

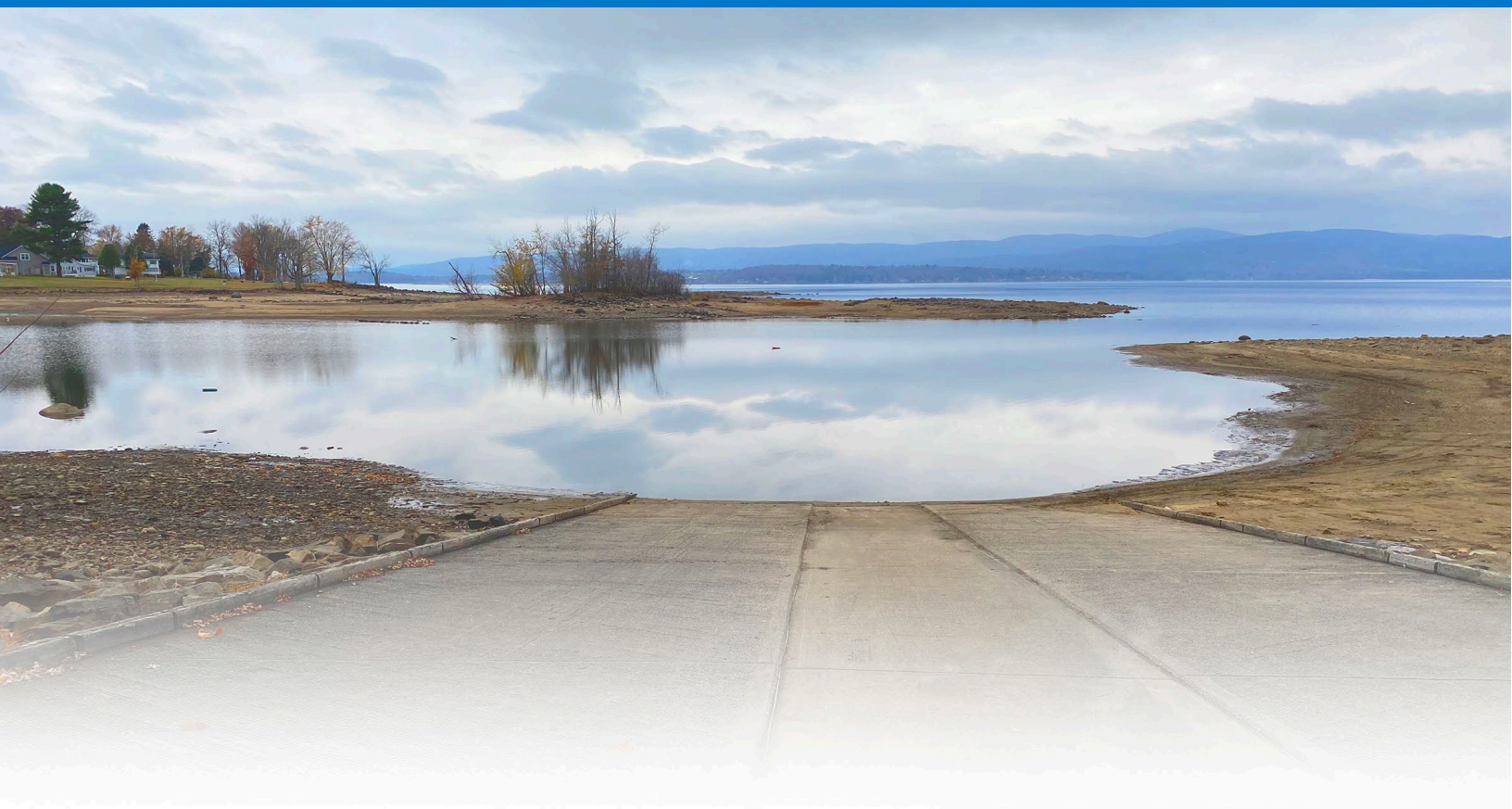


Department of  
Environmental  
Conservation

# **BROADALBIN BOAT LAUNCH**

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## **Proposed Final Unit Management Plan**



**NYS DEC, REGION 5, DIVISION OF FISH AND WILDLIFE**

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## Introduction

The Broadalbin Boat Launch is located on Forest Preserve lands along Lakeview Road in the Town of Broadalbin, Fulton County, New York (Figure 1). The launch is managed by the Department of Environmental Conservation (the Department) Bureau of Fisheries and provides access to the water at the southeastern end of Great Sacandaga Lake just north of the Village of Broadalbin. The launch is the only major public boat ramp on the southern portion of the lake.

Two adjacent waterfront parcels totaling 14.09 acres, including what is now the boat launching site, beach area, and their associated parking lots, were transferred from the Hudson River Black River Regulating District (HRBRRD) to the Department via an executive order in 1989. The boat launch site that exists today was constructed in 1998 for the purpose of improving boat access to the 26,880-acre reservoir in an area where public access had otherwise been limited. The launch was constructed after study by the Department of environmental impacts on the site and on the lake, including the preparation of an Environmental Impact Statement (EIS) and carrying capacity study for the launch between 1989 and 1991 and issuing State Environmental Quality Review Act findings in 1996.

Presently, the boating access site is maintained via Wallop-Breaux “Motorboat Access Funds” federal aid. The sandy beach area and its associated parking lot are located adjacent to the boat launch and predate its construction. This area of the site was originally developed to provide “cartop” boat access, particularly for windsurfing, which was a popular activity at the time.

Historically, the beach portion of the site was operated pursuant to a use and occupancy agreement with the Town of Broadalbin. In the Fall of 2020, the Town communicated that due to budget shortfalls they would likely no longer be operating the beach and the site would remain unsupervised. At their monthly meeting on June 9, 2022, the Town Board made the formal decision to no longer operate the beach.

The juxtaposition of the boat launch site and the public beach has led to problems, as both sites are very popular, particularly during the summer months when the first-come, first-serve parking on each side fills to capacity and then extends onto the Town road. Namely, beachgoers resort to parking in designated boat launch “vehicle with trailer only” sites (prohibited by 6 NYCRR Part 59.1) as well as on nearby public and private roadways. Additional concerns related to the beach include overcrowding, excessive littering, illegal parking, and drug and underage alcohol use.

The boat launch and beach are located in an area that is not readily viewed from the main road and presents challenges for regular patrolling and enforcement. Following notification from the Town of Broadalbin that the Town would no longer operate the beach, the Department considered several options for the site to facilitate recreational access to Great Sacandaga Lake. However, in addition to safety concerns, allowing the beach to remain in its current form without supervision would likely exacerbate the user conflicts noted above. The Bureau of Fisheries maintains that a public bathing beach is incompatible within the same facility as a motorboat launch. As a result, the Department will repurpose the beach portion of the site by providing an ADA-compliant cartop boat access and dock, resurfacing the beach area with stone and native plants, and designating the current parking area for cartop users.

## **Description of Facility**

The 14.09-acre Intensive Use parcel currently includes a boat ramp and parking lot for up to 60 vehicles with trailers. Included in the boat launch parking lot are three vehicle-with-trailer and one single vehicle or cartop space designated as ADA accessible parking. An 80' wide concrete boat ramp provides access to the lake. A portable dock system is installed in the water at the center of the ramp annually, creating two launching lanes on either side of the dock. The northern, or "beach" portion of the property contains a two-lane entrance road, beach, and small parking area for cartop boaters (Figures 2 & 3).

In addition to parking and launch ramps, there are several additional existing features for public or administrative use at the boat launch, including: an entrance sign, invasive species drop box, information kiosk, and portable ADA-compliant restrooms. Additionally, Adirondack Watershed Institute (AWI) operates a boat decontamination station located within the boat launch parking area. The facility is maintained by the Department's Division of Operations staff out of the Northville office. Annual maintenance including mowing, dock installation and removal, and restroom provision is conducted by the Department.

## **Setting**

Great Sacandaga Lake is the largest reservoir in New York State at approximately 26,880 acres and over 25 miles long. The reservoir is located entirely within the Adirondack Park blue line and was originally created in the 1930s as a flood control impoundment. The Department operates four boat launch sites on the lake that provide access, including three standalone boat launches in Northville, Broadalbin, and the Town of Day and one boat launch within the Northampton campground. HRBRRD is responsible for managing the water level of the

reservoir as well as issuing access permits for use of the New York State lands that encompass the waterbody. The water level of the reservoir fluctuates throughout the course of the year depending on precipitation patterns within the watershed. The lake level is drawn down each winter in anticipation of spring snowmelt and rains by approximately 18 feet.

## Recreational Use and Demand

Great Sacandaga Lake is a popular lake for recreational boaters and anglers. In 2021, the Adirondack Watershed Institute invasive species stewardship program inspected 2,808 boats using the Broadalbin Boat launch over the course of 94 days between the dates of May 29 and September 19. Of those vessels, 81% were motorized boats and 18% were personal watercraft. The remainder of the boats were comprised of non-motorized vessels such as canoes, kayaks, and sail boats (Paul Smith's College Adirondack Watershed Institute, 2021).

The lake contains known populations of various aquatic invasive species (AIS), including brittle naiad (*Najas minor*), Eurasian watermilfoil (*Myriophyllum spicatum*), and the small-bodied AIS spiny water flea (*Bythotrephes longimanus*). Aquatic invasive species education and spread prevention efforts help to limit the number of new introductions to Great Sacandaga Lake and prevent the movement of AIS to additional waterbodies via overland transport.

The lake supports naturally sustaining populations of gamefish including walleye, smallmouth bass, yellow perch, and northern pike. The reservoir is stocked annually with trout and walleye to supplement these fisheries. Fishing is a popular activity on the lake during both the open water and ice fishing seasons. Multiple black bass and ice fishing tournaments are held on the lake annually.

The lake is also a popular destination for kayakers, sail boaters and snowmobilers, and serves as an important resource and economic influence for nearby towns and communities.

## Management Objectives

The management objectives for the Broadalbin Boat Launch Site are the following:

1. Provide waterway access for motorized and non-motorized boaters and anglers including those with disabilities.
2. Establish and maintain site conditions that reduce illegal activities and liability to the State and require minimal law enforcement oversight.
3. Ensure facility compliance with the Adirondack Park State Land Master Plan (APSLMP).

4. Protect the shoreline and aquatic habitat of Great Sacandaga Lake

## **Management Actions**

The Department will repurpose the beach portion of the site to improve non-motorized car-top boating access, redesign the beach parking area to better serve non-motorized users and improve traffic flow at the congested decontamination station. These actions should simultaneously reduce the prevalence of illegal parking and other activities while alleviating the need for additional law enforcement and site management resources.

The sand beach will be resurfaced with stone and a mix of native plants to deter swimming and limit erosion of the shoreline. A new pathway will be installed from the parking lot, extending westward towards the lake.

A launching assist dock will be installed at the terminus of the pathway at summer pool elevation. These features will be designed to provide the greatest level of access for people with disabilities as possible given the constraints of the site. Since the primary purpose of the reservoir is flood mitigation, fluctuating water levels impact the ability to provide year-round access to the water.

Alterations to the existing beach parking area will be made to provide cartop parking, including ADA-compliant spaces (Figure 5). It is expected that a small number of vehicle-with-trailer parking spots will be lost due to reconfiguring the decontamination station. If this is the case, an equivalent number of vehicle-with-trailer parking spots will be relocated to the existing beach parking area. The redevelopment of the existing beach parking area will be conducted in consultation with the Adirondack Park Agency.

A second new pathway will be installed between the trailered boat launch ramp area and the existing beach area. A footpath has been requested previously by site users and will allow for pedestrian travel between adjacent portions of the site while reducing the risk of informal paths forming. The footpath will be designed and developed in consultation with the Adirondack Park Agency.



## **Conformance with the Adirondack Park State Land Master Plan**

After the development of a construction work plan, DEC will consult with APA to ensure the final project design complies with wetland regulations and the APSLMP.

The proposals in this UMP conform with the following relevant APSLMP criteria:

### **Location in an Intensive Use Area**

The proposed site modifications will not result in a major change of usage at the site. In fact, repurposing the beach portion of the site into a cartop boat access will likely reduce overall use and visitation by removing the attractive nuisance of the beach and addressing illegal parking and associated public safety concerns.

### **Location on a lake or waterway exceeding 1000 acres in area**

According to the APSLMP, boat launch sites should be located on large lakes, or smaller lakes connected by navigable waterways where the aggregate acreage of the lake chain exceeds 1,000 acres. At 26,880 acres, Great Sacandaga Lake is listed in the APSLMP as a waterbody which exceeds 1,000 acres and is eligible for a developed boat ramp site.

### **Physical, biological, and social carrying capacity**

The proposed changes to the management of the site will not result in a change in recreational boat traffic or angling pressure on the lake. While the UMP proposes additional legal parking on the site, it is anticipated that the reconfiguration of parking spaces within the facility will reduce the occurrence of illegal parking within the site and along the Town road. Swimming activity and associated impacts (e.g., littering, shoreline erosion, open fires, etc.) will be greatly reduced in this area because of the site modifications. DEC staff will monitor the restored shoreline over time to ensure plantings are successful and erosion is minimized.

### **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 launch site is adjacent to private lands classified as low intensity and moderate intensity as well as lands regulated by the Hudson River-Black River Regulating District. The boat launch already exists as an intensive use area, proposed site modifications will not impact

adjacent properties or their classifications and will likely even result in less potential for beach user overflow onto adjacent lands.

**The boat launching site is located in a manner to avoid adverse impact on adjacent or nearby state and private lands**

The site is already currently managed as a boat launching and retrieval facility. As a result of the new site management strategies and no adverse impacts will occur to nearby state or private lands as a result of the proposed site modifications.

**Motor size limitations appropriate to the carrying capacity of the lake are provided**

There is currently no motor size limitation on Great Sacandaga Lake. The launch is adequate for launching most boats. The lake's large size and diversity of morphometric features allows users to segregate themselves without overuse or resource degradation becoming an issue. The current proposal is not expected to increase usage from current levels but merely provide cartop users an alternate avenue to access the water in addition to the existing boat ramp.

## **Alternatives**

The following alternatives were considered for the reconstruction of the Broadalbin Boat Launch as described in this UMP:

**No Action**

The boat launch, sand beach and related infrastructure remain in place; however, this alternative will not meet the objective for reducing illegal activity, liabilities, or the need for law enforcement presence.

**Increase Signage and Parking Enforcement**

Additional signage and parking enforcement be deployed in an effort to reduce illegal parking activity. The site already has ample signage and law enforcement resources are limited. It is unlikely that this action will result in a long-term decline of illegal activity at the site.

**Remove Parking Area Near Beach**

The parking area near the beach could be removed to deter illegal and/or noncompatible usage; however, it is likely that beach use would continue and with less parking available, illegal

parking at vehicle with trailer only designated spots would almost certainly increase, along with illegal parking along Lake Road.

### **Remove Beach and Associated Parking Area**

Repurpose the beach by removing the sand and replacing with stone and remove the associated parking. This would alleviate issues related to illegal activities and parking and non-compatible use; however, this would result in a net loss of boater and angler access to the lake.

### **Preferred Alternative-Repurpose Beach and Associated Parking Area**

Repurpose the beach into a cartop boat access site for fishing and launching cartop vessels. Placement of large rocks and planting of native vegetation on the beach would deter swimmers and beachgoers from using the site while minimizing future erosion and protecting water quality. This option would alleviate the need for frequent law enforcement oversight and would discourage the noncompatible use of swimming adjacent to a busy boat launch, while maintaining the intended use of the site as a waterway access site.

## **Literature Cited**

Paul Smith's College Adirondack Watershed Institute. 2021. Stewardship Program Location Use Summaries 2021. 26p.

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# Appendix 1 – Maps and Figures

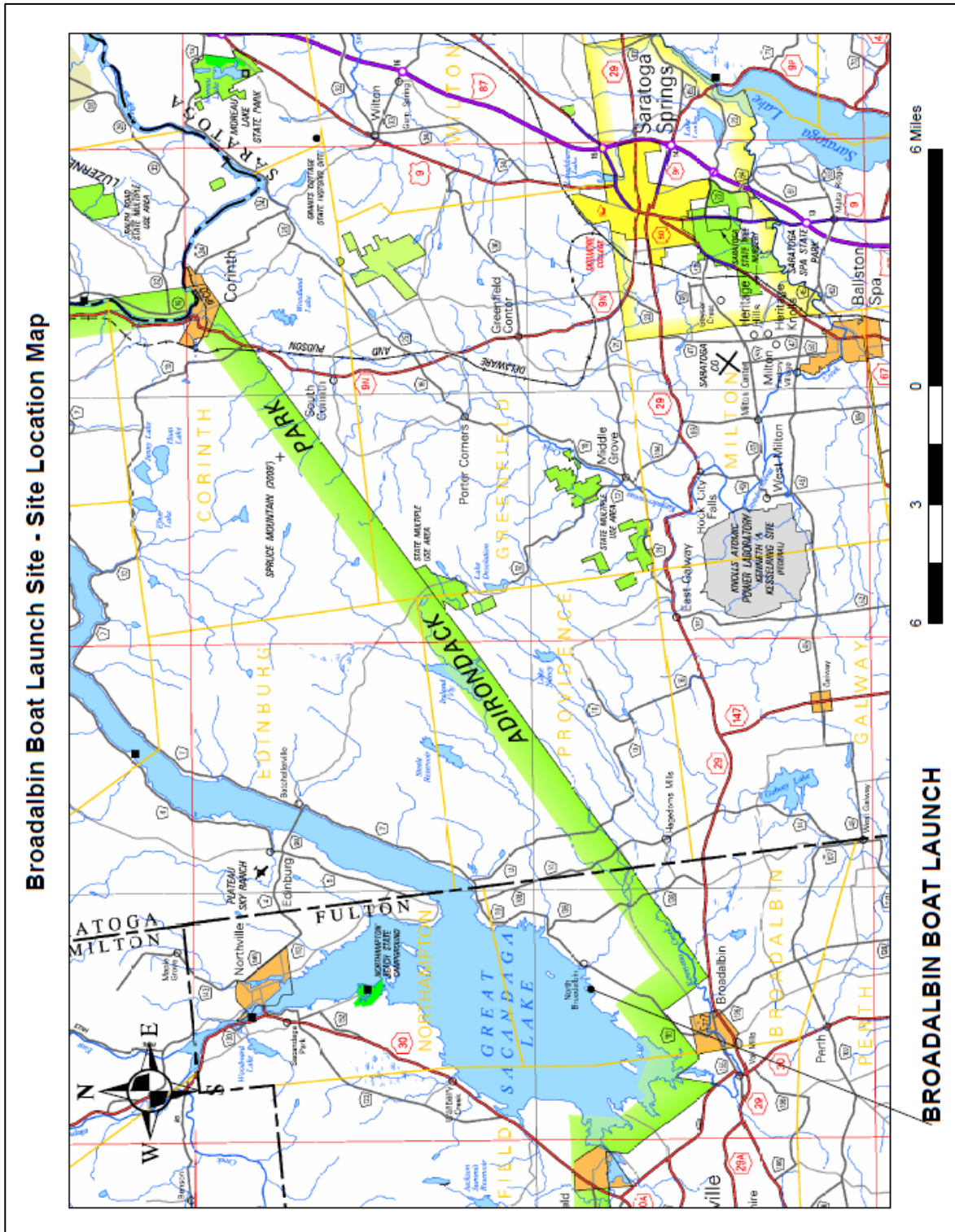
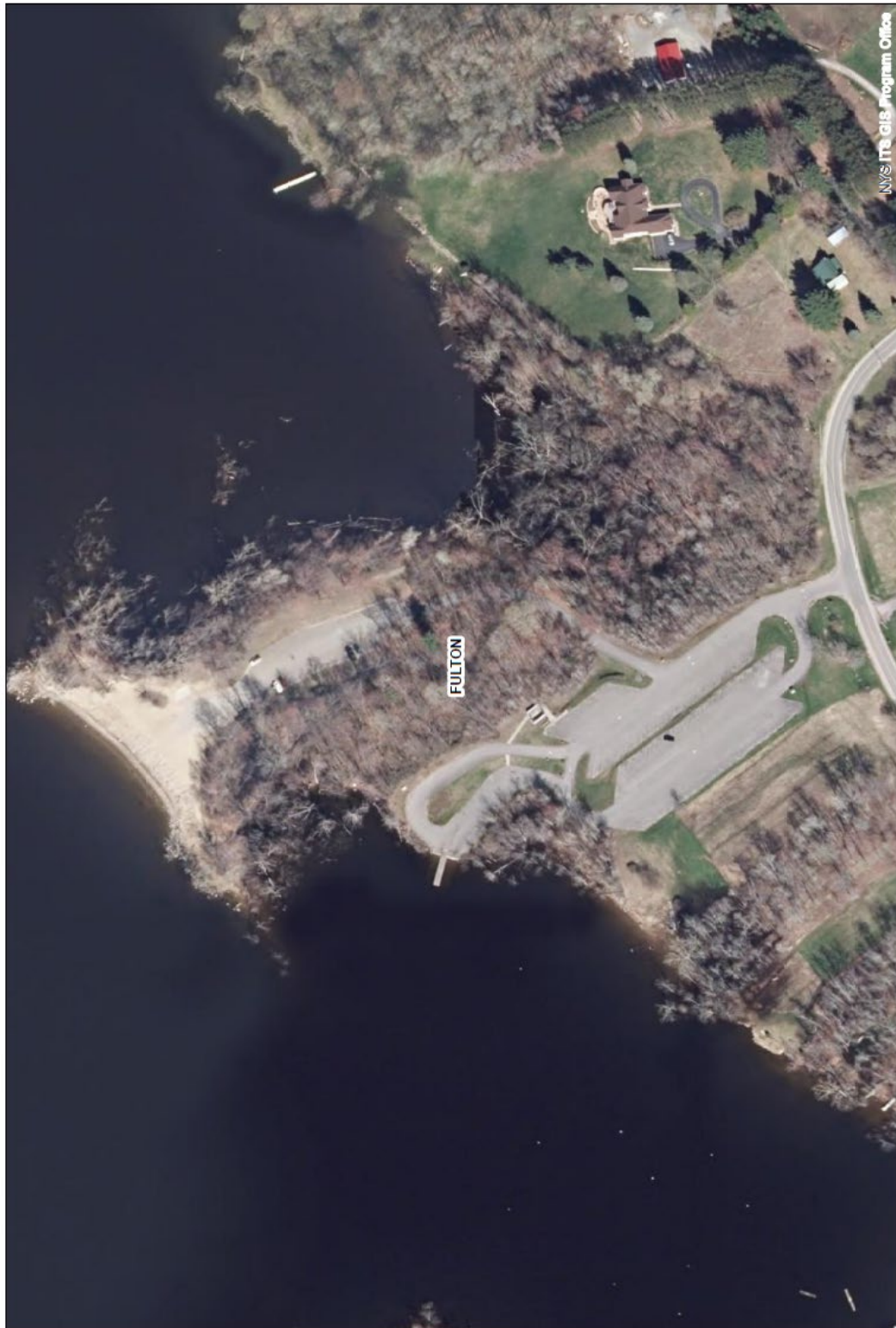


Figure 1. General location map of the Broadalbin Boat Launch Site.

**Broadalbin Boat Launch Site**



0.075 0.0375 0 0.075 Miles

Figure 2. Aerial photo of Broadalbin Boat Launch Site.

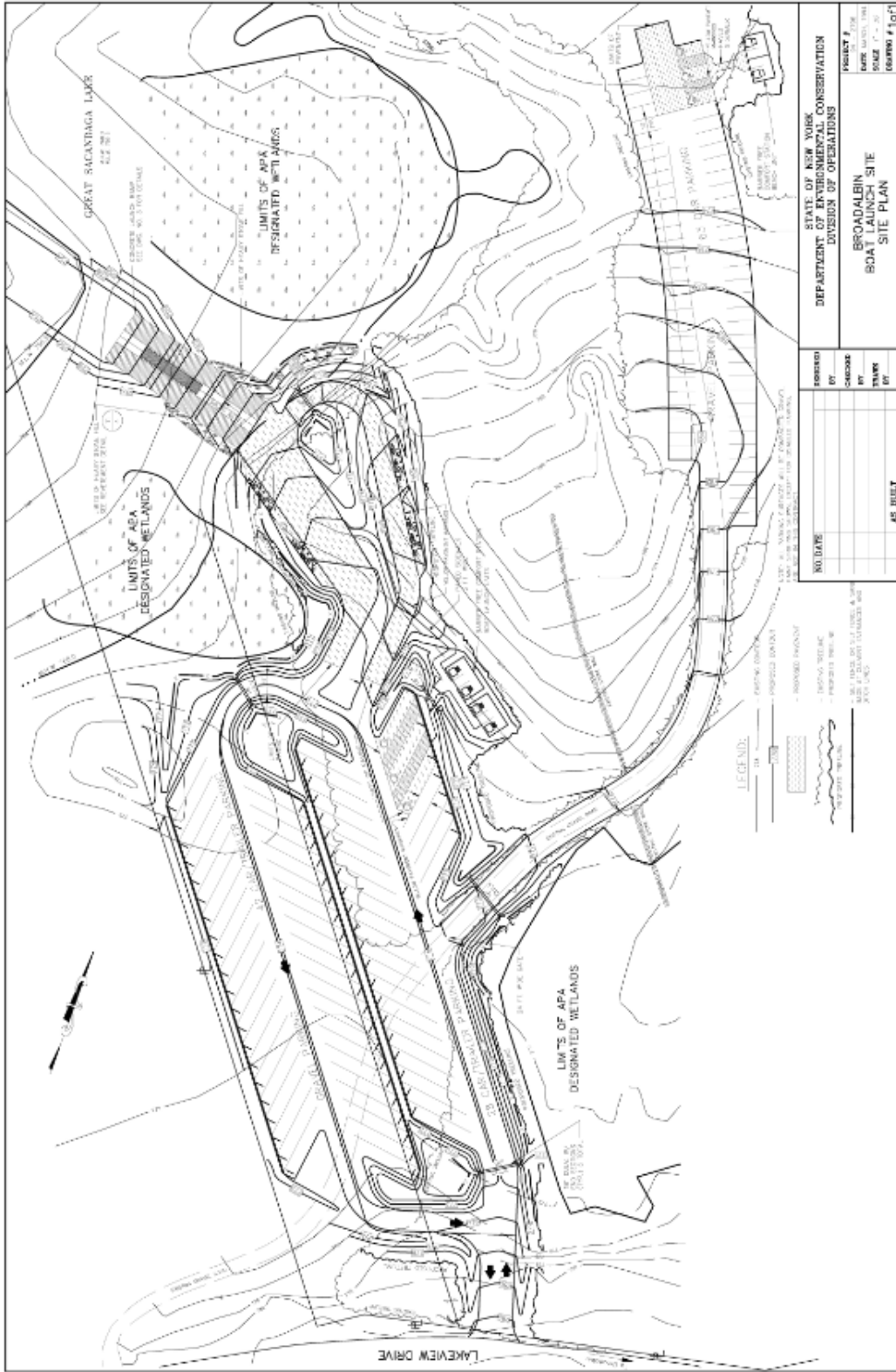


Figure 3. General site plan of the Broadalbin Boat Launch.



Figure 4. APA land classification



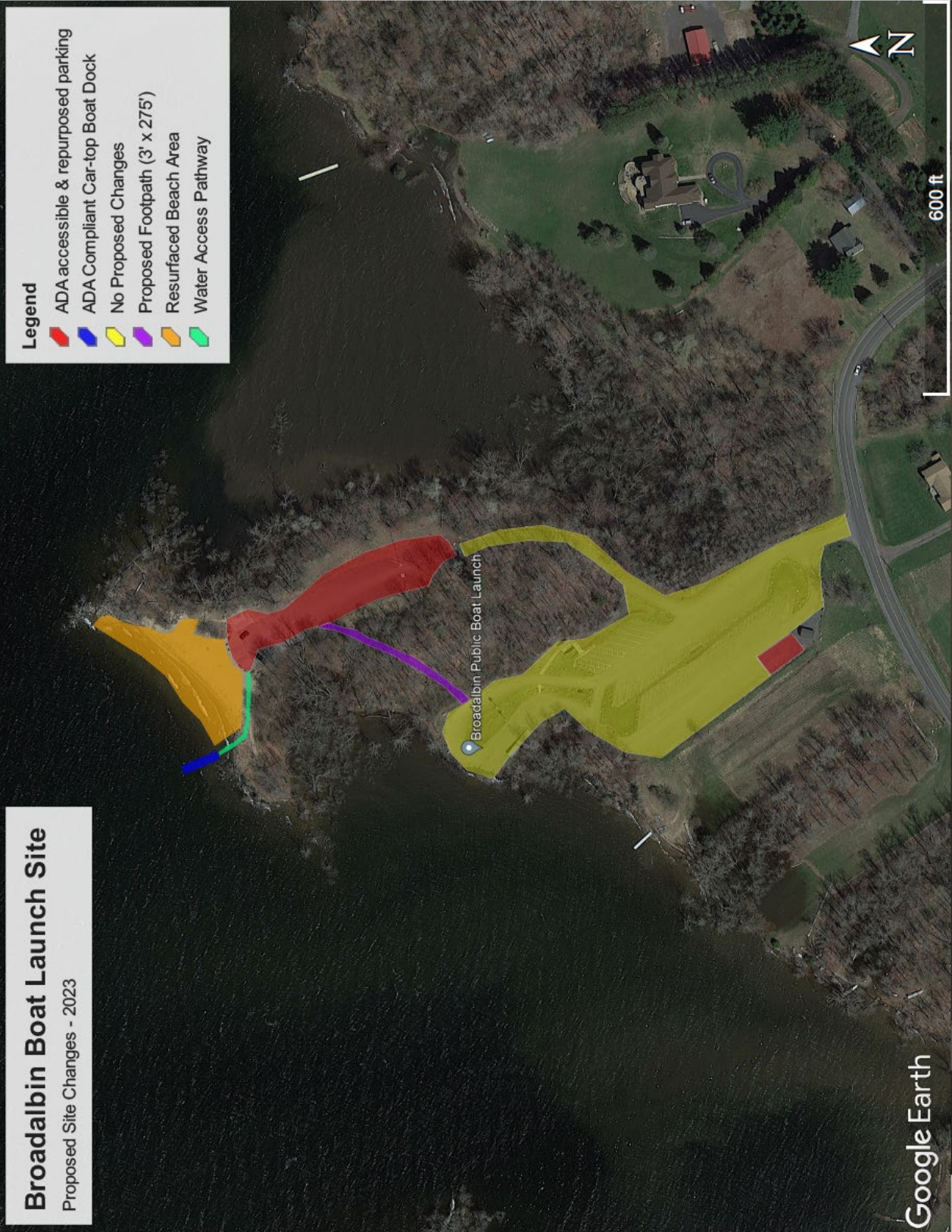


Figure 5. Proposed site plan and modifications.



Figure 6. Wetland map.



*Figure 8. Photo of existing beach parking area.*



*Figure 9. Photo of existing beach area.*



Figure 10. Photo of existing accessible boat launch parking and privy area (background).



Figure 11. Photo of existing trailered boat launch.

## Appendix 2 – Public Comment

APA and DEC solicited written comments on the proposed UMP and held a public meeting at the Broadalbin-Perth High School on April 18, 2023. Similar comments have been grouped here by topic for response by DEC.

### Comments regarding public notice

Comment: The comment period was not long enough.

Response: *The initial public comment period was from December 15, 2022, through January 16, 2023. Upon learning of the spelling error for an email address in the Department's press release for public comments and when the APA was informed that an incorrect address was used for the local newspaper, the comment period was extended for a total of 60 days. DEC also accepted additional comments at the public presentation on April 18, 2023. DEC believes these periods were adequate to provide opportunity for public input on the proposed UMP.*

Comment: When the public comment period was first opened it was difficult to find information on how to provide a comment. A community petition in support of the beach was created and sent to the public comment email address.

Response: *The petition was received. DEC and APA apologize for any confusion concerning the initial notice for public comment. Due to an error in an email address and the use of an outdated contact information for a local newspaper, a second 30-day comment period and a public presentation were provided to collect comments.*

Comment: DEC should hold public meetings to allow for review and comment.

Response: *DEC held a public meeting at the Broadalbin-Perth High School on April 18, 2023, from 5:30 to 7:30 PM.*

Comment: The Town should have provided notice of its decision to discontinue operation of the beach.

Response: *This comment is addressed to actions by the Town and does not require a response.*

Comment: DEC should delay action until town resident have an opportunity to provide an alternative solution.

Response: *DEC communicated concerns to Town officials for several years about issues with the Town's operation of the beach. This UMP proposal was publicly noticed more than six months ago. DEC does not agree that further time for consideration is needed before proceeding with this proposal.*

## **Comments regarding closure of the beach**

Comment: Commenters oppose the plan because it would reduce public beach access in the Broadalbin area and the southern end of Great Sacandaga Lake.

Response: *DEC acquired jurisdiction of the Broadalbin Boat Launch site from the Hudson River Black River Regulating District for the purpose of providing fishing and boating access to the lake, not to operate a beach at this site. DEC already operates a public beach on Great Sacandaga Lake at the Northampton Campground and Day Use Area. The Town of Mayfield also operates a public beach on the south end of the lake.*

Comment: The plan ignores the loss of swimming and bathing as an important recreational use of the lake and fails to consider an alternative to maintain the beach.

Response: *As described in the previous response, DEC acquired this property for the purpose of operating a boat launch. As described more fully below, maintaining a beach at this location has effectively reduced access for fishing and boating through competition for scarce parking space. There are other public bathing beaches on the lake that provide for public recreational swimming access, including a facility operated by DEC.*

Comment: DEC should assume responsibility for operation of the beach from the Town of Broadalbin.

Response: *As noted above, DEC already operates a public beach and day use area on the lake. The Broadalbin beach is a legacy use of this site that DEC agreed to continue only so long as the Town of Broadalbin was prepared to fully operate the beach. After two years in 2020 and 2021 when the Town was unable to open the beach, Town officials notified DEC in 2022 that it was not prepared to continue its commitments under its Use and Occupancy Agreement with DEC. DEC will return the entire site to its original intended use as a fishing and boating access site.*

Comment: DEC held the Town to an unfair standard for operation of the beach.

Response: *The terms for the Town's operation of the beach were negotiated with the Town and were appropriate for a municipal facility located on State lands. The terms of the agreement encompassed the operational needs and regulatory requirements for a public bathing beach, which far exceed those of an unmanned boat launch. DEC does not agree that the Town was held to an unfair standard.*

Comment: The scope of illegal activities at the beach area that were cited in the UMP proposal is overstated and principally reflects improper use of the site by boaters, not by beachgoers. DEC did not collect data to support its position. Illegal activities occur at other State-owned facilities and will likely continue even if the beach is eliminated.

Response: *DEC reviewed its law enforcement records concerning incidents at the beach to evaluate the extent of violations and unlawful activities at this facility. DEC's review showed that*

*the presence of the beach area at this boat launch site has been a source of both illegal activities and user conflicts between beachgoers and boaters for many years. At the beach site, DEC's Division of Law Enforcement has been dispatched for incidents ranging from traffic and parking violations, littering, disorderly conduct, and late-night partying to illicit drug use and destruction of State property. Beachgoers and boaters compete for limited parking at this location, leading to illegal parking on the verges of Lakeview Road. Without a regular presence and enforcement by Town officials, DEC has determined to return the entire site to its intended use as a fishing and boating access site which is expected to reduce user conflicts and beach-related violations.*

Comment: DEC should install security cameras to deter illegal activity and aid in enforcement instead of closing the beach.

Response: *DEC does not agree to surveil users of this facility with security cameras. This would also likely require significant staff time to monitor and to respond to incidents.*

Comment: DEC should consider proposals for the beach to be operated by community volunteers in lieu of the Town or DEC.

Response: *Even if volunteers were capable of fully staffing and operating a beach to comply with Department of Health regulations for bathing beaches, without an agreement with the Town or the County Sheriff's Office a volunteer association would not be able to effectively police and enforce rules and regulations necessary to ensure the orderly conduct of the beach site and to mediate user conflicts between beachgoers and boaters.*

Comment: Insufficient parking at the boat launch is the source of traffic issues at the site, not the beach area.

Response: *DEC agrees that the existing boat launch parking is inadequate to serve the high demand from boaters for this boat launch site. Although this plan does not increase parking for trailered boats, by repurposing the beach parking lot, DEC hopes to reduce competition for the existing trailered parking and improve water access for hand-launch users.*

Comment: Removing the beach will limit public access to this part of the lake.

Response: *The proposed UMP rededicates a portion of the site but does not limit access to the lake. The proposal will effectively expand fishing and boating access from this site by increasing boater parking, creating new access for disabled persons, and improving access for cartop boats like canoes and kayaks.*

Comment: If the beach closes, residents will lose free swimming access to the lake. DEC should provide signs to other swimming areas on the lake.

Response: *Under the Town's management, the beach was operated through user fees and was not free. As noted above, DEC and the Town of Mayfield offer public swimming on the lake. Information about these sites is readily available online.*

Comment: Removing the beach will reduce the revenues available to maintain the entire site.

Response: *The boat launch site is maintained through a combination of State and federal funds. Unlike regulated bathing beaches, DEC boat launches are not staffed and so have lower operational costs.*

Comment: The beach area should be limited to tax-paying village and town residents who purchase access, or a higher rate should be charged to non-residents to keep the beach open.

Response: *As a State-owned facility, DEC does not agree that use of any portion of this site should be limited or restricted based on local residency. Under DEC's proposal, the entire site will be free for public access as a boat launch.*

Comment: Beach closure will have negative economic impact on local businesses.

Response: *DEC does not believe this proposal will have any meaningful negative impact on local businesses because there are other public swimming areas nearby and the proposal will improve access for fishing and boating.*

Comment: Swimming is an incompatible use at this location because of proximity to the boat launch.

Response: *DEC's boat launch regulations prohibit any activity other than launching and retrieving boats within 100 feet of a boat ramp. Although the existing beach area is more than 100 feet from the ramp, the beach area is proposed for elimination for the reasons discussed in the UMP and in this response-to-comment document.*

## **Comments regarding DEC's proposed alternative**

Comment: If DEC increases the parking at the boat launch, this will increase the number of vessels on the lake. DEC should conduct a carrying capacity study as part of this UMP proposal.

Response: *DEC studied the carrying capacity of Great Sacandaga Lake and described its findings in its 1989 Draft Environmental Impact Statement (DEIS), its 1991 Final Environmental Impact Statement (FEIS), and its 1996 SEQR Findings Statement before constructing this boat launch. DEC does not agree that a further carrying capacity study is required now because DEC's proposal does not increase the overall number of trailered parking spaces at the site. Instead, the proposal ensures those parking spaces are available to meet existing demand for this facility. The design is intended to improve traffic flow at the facility while also alleviating illegal parking within the boat launch area and on Lakeview Drive. DEC's proposal will provide increased access for hand-launch vessels, relieve competition between these users and trailered vehicles for limited parking, and reduce congestion at the boat ramp. Although reconfiguration of the decontamination station area will result in the loss of vehicle with trailer parking spots, that same number will be incorporated in the new design in the beach parking area resulting in no increase of the overall number of vehicle-with-trailer parking spots or*



*potential vessels on the lake. For these reasons, a carrying capacity study is not required as there are no proposed changes to the boat launch facility that will significantly increase or decrease boat traffic on Great Sacandaga Lake.*

Comment: Use of motorboats is likely to have a more severe environmental impact than swimming.

Response: *For the reasons described in the preceding response, the proposed UMP will not meaningfully increase the number of motorized vessels on Great Sacandaga Lake.*

Comment: The draft UMP should include a discussion of adjacent lands pending classification around Great Sacandaga Lake.

Response: *The lands adjacent to this facility are in private ownership. The classification of State lands elsewhere on Great Sacandaga Lake is outside the scope of this proposed UMP.*

Comment: DEC should post an attendant at a gated entrance to this facility or illegal activity will continue.

Response: *DEC manages many stand-alone boat launches across the state that are open to the public 24 hours a day, seven days a week. Based on extensive experience with these types of facilities, DEC does not agree that staffing this facility and gating the entrance is necessary.*

Comment: DEC should sign the non-motorized launch area to reduce potential accidents with motorized boats.

Response: *New York Navigation Law section 45 limits the speed of motorized boats to 5 miles per hour or less within 100 feet of shore. DEC does not consider that signage is necessary at this time.*

Comment: The current parking configuration at the facility limits access to the proposed hand-launch area.

Response: *The proposed UMP describes how DEC will design improved access on the site for non-motorized boat access. The parking area that has been gated off for beach parking will be opened to boaters using the hand-launch area.*

Comment: Parking spaces should be added near the launch ramp for owners who transport boats in the bed of a truck without using a trailer.

Response: *Access for boats carried by car, not trailer, is the purpose of the proposed re-design of the beach area. This need will be met by the proposed UMP.*

Comment: The proposal should include a new launch approach lane and retrieval lane at the boat ramp.

Response: *DEC does not plan to alter the boat ramp area of the facility to the extent proposed as this would require significant land alteration. The preferred alternative should provide some relief at the boat ramp by allowing non-motorized boaters an alternative location to access the lake.*

Comment: DEC should paint traffic arrows on the pavement to assist drivers.

Response: *Specific signage and other directional measures will be addressed in a publicly noticed work plan if this UMP proposal is approved.*

Comment: DEC should conduct a traffic analysis of the boat launch and decontamination station.

Response: *DEC has experience designing and maintaining its many boat launches throughout the state. DEC considered traffic flow in proposing the changes in this UMP and does not agree that any further traffic study is required. When this facility was constructed, a decontamination station was not considered. The current location of the decontamination station was selected as the best location given the limited availability of open space in the boat launch parking lot. To improve the site placement of the decontamination station, DEC may alter the location of marked parking spots within the boat launch parking area. Any spots devoted to the decontamination station would be offset by the construction of the same number of parking spots in the current beach parking lot. By doing this, DEC will maintain the same number of parking spots for vehicles and trailers while reducing congestion at the decontamination station.*

Comment: DEC should provide a walking path between the trailered boat launch and car-top launch areas.

Response: *DEC agrees, and the proposed final UMP includes a management action to construct a simple footpath connecting these two areas of the facility.*

Comment: The proposed dock at the non-motorized access area should be as long as possible to allow for the greatest amount of use throughout the season.

Response: *If the proposed UMP is approved, the length of the dock will be determined through the work plan process described in the responses above. Site conditions and reservoir management will play a significant role in the final design and length of the dock.*

Comment: Consider placing dock atop a rock breakwater to enable a longer duration for use. Also consider placing a breakwater at the end of the dock.

Response: *Improvements and expansion of the docks at the boat launch are not being considered at this time. When the docks are in need of replacement, improvements in design and use will be explored.*

## **Miscellaneous comments**

Comment: There is no inventory of plants and animals in the draft or discussion of impacts on the physical, biological or scenic resources of the water body and surrounding land. According to the Adirondack Park State Land Master Plan, the UMP must contain this information.

Response: *DEC's DEIS includes a detailed tally of plants and wildlife, including fishery resources, present in the area. The DEIS, FEIS, and SEQR Findings Statement evaluated the effects of a boat launch on physical, biological and scenic resources in the area. As this proposed management action does not materially change the use of this facility as a boat launch, DEC has not reevaluated these factors.*

Comment: The UMP proposal should include more information about plantings including specific species to be planted.

Response: *If this UMP is approved, DEC intends to use only native plant species at the site. A description of specific species is beyond the scope of the UMP proposal which is intended to provide a framework for use of the site. If this proposal is deemed to comply with the State Land Master Plan, DEC staff will prepare a work plan for public comment that will discuss the native species of plants to be used at the site.*

Comment: DEC should provide informational signs at the facility to educate visitors on habitat protection.

Response: *DEC will consider this proposal as part of its work plan if this UMP is approved.*

Comment: A sand beach is a natural ecological community in New York that provides habitat for shore birds and waterfowl.

Response: *The existing beach area is not a natural sand beach but is an artificially created feature on the shoreline. Past management practice at the beach area included importing sand to the site to maintain the artificial shoreline. The area was also used by people and has not been managed for the habitat described by the comment. DEC's proposal will therefore not meaningfully reduce natural beach habitat.*

Comment: There is inconsistency and inaccuracy in signage across the facility.

Response: *DEC staff will inspect the site to ensure the appropriate signs are at correct locations. A review of all signs on the site will also be incorporated into the work plan.*

Comment: DEC should install an electric vehicle charging station at the boat launch.

Response: *Although a laudable goal, there is currently not electric service at the boat launch and so DEC has no plans at present to install vehicle charging stations.*

Comment: DEC should place signs directing boaters to approach from County Route 110 rather than from the west on Lakeview Road.

Response: *DEC does not have jurisdiction over either road but will convey this request to local officials for consideration.*