

3-12-2019

## **Red Line Hammond Pond notes for presentation:**

In reading the 2019 HPWF UMP it is noticed there are many and significant inconsistencies of what is marked in RED and what is not, there is also text that has been cut from the 2018-11 draft UMP that does not show in the Red Line version as having been over struck in red but has just been cut.

This document is NOT intended to stand on its own without verbal explanation and further dialog to those that it is shared with. The complex nature and subject of this letter is beyond the scope of these written comments alone, and cannot be fully expanded and explored with writing alone, especially at this point in time. Contact me for details

Rolf 585-647-2514

It is unfortunate in this Red Line version, that the authors have chosen to scrub references to Eagle Lake's historical established boat launch as it once existed. In doing so it is as if there is a desire to conceal, even eliminate, this information, as a reference of any type, as further laws, regulations, policies and practices are developed in the future.

### **The EL Dam and wording associated with it**

From page 73 of the 2019 Red Line document- it is appreciated that the DEC has noted the replacement of the Eagle Lake Dam in 1986 it should be copied from the 1988 HPWF UMP that they set the lake level in concert with and surveyed the Lake Residents at the time to determine this historic level- it should also be noted that prior to this reconstruct and to this day (30 plus years) the lake level is maintained by volunteers of the ELPOI under a TRP, ANR and now a VSA agreement. Looking at the second part of the Dam management goals it looks like DEC has completed this - Yes they have removed beaver dam building materials that were removed from the spillway proper, and piled along side or off the dam by ELPOI volunteers, and yes they have repaired and provided, on an on call basis, the various physical dam specific maintenance chores needed, but control of the lake level as a result of heavy rains and or limited winter draw downs has been performed by the members of the ELPOI. Recognition of that would be considered appropriate here as it has been done in other regions such as it was done in the Fulton County UMP (see image way below)

CHANGE word at end of last sentence for the EL dam "if possible" to **WHEN necessary**. If possible indicates that it is NOT a required action and if the DEC does not have funds or chooses to come up with some other reason. The WHEN necessary makes it a mandate that they have to enforce, do not leave the potential property values and the decades old ecosystem change to an if possible designation.

### *Eagle Lake Dam*

The wooden Eagle Lake Dam is located on the outlet of Eagle Lake, impounding Paragon Brook, just south of Route 74 in the Town of Ticonderoga. It was constructed in 1986 by DEC Operations, in order to maintain a consistent lake water elevation. There is a foot bridge over the dam, where the Short Swing Trail crosses and traverses south into the Pharaoh Lake Wilderness Area.



*Hammond Pond Dam*

### **Proposed Management**

**Objective:** *Maintain, rehabilitate, or remove existing dams in the HPWF, for public safety, natural resource protection, and recreational benefits.*

### *Eagle Lake Dam*

Monitor and maintain the Eagle Lake Dam, so that the Eagle Lake water level remains as close to natural fluctuations as possible, to benefit ecological communities and

processes. If possible, rehabilitate or replace the Eagle Lake dam when it becomes necessary.

## **Inconsistencies from adding redlines, formats of text, images and pages, strikeouts, and scrubbed text**

From page 71 of the 2019 red line document - Note the image includes a paragraph of text that was added and it is all highlighted in red, this is not consistent in this document.

### **New text added- highlighted in RED**

#### **Desired Conditions for Camping Monitoring**

Tent sites and lean-tos will be located at desirable locations suitable to withstand use. Both new and existing sites will contain elements resilient to initial and long-term camping use. These elements may include: a usable, well-drained tent pad (or lean-to), fire pit, sanitary privy, and access to shoreline (where applicable). Beyond the environmental benefits and protection against impacts, these facilities contribute to positive recreational experiences. Tent site and lean-to monitoring variables will include: tracking of impacted site expansion, soil compaction, erosion, fire and firewood collection impacts, live tree damage, and presence of trash and human waste.

When looking at text associated with another section and that carries info about the Eagle lake sections of Camping Beach and Eagle Lake Boat Launch we find the following, that text that has been added to the RED line document that is included as new but not emphasised as red line

From page 85 of the 2019 RED line document:

There is significant new text added that is NOT highlighted in red- Note significant changes to text, from page 85 of the redline document compared to the page 81 draft document, these are NOT highlighted in RED when compared to the image below it that was captured from page 81 of the 2018 draft document

If one were reading the 2019 document to just find the changes this section, and presumably many others like it, will be missed or not noted.

### **New text added/ inserted that is not highlighted**

*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**

From page 81 of the 2018 draft document - The yellow highlight was added by RT to denote what applied to EL.

**Text as it appeared in 2018 draft deleted or replaced without strikethroughs**

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

The Eagle Lake fishing and water way access site is located off State Route 74 in the Town of Ticonderoga. The facility consists of an approximately 6 vehicle and trailer parking area near the outlet of Eagle Lake. The paved parking area is uneven and in relatively poor condition, which sometimes restricts the amount of available parking. There is an existing wooden dock that facilitates access into the water. To access the full portion of the lake, boats must travel under the Route 74 causeway. The size of this narrow causeway restricts the size of boat that may use Eagle Lake. Eagle Lake contains two or more aquatic invasive species.

This existing access to Eagle Lake is classified as Wild Forest (not Intensive Use), and is 410 acres in size.

*"sometimes restrict" making it a carry in*

Note change here to these 2 sections and what is NOT noted as being added

1. Image of boat launch- new in 2019 presentation
2. A complete rewrite of the text with now the inclusion of the lake being in Crown Point and Essex County
3. The change of meaning associated with the statement of 410 acres from the end of the text and meaning wild forest and 410 acres to EL is 410 acres

**Page formatting with deletion of bullets - not noted in any way in Red or with a margin comment**

From page 81 of the 2019 red line document -note considerable re formatting of paragraph and changes to bullet points changing possible interpretation and meaning of there use in context

***Action Steps***

The Schroon River is a prominent watercourse that is popular for fishing and recreation, as it meanders along the western edge of the HPWF and flows into Schroon Lake. This river area is also recognized as an exemplary ecosystem. Access to the river will be

provided on HPWF lands in desirable and sustainable locations. The following locations are described from north to south along the river corridor:

- Construct a new Schroon River fishing and waterway access site on HPWF land, approx. 0.5 mi north of the North Hudson Town Beach. This facility will include parking for 2 vehicles along Route 9, and a short access trail from the road to the river.
- Although not on HPWF land, the North Hudson Town Beach provides access to the Schroon River. This facility has a sandy beach, picnic facilities, restrooms, and parking. The entrance to the Town Beach is located along Route 9, across from the fire house. It will be included on maps and public information that describes access to the Schroon River.
- Create a fishing and waterway access site on the Schroon River, near the end of the Schroon River Road and downriver of the fish weir. This area is already used for river access, and a sustainable route to the water's edge will be constructed in order to prevent further bank erosion.
- Create a new Schroon River fishing and waterway access site on the west side of Route 9, just above Schroon Falls. This site will allow paddlers coming from upriver to exit the river before the falls. The site is dry, level, and does not show signs of inundation during high water. Complete in coordination with the proposed parking expansion at Schroon Falls.

If possible, construct a fishing and waterway access site on Johnson Pond, with pull-off parking along Johnson Pond Road for 2 vehicles. The site will not be designed to accommodate motorized watercraft.

There is a small, existing parking area along Route 9, south of the Sharp Bridge Campground, that provides parking for both the Courtney Pond Trail and the existing Courtney Pond fishing and waterway access site. This will be maintained.

Construct a fishing and waterway access site at Deadwater Pond. It appears that canoe launching already occurs near the old dam, and construction of a sustainable site will prevent erosion.

At all existing and proposed fishing and waterway access sites, provide features that will contribute to natural resource protection and user access. This includes: designating and hardening access routes and launch areas (where necessary), sanitary facilities, and signage/information.

Include invasive species awareness and spread prevention outreach messages at all designated fishing and waterway access sites.

From page 77 of the 2018 draft document - See the number of bullet changes, the text is essentially the same, but formatting has been changed and as a result the possible end meaning could have been changed and there are NO notes in the margins indicating such format change have been made- however such margin notes are used on the next page as applied to the picture meaning

## As text appeared in 2018 draft UMP with many more bullet points

### Action Steps

The Schroon River is a prominent watercourse that is popular for fishing and recreation, as it meanders along the western edge of the HPWF and flows into Schroon Lake. This river area is also recognized as an exemplary ecosystem. Access to the river will be provided on HPWF lands in desirable and sustainable locations. The following locations are described from north to south along the river corridor:

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- Construct a fishing and waterway access site at Deadwater Pond. It appears that canoe launching already occurs near the old dam, and construction of a sustainable site will prevent erosion.
- At all existing and proposed fishing and waterway access sites, provide features that will contribute to natural resource protection and user access. This includes: designating and hardening access routes and launch areas (where necessary), sanitary facilities, and signage/information.
- Include invasive species awareness and spread prevention outreach messages at all designated fishing and waterway access sites.

From page 80 of the 2019 RED line document - Note use of margin highlighting as applied to the "highlight for the text" should the change to the format to text in the section above not have been noted?



## Section from 2019 showing maring notes are used to denote text/layout format changes

are accessible via designated trail or unmarked herd path.

**Desired Conditions for Fishing and Waterway Access Site Monitoring**

There are a variety of existing and proposed fishing and waterway access



Schroon River

Formatted: Highlight

## EL Campground or Crown Point Bay area discussion and changes

From page 78 of the 2019 red line document note - Text has been changed but section in orange has been appreciatively deleted. It is appreciative because it insinuated that the ELPOI was complacent in creating these infractions, but, should it not have been done with a red line strike through? Note also the deletion of the text related to the 500-600 foot separation from the lean-to to a new yet undesignated primitive campsite, it too is deleted or scrubbed with use of strikethrough text. What happens if just one new designated new camp site is still not sufficient to handle “the more camping demand”?

From page 75 of the 2019 RED line document - It appears that the Crown Point Bay site is being one of the ones recognized for the 1988 HPWF UMP but they are conveniently forgetting the other attributes mentioned of Picnic and Day Use for this location and mentioned in the 1988 document

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 undesignated 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.

The statement “the Crown Point Bay area, like the rest of the HPWF is Forest preserve...” is incorrect “like the rest of the HPWF” all of or the rest of HPWF is not all forest preserve land there is a good mix of forest preserve and private lands- Statement should read the Crown Point Bay area is in forest preserve land

A Recognition from what type of motorized trespass here is necessary to help prevent it. The piece of land in question here is 310 acres and those accidentally gaining motorized accessing to it from the private lands it abuts may be do so due to poor blaze lines or lack of awareness by snowmobiles or others following the trails on abutting private lands and mistakenly following someone else's trail. Also if one is on the lake with a snowmobile there are no signs indicating to the public that leaving the relatively flat and accessible north eastern end on the lake, Crown Point Bay area by this means is NOT within forest preserve guidelines. I have witnessed numerous times in my only few winter weekend snowmobilers coming through my property on the center north shore and having to ask “where am I and how do I get to” while these folks are well meaning and want to be in the right it is also human nature to follow an already made snowmobile trail either wondering where it goes or thinking that it is part of a trail system, even if it leads to a private persons front door and that person uses it in the reverse direction to access the greater trail system. Without significant signs of “no access” or other methods to inform the public all motorized access across the Crown Point Bay land area will never be possible. Is it not possible that a snowmobiler might not innocently follow a set of cross country ski or snowshoe tracks off that lake at the Crown Point Bay area think that this was the correct way to a trail system in the woods?

*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, ~~along with several longstanding non-conforming elements and enforcement issues.~~ 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.~~ 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



Bay area may be revisited again in the future, and additional management actions taken if necessary.

Improve, relocate or close and reclaim sites that exhibit natural resource degradation.

Designate the existing tent site at Hammond Pond, and make it accessible.

How should the text “department does not seek to end public use- be interrupted? Can this area continue to be used as a day-use area by residents, their guests, and the community? What would day use be considered? I was told by the Forest Ranger that there should not be “parties”, horseshoes, swimming, gathering, etc. done here, that as wild forest the land should be treed/ heavily vegetated to the waters edge with NO maintenance if this is the case then this site can not and will not be able to be used as the department recognizes as it has been enjoyed of for many decades. The community is not asking for this area to be expanded or for its use to be changed from what the DEC undoubtedly set it up for/as and maintained it as such many decades ago “a day use/ picnic area”. This is/was s evidenced in the 1988 HPWF document where they mention it as such and indicate that 6 picnic table and several other “day use type amenities” were present and or provided.

If the APA land classification has changed since 1988 for this piece of property this changed was never conveyed or made public by posting notice or noted on the property itself or to the residents or the community. A change to and or now the decided enforcement of the Wild Forest designation rules

There is no text break above to distinguish El Crown Point Bay from Hammond Pond for camping.

From page 75 of the 2018 draft document - Yellow and red are highlights added by RT as they applied to EL.

*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, along with several longstanding non-conforming elements and enforcement issues. 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. Eagle Lake is largely privately owned. Another small HPWF parcel on the lake contains very steep shoreline terrain that precludes the possibility of a tent site.

Longstanding enforcement issues associated with Crown Point Bay will be resolved, including prohibiting mowing and motorized trespass from adjacent private land. The closure of two of the three tent sites, and resolution of longstanding enforcement issues is a significant stride towards APSLMP conformance in this area. 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 (approx. 500-600 feet from the lean-to), and be located out of sight and sound from the lean-to, and screened from the lake. The Crown Point Bay area may be revisited again in the future, and additional management actions taken if necessary.

- Improve, relocate or close and reclaim sites that exhibit natural resource degradation.
- Designate the existing tent site at Hammond Pond, and make it accessible.

**Alternative 1 to 3 text as suggested in the 2019 redline document not highlighted as "new or replacement text"**

From page 86 of the RED line document - Note that all this text is additional and NEW, it is not highlighted in red even though there is a red strike through on a small piece of text remaining from the 2018 draft document (see next 3 images) compare this "New" text to that contained in images 4 to ?? taken from the 2018 Draft document

Image 1 from page 86 of the 2019 RED Line document -

*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 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.

Image 2 from page 86 of the 2019 RED Line document -

### 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 four 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;
- 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 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

Image 3 from page 86 of the 2019 RED Line document -

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

**Text from 2018 draft as it originally appeared\_not noted with strikethrough or other means as having been replaced**

From page 82 of the 2018 draft document - Note how none of the text below is include with strike out and noted as being replaced with that in image 1 to 3 shown above

### Eagle Lake Fishing and Waterway Access Site

- Reshape (to be more level) and resurface (with gravel) the parking area, potentially in partnership with DOT, given the site's proximity to State Route 74.
- Due to the size of Eagle Lake (410 acres) and the Wild Forest land classification, this site is a fishing and waterway access site. This site will accommodate the approach to the water's edge of small and light trailered boats, but will not provide float-off or float-on trailered boat launching. The boat would be pushed/lifted off the trailer, and pushed/rolled off a small, short barrier into the water. The design of these sites may allow the wheels of the trailer to 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 commits to develop a solution that will maximize ease of use.

## H. Trail Inventory

## **Text to mark up as copied from the 2019 red line document UMP CAMPING**

I have copied some text from the RED line document here related to the proposed Camping (Crown Point Bay) and Boat Launch (Fishing and Water way Access Point)

What follows is taken from the 2019 RED line document as is proposed; the addition of red and orange highlights to the existing text is for conversational reference purposes only.

### ***Camping :***

*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., along with several long-standing nonconforming elements and enforcement issues. 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. 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.*

### **Points against the above statement for Camping are as follows;**

Without conversion of this ¼ -½ acre piece of 310 acre Forest Preserve parcel being reclassified to Intensive Use, the Forest Ranger will still be required to enforce many rules that, based on formerly posted, 100 year + historic use, are out of compliance; such as group gathering for a spring day, sitting at a picnic table (picnic tables are not allowed), playing horseshoes (not allowed), swimming in the lake, setting up a volleyball game, gathering for the ELPOI Annual Meeting as was done for decades, etc.. This



area has been maintained by the DEC, with former signage posted that read “Day Use and Picnic Area”.

How the above is currently proposed is a step in the right direction, but does not open up the property to how it has been historically used, even though the Department recognizes ...does not seek to end public use and recreation. Keeping “not ending it” is not the same as “allowing for it to continue” as it had been developed. Camping that has been traditionally done here, has been done as far from the water’s edge as the existing site conditions have allowed for. To move them further back puts them into a location of heavy brush and trees. There is no masking or opportunities for masking, between the existing campsites and the water. As developed this is generally a clear and weedy/grass area near the water. The Crown Point Bay historical uses were only recently found out to be out of compliance, as of a result of a phone call made to our area Forest Ranger on 2/23/2019, as there had been no communication or signage placed at this site to indicate otherwise. Even though the Ranger was asked by the ELPOI to supply courtesy signage for the enforcement of rules applied to this area several years ago, nothing was received or posted.

### **Tall grass and ticks at the day use area**

Essex County is designated as the county in NYS with the highest incidence of “tick-borne” disease. (see reference below, The Sun 3-1-2019) Without occasional knock down of the grass (weeds) this area will become dangerous to any user. Maybe the DEC can add this to their “to-do” list



**Text to mark up as copied from the 2019 red line document UMP BOAT LAUNCH**

What follows is taken from page 85 to 88 of the 2019 RED line document as is proposed; this text is all NEW and was NOT red highlighted as being new. The addition of red and yellow highlights to the existing text is for conversational reference purposes only.

**Boat Launch** : 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 is 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. Proposed Management

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

Action Steps Include invasive species awareness and spread prevention outreach messages at boat launches and fishing and waterway access sites.

Eagle Lake Fishing & Waterway Access Site III. Recreational Resources and Human Uses  
Hammond Pond Wild Forest Initial Draft Unit Management Plan

Install boat washing stations and/or invasive species disposal bins, when feasible and appropriate. This may be done under an agreement or contract with an outside agency or organization.

Port Henry Boat Launch – Lake Champlain Continue to operate boat launch under MOU with Port Henry/Moriah. If necessary, revisit the MOU, in partnership with the Town. Assess the feasibility of flush toilets at the Port Henry Boat Launch. If appropriate, install flush toilets, pending available funding and favorable environmental review. Resurface the parking area, install parking signs/stripes, and replace bollards to 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 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. III. Recreational Resources and Human Uses Hammond Pond Wild Forest Initial Draft Unit Management Plan | 87

**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 four 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;

- 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 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 III.

Recreational Resources and Human Uses: Hammond Pond Wild Forest Initial Draft Unit Management Plan 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.

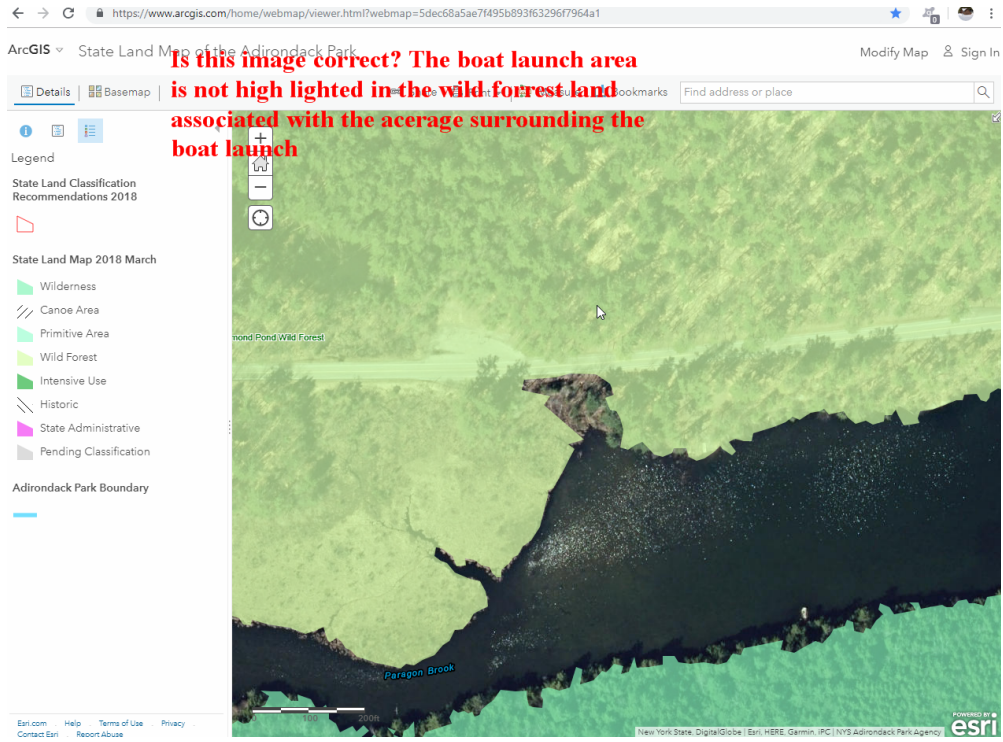
**Points against the above statements from pages 85 - 88 of the Red Line document are as follows;**

- There is still concern on the part of ELPOI that sometime in the past, Eagle Lake's boat launch, as stated in the 1988 HPWF UMP, was considered associated or necessary to provide a related use to another resource on the unit. If this was part of the 1988 document, and the full text of the 1988 UMP has not been properly executed, should this not outweigh any 2016 SLMP and be taken retroactively into full consideration for the classification of this launch as Intensive Use, without additional, now stipulated, possible new restrictions, as noted (page 60...) below? Could the other referenced related use resource have been the Crown Point Bay area? If so, should it too, in the spirit of decisions that were being made back in 1988, not also be classified as an Intensive Use area?

From page 60 of the 1988 HPWF UMP

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.

- See Google Earth Images below - Asking the question, is this the area that was set aside by the above page 60 of the 1988 UMP to be covered under a "separate" unit management plan?





- Parking lot resurfacing not necessary as it is self limiting to users.
- Option 2 leaving a dock- what is the correlation between leaving a dock and making it easier to launch a boat “relatively easy access, particularly for those who would have difficulty moving their boat, or for single people/smaller groups”?
- Option 2 Key Access- Is not a reality there have been many lost key situations already witnessed by me as related to Emergency responders, keys not in all service vehicles (first responders), keys are not labeled and or first responders can't find a key etc. and then what about lake resident service providers how will they gain access, etc., who is to keep track of the keys and their distribution? This will be nightmare, based on first hand experience with our own personal gate.

### **Alternative 3 concerns**

- Inclusion of Boat Motor Size Restriction - What is at issue for including this? How do you, with accuracy, measure a boat motor size? Is it by weight, liters, cubic inches, horsepower, modifications made to it? Inboards are most frequently rated by liters or cubic inches of displacement and outboards are rated by, or at least often display on the cowl, a horsepower, how are these to be compared? What is the goal of the thought of a limit? Is it to limit speed, boat size, wake, noise, reckless behavior, something else? A resident recently remarked that a friend of his was clocked on EL with a 15hp outboard on a hydroplane at 65MPH, so limited motor size here did not limit speed. Placing too small a motor on a boat so that it never gets “up on plane” will create a magnificent wake - is this what is going to happen if too small a motor size is selected? What will a limit do to residents' historic interest in use and type boat they currently own ?
- What about property value loss for lack of traditional recreational opportunities?
- Carrying Capacity - What are it definitions and criteria for application? Without knowledge of what this is it is impossible to support or defend its inclusion in the Alternative 3 option , one way or the other.
- Property value and interest in sales of property will decline if no public boat launch is present at EL. Is it to be presumed going forward that those properties that already have their own” private launch” or that have enough land to support the development of one , will then have greater value than those that do not? What is the impact on the value of property that can't access a full boat launch? What about the potential neighbor conflicts that will arise between owners that have a private launch and those that do not? What about conflicts within the community when they can no longer publicly access the lake?
- Again, there are NO other public access points or boat launches on Eagle Lake !

- Will comments, related to the boat launch and Crown Point Bay area, received after the cutoff date become part of the public record or will they become trash or simply filed away without reference to their existence?

**Scrubbing of the text boat launch as is current noted on many DEC fact sheets about the amenities at EL**

Page 167 of the 2019 red line document - Note the un-necessary scrubbing of the reference to the “Eagle Lake Boat Launch from the historic description of EL features. What is it that DEC/APA is trying to accomplish by removing the reference to a boat launch here?

**Eagle Lake (UH438)**  
 Eagle Lake is a large waterbody along Route 74 on the southern edge of the unit. The 400-acre lake is split by the roadway with the ~~vast~~ majority of the lake north of Route 74. ~~There is a small public boat launch located on the smaller, southern portion of Eagle Lake.~~ The northern portion contains the bulk of the deep water, with most of the basin greater than 30 feet reaching a

**Captured from the Fulton UMP that follows further below , How there UMP was captured by DEC for notification, text of appealing camping and site locations and recognition for services provided to maintain a unit feature**

Why is it here that DEC states in the Fulton UMP that:

- They would like 2 way dialogue and feedback- Face- face meetings are generally desirable.....The ELPOI requested this many weeks before the release of the Red Line document and while we were afforded verbal input, there was never any feedback from the Agencies of what the proposed changes might bring.
- Public Participation One of the most valuable...MASS mailing- the public of EL found out about this by late notification and then only by the forest ranger suspecting that something was amiss as there had been very little response at the public hearing- there was no Mass mailing to EL residents, not even a “hey did you know” of the proposed changes or a heads up from Cory McGee, the lead DEC person, over many conversation with at least 3 different ELPOI officers regarding the renewal of the EL Dam ANR/change to VSA or issues with Crown Point Bay area dead trees, etc..
- Recognition/ acknowledgement in writing in the UMP for someone's efforts that is working under a TRP/VSA to manage a part of the DEC land/ amenity- how about recognition for the ELPOI and their decades of service to regulate and maintain the lake level at the spillway DAM?
- Note statement about interest of campers to camp nearer the water as being appealing- so the EL camping will be situated 150’ from the water and MASKED -

suspect not as appealing and as such folks might not use it- is this encouraging public recreation or is it driving it elsewhere?

## **DEC Issues Draft Unit Management Plan for Fulton County State Forests**

Communication between DEC and the Indian Nations should be direct and involve two-way dialogue and feedback. Face-to-face meetings are generally desirable; however, phone calls, correspondence, and other methods of communication are also encouraged. Therefore, DEC staff should be reaching out to the respective Nations as

Public Participation One of the most valuable and influential aspects of UMP development is public participation. Public meetings are held to solicit input and written and verbal comments are encouraged while management plans are in draft form. Mass mailings, press releases and other methods for soliciting input are often also used to obtain input from adjoining landowners, interest groups and the public

Note about recognition of service for plowing how about recognition for lake level control at EL Dam since date of 1986 either under a TRP an ANR or now a VSA?

Text to support recognition of people with a TRP

The Superintendent of the Fulton County Highway Department currently has a TRP for plowing the main parking area at Rockwood State Forest and grooming the trails for cross-country skiing

Campers are encouraged to use designated primitive campsites. They often are less than 150 feet away from water, trails and roads, so the locations are appealing to campers who otherwise must camp more than 150 feet from water, trails and roads. All designated primitive campsites have a yellow and black "Camp Here" marker. Many on lakes and ponds are often identified by number - a yellow number on a dark brown wooden plaque typically attached to a tree near the edge of the water.

**Eagle Lake residents' Public Comments, and trying to track them and their source as they were found in the 2019 Red Line document:**

It appears that some public comments are captured and included as they were written and others have been chopped and summarized to the point of not being able to be matched to any original author that shared their thoughts with the DEC and cc the ELPOI

What has been entered into the document is too chopped up or too summarized to identify either the original source or their original intent. There was no identification of a cutoff date as to when submissions would/could no longer be included, and as such many resident statements are NOT included, or so it appears.

1. Fraize comment sent to [contact@dec.ny.gov](mailto:contact@dec.ny.gov) this is found listed ??? 1-12-2019  
**The boat launch on west end of Eagle Lake, Town of Ticonderoga is in bad shape. ....It is the only public access to the** text to search for
2. Keith Park sent to Tiedemann to email to Stegemann CC to ???? sent to Stegemann via Tiedemann email first on 2-12-2019 with an out of date email address (email was NOT rejected by the DEC server as would normally be expected for an out of date or no longer used email) 2-19-2019 **I am writing you today in concern with changes planned for the Eagle Lake boat launch and public beach that were not conveyed to property owners around the lake a.....**text to search for
3. R Tiedemann included in an introduction letter a letter from Park which may not have been picked up as it had other comments was sent original 2-12-2019 via email, email was NOT rejected by the DEC server as would normally be expected for an out of date or no longer used email) 2-19-2019 email was sent again
4. Cerney letter dated 1-28-2019 sent by email to [r5.ump@dec.ny.gov](mailto:r5.ump@dec.ny.gov) **I object to the D. E. C reevaluating state land in various lands .....**text to search for

Comment: I object to the D.E.C reevaluating state land in various lands around Eagle Lake, located in the town of Ticonderoga. This is known as the Hammond Pond Wild Forrest Draft Unit Management Plan. A public meeting was held in November and was poorly attended because of the lack of notification.

5. Floyd wrote 3 letters, cannot find two of the three, as letters are so summarized that one cannot find what was actually written:

Letter 1 sent 1-14-2019 (delivery method R5.) I am writing to inquire if you have plans to reopen the comment period for the Hammond Pond text to search for Letter 2 dated 1-16-2019 sent directly via mail to Seggos My wife and I became aware of the Hammond Pond Wild Forest - Draft Unit Management Plan (Draft UMP) when we read an article on-line on suncommunitynews.com (The Times of Ti on-line). Text found.

#### UMP Process

Comment: 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 indication of the Draft UMP, the comment period, the public

Letter 3 dated 1-16-2019 sent “to DEC at the address listed on their website for questions on the process” this was a 6 page letter the DEC has chosen to address just a very few paragraphs of this letter and has made NO mention that it was what is address is cut/edited from a larger document, text is also taken out of order from what is written.

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.....text to search for

As Floyd wrote the statement in his 6 page letter see link for full text  
<http://eaglelake1.org/archives/communications/2010-2019/2019/2019-1-16%20Barwing%20specifics%20letter%20%20%20to%20DEC%20regarding%20boat%20launch%20issues.pdf>

See his reference to 6 parking spaces

### 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.

### Leaping to Conclusions

Floyd's text as it was captured (below) in the 2019 red line document with DEC comments Note that there is reference to 6 parking spaces and that DEC notes that this reference is removed, yes it is removed in the redline version but not by strike through but by a full rewrite of the section that as been included without any notice of being new- see page 3 and 4 of this document or section titled Eagle Lake Fishing and Waterway Access Site (Wild Forest Area)

Comment: 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.

Response:

The Department has apparently erred in its estimate of parking capacity at this location. The mention of six vehicles has been removed. The parking area will be re-evaluated, and usable space dimensions will be maximized in the parking area upgrade (leveling and resurfacing). The maximum size of this parking area is constrained by Route 74, cliffs, wetlands, and the Eagle Lake shoreline.

Image from 2109 redline (below) from section with 6 vehicle notation missing- entire section was rewritten



*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



*Eagle Lake Fishing & Waterway Access Site*

6. Dorfman letters to various folks both by mail and email dated 2-28-2019 I am writing the letter in regards to the most recent draft version of the Hammond Pond Wild Forest Unit Management Plan (UMP). Specifically I have concerns regarding the removal of the boat launch at Eagle Lake and placing a..... text to search for not included
7. Harvey letter sent to Stegemann direct 232 Golf Course Rd 1-23-2019 it was with grave disappointment that I learned ..... text to search for not included
8. Hoag sent to Hyde via email maybe not to DEC directly date 1-13-2019
9. Peffer sent letter to Tiedemann to share via email with Stegemann, sent by Tiedemann 2-20-2019 also sent via mail to APA, etc. letter date 2-20-2019 I write to you as the trustee of the trusts for my 3 children who are the legal owners of 92 acres on the south shore of Eagle Lake. We bought the landlocked property 14 years ago when it was advertised as "boat access only"! ..... Text to search for
10. Paddock letter submitted direct via email to Stegemann dated 3-4-2019, had email reply from Stegemann's secretary As senior citizens who have spent a significant portion of the past 25 years living on Eagle Lake in Essex County text to search for
11. Chilson VFD comment letter posted to Facebook 1-16-2019 As Chief of the Chilson Volunteer Fire Department, I am writing to you..... text to search for found text on page 196 see image

Eagle Lake  
Comment: The closing of the boat launch will definitely negatively effect the operations of the Fire Department in many ways. First we have this on our Pre-plans as a Drafting source for our larger pumpers to either fill Tankers or to use as a large Diameter hose

12. Robinson letter submitted mailed to Stegemann direct 2323 golf course rd date 1-25-2019 No copy with ELPOI, text found in FOIL of DEC documents related to HPWF  
 We are residents of eagle lake, and it has been brought to our attention that the DEC is planning..... Text to search for
13. Stevens, J. letter sent to C Hyde via email to him only 1-16-2019 not shared with DEC, on ELPOI web site text to search The bottom line for Gordon and me is that we want the boat launch to remain functioning as it has up until now, for all
14. Mulcahy letter sent direct Stegemann, sent approximately 2-25-2019, I am concerned that I have not received any communication from DEC regarding proposed changes to the boat launch or beach/campsite area on Eagle Lake. The Hammond Pond Plan Text to search for
15. Author unknown, from page 197 RED line document - the below comment about EL access is unrecognizable as to its source because it has been so poorly summarized

Comment: I object to the D.E.C reevaluating state land in various lands around Eagle Lake, located in the town of Ticonderoga. This is known as the Hammond Pond Wild Forrest Draft Unit Management Plan. A public meeting was held in November and was poorly attended because of the lack of notification.

**Public Notification - issues and comments:**

Question? What papers have been notified, and are covering, the March 2019 APA Press Release for their March meeting?

From Page 187 of the 2019 document

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.

Response:  
*The HPWF UMP was noticed publicly in the same fashion as other Forest Preserve UMPs are. Press releases and news postings are circulated prior to the public meeting, which give information regarding the public comment periods. Additionally, the public may receive all UMP-related news (and many other topics) by signing up for the DEC Delivers email announcements (<https://www.dec.ny.gov/public/65855.html>). Moreover, the Department has accepted comments for the HPWF UMP on an ongoing basis since the public comment period closed. These comments, as*

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**178 | Hammond Pond Wild Forest Initial Draft Unit Management Plan**

Press releases and news posting?? Which papers were the notices sent to as they only cursory appear in the Adirondack Enterprise, a very small regional paper whose coverage only touches the northern edge of the HPWF unit.

Press release are only carried by newspaper if the publisher and writers feel they are “newsworthy”.

See next 2 images below as they are searches from the two newspaper that might cover news in the region covered by the HPWF preserve UMP area - note the first is a “local newspaper and only covers the Saranac and surrounding region to maybe Elizabethtown, but, as I have been told by the publisher, does not have distribution unless by paid subscription in Ticonderoga or its near vicinity

3-9-2019 search of the Adirondack Daily Enterprise for “Hammond Pond”

Adirondack Daily Enterprise newspaper- search criteria was “Hammond Pond”

Result, reading from the bottom up, shows that an article was published in February 2017, that DEC takes comments, then 2 more that indicate that the DEC Hammond Pond meeting was cancelled and last, an article on November 15 2018, that a meeting was taking place “today on Hammond Pond”, hardly notice enough to attend.

Considering the very limited regional distribution of this paper and the news it covers, it would be irresponsible on the part of the Agencies to expect residents of southern Essex County, let alone EL residents, to be readers of this paper.

Image 1

NEWS SPORTS OPINION LIFE OBITUARIES CLASSIFIEDS JOBS GARAGE SALES OPEN HOUSES


# Adirondack Daily Enterprise

March 09, 2019 | Today's Paper | Submit News | Subscribe Today

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## SEARCH RESULTS | HAMMOND POND

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### DEC has public meeting today on Hammond Pond Wild Forest

November 13, 2018  
The state Department of Environmental Conservation will host a public meeting Tuesday night in North Hudson to take public comments on proposed actions to increase public recreation in the Hammond Pond Wild Forest. The wild forest is located in the eastern part of the Adirondacks and ...


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February 8, 2017

### DEC reschedules Hammond Pond meeting


NORTH HUDSON — The state Department of Environmental Conservation has rescheduled a public meeting on changes to the Hammond Pond Wild Forest Unit Management Plan. DEC will host the public to gather input on the UMP next Thursday, Feb. 16 at 6 p.m. The meeting will be held at the North ...

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### Cabling Standards Update 2019

February 7th | 2:00 PM EST **FREE WEBINAR**



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February 7, 2017

### Hammond Pond Wild Forest meeting canceled

NORTH HUDSON — A public meeting on changes to the Hammond Pond Wild Forest unit management plan has been canceled, but the state Department of Environmental Conservation says it will be rescheduled. The meeting, which was scheduled for this evening in North Hudson, was canceled due to ...


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February 6, 2017

### Hammond Pond Wild Forest meeting canceled

NORTH HUDSON — A public meeting on changes to the Hammond Pond Wild Forest unit management plan has been canceled, but the state Department of Environmental Conservation says it will be rescheduled. The meeting, which was scheduled for Tuesday evening in North Hudson, was canceled due to ...


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### DEC takes comments on Hammond Pond Wild Forest plan (corrected)

January 27, 2017  
(Editor's note: An earlier version of this article incorrectly said the state Department of Environmental Conservation will take public comments on a viewing area at the intersection of state routes 73 and 9N in Keene. The viewing area has already been approved by the DEC and the state ...

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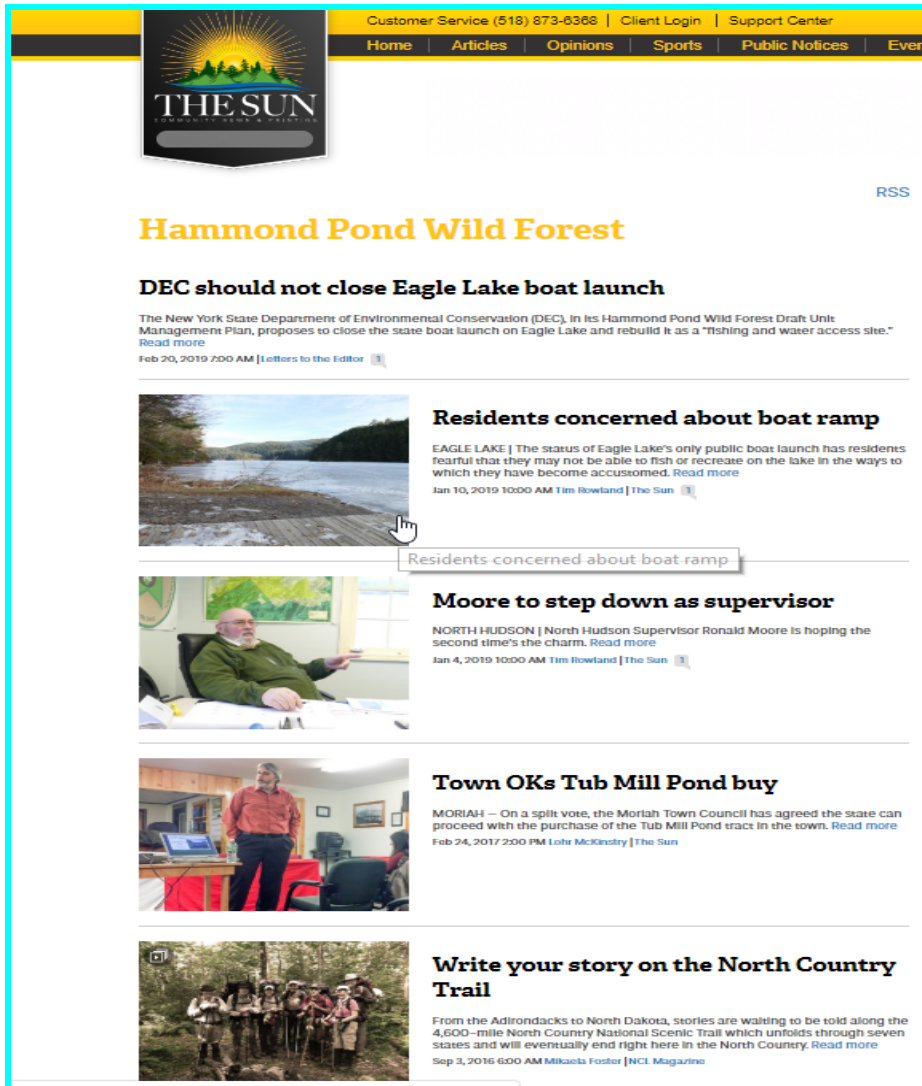


### Easy access to big views on Baxter

November 17, 2018  
KEENE VALLEY — For a short, relatively easy hike, Baxter Mountain near Keene Valley can tick a lot of boxes on various checklists. The mountain, which is 2,440 feet above sea level, offers views of the High Peaks, Hurricane Mountain and Keene Valley, and is also part of a hiking challenge ...

From a 3-9-2019 search of The Sun newspaper, the following 2 mentions of the Hammond Pond were found. Results are shown back to September of 2016 - Any meeting or public notices or press releases should have been covered and reported in a search of this type.

Image 2



See Image 3 below - Searching the web for DEC Region 5 Press Releases and doing a control F search for "hamm", the following is found - Note that there is NO mention of the November 7 public meeting, further down the page a mention is found for the January 28 meeting, but nothing about the meeting being canceled and rescheduled.

How is the public to know what is really going on? How would/could those that have signed up for email notices of regional happenings been notified?

Image 3

Department of Environmental Conservation

Recreation Nature Prevent & Control Pollution Regulatory News & Learning Search

Home » Public Involvement and News » News » Press Releases » Regional Press Releases » Region 5 Press Releases

## Region 5 Press Releases

### Serving Clinton, Essex, Franklin, Fulton, Hamilton, Saratoga, Warren and Washington Counties

The following are recent press releases issued by DEC's Region 5 office. The statewide press release listing may also contain news items of note for the Eastern Adirondacks/Lake Champlain region.

- DEC Issues Draft Unit Management Plan for Fulton County State Forests - 03/06/19
- DEC Seeking Public Input on Draft Recreation Management Plan for Hyslop Conservation Easement Tract - 02/27/19
- DEC Announces Completion of Removal of Contaminants from Brandy Brook and Pontiac Bay in Saranac Lake - 01/08/19
- DEC and Cornell Cooperative Extension to Hold Hemlock Woolly Adelgid Workshop - 11/29/18
- DEC Advises Backcountry Visitors of Winter Conditions in the Adirondacks - 11/15/18
- DEC Seeking Public Input on Blue Ridge Wilderness Unit Management Plan Amendment - 11/14/18
- DEC Announces Completion of New West Branch Sacandaga River Take-Out Site - 10/05/18
- DEC and ORDA Announce Opening Mt. Van Hoevenberg East Trail - 10/05/18
- DEC Requests Assistance from Hunters in Waterfowl Diet Study - 10/02/18
- DEC Advises Public to Be Alert for Moose in the Adirondacks - 10/02/18
- DEC to Repair Two Lake Champlain Boat Launches in October - 9/28/18
- DEC Advises Hikers: State Will Permanently Prohibit Parking Along State Route 73 Near Roaring Brook Falls Trailhead - 9/17/18
- DEC Announces Temporary Limits on Access to Select Adirondack Areas During Infrastructure Improvement Projects - 9/13/18
- DEC Issues Draft Unit Management Plan to Improve Facilities at Eagle Point Campground - 8/22/18
- DEC Issues Draft Unit Management Plan to Improve Facilities at Brown Tract Campground - 8/22/18
- DEC Offers Free New York Safe Boating Course - 7/17/18
- DEC Announces Completion Of \$214,000 Projects To Improve Access To Outdoor Recreation In The Adirondacks - 6/26/18
- DEC to Temporarily Close Gulf Brook Road on Weekdays for Repairs and Improvements Beginning End of Day June 24 through the end of July - 6/21/18

- DEC and Town of Fort Ann Announce Improvements to Adirondack Forest Preserve Lands on Eastern Shore of Lake George - 05/17/17
- DEC Reminds Boaters the Lower Locks on the Saranac Lake Chains Remain Closed - 04/27/17
- DEC to Temporarily Close Portion of Ausable Point Road - 04/26/17
- DEC Releases Draft Conceptual Plan for Adirondack Rail Trail - 04/24/17
- DEC Issues Draft Unit Management Plan for Buck Pond Campground - 04/05/17
- DEC Issues Draft Unit Management Plans for Adirondack Campgrounds - 04/05/17
- DEC to Revise the Unit Management Plan for Hammond Pond Wild Forest - 01/24/17
- DEC Wildlife Staff will Attend Ballston Spa Fur Auction to Seal Pelts - 12/28/16
- DEC Region 5 Provides Pelt Sealing Opportunities for Trappers - 11/30/16
- DEC to Prepare Management Plan for Fulton County State Forests - 11/01/16
- DEC Notifies Residents of Helicopter Survey of Recreational Trail Corridor - 10/20/16
- DEC Forest Rangers Asks Hunters to Help Locate Man Missing in the Adirondacks since November 2015 - 10/19/16
- DEC Issues Final Unit Management Plans To Upgrade Three Adirondack Campgrounds - 10/19/16

<https://www.dec.ny.gov/press/78354.html>

The ELPOI has brought up and pointed out several presentational flaws in the 2019 HPWF UMP document. These inconsistency in dropped text formatting, highlighting and strike throughs could considerably alter the interpretation that the community reviewing this document will have.



As such the ELPOI is asking for further consideration of its case for the Boat Launch and Crown Point Bay area be made as follow;

- The boat motor size dialog be removed, as it has no basis for inclusion as it not something that is done in other areas of the park nor is it statistically easily measured.
- Classify the Crown Point Beach Beach as Intensive Use as this area has been used for more than 100 years. This a .25 acre site in a 310 acre tract of land.
- Adopt alternative 3: Boat launch as Intensive Use area without additional restrictions until specific evidence warrants review. This is an approximately .25 acre site in a 590 acre tract of land.

Thank you for taking the time to review the above information,

Rolf Tiedemann - ELPOI Treasurer

Chris Hyde - ELPOI President