating dock with a single-lane concrete push-in launch ramp and integral aluminum dock system. Improve the approach apron and maneuvering area to improve car-trailer turnaround and back down capabilities. These improvements are nothing more than replacements in kind of existing amenities with improved materials. They do not increase the capacity of the facility over what exists presently. Installing a new concrete ramp by the push-in method is the least environmentally disruptive. Cofferdamming and dewatering are not necessary for this method of installation. User safety and convenience will be significantly enhanced by this installation. Maintenance requirements will be significantly reduced. And, capacity (i.e., the numbers of boats afforded access to Paradox Lake) will remain the same as it always has been. Consequently no increase in environmental impacts associated with the facility's historical use, will occur.

The APSLMP requires that "existing **boat launching** sites that do not meet the above guidelines (i.e., boat launching sites existing on waters less than

future users of the Paradox Lake campground. The limited capacity of the Paradox Lake boat launching facility assures minimal impacts to the overall pattern and density of boating activity on Paradox Lake as a whole. Capacity of the Paradox Lake facility is not proposed to be increased. Numbers of boats originating from private sector sources will undoubtedly increase in the future, and as they do, the contribution of the Paradox Lake facility with its constant capacity, will be less and less of the whole. The department has received no complaints from other users of Paradox Lake over the kinds and numbers of boats entering the lake from the Paradox Lake campground. The fisheries resources of Paradox Lake are carefully managed and monitored by the department's regional Fisheries Management Unit in Ray Brook. The fish populations of Paradox Lake are well balanced and there is no evidence suggesting that present levels and kinds of boating and fishing pose a threat to this situation continuing into the foreseeable future.

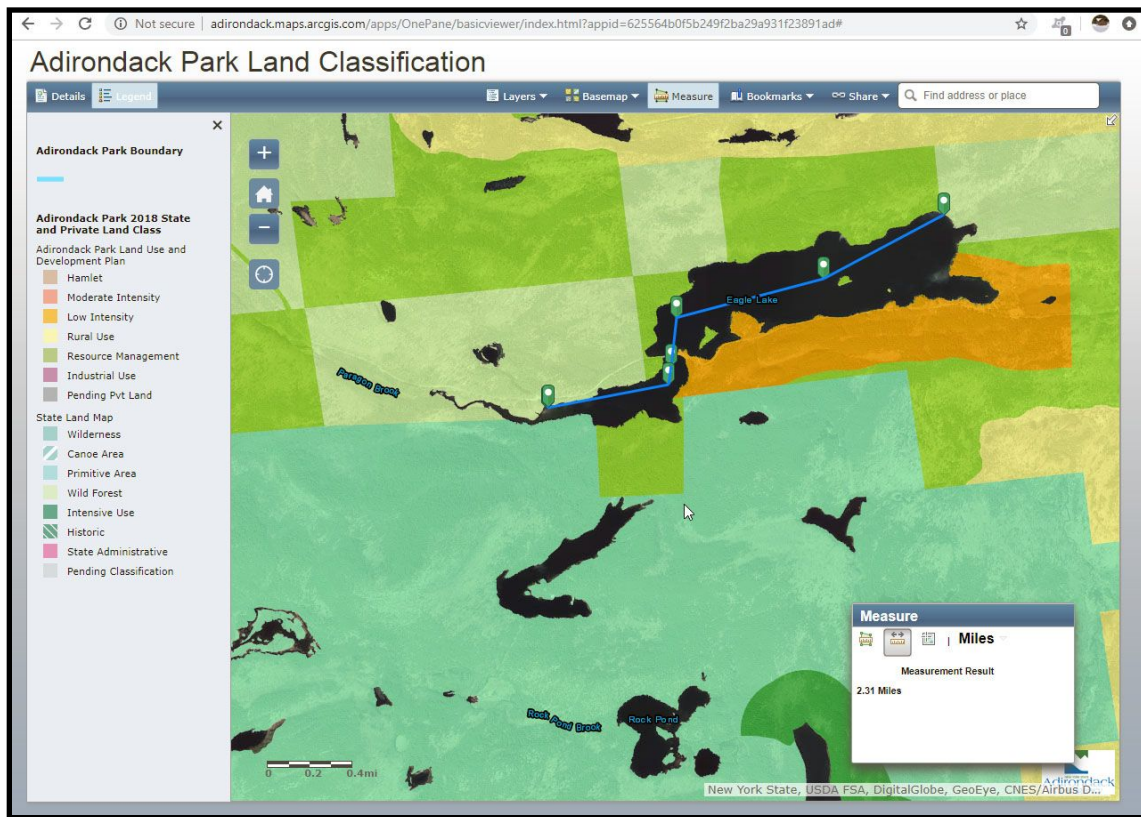
Based upon due consideration of existing conditions; the absence of alternative public boating facilities; the physical, biological, and social carrying capacity of Paradox Lake; the compatibility of the existing facility with its surroundings and other ongoing activities; and the long-standing public/private acceptance of the existing facility, the department concludes that the existing boat launching facility within the Paradox Lake campground should be retained.

The department wishes to continue dialogue with the Route 74 Association to inform the public using Paradox Lake boating facility about milfoil, other water weeds, and safe boating practices. This will be accomplished by posting signs, preparing handouts and giving verbal information to campground patrons. absence of alternative public boating facilities; the physical, biological, and social carrying capacity of

15

Handwritten annotations: A red arrow points to the "H. BOATING FACILITY - YEAR 3" section. A red bracket on the left side of the page groups the text from "H. BOATING FACILITY - YEAR 3" down to the paragraph starting with "The APSLMP requires that...". A red bracket on the right side of the page groups the text from "future users of the Paradox Lake campground..." down to "absence of alternative public boating facilities;...". Red handwritten numbers 3, 4, 5, 6, 8, 9, and 10 are written next to the right-side bracket. A red handwritten number 2 is written next to the left-side bracket.

Boat launch connection to EL Crown Point Bay campground



Map below shows the 2.5 mile distance between the boat launch and the “related use” property at Crown Point Bay. It also provides for a location of the other block of State land referenced in the 2019 HPWF UMP that is on the north shore of EL and referred to as rugged. Note that both this property and the one at Crown Point Bay are land locked and are “boat access only”

http://www.eaglelake1.org/archives/document/s/2018_boat_launch_change/sup_img/boat%20launch%20area%20measure/distance%20from%20boat%20launch%20to%20beach%2020_46_40-Adirondack%20Park%20Land%20Classification.jpg

From the 1988 HPWF UMP, Crown Point Bay and Day Use Area amenities.

of Courtney Pond; condition - good

7. Fireplaces/Fire Rings

a. Crown Point Bay, Eagle Lake; 6

8. Camping Sites (Primitive Tent) - 59 Sites

a. Kingdom Dam; Lincoln Pond; 11 designated sites; permits available at Lincoln Pond Public Campground

b. Bass Pond; 4, non-designated

c. Bullpoint Pond; 1, non-designated

d. Challis Pond; 1, non-designated

e. Crowfoot Pond; 4, non-designated

f. Eagle Lake; 6, non-designated

g. Hammond Pond; 2, non-designated

h. Hatch Pond; 2, non-designated

i. Howard Pond; 2, non-designated

j. Johnson Pond; 1, non-designated

k. Moose Mountain Pond; 2, non-designated

Find
permit
Previous Next
Replace with

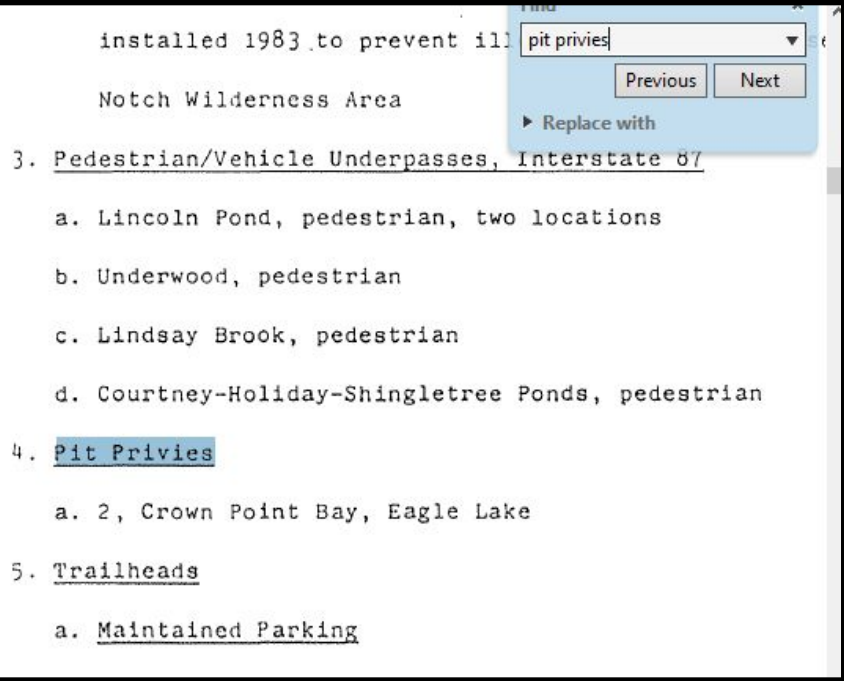
of the 59 sites EL had a long with many additional provisions

Based on the image of text left, it appears that the amenities for EL's camping fell somewhere between the definition of an intensive use defined as a "campground" and a "primitive tent site", as EL had amenities not afforded to the other lesser "primitive tent sites". and yet was not considered to be a fully manned "intensive use campground", as the APA would now like to define a campground as. Per the Department of Health they stipulate a location with 5 or more camping sites is a campground.

http://www.eaglelake1.org/archives/documents/2018_boat_launch_change/hpwfump.pdf

From the 1988 HPWF UMP, Crown Point Bay and Day Use Area amenities continue,.

As taken from page 22 of the 1988 UMP

- 
- installed 1983 to prevent ill
- Notch Wilderness Area
3. Pedestrian/Vehicle Underpasses, Interstate 87
 - a. Lincoln Pond, pedestrian, two locations
 - b. Underwood, pedestrian
 - c. Lindsay Brook, pedestrian
 - d. Courtney-Holiday-Shingletree Ponds, pedestrian
 4. Pit Privies
 - a. 2, Crown Point Bay, Eagle Lake
 5. Trailheads
 - a. Maintained Parking

Pit Privies were acceptable and still are per Department of Health.

Notice the anticipated cost of maintenance of the privies for year 1, they spend a similar amount in the subsequent years. (see image below)

They even talked about rehabbing the lean-to. (see image below)

They also talk about the lack of Loon nesting in one part, but we have 3 pairs that are doing well, even with "boats".

From the 1988 HPWF UMP, Crown Point Bay and Day Use Area amenities continued, page 27.

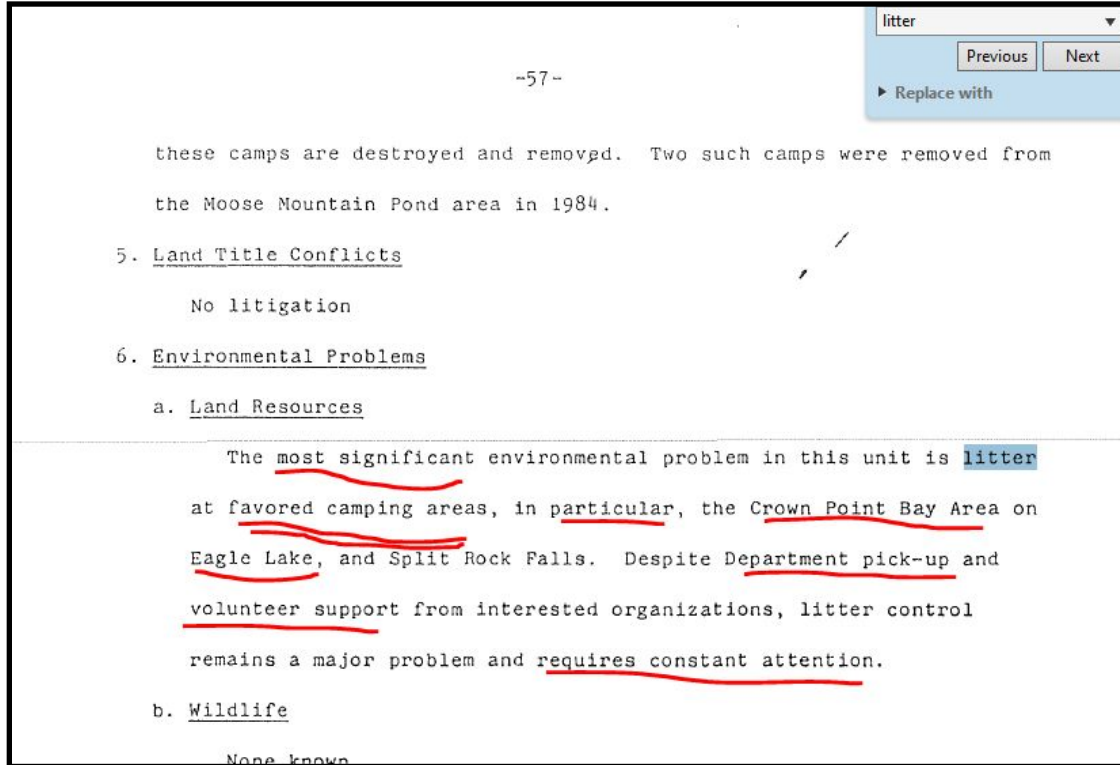
-27-

3. Eagle Lake Picnic Area; intersection with the Corduroy Road; Ticonderoga; Permit; commences on private lands for 0.5 miles, gated, closed to public use; road continues 1.1 miles on State land; public access achieved by boat from Eagle Lake
4. Cortelyeu Road; intersection with the North Hudson-Moriah Road, deeded easement, 0.8 mile, private access

12. Signing

Based upon the text below, there had to be enough demand/need by the State to have secured a documented permit to go over private lands, to then travel 1.1 miles (the full depth of this Wild Forest" parcel) to gain easy/easier access to the beach/campsite/picnic area, that would otherwise only be accessible by boat

From the 1988 HPWF UMP, Crown Point Bay and Day Use Area amenities continued, page 57.



Clearly from the image left in 1988, the EL Crown Point Bay area was a **"favored camping area"**, even with best efforts going towards cleaning up litter being burdensome. But it speaks to the site's popularity, even with "boat access only" limitations. Therefore boat access from all manor of boat types, to it, should remain unchanged. The volunteer support mentioned was referencing the ELPOI when it comes to the Crown Point Bay site. The 2019 UMP captured its popularity and problems but did they forget how it needed to be accessed? Especially when the State said in conversation, "can't you use your marina"? And we said "what Marina". "You actually don't know that EL doesn't have one"? This begs the question, did the state when writing the 2019 UMP, incorrectly think there was another means of public access to the lake?

The current position of closure begs the following questions.

What happened from 1988 to 2019?? Did we miss something? Did they miss something and not follow through? Prior to the 1988 UMP, the State's research was sufficient for them to realize that something was unique enough about the ties between the boat launch and the related "use of the resources of this unit" that they included the statement that this boat launch will be covered in a separate management plan for EL. Are they now trying to scrub a facility that existed? Was the 2019 plan, even though it has been voted on and approved, incorrect in its assessment of "the conditions on the ground" of what was at EL? Or did the State ignore it, even forget it, and the boat launch's 1988 statement that this "will be covered separately"? If the state had done what they stated in 1988 and covered the boat launch in a separate UMP, would we be where we are today? Was the State negligent in not completing its stated intent in completing a "separate management plan" for EL? Has the State therefore been out of compliance with its own directive all this time? Where are the documents related to this separate management plan? Are they buried somewhere in a forgotten filing cabinet? Is the State choosing to ignore them? If they exist, they have not been referenced or shared with us or the public at large.

Year 1 and year 3 UMP improvements and costs, and from page 61 the 5 year plan for maintenance at the Crown Point Bay area states.

V. SCHEDULE FOR IMPLEMENTATION

<u>YEAR</u>	<u>ACTIVITY</u>	<u>COST</u>
I	1. Designate and improve Challis Pond Trail, .6 mi.	750
	2. Construct parking at East Mill Flow Trailhead	3,000
	3. Install trail register, East Mill Flow Trailhead (Sharps Bridge)	300
	4. Remove Belfry Mt. Fire Observer's Cabin (sell as surplus property)	0
	5. Annual maintenance; trails, signs, litter removal, pit privies, etc.	15,000
	6. Boundary line maintenance, 6.0 mi.	1,800
	7. Split Rocks Erosion Control and Bank Stabilization	3,000

III

1. Improve Crowfoot Trail parking facility (Tracey Road)	
2. Reconstruct Crowfoot Bridge	1,500
3. Rehabilitate Crown Point Bay lean-to and pit privy	1,200
4. Annual Maintenance; trails, signs, litter removal, pit privies, etc.	18,000
5. Boundary line maintenance; 6.0 mi.	1,800
6. Reclaim Moose Mt. Pond	4,000
TOTAL	\$28,500

NOTE: EL was not included in **ANY** of the inventories in the appendixes- as if we didn't exist. And yet they know and capture the full list of items at the Crown Point Bay.

Definition of Intensive Use for land classification

INTENSIVE USE

Definition

An intensive use area is an area where the state provides facilities for intensive forms of outdoor recreation by the public. Two types of intensive use areas are defined by this plan: campgrounds and day use areas

These areas provide overnight accommodations or day use facilities for a significant number of visitors to the Park and often function as a base for use of wild forest, wilderness, primitive and canoe areas.

GUIDELINES FOR MANAGEMENT AND USE

Basic guidelines

1. The primary management guideline for intensive use areas will be to provide the public opportunities for family group camping, developed swimming and boating, downhill skiing, crosscountry skiing under competitive or developed conditions, visitor information and similar outdoor recreational pursuits in a setting and on a scale that are in harmony with the relatively wild and undeveloped character of the Adirondack Park.

2. All intensive use facilities should be located, designed and managed so as to blend with the Adirondack environment and to have the minimum adverse impact possible on surrounding state lands and nearby

private holdings. They will not be situated where they will aggravate problems on lands already subject to or threatened by overuse, such as the High Peaks wilderness, or where they will have a negative impact on competing private facilities. Such facilities will be adjacent to or serviceable from existing public road systems or water bodies open to motorboat use within the Park.

3. Construction and development activities in intensive use areas will:

- avoid material alteration of wetlands;
- minimize extensive topographic alterations;
- limit vegetative clearing; and,
- preserve the scenic, natural and open space resources of the intensive use area.

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

5. Priority should be given to the rehabilitation and modernization of existing intensive use areas and the complete development of partially developed existing intensive use areas before the construction of new facilities is considered.

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

Line 3 indicates intensive use area provide family group camping swimming and boating.

Line 4 indicates that facilities should be adjacent to or be serviceable from existing public roads.

NYS RT 74 was surely in existence in 1972 and had a boat launch.

Line 6 indicates that priority should be given to complete any development associated with existing or partially developed intensive use area.

Was EL campground only partially developed and never finished?

1990 volume I and III UMP, Page 1

SUMMARY

FINAL GENERIC UNIT MANAGEMENT PLAN/
ENVIRONMENTAL IMPACT STATEMENT (VOLUMES I AND III)
FOR INTENSIVE USE AREAS OPERATED BY THE
NEW YORK STATE DEPARTMENT OF
ENVIRONMENTAL CONSERVATION
IN THE ADIRONDACK AND CATSKILL PARKS

Fifty (50) public campgrounds and five (5) special day-use areas comprise the classification "Intensive Use Areas" (see exceptions footnote) for which management criteria is set forth in the Adirondack Park State Land Master Plan and the Catskill Park State Land Master Plan.

In keeping with the above referenced state land master plans and charge under Environmental Conservation Law for care, custody, and control of state lands, the Department of Environmental Conservation has established objectives for the projected management of campgrounds and day-use areas. This generic plan outlines those objectives which may appear in individual unit management plans and includes the following: protection of vegetation on state land; rehabilitation of campsites, roads, and buildings; making provision for access to the handicapped; acquisition of appropriate adjoining lands; compliance with state Department of Health codes pertaining to water systems, trailer dumping stations, and sewage systems; and modernizing facilities including boat access, solid waste, and sports facilities.

Beneficial effects of proposed actions will include: compliance with health codes, maintenance of the physical plant investment, cost-revenue ratio balance resulting from stabilized public use, modernization of facilities assures a satisfactory recreational experience by users, upkeep of facilities and grounds assures public safety, and developed conditions in a setting and scale that is in harmony with the character of the Adirondack and Catskill Parks.

No existing developed campgrounds and day-use areas will be eliminated during the term of the management plans. There is no plan to expand or

construct new campgrounds. Continued cooperation will be pursued with local governments and chambers of commerce to strengthen area economics and avoid actions which unfairly compete with the private sector. Determination of conformance to criteria established in the state land master plans include: whether proposed activities "avoid material alteration of wetlands, minimize extensive topographic alterations, limit vegetative clearing, and preserve the scenic, natural and on-site resources of the area" and whether the plan contains an adequate assessment of actual and projected public use and physical, biological, and social carrying capacity.

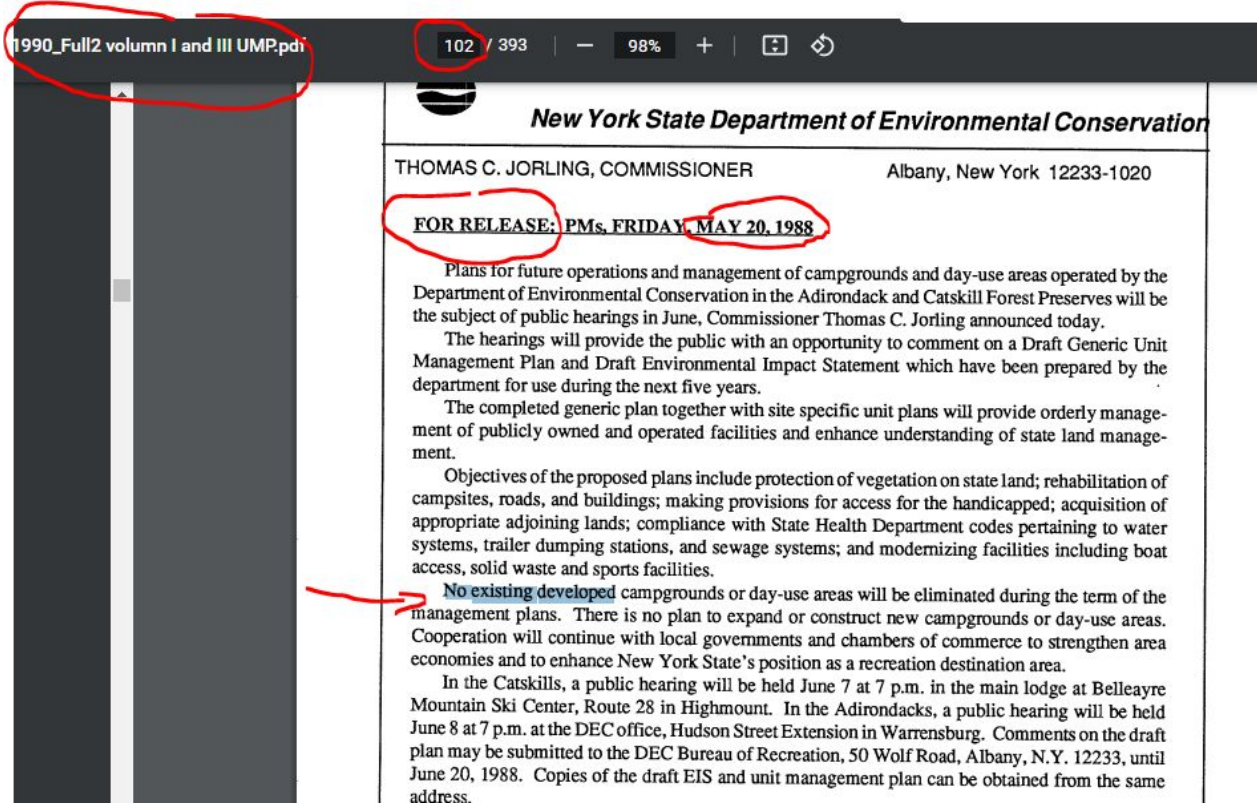
Mitigation measures to minimize environmental impacts have been considered. Proposed modernization projects will stay within constitutional interpretation limits for vegetation removal at classified intensive use areas. Many improvements will take place utilizing existing water, sewage and buildings alignment. This mitigating measure minimizes the need for additional clearings and results in approximately the same visual impact. Architectural designs will be selected to achieve a harmonious blending with the character of the recreation areas and surrounding forest area. New and improved facilities will comply with state Department of Health codes. Past experience at intensive use areas indicates that seeding and mulching of construction sites will re-establish vegetation readily which will effectively stabilize soils. Adjacent forest cover will not be altered and the natural tendency for species composition to gradually evolve to climax forest types will not be altered. Proposals concentrate on improving and updating

See text at red "no existing developed campgrounds and day use areas will be eliminated during the terms of the management plans"

This statement is used in the Volume I and III document 3 time first on page 1 also on 93 and on page 102 as identified in a PDF Did EL have a campground?

http://eaglelake1.org/archives/documents/2018_boat_launch_change/intensive%20use%20Generic_1990_Full%20volume%20I%20and%20III%20UMP.pdf

1988-May 20th press release, page identified as 102 in the PDF document



If one looks at this press release and then at the 1988 HPWF UNP it is clear that the intent was to develop for EL a ump that covered the boat launch and campground. What happened?

The following deals with the APA ACT (the law that created the APA and their guidance)

The APA ACT document section 802 page 2, the definition of a campground

The text at line 10 indicates that any campground is defined as a place a camping tent for transient occupancy can be set-up

§ 802. Definitions, NY EXEC § 802

8. "Agricultural use structure" means any barn, stable, shed, silo, garage, fruit and vegetable stand or other building or structure directly and customarily associated with agricultural use.
9. "Approved local land use program" means any local land use program approved by the agency under [section eight hundred seven](#).
10. "Campground" means any area designed for transient occupancy by **camping** in tents, camp trailers, travel trailers, motor homes or similar facility designed for temporary shelter.

camping|

Previous

▶ Replace with

Adirondack Park Act Land Use Classifications section 805

In the text of the ACT “Marinas, boatyards and boat launching sites.” are specifically called out as part of “Low intensity use, rural use, moderate intensity use” and would also qualify as a part of a hamlet where no intensity usage guidelines are spelled out. The only sectors not specifically referring to boat launching sites is resource management and industrial use (EL wouldn’t qualify here regardless).

This specific wording shows up no less than 6 times in the document.

This language indicates there was clear guidance from lawmakers during the creation of the park regarding their intentions with regards to boat launching facilities and how their usages should be classified within the park.

https://apa.ny.gov/Documents/Laws_Regs/APAACT.pdf pages 6,8,10,11

The following slide documents deal with additional rules and regulations from the department of health regarding boat launches and camping facilities

From the Department of Health's part 7 regulations for campgrounds

regs.health.ny.gov/volume-title-10/1215146878/part-7-temporary-residences-mass-gatherings-childrens-camps-campgrounds

Home / VOLUME A (Title 10) / Title: Part 7 - Temporary Residences, Mass Gatherings, Children's Camps, Campgrounds and Agricultural Fairgrounds

→ Title: Part 7 - Temporary Residences, Mass Gatherings, Children's Camps, Campgrounds and Agricultural Fairgrounds

Effective Date Outline ^up

05/16/2018

Part 7 - Temporary Residences, Mass Gatherings, Children's Camps, Campgrounds and Agricultural Fairgrounds

- SubPart 7-1 - Temporary Residences (Hotels, Motels and Cabin Colonies)
- SubPart 7-2 - Children's Camps
- SubPart 7-3 - Campgrounds
- SubPart 7-4 - Mass Gatherings
- SubPart 7-5 - Agricultural Fairgrounds

Statutory Authority

Public Health Council, Section 225(4) of PHL

<https://regs.health.ny.gov/volume-title-10/1215146878/part-7-temporary-residences-mass-gatherings-childrens-camps-campgrounds>

NYS Department of Health Section 7-3 definitions

03/07/2001

SubPart 7-3 - Campgrounds

- Section 7-3.1 - Definitions
- Section 7-3.2 - Application
- Section 7-3.3 - Permit for operation, inspections, access
- Section 7-3.4 - Operator responsibilities and reporting requirements
- Section 7-3.5 - Enforcement
- Section 7-3.6 - Variance and waivers
- Section 7-3.7 - Notice of construction, enlargement, development, improvement or conversion required; prior approval
- Section 7-3.8 - Campsite space requirements
- Section 7-3.9 - Fire Safety
- Section 7-3.10 - Building maintenance/grounds
- Section 7-3.11 - Food service
- Section 7-3.12 - Swimming pools and bathing beaches
- Section 7-3.13 - Water supply
- Section 7-3.14 - Sewage treatment
- Section 7-3.15 - Toilets, lavatories and utility sinks
- Section 7-3.16 - Showers
- Section 7-3.17 - Electrical
- Section 7-3.18 - Insect, rodent and weed control
- Section 7-3.19 - Refuse storage

<https://regs.health.ny.gov/content/section-7-3-1-definitions>

A campsite is defined as..., A campground is a location with 5 or more campsites.

Title: Section 7-3.1 - Definitions

Effective Date

03/07/2001

7-3.1 Definitions. For purpose of this Subpart, the following terms shall have the following meanings:

(a) Adequate. Sufficient to accomplish the purpose for which something is intended, and to such a degree that no unreasonable risk to health or safety is presented. An item installed, maintained, designed and assembled, an activity conducted, or act performed, in accordance with generally accepted standards, principles or practices applicable to a particular trade, business, occupation or profession, is adequate within the meaning of this Subpart.

1 → (b) Campground. Any parcel or tract of land including buildings or other structures, under the control of any person, where five or more campsites are available for temporary or seasonal overnight occupancy.

(c) Camping cabin. A hard sided tent or shelter less than 400 square feet in area which is on skids or otherwise designed to be readily moveable and which does not have cooking facilities, sinks, showers, laundry or toilet facilities.

(d) Camping unit. A tent, camping cabin, recreational vehicle or other type of portable shelter intended, designed or used for temporary human occupancy.

2 → (e) Campsite. A portion of a campground, with or without connections to water supply, electrical service or sewage systems, used by one camping unit.

(f) Permit-issuing official. The State Health Commissioner, the health commissioner or health officer of a city of 50,000 population or over, the health commissioner or health officer of a county or part-county health district, or the State district director having jurisdiction, or any county or public health director having all the powers and duties prescribed in section 352 of the Public Health Law.

3 → (g) Person. An individual, group of individuals, partnership, corporation, association, political subdivision, state or local governmental agency, municipality, or any other legal entity.

(h) Potable water. Water fit for human consumption, food preparation, lavatory, culinary, bathing or laundry purposes.

(i) Recreational vehicle. A vehicular camping unit primarily designed as temporary living quarters for

The 1988 UMP for EL's CrownPoint Bay camp area states the there are 6 camp or tent sites.

A permit to operate 5 or more campsites or a campground is required. As indicated in #3

<https://regs.health.ny.gov/content/section-7-3-4-operator-responsibilities-and-reporting-requirements>

Permits necessary for operation of a campground

Title: Section 7-3.3 - Permit for operation, inspections, access

Effective Date

03/07/2001

Outline

^up

7-3.3 Permit for operation, inspections, access

- a) Application for permit. Application for a permit shall be made by the operator to the permit-issuing official at least 30 days before operation or the expiration of an existing permit or a change in name, owner or operator.
- b) An application for a permit may be denied when the applicant has exhibited a history of non-compliance with the requirements of this Subpart or Subpart 7-1; the campground is found to be a potential source of danger to the general public health and safety or the health and safety of the occupants of the campground; or the campground does not comply with the requirements of this Subpart.
- c) A permit for a campground shall be issued for a period of not more than three years from the date of issue. A permit shall not be transferable or assignable and shall expire upon a change of the operator of the campground or upon the date specified by the permit-issuing official.
- d) Revocation, suspension. A permit may be revoked or suspended by the permit-issuing official or the State Commissioner of Health if the campground for which the permit was issued is found to have been maintained, operated or occupied in violation of the Public Health Law, or this chapter or the sanitary code of the health department in which the campground is located or upon abandonment of the operation. Before suspension, or revocation of a permit, the permittee shall be given the opportunity to be heard by the permit-issuing official or his designated officer to contest the revocation or suspension of the permit to operate. A permit may be surrendered by a permittee.
- e) The permit-issuing official or representative shall be allowed entry at any time for the purposes of inspection to any property operated as a campground as defined by this Subpart.
- f) A separate permit to operate a temporary residence shall not be required for structures which are available for overnight transient occupancy, and which do not meet the definition of a camping unit.
- g) A permit issued for the operation of a campground shall be posted in a conspicuous place on the premises.

Volume

VOLUME A (Title 10)

March 2019 HPWF UMP related text as to how Eagle Lake Fishing and Waterway Access site is described.


Based on text *here at 2* this change is a done deal before it was voted on in March and before Alternative 3 was completed!!!

91 / 211 | — 100% + | [] []

deteriorate or become damaged, they may be replaced with new bollards or rocks.

Eagle Lake Fishing and Waterway Access Site (Wild Forest Area)

Eagle Lake is 410 acres in size, located in the Towns of Crown Point and Ticonderoga in Essex County. Most of the land area around the lake is privately owned. A portion of the shoreline of Eagle Lake is Forest Preserve. This Forest Preserve land includes a small portion of the southern shoreline which is within the Pharaoh Lake Wilderness Area and a portion of the shoreline where the waterway access site is located within the Hammond Pond Wild Forest, off of Route 74 in the Town of Ticonderoga. Pursuant to the APSLMP, this is a Fishing and Waterway access site located in Wild Forest on a lake less than 1,000 acres in size. Traditional float-off, float-on, trailered boat launching at this site is a non-conforming use according to APSLMP guidelines. The relatively small parking area is uneven and in relatively poor condition, which sometimes restricts the amount of available parking. There is an existing wooden dock that helps facilitate access into the water. To access the full portion of the lake, boats must travel under the Route 74 causeway. Depending on water level, this narrow causeway may restrict the size of boats that can access the main body of Eagle Lake. Eagle Lake contains two or more aquatic invasive species.



Eagle Lake Fishing & Waterway Access Site

Proposed Management

Objective: *Facilitate safe public boating opportunities, while implementing measures to protect sensitive, natural aquatic ecosystems.*

1 []

2 []

3 []

From the 2014-2019 version of the NYS statewide comprehensive outdoor recreation plan
Page 23 on disabilities

infrastructure annually.

Universal Accessibility

Approximately 11% of the New York State population above the age of 5 is considered to have a disability. Providing recreational opportunities to this segment of the population will require existing and future recreation facilities to be universally accessible.

It is the mission of OPRHP to provide safe and enjoyable recreational and interpretive opportunities for all visitors, recognizing individual needs and disabilities. Pursuant to the agency's Accessibility Policy, OPRHP is committed to making all reasonable efforts to ensure that our facilities, programs and services are accessible to and usable by visitors of all abilities, including those with limitations. OPRHP is continually working to be in compliance with the Americans with Disabilities Act and the New York State Building Code. OPRHP is committed to providing accessibility to State Parks, Historic Sites, and park programs and services through physical design, specialized adaptive recreation equipment, interpretive resources and reasonable accommodations. All newly built and/or newly renovated facilities and trails, as well as newly developed programs and services will adhere to the most current standards for accessible

<https://parks.ny.gov/documents/inside-our-agency/201419StatewideComprehensiveOutdoorRecreationPlan.pdf>

Will closing the launch at EL to float on/off launching make it easier, or more difficult for those with disabilities to enjoy a safe and enjoyable day on the quintessential Eagle Lake?
The State OPRHP indicates that their mission is “to provide safe and enjoyable... opportunities... for ALL visitors, recognizing individual needs and disabilities”.

Slides after this show lack of attention to redline documents

These image show where redline changes were made to meaning in the Executive Summary without apparent public review.

These changes, change the word “**may**” to “**will**” these words have vastly different meanings!

March 2019 HPWF UMP related text as to how Eagle Lake's Crown Point Bay camping will be addressed.

Note: at location noted as "1" a whole sentence was dropped from a May 2019 executive Summary redline document.

<https://bn.apa.ny.gov/mailling/2019/05/StateL and/HammondPondWFProposedFinalUMPExecSummary.pdf>

MPExecSummary.pdf 18 / 40 100%

III. Recreational Resources and Human Uses

Crown Point Bay – Eagle Lake

- There are three existing tent sites and one lean-to on a relatively small HPWF land parcel at Crown Point Bay on Eagle Lake. The existing lean-to is appropriately located more than 100 feet from Eagle Lake and screened from view. There is more camping demand on Eagle Lake than the one lean-to allows for, so the Department plans to accommodate such use, while moving towards APSLMP conformance. Eagle Lake is largely privately-owned, and another small HPWF parcel on the lake contains very steep shoreline terrain that precludes the possibility of a tent site. The Crown Point Bay area, like the rest of the HPWF, is Forest Preserve land, and must be managed as such. The Department recognizes that this location has been enjoyed for many decades and does not seek to end public use and recreation. However, the grass mowing and motorized trespass from private land must be prohibited. The existing lean-to will remain and be maintained in place. Two existing tent sites will be closed and reclaimed. One tent site will remain and be located out of sight and sound from the lean-to and screened from the lake. The camping situation in the Crown Point Bay area may will be revisited again in the future, and additional management actions taken if necessary.

Missing sentence from 3/2019 UMP
Not Redlined

Email prior to the March 2019 APA monthly meeting

Thank you for your assistance,

Chris Hyde
President-- Eagle Lake Property Owners, Inc.

----- Forwarded message -----

From: Chris Hyde <cdhyde1@gmail.com>
Date: Tue, Mar 12, 2019, 2:31 PM
Subject: HPWF UMP Inconsistency
To: Magee, Corrie O (DEC) <Corrie.Magee@dec.ny.gov>

Corrie,

Please review the attached document as it discusses the issues we find when we compare the original UMP to the Redline version. We also feel that public comments have been cut up, taken out of context and altered in such a way that changes their original intent. Rolf has been talking with Bob about this as well but I want to get it to you prior to your presentation on Thursday. We hope that changes will be made to present the comments accurately at the APA presentation.

--

Thank you,

Chris Hyde
President - ELPOI



3-9-2019 RE... .pdf
3.7MB

The Email indicated that numerous inconsistencies were found in the redline document that was going to be presented and voted on at that monthly meeting.

These inconsistencies consisted of numerous pieces of text being inserted, deleted and public comments being edited to the point of being out of context.

<http://www.eaglelake1.org/archives/communications/2010-2019/2019/2019-3-9%20RED%20line%20to%202018%20Draft%20UMP%20%20comparison%20and%20concern%20notes.pdf>

2019 -1-16 Floyd Barwig's letter to DEC about UMP issues for notification and additional concerns.

I am a retired Director of the Office of Energy Efficiency and the Environment for the NYS Department of Public Service. This 6 page letter was edited into the "redline" document by capturing 5 out of context paragraphs

Subject: Letter from Barwig 2

From: Chris Hyde (cdhyde1@gmail.com)

To: camptouchstone@yahoo.com; topnotch@nycap.rr.com; davidpcerny@hotmail.com; jdmulcahy5@verizon.net; zachary.dorfman@gmail.com; smeier1@roadrunner.com;

Date: Sunday, January 27, 2019 11:38 AM

Thank you,
Chris Hyde
----- Forwarded message -----
From: "Floyd & Sue Barwig" <couchrock@nycap.rr.com>
Date: Jan 16, 2019 2:15 PM
Subject: Draft UMP
To: "Chris Hyde" <cdhyde1@gmail.com>
Cc:

Chris,

This document highlights in yellow the sections of this document that the DEC chose to include in their 2019 RED LINE version of the Hammond Pond UMP presentation. Numbering after the highlight notes order of inclusion in the 2019 comments section as comments from this letter were not included in order written

The full letter follows

<http://www.eaglelake1.org/archives/communications/2010-2019/2019/2019-1-16%20%206%20page%20with%20highlight%20of%20%20%20included%20text%20Barwing%20specifics%20letter%20to%20DEC%20regarding%20boat%20launch%20%20%20issues.pdf>

Subject: Letter from Barwig 2

From: Chris Hyde (cdhyde1@gmail.com)

To: camptouchstone@yahoo.com; topnotch@nycap.rr.com; davidpcerny@hotmail.com; jdmulcahy5@verizon.net; zachary.dorfman@gmail.com; smieir1@roadrunner.com;

Date: Sunday, January 27, 2019 11:38 AM

Thank you,
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From: "Floyd & Sue Barwig" <couchrock@nycap.rr.com>
Date: Jan 16, 2019 2:15 PM
Subject: Draft UMP
To: "Chris Hyde" <cdhyde1@gmail.com>
Cc:

This document highlights in yellow the sections of this document that the DEC chose to include in their 2019 RBD LINE version of the Hammond Pond UMP presentation. Numbering after the highlight notes order of inclusion in the 2019 comments section as comments from this letter were not included in order written

Chris,

I have submitted the following comments to DEC at the address listed on their web site for questions on the process.

Floyd

Comments on Hammond Pond Wild Forest - Draft Unit Management Plan

Submitted by Floyd E. Barwig

60 Ben Hunter Road, #2

Crown Point, NY 12928 (no mail service available)

and

106 Abbey Road

Poestenkill, NY 12140 (address of record)

e-mail: couchrock@nycap.rr.com

January 16, 2019

Introduction

The Hammond Pond Wild Forest - Draft Unit Management Plan (Draft UMP) proposes changes to the boat launch at Eagle Lake that will seriously degrade or eliminate boat access for some properties on the lake, including the property that my wife, Susan G. Barwig, and I own on the north shore of the lake.

These actions are proposed without adequate public notice and opportunity for public engagement. They reflect policy positions and definitions of lake use that do not reflect historic or current circumstances. They ignore any discussion of seriously impacted populations (lake residents who use the boat launch). They rely on purported facts that are erroneous or misrepresented. They leap to conclusions without any reasonable identification, analysis, consideration of alternatives, or resolution of obvious issues that should have arisen in the planning process. They fail to identify, analyze or resolve significant problems and hazards created by the proposed actions. They show no

cognition of the seriousness of the changes proposed and are unaware of or dismissive of legitimate local traditions and concerns.

Public Notice

My wife and I became aware of the Draft UMP when we read an article on-line on suncommunitynews.com (The Times of Ti on-line). The article was posted on January 10, 2019. We found it, quite by accident, on January 11, 2019. By that time the public hearing had been held and the comment period on the Draft UMP was closed. We had seen no prior notice of the Draft UMP, the comment period, the public hearing, or any other opportunity to learn about and respond to this plan.

The Department of Environmental Conservation (DEC) should be ashamed. Your public outreach has been grotesquely inadequate, even if it technically meets all of your legal mandates.

Broad notice for a large overall plan like the Draft UMP may be adequate, but when an issue like the radical change proposed to the Eagle Lake boat launch is raised, DEC has an affirmative obligation to reach out to directly impacted populations. While the Draft UMP focuses on transient fishermen and kayakers coming and going at the boat launch, there is a readily identifiable cohort of property owners on Eagle Lake who rely on the boat launch. They are not a group too large to contact (100+/-). Moreover, their contact information can be readily obtained from Eagle Lake Property Owners, Inc. (ELPOI) or from Essex County, Town of Crown Point and Town of Ticonderoga tax records. No effort appears to have been made to make these contacts.

I am a retired Director of the Office of Energy Efficiency and the Environment for the NYS Department of Public Service. In my work, my responsibilities included numerous utility right-of-way and facility siting proceedings. I am confident that if we had failed to directly contact impacted persons, such as adjacent landowners involved in any of our proceedings, the courts would have overturned the proceeding and castigated the staff for this failing. Legislators representing the impacted citizens rightly would have called for our heads. DEC's failure to reach out to directly impacted Eagle Lake property owners is appalling. It should be grounds to immediately halt the consideration of changes to the boat launch pending much further outreach and reconsideration of the proposal.

Characterization of Eagle Lake

The Draft UMP implies that Eagle Lake should not have a boat launch, but only a fishing and waterway access point, because DEC has not designated Eagle Lake as an Intensive Use Site and, instead, assigns it to a Wild Forest Area. Beyond this, on page 80 the Draft UMP states that "Boat launches are usually provided on large lakes of generally at least 1000 acres in size." These are arbitrary determinations that may accurately reflect DEC maps in the office, but incredibly defy real world conditions and history. Intensity of use is determined by intensity of use, not lake acreage. inclusion as #1

Eagle Lake is not Fleming Pond or Johnson Pond. Route 74 is not Stoney Lonesome Road or Johnson Pond Road. The Draft UMP's failure to recognize these differences and conclude that only 1000 acre lakes can support intensive use and have a boat launch is astonishing in its blindness.

The south shore and half of the eastern end of the main body of Eagle Lake are intensively developed, with permanent and seasonal residences located cheek by jowl all along the water. Route 74, a very heavily travelled road, follows the south shore. More residences are located on the south side of Route 74 as it passes the lake. The road itself brings many people into contact with the lake, exposing them to a place to which they may well wish to return to fish or recreate.

Eagle Lake is not a remote pond with a few cabins and a few visiting fishermen. It is a dense, vibrant community supporting very active water sports of all forms. It is intensively used.

The people who live on the lake or are drawn to it have brought all forms of watercraft to the lake for many decades. The lake has been intensively used for water recreation for generations. An arbitrary DEC designation of Eagle Lake as Wild Forest Area does not change that; rather, it points to a need for DEC to change its designation of the lake to be realistic.

The boat launch is an essential part of the community life of Eagle Lake. For many residents, ourselves included, it is the way to access the lake so that we can use it as our parents and generations before them have done. The Draft UMP's proposed changes to the boat launch are an attempt to make reality match a DEC plan, not a plan to reflect and enhance the Adirondacks realistically.

Impact on Residents

The property that my wife and I own on Eagle Lake sits on the north shore of the lake, near the west end of the main body of water. The property is steep and rocky with our camp (dating to 1905 and whose traditional name is Couchrock) sitting on a cliff 50 feet above the water. Our vehicular access ends north of the camp at an elevation roughly equal to that of the camp itself. Extending that road to the shoreline so that we could launch a boat on our own property would entail extensive and expensive tree clearing and construction that we would never want and the Adirondack Park Agency would never approve.

Some properties on Eagle Lake do have boat launch access of their own. Those that don't can't impose on those that do. Without the boat launch, many will be cut off from launching and retrieving boats on the lake. We rely on the Eagle Lake boat launch.

In 1986 we purchased a Boston Whaler Super Sport with a 70 HP Mercury outboard engine. We did so because we wanted to join the many other families on the lake participating in water sports such as water skiing and knee-boarding. Our selection was made after examining 13' and 17' Boston Whalers owned by other lake residents - people who were our parents' age and had extensive boating experience on the lake. We settled on the then-new intermediate 15' model.

The specified bare hull weight for a 1986 15' Boston Whaler is 550 pounds; the manufacturer's estimated weight for seats, consoles, gas tanks, various fittings and a battery for our model is 200 pounds; the manufacturer's specified weight for a 70 HP Mercury outboard is 250 pounds. The total weight, therefore is 1000 pounds. For years this boat has been launched, clean and dry, in the spring, spent the summer on the lake, and been recovered and cleaned in the fall for winter storage. Many springs it has stopped at a local marina for service. It has not been used on other lakes.

I have also owned several sailboats over the years. One, a 16' sloop-rigged M-Scow weighing 440 pounds followed the same seasonal pattern as the Boston Whaler. A later boat, a 16' cat-rigged MC-Scow (also weighing 440 pounds) was stored on a lift in a boat house we eventually built. To get it on the lake, however, it was launched at the boat launch and towed under the causeway; when I eventually sold it, it was retrieved at the boat launch.

At no time in our lives could my wife and I have lifted a 440 pound boat, let alone a 1000 pound boat over the proposed barrier. The Draft UMP cuts us off from decades of boating on the lake without so much as a by-your-leave.

Note that moving these boats from the boat launch to the main body of the lake through the Route 74 causeway has never been an issue except in the most extreme (and short term) instances of high water on the lake.

Even if we were able to install a lift in our boathouse to store the Boston Whaler, our problems would not be resolved. A retired couple is not going to detach and haul a 250 pound outboard to a local marina for repairs. During the summer season, marinas in the area are very busy; they do not make house calls. When and if the time comes to sell or trade the boat, there will be no way to get it off the lake. The damage to our use of the lake will be serious and permanent.

I will return to the preposterous and expensive solutions that the Draft UMP seems to drive us toward in order to lift a boat over the proposed barrier under Created Problems and Hazards.

An issue completely unaddressed in the Draft UMP is the impact of the proposed action on property values. There are enough properties with private launching access that Eagle Lake will not suddenly become a so-called "quiet lake" with the closure of the boat launch. Some property owners will be able to continue use of the lake in an intensive fashion; some will not. What will be the impact on the value of properties that will no longer be able to support the active lake life currently taking place? For numerous property owners, the proposed action will be a

taking of value without compensation. In that some property owners will be seriously impacted and others not, it is discriminatory. included as #3

Errors and Misrepresentations

The characterization of the lake is the first obvious error in the Draft UMP. It simply does not reflect facts on the ground.

Nor does the characterization of the existing boat launch. On page 81, the Draft UMP states "The facility consists of an approximately 6 vehicle and trailer parking area near the outlet of Eagle Lake." This is either a serious error or a more serious misrepresentation. On any busy summer day there may be 6 or more vehicles parked on each side of the pathway to the actual boat launch. Beyond that, there is overflow parking in the snow plow turn-around slightly to the west and across Route 74 from the boat launch. Again, the Draft UMP does not reflect reality.

While it is not explicitly stated, the Draft UMP implies that after some leveling and grading, parking at the new fishing and waterway access point will provide the same 6 parking spaces as DEC claims the boat launch now has. That will actually result in a significant reduction of the available parking, forcing more people to use the snow plow turn-around, or worse, park on Route 74.

included as #4

Leaping to Conclusions

The logic of the proposal to close the boat launch appears to be that : a) Eagle Lake is in a Wild Forest Area; b) Eagle Lake is not an Intensive Use Area; c) Eagle Lake is under 1000 acres and lakes smaller than this can't have boat launches; therefore, Eagle Lake should have a fishing and waterway access point, not a boat launch. This is not logic. It is a string of arbitrary, unsupported decisions driving toward what appears to be (since it derives from no solid analysis) a predetermined conclusion.

The area around Eagle Lake is Wild Forest Area. That does not make Eagle Lake itself automatically Wild Forest Area. No rational person walking along Route 74 past the main body of Eagle Lake would call it a stroll in a wild forest. The heavy traffic, including a very large amount of logging/commercial traffic, on Route 74 and the extensive development on Eagle Lake are an anomaly in the midst of a Wild Forest Area. The current designation does not reflect reality. The solution is not to attempt to force the lake to fit DEC's map definitions, but for DEC to recognize reality and change its maps.

The intensity of use on Eagle Lake should be determined by the actual use of the lake, not a DEC staff decision. Claiming that Eagle Lake is not intensively used is another arbitrary determination that blatantly does not match the real world.

The need for a boat launch should be determined by use, not the size of the lake. Exceeding a nice round number of 1000 acres is no basis for making such a determination. Again, DEC is making arbitrary decisions based on unknown assumptions, obvious planning biases, and no supporting analysis and justification.

included as #2

Impacts on residents who use the boat launch are not analyzed in the Draft UMP. Nor, it appears, are any other impacts (health and life safety, traffic hazards, invasive species transfer, etc.). The report moves to proposed actions with no justification.

Planning should proceed from the establishment of facts in the field, through careful analysis, consideration of alternatives, evaluation of likely impacts and mitigation of any new issues that can be foreseen. With respect to Eagle Lake, the Draft UMP does none of this.

Consideration of Alternatives

Part of the rationale for altering the boat launch, beyond a bureaucratic determination that Eagle Lake does not deserve one, appears to be concern over the spread of invasive aquatic species. The Draft UMP, however, makes no recognition of the efforts of ELPOI and other citizens on the lake to control invasive species for decades. These efforts have been extensive and are well known to the vast majority of people using the boat launch. Limiting the size of boats entering and leaving the lake is no indicator that the spread of invasive species will be reduced. Small boats can carry invasive species in and out of the lake as well as larger ones. There is no explanation of how the

change will improve on what is being done or reduce the risk of invasive species transfer. This is a critical failure. If the new plan improves nothing, it is unjustifiable.

There is also no consideration of other measures that could be taken. Can an inspection and wash station be established on the boat launch site? In the snow plow turn-around? Can some linkage be made to the inspection and wash station on Route 74 near Schroon River? Absolutely nothing is discussed.

The Draft UMP makes no mention of any mitigation strategy for emergency access, resident access, or other legitimate purposes. The Draft UMP creates problems, but never explores how to solve them or even justifies why DEC is not obligated to solve them.

The lack of consideration of alternatives to the proposed action and the lack of concern for issues the Draft UMP itself creates bespeaks ignorance or arrogance.

Created Problems and Hazards

A number of new problems will be created by the actions proposed in the Draft UMP. They are not identified or discussed, let alone resolved.

A first concern is that the elimination of the boat launch cuts off access to the lake for law enforcement and emergency personnel. This is an egregious risk to impose on the residents of Eagle Lake for the ill-defined objectives of the Draft UMP. Forcing a person in need to wait for an Emergency Medical Technician to paddle or troll along in a small boat from the fishing and water access point to Crown Point Beach is borderline criminal.

Reducing the size of the parking area at the boat launch/fishing and water access point will force future users to resort to parking in the snow plow turn-around across Route 74 or on the road itself. At the point of the boat launch entry, Route 74 is a 55 MPH road. Traffic from the east is accelerating from a 45 MPH zone, rounding horizontal curves and traversing a vertical curve, all of which reduces visibility. From the west, it is a 55 MPH road. Making the short trip across Route 74 to the snow plow turn-around is a potentially dangerous maneuver, as is returning to the boat launch. This whole issue is not addressed in the Draft UMP.

With more parking in the snow plow turn-around, there will be more people crossing Route 74 on foot at a point where the safety of crossing is questionable. Also, these people will be walking along the shoulder of Route 74 where there is currently no provision for safe pedestrian traffic. Once more, the Draft UMP is unaware of the issues it may be creating or unwilling to address them forthrightly.

One way or the other, people will find ways to launch larger boats on the lake. The boat launch on Eagle Lake is not a place, like some entry points to Schroon River, where it is obvious that the water body is meant for kayaks and small boats. The boat launch on Eagle Lake is an entry point to a body of water that is sufficiently deep and broad to support larger boats. The reason for restricting this access is not logical or obvious. People will find ways to work around an obviously illogical barrier.

Boats larger than kayaks or tiny one person fishing boats will continue to be launched at the proposed fishing and water access point. There are multiple options for doing so, some safe, some not. Some will impose outrageous expense on people denied reasonable boat launch access.

Perhaps the most likely, but also the most dangerous, is that some group of people will attempt to lift a heavy boat over the DEC planted obstacle. One slip and someone will get hurt. DEC seems oblivious and uncaring.

Those with more financial resources and less faith in their muscles may resort to hiring a crane. A Boston Whaler, like many other boats, has built-in lifting points specifically to be handled this way. Thus DEC favors certain people with money over others without.

Yet another approach could be the construction of portable trailer roller/ramp extensions to reach over the barrier. Some may be safe, some may not. The Draft UMP creates a situation that very likely makes boat launching far more hazardous than the current boat launch, but the Draft UMP hasn't even identified the issue, let alone justified the creation of this hazard.

Any claim that DEC can prevent the launching of larger boats at a new fishing and water access point is wishful thinking. It will be done.

Local Traditions and Concerns

The insensitivity of the Draft UMP to local history, traditions and practices is stunning. It is condescending; DEC and its arbitrary designations and rules know what is best for the residents of Eagle Lake and those who visit it. Everyone should applaud and roll over to accept DEC's wisdom.

This is not going to happen. The Draft UMP is proposing to grossly restrict access to Eagle Lake in a way that overturns generations of common practice. It does so in a way that will harm some persons (those without private launching facilities) and favor others (those with). It creates hazards that threaten the health, safety and welfare of residents on the lake and those seeking to use the lake on a temporary basis. It provides no realistic assessment of the need for this change or the purported benefits this change will produce.

The Draft UMP creates a situation ripe for conflict and a focal point for a confrontation. Echoes of the Crane Pond Road closing and the chaos that ensued can be heard. Yet the Draft UMP does not even recognize the seriousness of what it is doing, the offense to local citizens it is likely to create, and the potential for a serious reaction. This is wrong.

included as #5

Conclusion

The Draft UMP has not made its case for making changes at the Eagle Lake boat launch. It is filled with unrealistic and inaccurate assessments of the current situation. The problem that the Draft UMP appears to resolve is DEC's bureaucratic determination that Eagle Lake does not "deserve" a boat launch like a "nice big 1000 acre lake". There is no robust analysis or rational support for the proposed change. The Draft UMP proposal will create serious new issues including threats to health and life-safety. Getting to this point without seriously engaging the people impacted by the proposal is simply negligent.

This entire section of the Draft UMP should be remanded to staff for complete revision.

The next version of the Draft UMP should deal with Eagle Lake as it is, has been, and for many years is likely to remain, not as some planners wish it were. It should be prepared with lake resident input.

It would be far more productive and realistic to call for modest improvements to the existing boat launch than to try to upend history and tradition for naught.

This refers to the text in previous image

located, more than 100 feet from Eagle Lake, and screened from view. There is more camping demand on Eagle Lake than the one lean-to allows for, so the Department plans to accommodate such use, while moving towards APSLMP conformance. ~~Eagle Lake is largely privately owned.~~ Eagle Lake is largely privately owned, and another ~~Another~~ small HPWF parcel on the lake contains very steep shoreline terrain that precludes the possibility of a tent site. The Crown Point Bay area, like the rest of the HPWF, is Forest Preserve land, and must be managed as such. The Department recognizes that this location has been enjoyed for many decades, and does not seek to end public use and recreation. However, the grass mowing and motorized trespass from private land must be prohibited. These activities are not allowed elsewhere on the Forest Preserve. The existing lean-to will remain and be maintained in place. Two existing tent sites will be closed and reclaimed. One tent site will remain and be located out of sight and sound from the lean-to, and screened from the lake. The Crown Point

Removed sentence
that is not red lined

From page 83 of the HPWF proposed final UMP Executive Summary the page below is missing a sentence that is shown on the 3/2019 redline document as being present- this image does NOT show this deletion as a redline and makes the meaning of the paragraph different. See image on previous page.

Left is the 2019 March redline document with line of text that was deleted in the Executive Summary.

May 2019 redline with “MAY” changed to “WILL” adding again

May 2019 HPWF UMP related text as to how Eagle Lake’s Crown Point Bay camping will be addressed.

Change/ add words after the March review. Was the public told this??

<https://apa.ny.gov/Mailing/2019/05/StateLand/HammondPondWFProposedFinalUMPExecSummary.pdf>

18 / 40 | - 100% + | [] []

VFPProposedFinalUMPExecSummary.pdf

appropriately located more than 100 feet from Eagle Lake and screened from view. There is more camping demand on Eagle Lake than the one lean-to allows for, so the Department plans to accommodate such use, while moving towards APSLMP conformance. Eagle Lake is largely privately-owned, and another small HPWF parcel on the lake contains very steep shoreline terrain that precludes the possibility of a tent site. The Crown Point Bay area, like the rest of the HPWF, is Forest Preserve land, and must be managed as such. The Department recognizes that this location has been enjoyed for many decades and does not seek to end public use and recreation. However, the grass mowing and motorized trespass from private land must be prohibited. The existing lean-to will remain and be maintained in place. Two existing tent sites will be closed and reclaimed. One tent site will remain and be located out of sight and sound from the lean-to and screened from the lake. The camping situation in the Crown Point Bay area may will be revisited again in the future, and additional management actions taken if necessary.

F. Fishing & Waterway Access

Existing Conditions

There are many ponded waters and flowages in the HPWF, many of which are accessible via designated trail or unmarked herd path.

From [page 84 of the May 2019](#) Final UMP, note that the highlighted text is different for [page 87 of the March 2019 redline](#) document without being redlined. There is also missing text from the Executive Summary, which ends mid sentence and is missing pages.

Change of wording: 2019 March versus 2019 May documents

93 / 211 | - 100% +

exceeded;

- The boat launching site or attendant water uses will be compatible with the state or private land use classifications and attendant management guidelines as land use controls surrounding the water body;
- The boat launching site is located in a manner to avoid adverse impact on adjacent or nearby state and private lands;
- Motor size limitations appropriate to the carrying capacity of the lake are provided; particularly for lakes with embayment or shoreline configurations providing the character of small lakes;
- There will be no material adverse impacts on physical, biological or scenic resources of the water body and surrounding land.

The assessment will take into account any impact, temporary or permanent, of DOT plans for reconstructing the Route 74 bridge between the existing Eagle Lake boat access site and the main body of the lake on the ability of the public to reach the lake from the boat access site. Based on the assessment, DEC could choose in the future to propose to APA to reclassify the site from Wild Forest to Intensive Use. Only the boat access area between Route 74 and Eagle Lake would be recommended for

Hammond Pond Wild Forest Initial Draft Unit Management Plan | 87

96 / 208 | - 75% +

information necessary for the evaluation of the boat access site against the guidelines for an Intensive Use Boat Launching Site; including:

- o Adequate public or private boat launching facilities open to the public are not available to meet a demonstrated need;
- o The physical, biological and social carrying capacity of the lake, or a portion of the lake, or other water bodies accessible from the site will not be exceeded;
- o The boat launching site or attendant water uses will be compatible with the state or private land use classifications and attendant management guidelines as land use controls surrounding the water body;
- o The boat launching site is located in a manner to avoid adverse impact on adjacent or nearby state and private lands;
- o Motor size limitations appropriate to the carrying capacity of the lake are provided; particularly for lakes with embayment or shoreline configurations providing the character of small lakes;
- o There will be no material adverse impacts on physical, biological or scenic resources of the water body and surrounding land.

The assessment will consider any impact, temporary or permanent, of DOT plans for reconstructing the Route 74 bridge between the existing Eagle Lake boat

84 | Hammond Pond Wild Forest Unit Management Plan

III. Recreational Resources and Human Uses

access site and the main body of the lake on the ability of the public to reach the lake from the boat access site. Based on the assessment, DEC could choose in the future to propose to APA to reclassify the site from Wild Forest to Intensive Use. Only the boat access area between Route 74 and Eagle Lake would be

Loss of the next 9 pages in the 2019 Executive Summary

1 Not Red Lined

configurations providing the character of small lakes;

- There will be no material adverse impacts on physical, biological or scenic resources of the water body and surrounding land.

The ~~assessment will consider~~ any impact, temporary or permanent, of DOT plans for reconstructing the Route 74 bridge between the existing Eagle Lake boat

90 | Hammond Pond Wild Forest Proposed Final Unit Management Plan

WHERE IS MISSING TEXT
To finish Paragraph

III. Recreational Resources and Human Uses

Desired Conditions for Foot, Bicycle and Equestrian Trail Monitoring

Trails will be constructed and maintained using the best available knowledge and methods. Trails will retain firm and stable surfacing with minimal maintenance. Sustainable trails protect natural resources and maximize user safety, function and enjoyment. Trails also blend well with natural surroundings. Monitoring variables for will include: erosion, tread creep/expansion, vegetation loss, occurrences of invasive species, user conflicts, adequate marking and signage.

Document IS MISSING 9 PAGES

Were changes made on these pages that we don't know about??

What happened to these missing pages?

DEC Team leader writing “don’t indicate to the public that decisions have already been made...”

NOTES

The goals of this meeting are to gather information from the public about:

- the natural and man-made resources in the unit;
- problem areas in the unit;
- past and current recreational activities;
- future recreational needs & desires;
- suggested physical improvements and management changes; and,
- issues, concerns, values, beliefs and perceptions.

And to educate the public on the:

- Unit Management Plan process;
- role they have in the process;
- the legal framework in which plans must be developed;
- the issues that DEC will need to address in the plan;
- the law, regulation and policies that guide the decisions to be made on specific issues; and,
- the information on the unit that is known.

- We must be careful **not to indicate to the public that decisions have already been made**, unless it is something that is clearly circumscribed by law, regulation or policy.

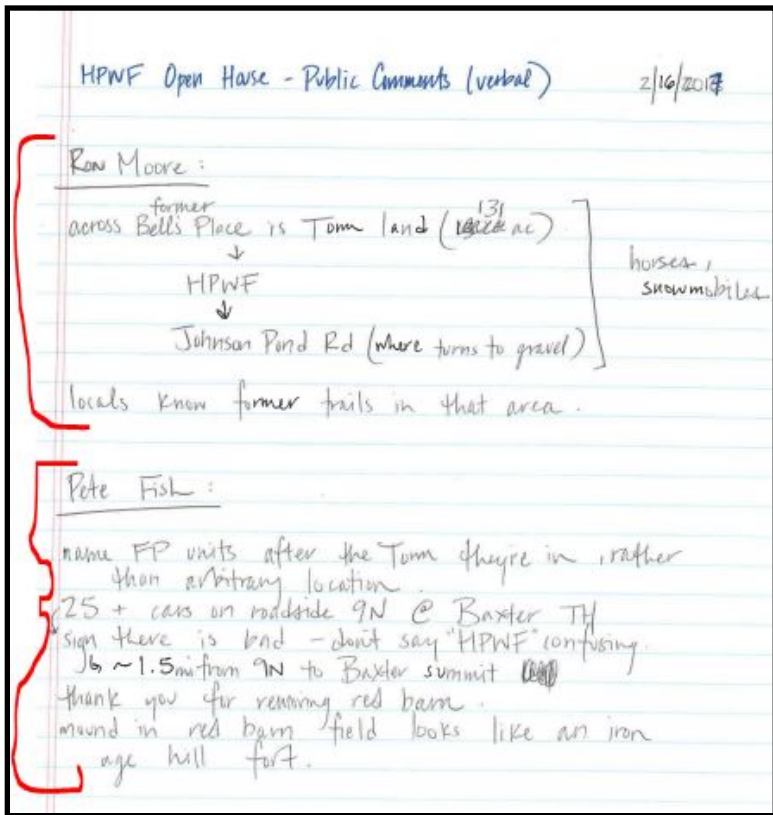
- It is recommended that team leader develop an Issues Sheet to provide to team members. This sheet would identify the issues involved in the unit and state the DEC's position on this issue, so that all team members can provide consistent information to public during the informal discussion periods.

From the foiling the DEC presentation notes from 2018 -2019 public hearing meeting notes they indicate the DEC staff should not indicate that decision have already been made

See this link page 5 of document

http://www.eaglelake1.org/archives/communications/2010-2019/2019/FOIL_Feb2019_HP_WFUMP.pdf

DEC's rendition of how they take notes related to public comment given by voice.



These notes make no sense as to what the commenter said

These were taken from a FOIL of notes regarding the presentation of the "2018 Draft" HPWF UMP in North Hudson

http://www.eaglelake1.org/archives/communications/2010-2019/2019/FOIL_Feb2019_HPWFUMP.pdf

The 2019 HPWF UMP states the Crown Point Bay is “already used for camping”

III. Recreational Resources and Human Uses

Lincoln Pond Campground’s webpage shows the location of these sites and other information: <https://www.dec.ny.gov/outdoor/24477.html>.

The overall condition of tent sites in the unit suggests that overnight use of the HPWF is low. This UMP does not propose designating all of the undesigned sites listed in the 1988 UMP.

This UMP addresses locations used for camping that are not described in the 1988 UMP, and land area that has been added to the HPWF land area since that UMP. A few examples of these areas already used for camping or that may provide desirable camping opportunities include: Deadwater Pond, Split Rock Falls, Crown Point Bay, and the Schroon River corridor.

There are two lean-tos in the HPWF. One is located on Moose Mountain Pond, and usually accessed from the trailhead on Ensign Pond Road. The other is located on Eagle Lake, in Crown Point Bay, and is accessible by boat, canoe or kayak.

redline include after 2010 March to may 2019 without
public comment

Images calling EL's site a "Boat Launch" as such, even after 1988 and as recent as 2023 in a web search or in documents, provided by DEC Staff.

NYS Parks and Recreation lists Eagle Lake as a boat launching site

Comments: Park Day use fee in season, Electric motors only

Contact: 518-279-1155 ((OPRHP))

Eagle Lake (Essex County)

On Route 74, 1 mile west of Hamlet of Eagle Lake

Launch Type: On Route 74, 1 mile west of Hamlet of Eagle Lake

Parking Restrictions: 6 cars and trailers

East Pine Pond (Franklin County)

Off Route 30, 5 miles east of Floodwood Road

[Boat Launch Sites - NYS Parks, Recreation & Historic Preservation](#)

Following the link in the lower right, you're brought to the 2023 Hammond Pond Wild Forest "Features Page".

The screenshot shows the top navigation bar of the DEC website with the following links: Recreation, Nature, Prevent Pollution, Regulatory, News & Learning, About, and Search. Below the navigation bar is a breadcrumb trail: Home » Lands and Waters » Forests » New York's Forest Preserve » Forest Preserve Unit Descriptions » Hammond Pond Wild Forest. The main heading is "Hammond Pond Wild Forest". Below the heading is a row of 14 icons representing various recreational activities: hiking, a lighthouse, a boat, a canoe, a tent, a fish, a person with a bow, a person with a backpack, a person on a bicycle, a person on a horse, a person on a sled, a person on a snowboard, a parking sign (P), and a person with a wheelchair. To the right of the icons is the text "icon key". Below the icons are two bullet points: "Open for recreation: Year-round" and "Fee: Free".

From this DEC website for features in the Hammond Pond Unit, they provide a full list of features- this image captures that EL has a lean-to but fails to mention that there are, per the May 2019 HPWF UMP, 3 tent sites and the 1988 UMP mentions 6.

The screenshot shows the "Camping" section of the website. It includes a heading "Camping" and a sub-heading "General information on backcountry camping includes how-to and safety tips and links to rules and regulations." Below this is a paragraph: "There is only one designated primitive tent site at this time. Two lean-tos and numerous undesignated tent sites are available on a first come - first served basis and cannot be reserved. Primitive tent sites are for tents only and usually are accessible only by hiking or paddling." A second paragraph states: "A primitive tent site is located off State Route 9 on the banks of the **Boquet River** a short distance upstream of Split Rock Falls on the east side of the road." A third paragraph says: "**Moose Mountain Pond** has a lean-to which may be accessed from the Berry Mill Flow Trailhead via the Berry Mill Flow Trail and the Moose Mountain Pond Trail." A fourth paragraph, with a yellow highlight, says: "**Eagle Lake** has one lean-to on the shore of **Crown Point Bay** which may be accessed from the Eagle Lake **Boat Launch** located on the portion of the lake south of State Route 74 via canoe, kayak, or motorboat." Below this paragraph is the handwritten text "No tent sites?". The final paragraph says: "Campers who prefer more amenities may camp at the nearby **Crown Point Campground**, **Lincoln Pond Campground**, **Paradox Lake Campground**, or **Sharp Bridge Campground** and take day trips to enjoy the lands and waters of the Hammond Pond Wild Forest." The section ends with a heading "Fishing".

What happened to these tent sites?
Three or the 6?

[Hammond Pond Wild Forest - NYS Dept. of Environmental Conservation](#)

The 2023 Hammond Pond Wild Forest “Features Page” also list the presence of a “Boat Launch” by the same definition as they do for a “Boat Launch” on Paradox Lake.

What's the difference between the listing for EL verses Paradox?

How is one supposed to get a “Motor Boat (usually defined as a “bigger boat”) into the lake w/o a float off/on launch?

1 **Eagle Lake** (409 acres) is approximately 2.5 miles long. Much of its shoreline and most of its islands are privately owned and contain permanent and seasonal residences. Motorboats are allowed on the lake. The lake may be accessed from the **Eagle Lake Boat Launch** located on the portion of the lake south of State Route 74.

Schroon River may be accessed from the Schroon Falls Hand Launch just down from the falls. Motorboats operate on the river.

2 Boating



General information on boating includes safety tips with links to rules and regulations and lists of DEC boat launches by county.

Lincoln Pond (572 acres) is more than 3.2 miles long and much of its shoreline is privately owned and contains permanent and seasonal residences. The lake may be accessed from the Lincoln Pond Boat Launch inside the **Lincoln Pond Campground**. Boaters are required to pay a day use fee when the campground is open.

Courtney Pond may be accessed by small motorboats from the Courtney Pond Hand Launch.

3 **Paradox Lake** (896 acres) is the largest individual waterbody. It is nearly 4.0 miles long and much of its shoreline is privately owned and contains permanent and seasonal residences. The lake may be accessed from the **Paradox Lake Boat Launch** inside the **Paradox Lake Campground**. Boaters are required to pay a day use fee when the campground is open.

4 **Eagle Lake** (409 acres) is approximately 2.5 miles long. Much of its shoreline and most of its islands are privately owned and contain permanent and seasonal residences. The lake may be accessed from the **Eagle Lake Boat Launch** located on the portion of the lake south of State Route 74.

Don't Spread Aquatic Invasive Species! Boats and trailers can spread invasive species from waterbody to waterbody unless properly cleaned after use. [Regulations](#) prohibit boats from launching

Hammond Pond Unit facilities include the same description of Boat Launch at EL, Paradox and Lincoln Pond



Trailhead Parking.

- **Bass Lake Trailhead Parking Area** is located along Ensign Pond Road (County Route 4) off US Route 9 (43.9864°N, 73.7125°W) [Google Maps](#) (leaves DEC website)
- **Peaked Hill Trailhead Parking Area** is located in the Paradox Lake Campground off State Route 74 (43.8847°N, 73.6791°W) [Google Maps](#) (leaves DEC website). A day use fee is required when the campground is open. The actual trailhead is located on the northern shore of Paradox Lake (43.8938°N, 73.6801°W) [Google Maps](#) (leaves DEC website).
- **Arnold Pond Trailhead** is located along State Route 74 (43.8766°N, 73.6215°W) [Google Maps](#) (leaves DEC website). Park at the Short Swing Trailhead Parking Area located on the opposite side of State Route 74.

Boat Launches and Hand Launches

ALL the same

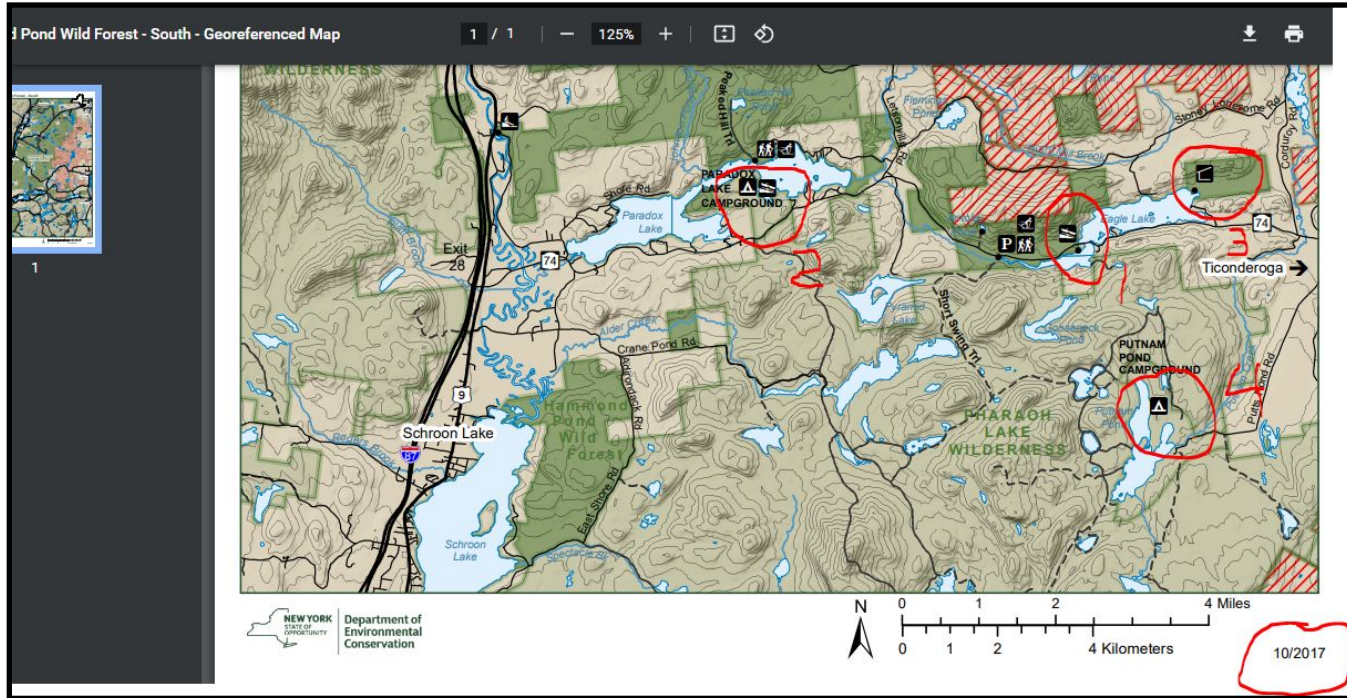
- • **Lincoln Pond Boat Launch** is located in the Lincoln Pond Campground. Boaters are required to pay a day use fee when the campground is open (44.1389°N, 73.5787°W) [Google Maps](#) (leaves DEC website).
- **Courtney Pond Hand Launch** is located off US Route 9 (44.0402°N, 73.6816°W) [Google Maps](#) (leaves DEC website).
- **Schroon Falls Hand Launch** is located off US Route 9 (43.89972°N, 73.7483°W) [Google Maps](#) (leaves DEC website).
- • **Paradox Lake Boat Launch** is located in the Paradox Lake Campground off State Route 74. A day use fee is required when the campground is open (43.8847°N, 73.6791°W) [Google Maps](#) (leaves DEC website).
- • **Eagle Lake Boat Launch** is located off State Route 74 on the portion of the lake south of State Route 74 (43.8742°N, 73.6042°W) [Google Maps](#) (leaves DEC website).

Rules, Regulations and Outdoor Safety

Practice Leave No Trace Principles (leaves DEC website) when recreating in the Adirondacks to enjoy the outdoors responsibly; minimize impact on the natural resources and

<https://www.dec.ny.gov/lands/109807.html>

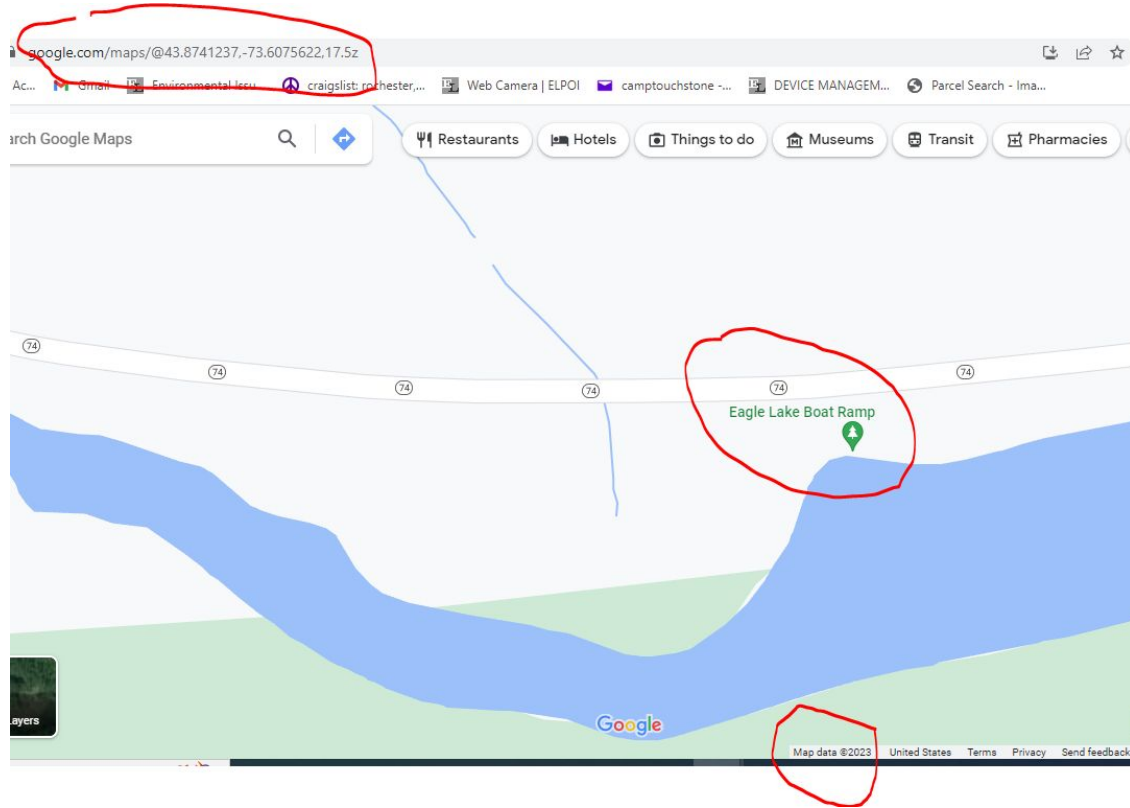
2017 October Geo map of the south Hammond Pond Unit



1. Eagle Lake is shown with a float on/off style launch
2. Paradox lake is shown with the same symbol as EL
3. The Crown Point Bay area of EL supports, per other management plan descriptions, tent camping at this location. The map shows only a lean-to.
4. Putts Pond has a boat launch shown in other images of this area but no launch is shown in this map.

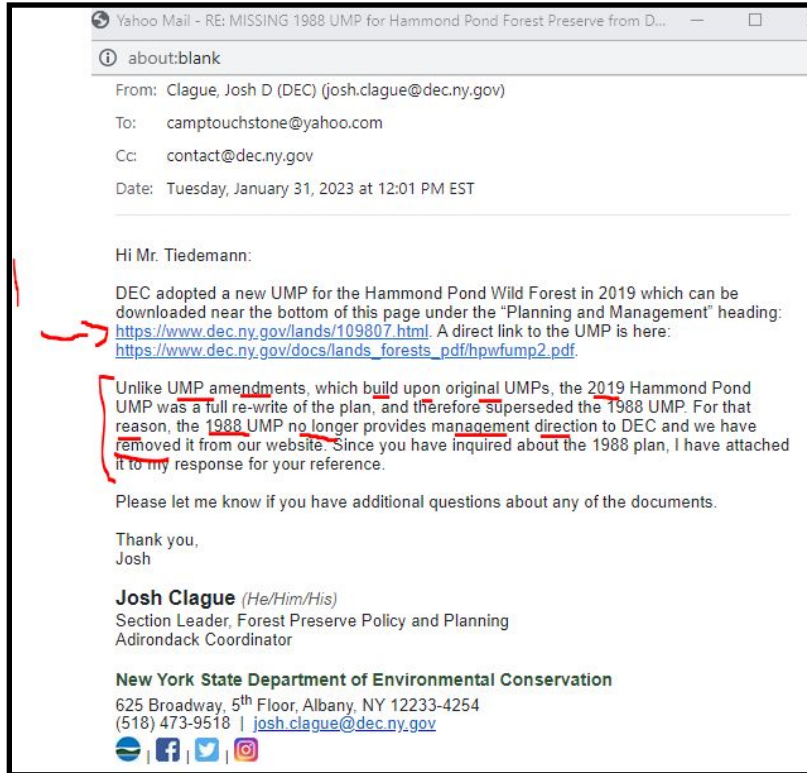
https://www.dec.ny.gov/docs/lands_forests_pdf/maphammondpsd.pdf

Google map indicating EL has a boat ramp



<https://www.google.com/maps/@43.8741237,-73.6075622,17.5z>

Email reply from DEC regarding my request for information as to why the 1988 HPFW UMP Document was removed from the web.



- The first link in the email directs you to the HPWF “Features Page” shown in previous slides.
- It also indicates that the 1988 UMP was removed because the 2019 UMP supersedes it.
- Why then can I search the Web and find ALL of the old SLMP’s and the previous versions of UMP’s, are these old documents not superseded by the newest revision as well??
- Is removing the 1988 HPFW UMP trying to erase HISTORY so decisions can no longer be made referencing it, or based on its content?

Town of Ticonderoga Resolution of opposition to boat launch change.

<https://www.townofticonderoga.org/wp-content/uploads/2023-02-09-Minutes-RTB-Mtg.pdf#page=51>

**TOWN BOARD OF THE TOWN OF TICONDEROGA
COUNTY OF ESSEX, STATE OF NEW YORK**

Resolution No. ___ of 2023

Adopted _____, 2023

Introduced by _____
who moved its adoption

Seconded by _____

**RESOLUTION OPPOSING THE DECISION BY THE ADIRONDACK PARK AGENCY
(APA) AND DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC)
REGARDING TRAILERED BOATS AT THE EAGLE LAKE BOAT LAUNCH SITE**

WHEREAS, the Adirondack Park Agency State Land Master Plan states launching sites for trailered boats will only be provided by the state on Adirondack lakes in conformity with specific management guidelines; and

WHEREAS, one of those management guidelines states boat launching sites will only be provided on large lakes regularly used by motorboats and a large lake is defined as a lake approximately 1,000 acres or more in area; and

WHEREAS, Eagle Lake Boat Launch site located in the Town of Ticonderoga, County of Essex is identified as non-conforming with the Master Plan for trailered boat access, with Eagle Lake being smaller than 1,000 acres at 400 acres; and

WHEREAS, the three (3) alternatives identified to County and Town officials included do nothing, convert the waterway access site, or perform an assessment and reclassify; and

WHEREAS, the Adirondack Park Agency decision, without Town or County input and discussion, was to convert the waterway access site resulting in an implementation process to begin after two (2) seasons which will consist of prohibiting the access for trailered boats; and

WHEREAS, the decision by the Adirondack Park Agency to prohibit trailered boat access at the Eagle Lake Boat Launch will negatively impact local residents and visitors to this site.

NOW, THEREFORE BE IT

RESOLVED, that the Ticonderoga Town Board is hereby in opposition to this action.

Essex County Resolution
of opposition to boat
launch changes.
Resolution #43 February
6, 2023



Essex County Board of Supervisors

Resolution No. 43

February 6, 2023
Regular Board Meeting

RESOLUTION OPPOSING THE DECISION BY THE ADIRONDACK
PARK AGENCY (APA) AND THE DEPARTMENT OF
ENVIRONMENTAL CONSERVATION (DEC) REGARDING THE
CLOSURE OF THE NEW YORK STATE BOAT LAUNCH AT
EAGLE LAKE IN THE TOWN OF TICONDEROGA, NEW YORK
FOR TRAILERED BOATS

The following resolution was offered by Supervisor Monty, who moved its adoption.

Upon a motion to consider from the floor, and the same appearing proper and necessary.

WHEREAS, the Adirondack Park Agency State Land Master Plan states launching sites for trailered boats will only be provided by the state on Adirondack lakes in conformity with specific management guidelines; and

WHEREAS, one of those management guidelines states boat launching sites will only be provided on large lakes regularly used by motorboats and a large lake is defined as a lake approximately 1,000 acres or more in area; and

WHEREAS, Eagle Lake Boat Launch site located in the Town of Ticonderoga, County of Essex is identified as non-conforming with the APA Master Plan for trailered boat access, with Eagle Lake being smaller than 1,000 acres at 400 acres; and

WHEREAS, the three (3) alternatives identified to County and Town officials included do nothing, convert the waterway access site, or perform an assessment and reclassify; and

WHEREAS, the Adirondack Park Agency's decision, without Town or County input or discussion, was to convert the waterway access site resulting in an implementation process to begin after two (2) seasons which will consist of prohibiting the access for trailered boats; and

WHEREAS, the decision by the APA to prohibit trailered boat access at the Eagle Lake Boat Launch will negatively impact local residents and visitors to this site.

BE IT RESOLVED, that the Essex County Board of Supervisors hereby opposes the decision by the Adirondack Park Agency regarding the closure of the New York

Summarization

How do you see us moving forward and back to the table

Appendix: Sources of images and information, may not be complete.

The following information is pulled from the following sources

1. FOIL for DEC presentation 2017-2018
 - a. Image of DEC senior staff indicating that ““ don’t tell them that decisions have already been made
 - b. Name of community member making comment and very brief notes of what was said - so brief to the point of not making any sense- also not included in an of the public comments attached to the final UMP.
2. Department of Health Part 7
3. 1988 hammond pond UMP
4. 2019 hammond pond UMP
5. 1972 plus revised years adirondack state land master plans
6. Act 50 the park law??? See Michael T document with markup
7. 2019 red line document
8. 2019 red line document markup by RT for missing / changed information
9. Generic 1990 ?UMP volume I and III
10. Paradox lake 1990 boat launch and campground UMP
11. Adirondack Land Classification map- need full url Xxxxx

1. ELPOI marked up images from land classification map for
 - a. Boat launch
 - b. Overall land size
 - c. Cut out classified or unclassified lands at boat launch
 - d. Size of cut out as shown acres of area
 - e. Size of used area at boat launch
 - f. Campground area
 - g. Camping locations
 - h. Siting of lean-to
 - i. Proposed dimension of proposed reclaimed area
 - j. Images of DEc boat launch site locations
 - k. More images to be added and labeled
 - l. Image of “related lands” serviced / accessed from boat launch
 - m. Area proposed for re-locations on reclaimed camp site
2. Hammond Pond WFP proposed Final UMP executive summary
3. Office of parks and recreation document stating carrying capacity supporting paradox lake ump
4. OPR 2014 and 2020 document showing popularity of boating in NYS
5. Town of Ticonderoga resolution- 2023
6. Town of Ti letter of concern- 2023
7. Essex County resolution of opposition
8. APA monthly meeting video

versions

1. 2019 Corry Magee apology video
2. Outdoor magazine article for objection
3. Adirondack Explore newspaper article of objection
4. 2023 resident and community letters of concern and objection to ELPOI and state Government officers.
5. Link to EL web page for all of 2019 documents
6. Follow up letter by ELPOI to APA deputy director Rick weber for follow up to 2019 presentation
7. 2019 letter to Assembly member Stec details for missing link for boat launch to camp
8. http://eaglelake1.org/archives/documents/2023_boat_launch_changes/NY_Graphite_129607_1973_24000_geo.pdf

All of these documents can be found on the eaglelake1.org site

Several have been provided directly to the ELPOI as a request of inquire to the DEC

Several were public to the web but have been removed per an email from DEC indicating that the 2019 document supersedes these earlier