



**Department of
Environmental
Conservation**

For Immediate Release: 01/24/17

Contact: David Winchell | (518) 897-1248
Ray Brook Press Office | R5.Info@dec.ny.gov | (518) 897-1200

DEC TO REVISE THE UNIT MANAGEMENT PLAN FOR HAMMOND POND WILD FOREST

Public Meeting Scheduled for February 7 in North Hudson

The New York State Department of Environmental Conservation (DEC) is revising the Unit Management Plan (UMP) for more than 45,500 acres of Forest Preserve lands in the Hammond Pond Wild Forest, DEC Region 5 Director Robert Stegemann announced today. The lands are located in the eastern Adirondacks and contained in more than 50 parcels located in the towns of Crown Point, Elizabethtown, Keene, Moriah, North Hudson, Schroon, Ticonderoga and Westport in Essex County. UMPs assess the natural, physical, social and recreational resources of the landscape and provide a solid foundation for the development of long-term land management goals, objectives and actions.

“DEC is seeking public input on how to best manage these lands and provide access for a variety of outdoor recreational activities,” said Director Stegemann. “DEC’s goal is to protect the natural resources, provide outdoor recreational opportunities for residents and visitors, and ensure the Forest Preserve is an asset to the communities and a benefit to local economies.”

A public meeting is being held at the North Hudson Town Hall on Tuesday, February 7, 2017, at 6:00 pm. The meeting will provide an opportunity for the public to meet with DEC staff and share their thoughts, concerns, and suggestions regarding management of lands in the Wild Forest. This will be the first of many opportunities for the public to be involved in the planning process.

The North Hudson Town Hall is located at 3024 US Route 9, approximately one mile from Exit 29 of the Northway (I-87). The facility is wheelchair accessible. Please provide any requests for specific accommodation in advance to DEC at (518) 897-1248.

The majority of the Wild Forest is located between Lake Champlain in the east, State Route 74 in the south, the Northway in the west, and State Route 9N in the north. There are some parcels located between the Northway and US Route 9 and around the communities of Keene and Keene Valley.

DEC completed a UMP for the Wild Forest in 1988. The UMP and two amendments to the UMP – 1993 Bike Trail Amendment and the 2016 State Route 73/State Route 9N Viewing Area Amendment – can be viewed and downloaded at <http://www.dec.ny.gov/lands/51337.html>. Since the 1988 UMP nearly 5,500 acres have been added to the Wild Forest. The current Adirondack Park Agency classification package proposes adding another 192 acres to the unit.

Natural water features in the Hammond Pond Wild Forest include portions of the Schroon River, Black Brook, Crowfoot Brook, Split Rock Falls, Hammond Pond, and Moose Mountain Pond. The larger peaks include Bloody Mountain, Peaked Hill, Harris Hill, and Baxter

Mountain. The existing recreational uses are hunting and fishing, hiking, camping, cross-country skiing, snowshoeing, and wildlife viewing.

Management issues under consideration by DEC's planning team include protection of the unit's spectacular natural resources and enhancing public recreational access. Upon completion of a natural resource assessment, an analysis of existing and potential uses and a review of public comments, the Hammond Pond Wild Forest planning team will prepare a draft UMP. The public will have the opportunity to review and comment on the draft UMP.

Proposed management actions will be set forth with the knowledge that this State land unit is Forest Preserve, and must be managed in a manner consistent with Article XIV, Section 1 of the New York State Constitution. All other relevant rules, regulations and policies will also be adhered to. The complete draft UMP will be widely distributed for public review and comment and a public meeting will be scheduled to discuss the draft.

Any interested individual or organization wanting to submit comments may contact Forester Corrie O'Dea by mail at NYSDEC, 232 Golf Course Road, Warrensburg NY 12885; by telephone at (518) 623-1275; or by email at R5.UMP@dec.ny.gov.

###

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**Department of
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For Immediate Release: 01/25/17

Contact:

David Winchell | (518) 897-1248

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**DEC REVISING THE UNIT MANAGEMENT PLAN FOR
HAMMOND POND WILD FOREST**

Public Meeting Scheduled for February 7 in North Hudson

The New York State Department of Environmental Conservation (DEC) is revising the Unit Management Plan (UMP) for over 45,000 acres of Forest Preserve lands in the Hammond Pond Wild Forest, DEC Region 5 Director Robert Stegemann announced today. The lands are contained in over 53 parcels located in the towns of Crown Point, Elizabethtown, Keene, Moriah, North Hudson, Schroon, Ticonderoga and Westport in Essex County.

"DEC is seeking public input on how to best manage these lands and provide access for a variety of outdoor recreational activities," said Director Stegemann. "DEC's goal is to protect the natural resources, provide outdoor recreational opportunities for residents and visitors, and ensure the Forest Preserve is an asset to the communities and a benefit to local economies."

A public meeting is being held at the North Hudson Town all on Tuesday, February 7th at 6:00 pm the North Hudson Town Hall. The meeting will provide an opportunity for the public to meet with DEC staff and share their thoughts, concerns, and suggestions regarding management of lands in Wild Forest. This will be the first of many opportunities for the public to be involved in the planning process.

The North Hudson Town Hall is located at 3024 US Route 9; approximately one mile from Exit 29 of the Northway (I-87). The facility is wheelchair accessible. Please provide any requests for specific accommodation in advance to DEC at (518) 897-1248.

The majority of the Wild Forest is located between Lake Champlain in the east, State Route 74 in the south, the Northway in the west, and State Route 9N in the north.

There are some parcels located between the Northway and US Route 9 and around the communities of Keene and Keene Valley.

DEC completed a UMP for the Wild Forest in 1988. The UMP and two amendments to the UMP – 1993 Bike Trail Amendment and the 2016 State Route 73/State Route 9N Viewing Area Amendment – can be viewed and downloaded at <http://www.dec.ny.gov/lands/51337.html>. Since the 1988 UMP nearly 5,500 acres have been added to the Wild Forest. The current Adirondack Park Agency classification package proposes adding another 192 acres to the unit.

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Management issues under consideration by DEC's planning team include protection of the unit's spectacular natural resources and enhancing public recreational access. Upon completion of a natural resource assessment, an analysis of existing and potential uses and a review of public comments, the Hammond Pond Wild Forest planning team will prepare a draft UMP. The public will have the opportunity to review and comment on the draft UMP.

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Any interested individual or organization wanting to submit comments may contact Forester Corrie O'Dea by mail at NYSDEC, 232 Golf Course Road, Warrensburg NY 12885; by telephone at (518) 623-1275; or by email at R5.UMP@dec.ny.gov.

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UMP Open House Agenda

(suggested)

I.	INFORMAL DISCUSSIONS/DISPLAY INFORMATION MATERIAL (Team members should note public comments & suggestions)	6:00 p.m.
II.	INTRODUCTION (CPS/Team Leader)	6:30 p.m.
III.	HISTORY OF UNIT MANAGEMENT PLANNING (CPS/Regional Forester)	6:35 p.m.
IV.	OVERVIEW OF STATE LAND MASTER PLAN (APA Team Member)	6:45 p.m.
V.	UMP PLANNING PROCESS & INITIATIVE (Tom Martin/Team Leader)	6:55 p.m.
VI.	UNIT OVERVIEW (Team Leader)	7:05 p.m.
VII.	PUBLIC COMMENTS (CPS/Team Leader) (@ 3 minutes each individual)	7:30 p.m.
VIII.	INFORMAL DISCUSSIONS or BREAKOUT SESSIONS (Team members should note public comments & suggestions)	8:30 p.m.

NOTES

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

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

And to educate the public on the:

- Unit Management Plan process;
 - role they have in the process;
 - the legal framework in which plans must be developed;
 - the issues that DEC will need to address in the plan;
 - the law, regulation and policies that guide the decisions to be made on specific issues; and,
 - the information on the unit that is known.
-
- We must be careful not to indicate to the public that decisions have already been made, unless it is something that is clearly circumscribed by law, regulation or policy.
-
- It is recommended that team leader develop an Issues Sheet to provide to team members. This sheet would identify the issues involved in the unit and state the DEC's position on this issue, so that all team members can provide consistent information to public during the informal discussion periods.

INTRODUCTION

- Welcome (Host)
- Housekeeping
 - Bathrooms
 - Exits (ADA Accessible)
 - Displays & Information Material
 - Sign-In Sheets (print names)
 - Comment Sign-up (print names)
 - Comment Forms and/or Boards
- Purpose - Public Participation (Other opportunities i.e. write, fax, call, or e-mail)
- Meeting Format
- Staff Introductions

HPWF Open House - Public Comments (verbal)

2/16/2017

Ron Moore:

across ^{former} Bell's Place is Tom land (~~100~~¹³¹ ac)
↓
HPWF
↓
Johnson Pond Rd (where turns to gravel)

horses,
snowmobiles

locals know former trails in that area.

Pete Fish:

name FP units after the Tom they're in, rather than arbitrary location.

25+ cars on roadside 9N @ Baxter TH
sign there is bad - don't say "HPWF" confusing.
6 ~ 1.5 mi from 9N to Baxter summit

thank you for removing red barn.

mound in red barn field looks like an iron age hill fort.

4

(Jordan) *stomach* *stomach* - 320H 100g 5/10/94

Pete Nelson :

AWA - recreation + connectivity (NCNST)

↳ 1. trail to "gateway" site
 ↳ NCNST

2. out & back trails → improve configuration

3. NCNST loop over Bloody / Hail

4. support multiple users of unit

5. don't mow red barn field.

6. reclass HPWF stiver to Sentinel to Wilderness.

himself - more trail markers @ Beese Ln trail to Baxter.

Joe Pete Wilson :

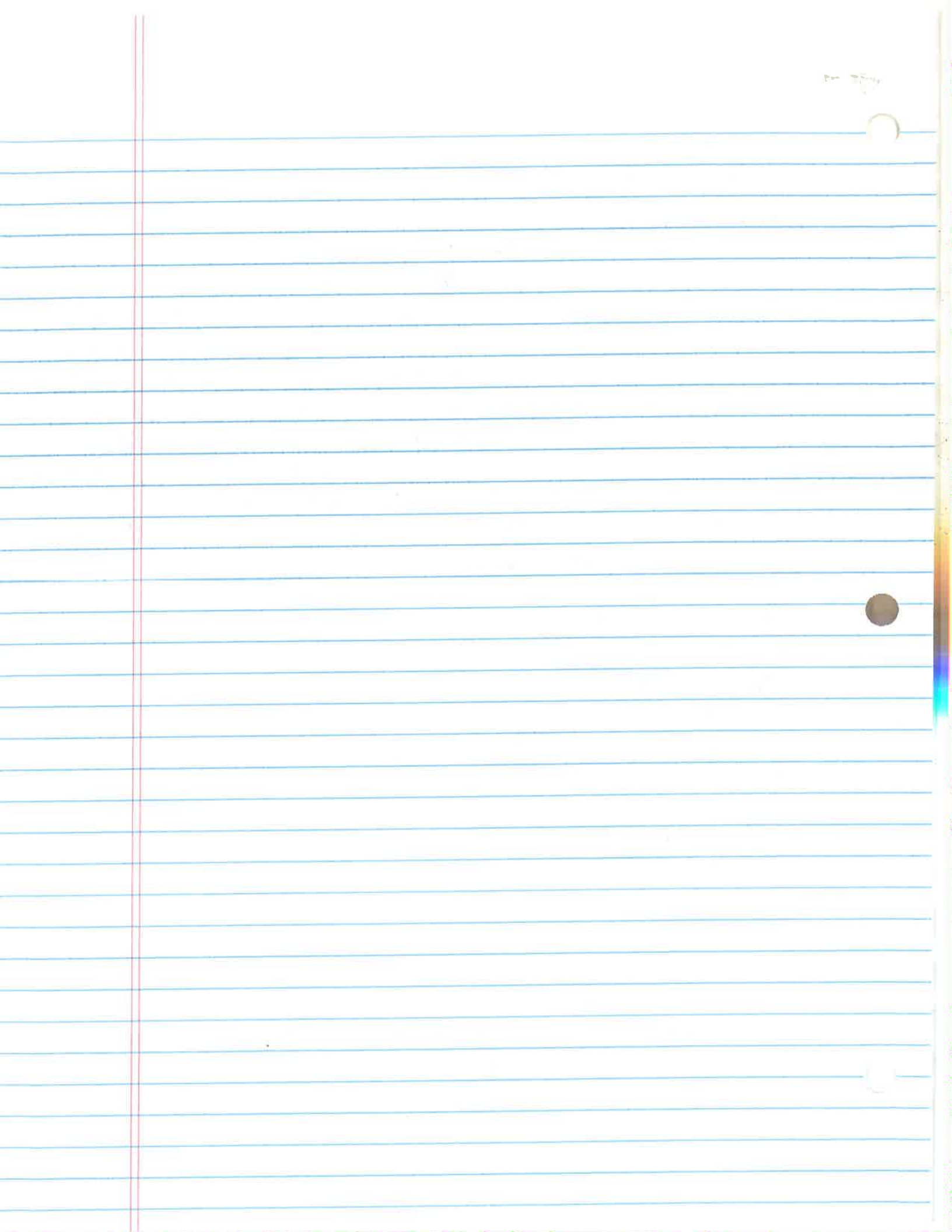
9N/73 intersection - ^{new} parking spaces

- viewing / stopping area - protect viewshed & safe use
support more accessible & safer

Tony Goodman :

plow Crowfoot lot

Kris - need improvements to ~~red barn~~ viewing area,
w APA consultation.



HAMMOND POND WILD FOREST



Department of
Environmental
Conservation

The Hammond Pond Wild Forest consists of 45,500 acres of Forest Preserve lands located in the eastern Adirondacks. The more than 50 parcels of land that comprise the Wild Forest lie within Essex County in the towns of Crown Point, Elizabethtown, Keene, Moriah, North Hudson, Schroon, Ticonderoga and Westport.

Natural Features

- Headwaters and upper portion of the Schroon River and many brook trout ponds
- Berrymill Brook/Hammond Pond area: large diameter hemlock, white pine and yellow birch trees
- Split Rock Falls (Boquet River)
- Significant rock outcrops on hills and mountains
- Scenic vistas from Belfry Mountain Fire Tower and other summits, including Baxter Mountain

Recreational Features

- Hiking, camping, hunting, fishing, paddling, picnicking, wildlife viewing, cross-country skiing, snowshoeing
- More than 27 miles of trails
- 14 parking areas
- 1 lean-to and numerous primitive tent sites
- Split Rock Falls
- Lincoln Pond
- Belfry Mountain Fire Tower

Management Goals

- Protecting natural resources and maintaining ecological integrity
- Creating high quality universally accessible recreational facilities
- Improving the trail system by creating loops and longer distance opportunities
- Providing attractive camping opportunities

CONTACT INFORMATION

Corrie E. O'Dea

Forester 1, Division of Lands & Forests

New York State Department of Environmental Conservation

232 Golf Course Rd, Warrensburg, NY 12885

P: (518) 623-1275 | F: (518) 623-3603 | corrie.odea@dec.ny.gov

The Hammond Pond Wild
Forest Public Meeting has
been cancelled tonight,
due to inclement weather.

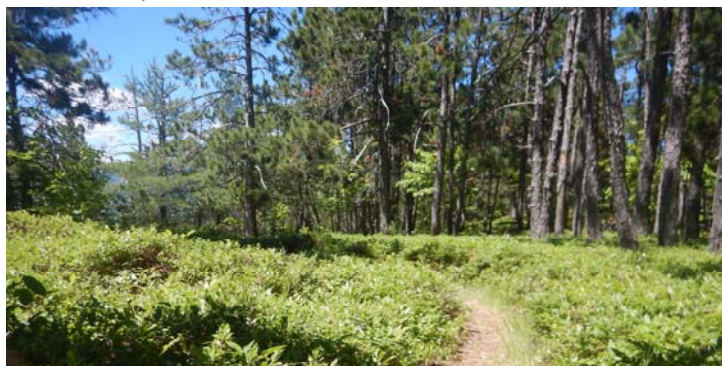
This meeting is rescheduled
for Thursday, February 16,
2017 at 6:00pm

Thank you.



Department of
Environmental
Conservation

February 16, 2017



Hammond Pond Wild Forest

Unit Management Plan Open House

2

Hammond Pond Wild Forest

Revised Draft Unit Management Plan (UMP)

Original UMP adopted in March 1988

Draft River Area Management Plans

Schroon River

Boquet River (Split Rock Falls)

East Branch Ausable River



Department of
Environmental
Conservation

Purpose

Forest Preserve Unit Management Plans

Are required to guide management and protect natural resources of Forest Preserve lands

Include a public participation process

Propose management actions



Unit Management Planning Process

Bald Peak

5

Unit Management Plan Process

Land acquired by NYS

Land classified by Adirondack
Park Agency (APA)

DEC drafts UMP with APA
consultation

DEC issues Draft UMP for
public comment
(at least 30 days)



6

Unit Management Plan Process - continued

DEC revises UMP to address public
comment

DEC submits proposed Final UMP to APA

APA holds 30 day public comment period

DEC Commissioner approves Final UMP



Lincoln Pond



Guidelines for UMP Development

Article XIV of the NYS Constitution
“Forever Wild” Clause

Environmental Conservation Law

Adirondack Park

State Land Master Plan

DEC Policies and Guidelines



Peaked Hill Pond



Hammond Pond Wild Forest



Harris Hill

Location and Access

Essex County

Towns of Crown Point,
Elizabethtown, Keene, Moriah,
North Hudson, Schroon,
Ticonderoga, Westport

Northway (I-87) exits 28 – 31

Adjacent DEC campgrounds:

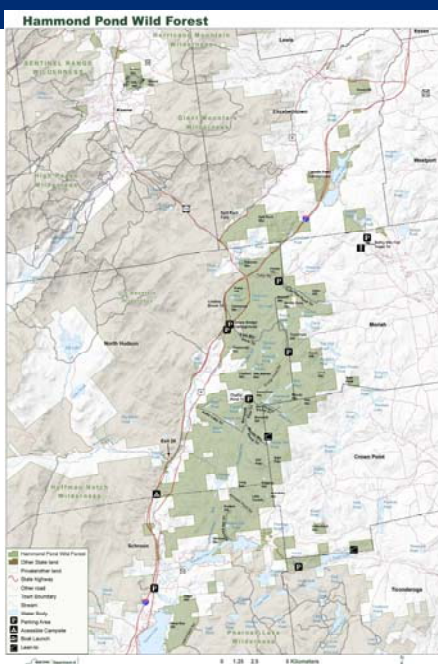
Paradox Lake

Sharp Bridge

Lincoln Pond



Northway Pedestrian Underpass



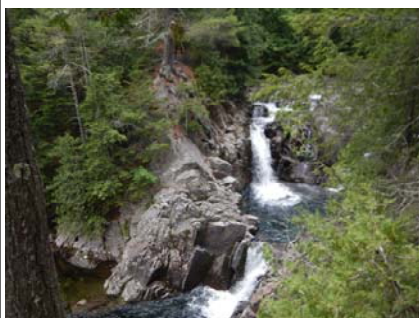
11

Natural Features

Split Rock Falls (Boquet River)

Eagle Lake access

Lincoln Pond access



Split Rock Falls



Eagle Lake

Many significant brook trout ponds

Magnificent forest stands



12

Natural Features

Headwaters and upper portion of the Schroon River

Deadwater Pond to Schroon Lake



Schroon River



Deadwater Pond



13

Scenic Vistas

Baxter Mountain

Bloody Mountain

Harris Hill

Belfry Mountain Fire Tower



Baxter Mountain

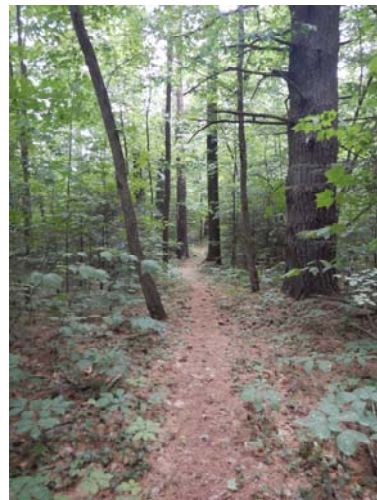


14

Recreational Facilities

Over 27 miles of trails
for various uses

Shingletree Pond Trail



15

Camping



Moose Mountain Pond Lean-to

Numerous primitive tentsites



16

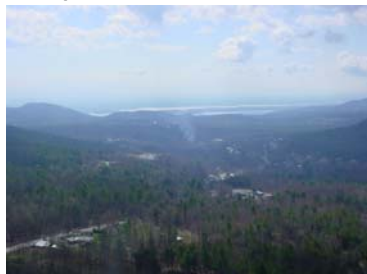
Belfry Mountain Fire Tower

Town of Moriah

Built in 1917

0.3 mile hike (shortest fire
tower hike in the Adks)

Spectacular views of Lake
Champlain and Green Mtns



17

Hammond Pond CP-3 Route

1 mile ATV route for MAPPWD
permit holders **only**

Ensign Pond Rd to Hammond Pond



18

Schroon River

0.75 mi access road to
Schroon River fish weir and
primitive tentsite



19

Management Issues



Vandalism



Human Waste



Motorized Trespass



20

Management Issues

Boundary Lines

Trail Maintenance

Illegal Dumping

Aging Infrastructure

Timber Trespass



Beaver Activity



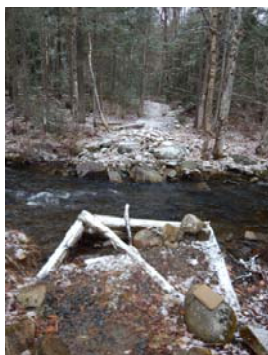
Dam Issues



Completed Projects from 1988 UMP

All management proposals in the 1988 HPWF UMP have been completed (except two pond reclamations).

Crowfoot Pond Trail - before



Crowfoot Pond Trail – after (2016)



Thank You

- Corrie O'Dea
- Forester 1
- 232 Golf Course Rd,
Warrensburg NY 12885
- corrie.odea@dec.ny.gov
- (518) 623-1275



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HAMMOND POND WILD FOREST UNIT MANAGEMENT PLAN

February 16, 2017 Initial Public Meeting

Name	E-Mail Address	Receive E-mail Notices
Joe Pete Wilson	super visor 1@townofkeene.ny.gov	(YES)
Peter Fish	keene	
William Amaden Champlain Area Trails	naturescapes billy@hotmail.com	I'm already Registered
Ron Moore	northwudsonsuper@aol.com	YES
Rocio Aguirre	raguirre@edimondackcouncil.org	NO
mb marsden	theoldcrow@wildblue.net	yes
Tony Goodwin	Tgoodwin@twi.net	yes



HAMMOND POND WILD FOREST UNIT MANAGEMENT PLAN

February 16, 2017 Initial Public Meeting

Name	E-Mail Address	Receive E-mail Notices
WALT HAYES	WHAYES CBPP @ AOL.COM	✓ YES
MARY MacDONALD	mary hiker2931@gmail.com	✓ yes
Jackie Bowen	jbowen@adnondulcecouncil.org	✓
Pete Nelson	tearofclouds@gmail.com	✓
SANCHA KERR	gretakerr@hotmail.com	✓
Michael Marsden	nhassessors@verizon.net	✓



**Department of
Environmental
Conservation**

For Immediate Release: October 31, 2018

Contact: David Winchell | (518) 897-1248
Press Office | PressOffice@dec.ny.gov

**DEC SEEKING PUBLIC INPUT TO IMPROVE RECREATIONAL OPPORTUNITIES IN
THE HAMMOND POND WILD FOREST**

Public Meeting Scheduled for November 13, 2018 at the North Hudson Town Hall

The New York State Department of Environmental Conservation (DEC) is seeking public input to improve recreational opportunities and natural resource protections in the Hammond Pond Wild Forest Management Unit, Regional Director Bob Stegemann announced today.

"DEC is seeking public input on how to best manage these lands and provide access for a variety of outdoor recreational activities," said Director Stegemann. "DEC's goal is to protect the natural resources, provide outdoor recreational opportunities for residents and visitors, and ensure the Forest Preserve is an asset to the communities and a benefit to local economies."

A public meeting will be held at 6:00 p.m. on November 13, 2018, at the North Hudson Town Hall, 3024 US Route 9, approximately one mile from Exit 29 of the Northway (I-87). The meeting will provide the public with an opportunity to provide input on future recreational uses as well as present and future issues. The meeting facility is wheelchair accessible. Please provide any requests for specific accommodations to 518-623-1275 at least one week in advance.

DEC completed a Unit Management Plan (UMP) for the Hammond Pond Wild Forest in 1988. There have been two amendments since then – the 1993 Bicycle Trail Amendment and the 2016 State Route 73/9N Viewing Area Amendment. The 2018 draft UMP has been wholly revised to protect the unit's spectacular natural resources and enhance public recreational access.

Management proposals in this draft include:

- Create high quality, universally accessible parking, camping and trail recreation opportunities.
- Provide equestrian trails that are complimentary to the equestrian camping facilities at the Frontier Town Campground & Day Use Area.
- Contribute to the completion of the 4,600-mile North Country National Scenic Trail by providing a route connection across the HPWF.

- Designate existing community connector snowmobile trails in UMP for continued use.
- Construct and designate tent sites, and construct one new lean-to.
- Strategically connect and extend linear trails to create loops and interesting longer distance opportunities

Located in the Eastern region of the Adirondacks, the Hammond Pond Wild Forest (<http://www.dec.ny.gov/lands/51337.html>) consists of 45,500 acres of Adirondack Forest Preserve lands in more than 50 parcels located between Lake Champlain in the east, State Route 74 in the south, the Northway in the west, and State Route 9N in the north. Some parcels are located between the Northway and US Route 9 and around the communities of Keene and Keene Valley.

Natural water features in the Hammond Pond Wild Forest include portions of the Schroon River, Black Brook, Crowfoot Brook, Split Rock Falls, Hammond Pond, and Moose Mountain Pond. The larger peaks include Bloody Mountain, Peaked Hill, Harris Hill, and Baxter Mountain. Recreational opportunities that currently exist include hiking, paddling, boating, fishing, primitive camping, a historic fire tower, hunting, trapping, cross country skiing, snowshoeing, and wildlife viewing.

Public comments will be accepted until November 30th. Public comment can be provided at the public meeting or directly to Forester Corrie Magee by mail, email or phone: NYSDEC, 232 Golf Course Rd, Warrensburg, NY 12885; R5.ump@dec.ny.gov; or 518-623-1275.

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**Department of
Environmental
Conservation**



Hammond Pond Wild Forest

Revised Draft Unit Management Plan

November 8, 2018

Location

Essex County

Towns of: Crown Point,
Elizabethtown, Keene, Moriah,
North Hudson, Schroon,
Ticonderoga, Westport

Adjacent to:
High Peaks Wilderness Area
Hoffman Notch Wilderness Area
Pharaoh Lake Wilderness Area



Planning History

1988: UMP Adopted

1993: Bicycle Trail Designation
UMP Amendment

2016: Route 73/9N Parking &
Viewing Area UMP Amendment

2018: Revised Public Draft UMP

Public scoping meeting
held 2/16/2017



Belfry Mountain Fire Tower

Natural Resources

Topography



Bald Peak



Harris Hill

Water Resources

Wild, Scenic & Recreational
Rivers:

- Boquet River (R)
- East Branch Ausable River (R)
- Schroon River (R)

Wetlands

53 ponded waters (3 dams)



Fisheries

Wealth of brook trout ponds

Warmwater fishing

Schroon River – Schroon Lake



Round Pond

Wildlife

Unit located between High Peaks area and Lake Champlain basin

Northway underpasses

Belfry Mountain Fire Tower



Lincoln Pond Overlook



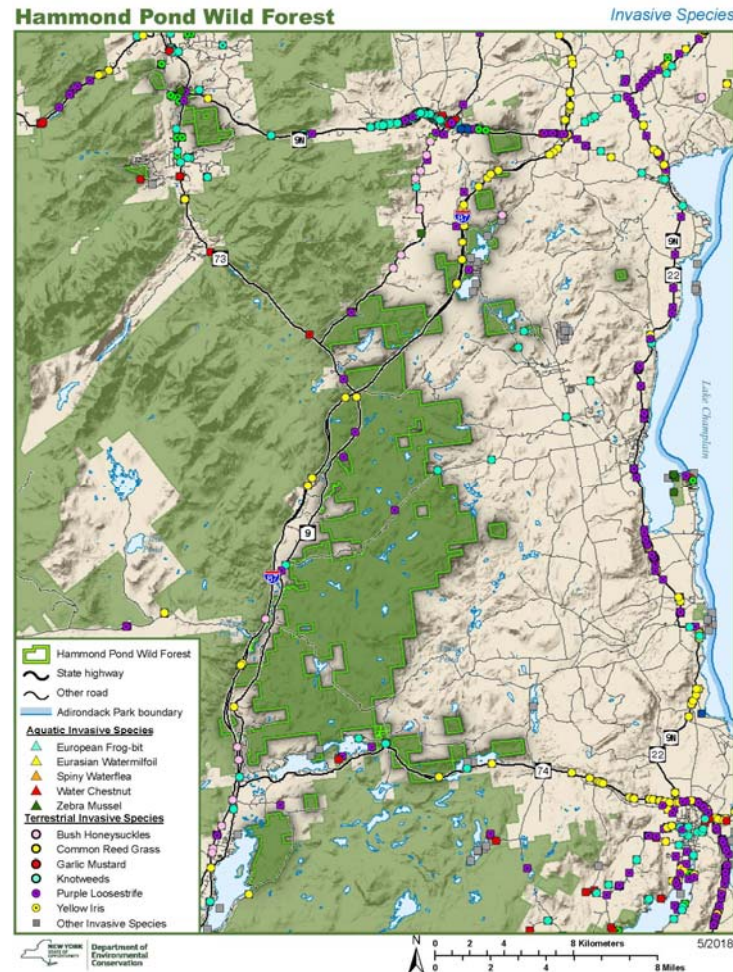
Invasive Species

Lincoln Pond – Eurasian watermilfoil

Eagle Lake – Eurasian watermilfoil, curly-leaf pondweed

Paradox Lake - Eurasian watermilfoil, curly-leaf pondweed, variable-leaf milfoil

Schroon Lake - Eurasian watermilfoil, curly-leaf pondweed



Existing Facilities & Public Use

Trails & Parking Areas

26 miles of existing trails

Linear, out-and-back trails

Parking areas mostly
adequate for use levels



Camping

Overall, overnight use is low

Two existing lean-tos: Moose Mountain Pond & Eagle Lake

Designated and undesignated existing tent sites



Moose Mountain Pond Lean-to

UMP Proposals

Capacity to Withstand Use

Protect natural resources and ecological value in perpetuity, while facilitating high quality recreational access.

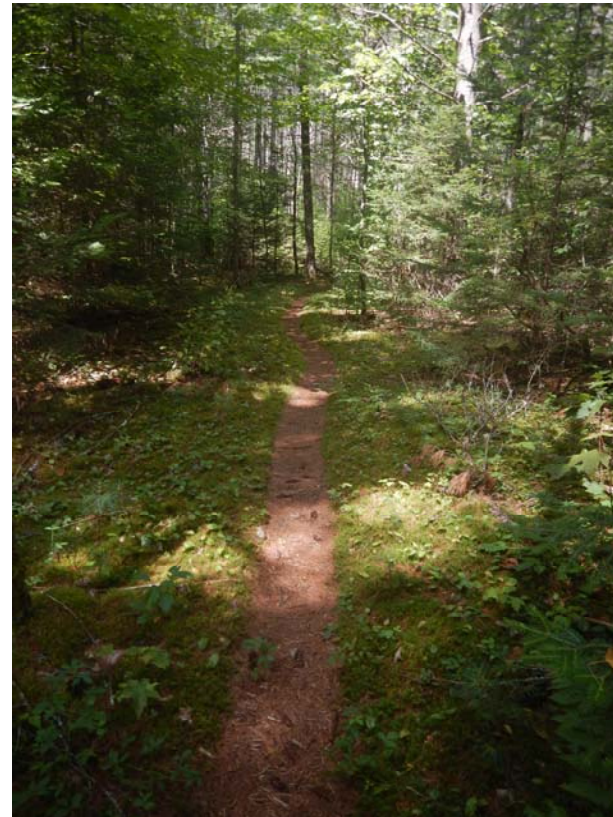
Define objectives

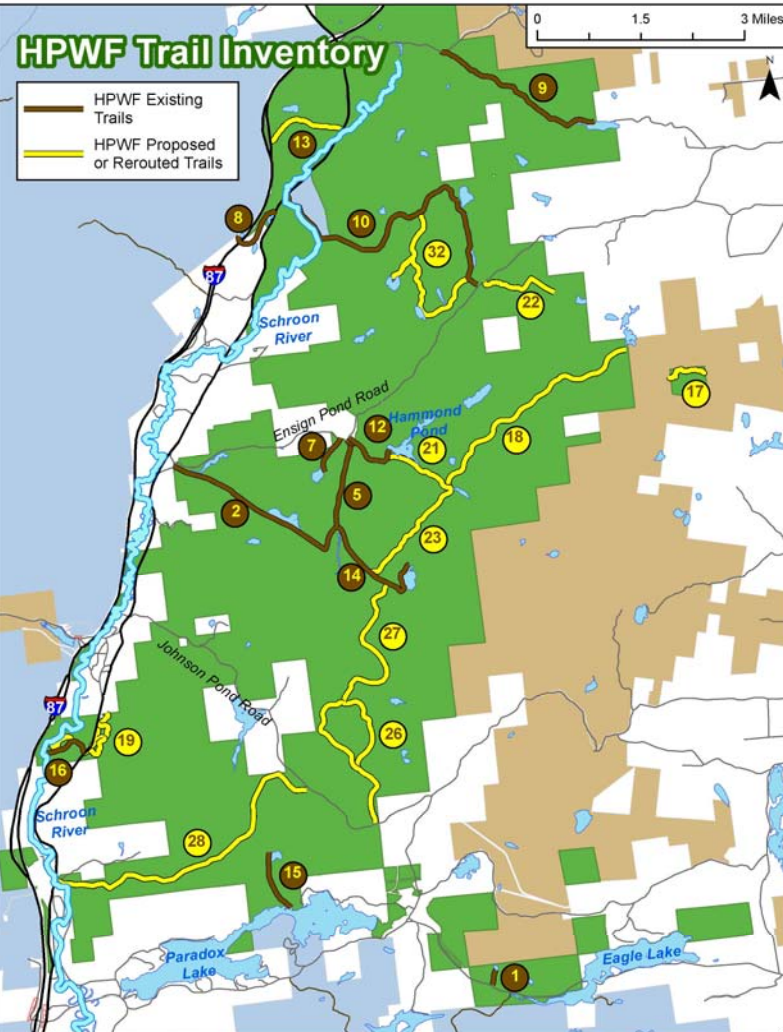
Develop indicators

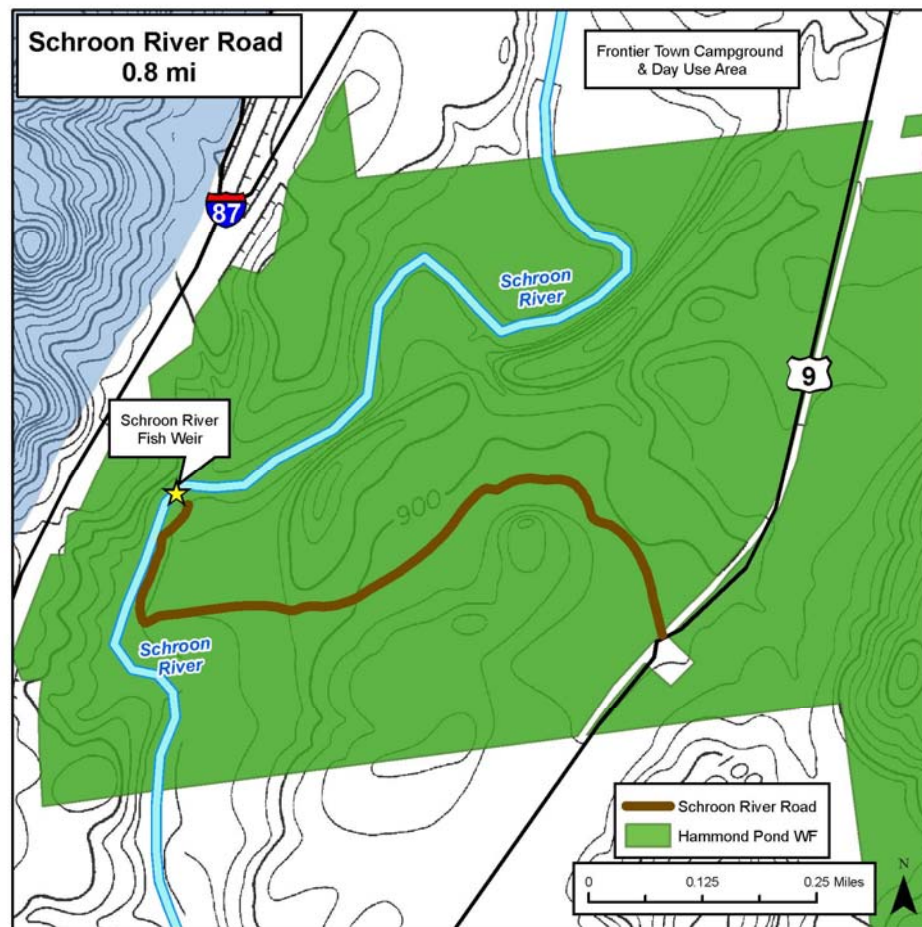
Set standards & monitor

Execute action steps

Phasing







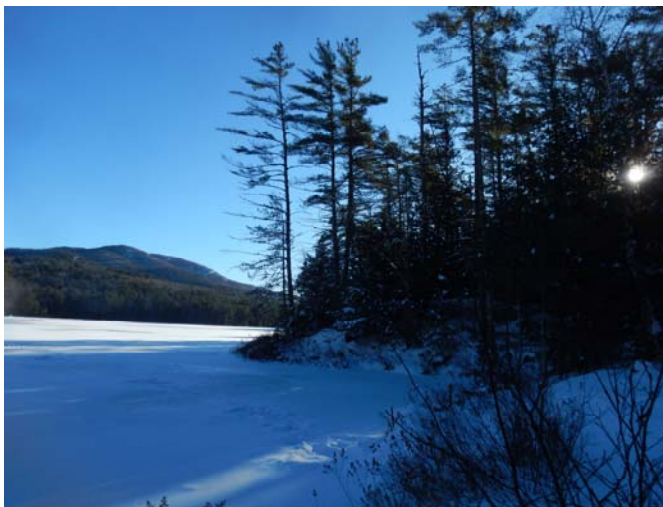


Camping

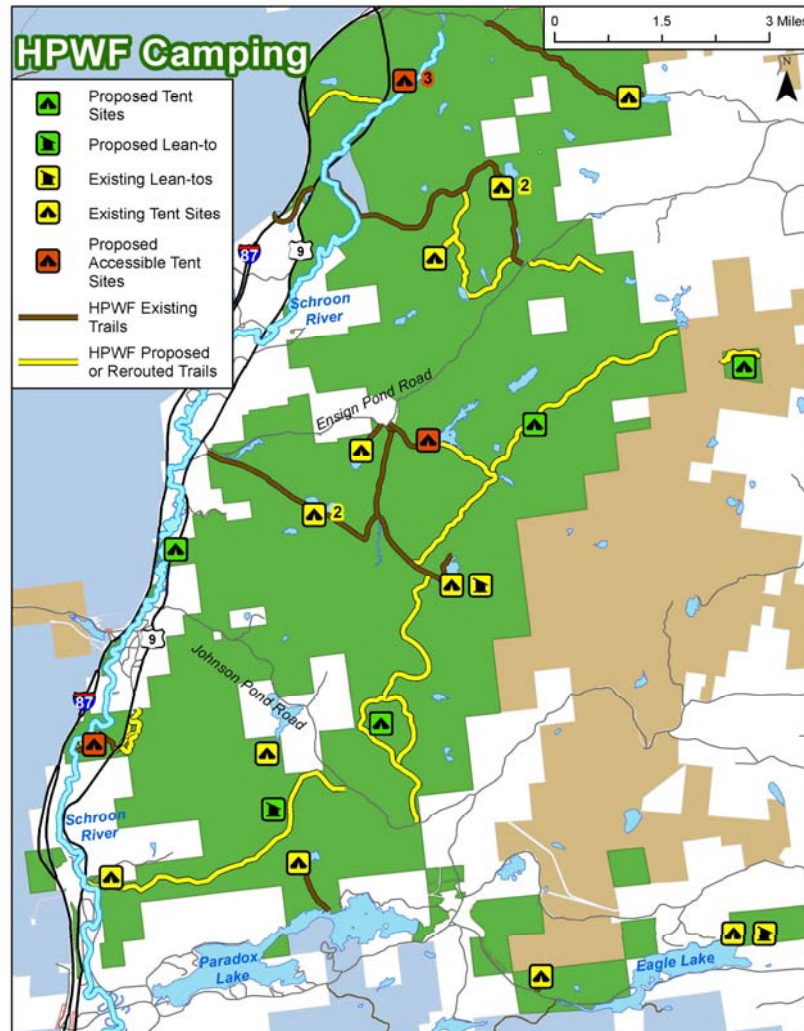
One new lean-to, along NCNST route

Proposed trails will create looping, longer-distance opportunities, with primitive tent sites

Primitive tent site grouping



Hammond Pond



Accessible Opportunities

0.5 mi trail along Lincoln Pond
from Campground

Camping at end of Schroon
River Road

Camping at Deadwater Pond

Closure of Hammond Pond
CP-3 route



Lincoln Pond

Boating and Fishing & Waterway Access



Port Henry Boat Launch



Eagle Lake Fishing & Waterway Access Site

Schroon River Fishing & Waterway Access

Locations (listed north-south):

- New site, north of North Hudson Town Beach
- Improve site at end of Schroon River Road
- New site, above Schroon Falls



Schroon River

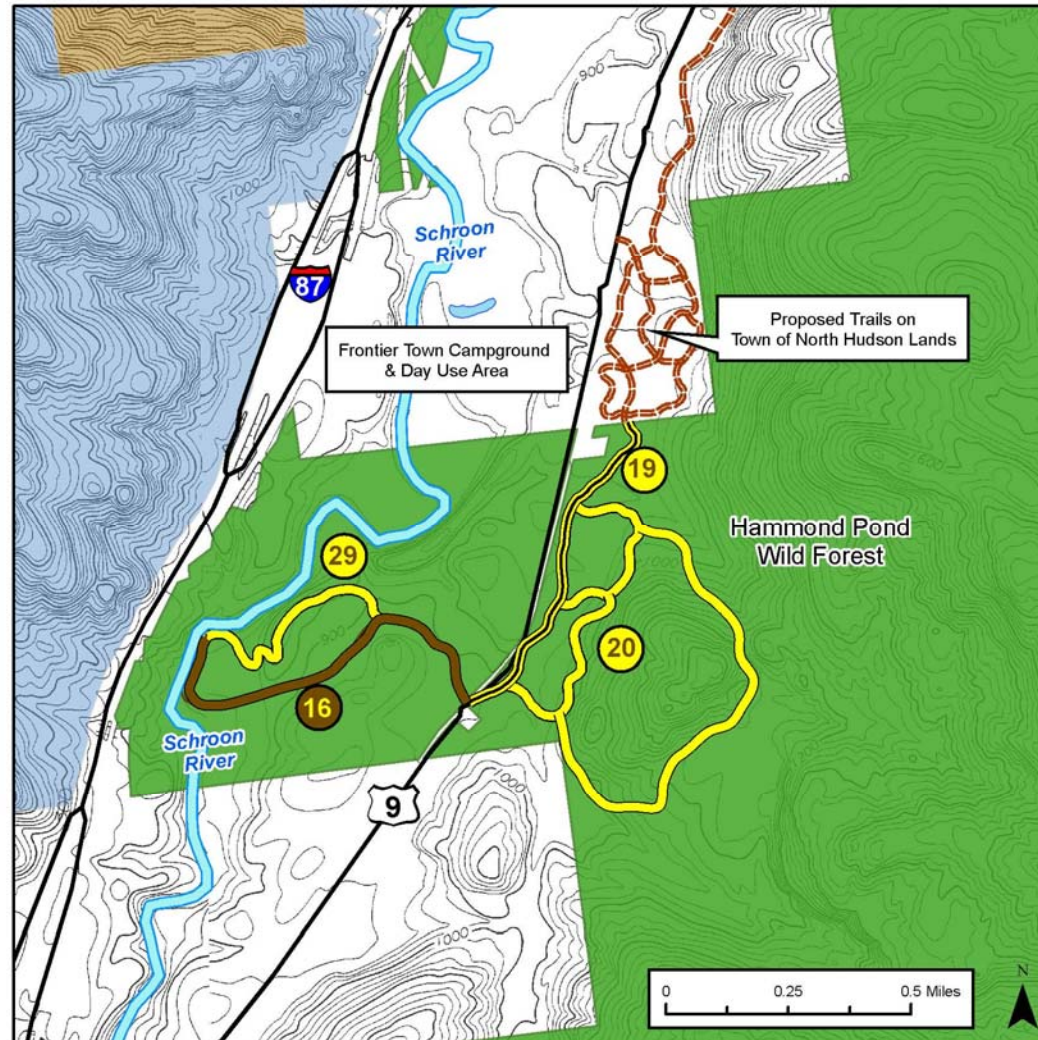
Rock & Ice Climbing

Soil stabilization near climbing routes where necessary – resource protection

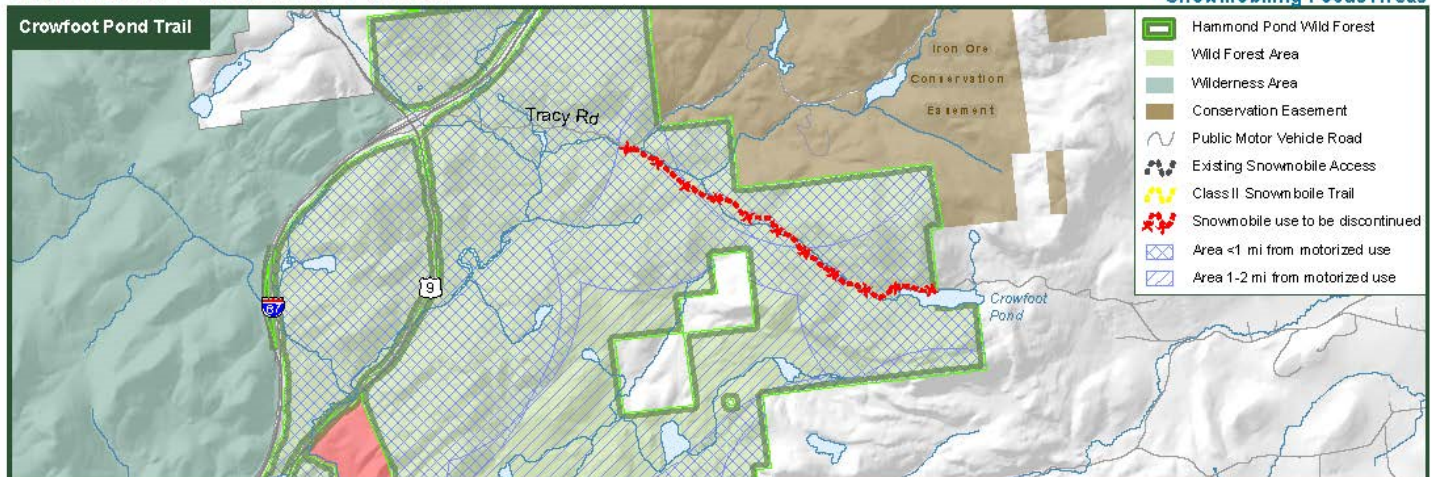
Sustainable access routes

Outreach & community engagement



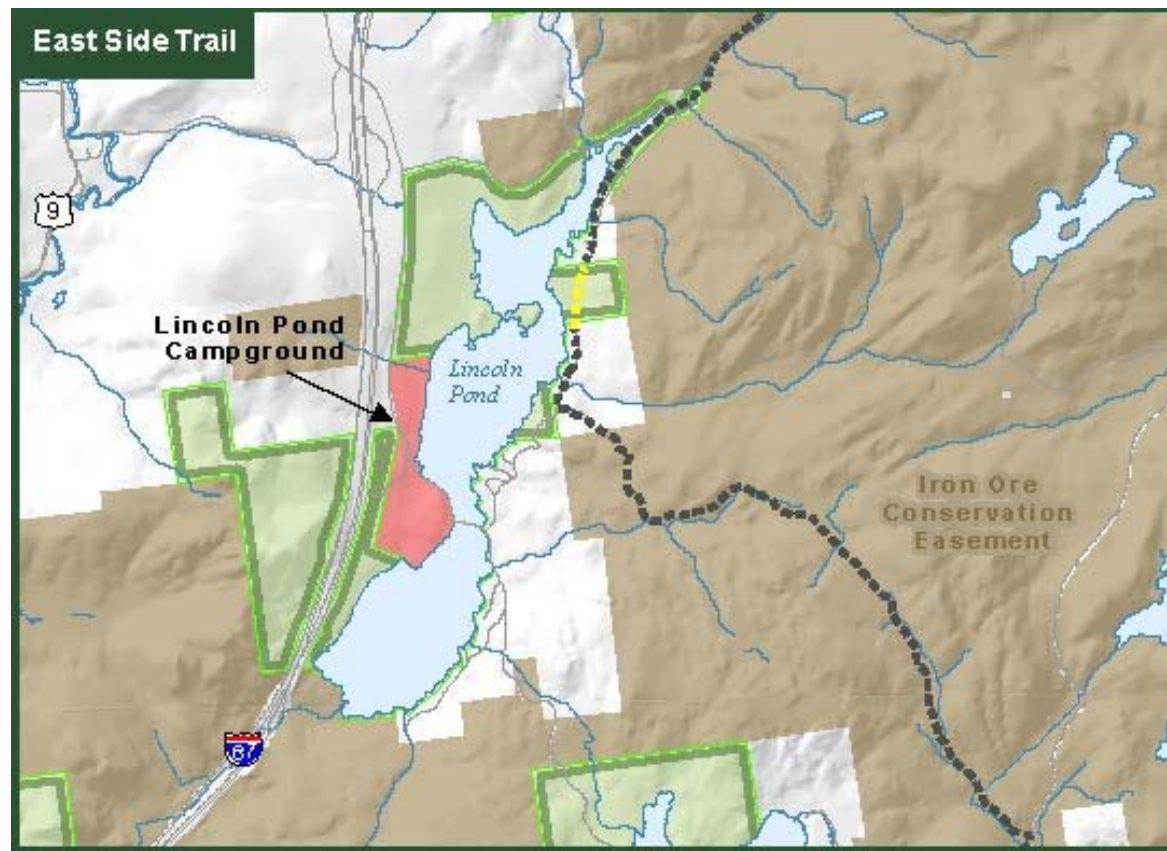


Hammond Pond Wild Forest



North Hudson to Schroon Lake Connector





Split Rock Falls

Develop erosion and bank stabilization work plan

Sustainable falls viewing area

Outreach/education

Partnerships

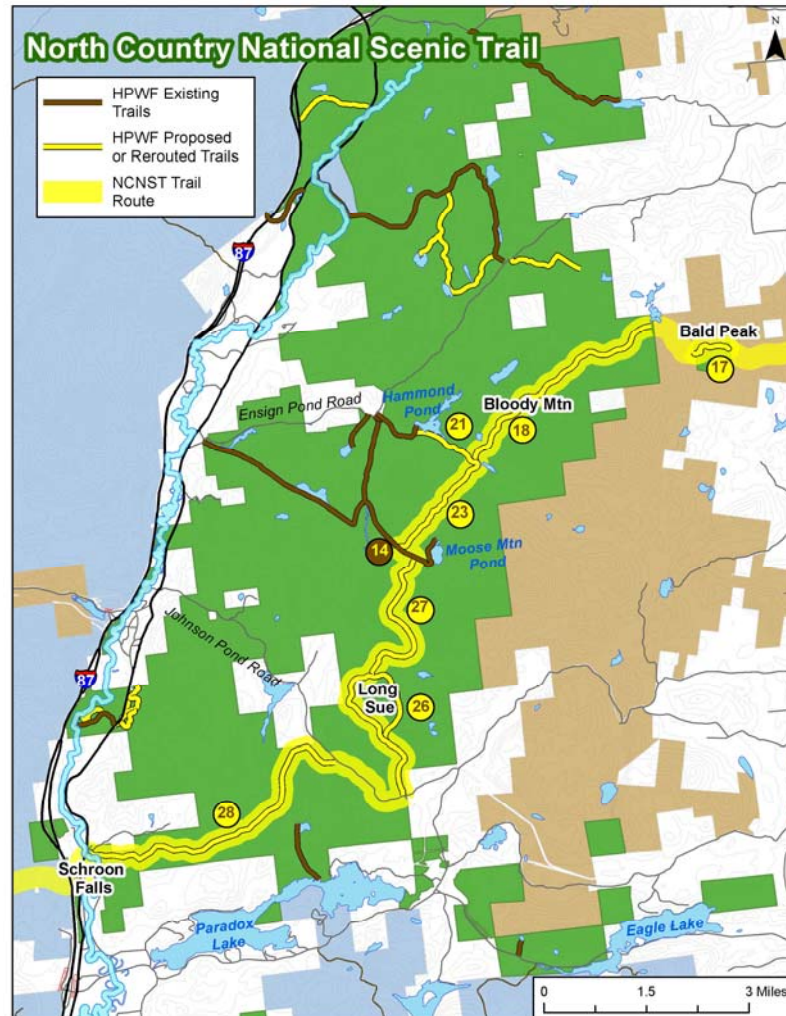


North Country National Scenic Trail

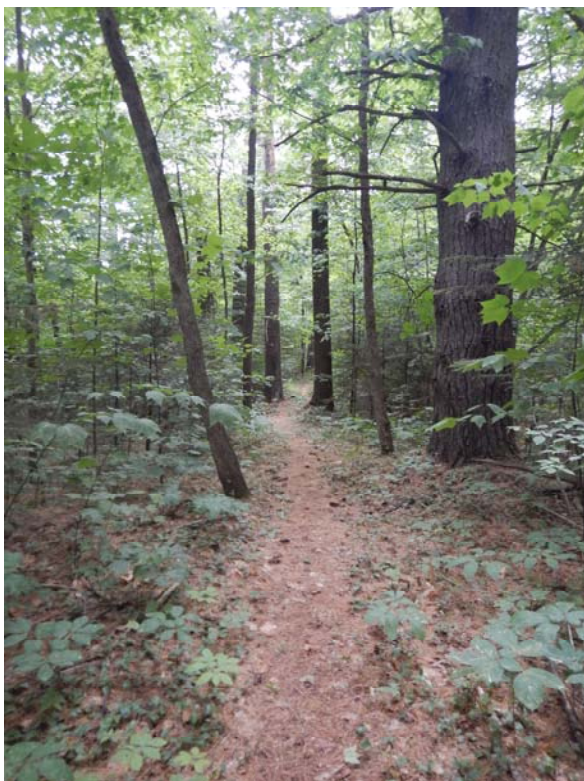
4,600-mi trail, to traverse the northern U.S.

Federal-State-local-private partnerships

HPWF has most new trail miles of any affected unit in the Park



DEC Public Meeting & Comment Period



<https://dec.ny.gov/lands/51337.html>

Public meeting November 13, 2018
6:00pm at North Hudson Town Hall

Public comments accepted until
December 7, 2018

Thank You

Corrie Magee
Forester I
232 Golf Course Road,
Warrensburg NY 12885
corrie.magee@dec.ny.gov
518.623.1275



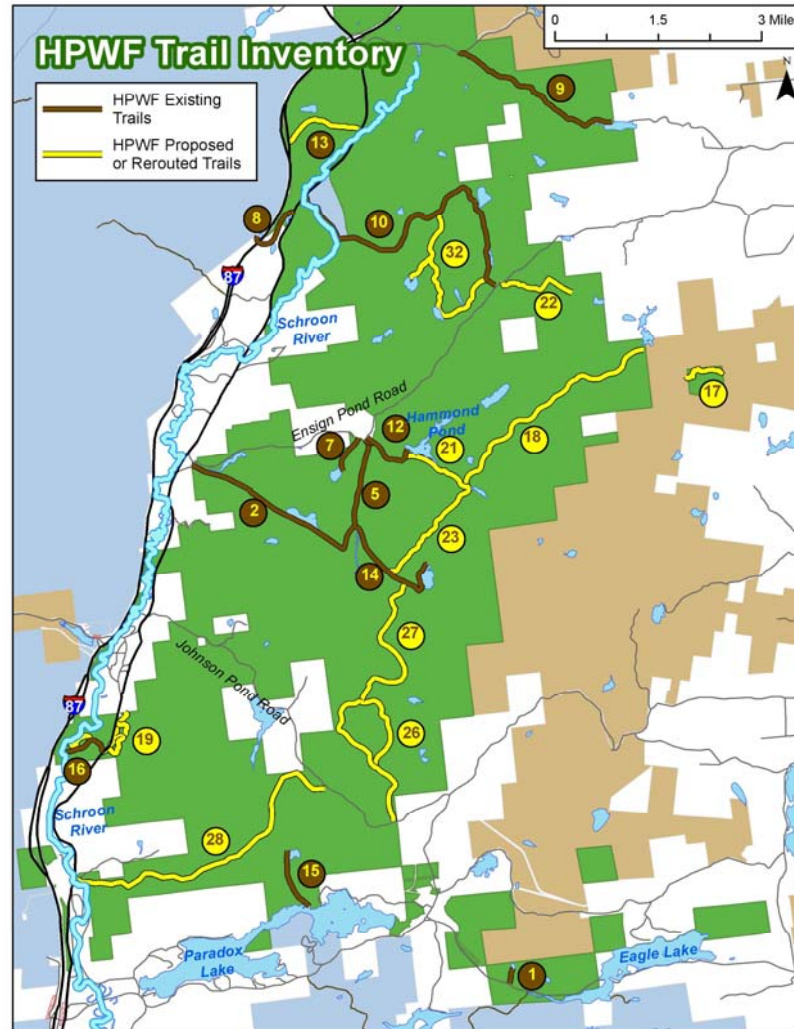
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ENB - Region 5 Notices 11/7/2018

Negative Declaration, Notice of Public Comment Period, and Notice of Public Meeting

Essex County - The New York State Department of Environmental Conservation (NYS DEC), as lead agency, has determined that the proposed Draft Unit Management Plan for the Hammond Pond Wild Forest will not have a significant adverse environmental impact. NYS DEC has completed a Draft Unit Management Plan for the Hammond Pond Wild Forest. Major proposals in the plan include: the construction of parking areas, including universally accessible ones; the development of equestrian trails that are complimentary to the equestrian camping facilities at the Frontier Town Campground and Day Use Area; the development of trails and trail segments, including those that will be incorporated into the North Country National Scenic Trail; the designation of existing community connector snowmobile trails; and the construction and designation of tent-sites, and construction of one new lean-to. These will result in increased camping and trail recreational opportunities on this unit.

The project is located in Towns of Keene, Elizabethtown, Westport, North Hudson, Moriah, Crown Point, Ticonderoga and Schroon, New York.

NYS DEC will be holding a public meeting on Thursday, November 13, 2018, at 6:00 p.m. at the North Hudson Town Hall at 3024 US Route 9, approximately one mile from Exit 29 of the Northway (I-87).

Written comments are welcome and will be accepted, by mail or e-mail, by the contact listed below until Friday, December 7, 2018. Copies of the [Draft Unit Management Plan](#) are posted on the NYS DEC website at:

<http://www.dec.ny.gov/lands/51337.html>. Copies of the Draft Unit Management Plan will also be available on CD at NYS DEC's Headquarters in Albany, NY (5th floor) and NYS DEC's Region 5 Offices in Ray Brook and Warrensburg, NY.

Contact: Corrie Magee, NYS DEC - Region 5 Warrensburg Sub Office, Division of Lands and Forests, 232 Golf Course Road, Warrensburg, NY 12885, Phone: (518) 623-1200. E-mail: r5.ump@dec.ny.gov.



HAMMOND POND WILD FOREST DRAFT UNIT MANAGEMENT PLAN

November 13, 2018 Public Meeting

Name	E-Mail Address	Receive E-mail Notices
Pete Nelson	tearofclouds@gmail.com	
JON HALLIDAY	HALLIDAY.JON7140@yahoo.com	
Stephanie DeZalia	dezalia4nh@yahoo.com	✓
Mansen Marsden	theoldcrow@wildblue-net	✓
Don Demers	barkeateroutfitters@gmail.com	
Bill Bruce	WBRUCE3190@GMAIL.COM	
ROSEN FRIEDMAN	friedman50@hotmail.com	
David Thomas-Train	dadths@gmail.com	✓
Walt Linck	APA	✓
RON MOORE	supervisor@townofnorthhudsonny.gov	✓

[illegible]

HPWF Draft UMP Public Hearing - Public
Comments (Verbal) 11/13/2018

Pete Nelson - self.
- AWA :

well done VMP

- / 1. ecological - wildlife corridors
- understand mvt.
- / 2. Ftown - Hub
- spur NCNST
- / 3. Baxter → loop.
- / 4. add Δ at Keene to HPW.

Dan Plumley - ARK Wild

1988 - 1st VMP reviewed by Dan.

- ✓ HPWF well-kept secret (hunt & f&L)
↓
bad contrast to gov.'s full access policy.
- ✓ Ftown Hub look @ big picture.
↓
intro to wild of unit (wild even though not)
- ✓ low use is a good thing - special.
- ✓ CP-3 access good thing
- ✓ CC ✓

✓ Deadwater climbing exploded popularity
↓ make model for bolting Q's, anchors,
sustainability.

✓ wildland monitoring. - critical to protect &
understand ecological sensitivity.

I would like to thank the DEC for having this public meeting in North Hudson.

In addition I would also like to thank Corrie Magee with assisting with the Schroon Townwide Waterfront Revitalization Project which was completed earlier this year.

- ✓ One of the major components of the proposed Hammond Pond Wild Forest UMP is to contribute to the completion of the 4,600 mile North Country National Scenic Trail – the east –west version of the Appalachian Trail. The North Hudson link will tie into the Schroon portion of the trail near Schroon Falls (Dirgylot Hill). This trail will open up an underutilized portion of the Forest Preserve.
- ✓ In the Hammond Pond Wild Forest Area there is the ability to better connect the Schroon & North Hudson snowmobile trails. There is a small portion of wild forest on the east side of Rt. 9 as you enter North Hudson which I have been assured would be no significant increase if added to the trail network. Thank you including it in the UMP.
- ✓ Hopefully trails in the Hammond Pond Wild Forest will also be open to mountain bikes – especially since many of the trails are out & back trails.
- ✓ With the completion of a fish ladder at the Starbuckville Dam perhaps the Schroon River fishing weir will have more of a function for landlocked salmon spawning.
- ✓ It is proposed to expand the Schroon Falls parking area to 8 vehicles. Due to an abundance of unruly & drunken behavior - with a disregard for private property - by those tubing & paddling on Schroon River it is requested that appropriate warning signage be placed there and that from time to time the corridor be monitored by Encon officers.
- ✓ I would also like to address the out of control erosion situation from North Hudson via Schroon River into Schroon Lake. I was asked to organize a meeting to focus on this issue which has direct negative impacts on Schroon Lake including the fisheries. It has been estimated from one reach along Schroon River that about 5,000 tons of sand made it into Schroon Lake. The meeting took place on May 29, 2018 at which Roman Rakoczy from the Army Corps of Engineers gave an in depth explanation of how the process works with the Army Corps. All in all the meeting was an excellent learning session

The participation at the meeting was excellent including Senator Betty Little, Assemblyman Dan Stec, Town Supervisors from Schroon, Horicon, North Hudson and Chester, Town Board members from Schroon and North Hudson, DEC and APA representatives, Trout Unlimited, Essex and Warren Counties Soil & Water Districts, Lake Champlain/Lake George Regional Planning Board, Schroon Lake Association, East Shore Schroon Lake Association, Schroon Lake Watershed Steering Committee, Adirondack Lakes Alliance, Schroon Lake Park District, and concerned citizens.

Trout Unlimited and US Fish & Wildlife have in depth information on this topic including potential solutions. There appears to be consensus that the project must attempt to correct the situation upstream and that the solution is to create a self-maintaining natural channel in Schroon River.

I look forward to a timely and successful completion of this UMP.

Sincerely,
Roger Friedman
Schroon Lake

Proposed Baxter Mountain Loop Connector Trial

Makes a loop trail over both Baxter summits, utilizing the striking descent down the Western Beede Lane trail. The rest of the Western Beede Lane trail and the east Beede Lane trail could be closed or left open as desired.



Pete Nelson tearofclouds@gmail.com

January 25, 2019

Mr. Robert Stegemann
Regional Director – Region 5
232 Golf Course Road
Warrensburg, N.Y. 12885

RECEIVED
JAN 28 2019
NYSDEC - REGION 5

Dear Mr. Stegemann:

We are residents of Eagle Lake, and it has been brought to our attention that the DEC is planning on removing the boat launch presently in existence on this lake. In the case of an emergency, it is hard to understand why a government agency would be willing to put the inhabitants of Eagle Lake at risk by obstructing access for quick responders. A boat launch enables quick access by any emergency responsive team that would need to get onto the lake without delay. Without this access lives and properties are at risk.

It is also hard to believe that such a decision would be made without prior notification to all the tax payers on the lake, our taxes are certainly not low considering the lack of services that we receive and to make such decisions without proper notification is incomprehensible.

Without a boat launch, many residents will be unable to get their boats onto the lake as many of the properties around the lake do not have property that allows for boat launching. What is the purpose of owning lake property if you cannot enjoy one of the main reasons for buying lake property, boating and fishing.

I am sure that the DEC has reasons for wanting to implement such a plan, but we feel that this move should be studied more carefully and different solutions explored.

Thank you for taking the time to read our letter and we hope that your decision to remove the boat launch from Eagle Lake can be reconsidered.

Sincerely,



Barbara & Charles Robinson

Copies to:
See Attached

Terry Martino, Executive Director, Adirondack Park Agency

Karen Feldman, Chair of the APA Board of Director

Keith Scherer, Senator Elizabeth Little's Office

Joseph M. Giordano, Ticonderoga Supervisor

Floyd E. Barwig

January 23, 2019

60 Ben Hunter Road #2/106 Abbey Road

Crown Point, NY 12928/Poestenkill, NY 12140

couchrock@nycap.rr.com 518-283-1604

RECEIVED
JAN 28 2019
NYSDEC - REGION 5

Robert Stegemann

Regional Director: Region 5

NYS Department of Environmental Conservation

232 Golf Course Road

Warrensburg, NY 12885

Dear Mr. Stegemann:

I am writing to you with respect to the Hammond Pond Wild Forest - Draft Unit Management Plan (Draft UMP) issued by the NYS Department of Environmental Conservation and the changes it proposes to the boat launch on Eagle Lake. These changes, if enacted, will have a seriously negative impact on many lake residents and visitors. The proposed changes are ill-justified, were proposed with inadequate public notice, and create issues that the Draft UMP does not even identify, let alone resolve.

My note to DEC Commissioner Seggos, submitted electronically, is attached. In that note, I request that he re-open the record for the Draft UMP and accept additional public comments. The comments that I wish to insert in the record, which were included with my note to Commissioner Seggos, are also attached.

The flaws in the analysis and the failure to directly contact impacted lake residents calls out for the Draft UMP to be revisited and the matter of the Eagle Lake boat launch realistically and properly addressed.

Sincerely,


Floyd E. Barwig

2 Attachments

Dear Commissioner 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). The article was posted on January 10, 2019. We found it, quite by accident, on January 11, 2019. By that time the public hearing had been held and the comment period on the Draft UMP was closed. We had seen no prior notice of the Draft UMP, the comment period, the public hearing, or any other opportunity to learn about and respond to this plan.

The Draft UMP proposes changes to the boat launch at Eagle Lake that will seriously degrade or eliminate boat access for some properties on the lake, including the property that my wife, Susan G. Barwig, and I own on the north shore of the lake. Notification of the proposed changes has been woefully inadequate. Moreover, the analysis underlying the proposed changes is slim to non-existent or seriously flawed.

I respectfully request that you direct your staff to reopen the record on this particular issue and accept the following comments.

Sincerely,

Floyd E. Barwig

Comments on Hammond Pond Wild Forest - Draft Unit Management Plan

Submitted by Floyd E. Barwig

60 Ben Hunter Road, #2

Crown Point, NY 12928 (no mail service available)

and

106 Abbey Road

Poestenkill, NY 12140 (address of record)

e-mail: couchrock@nycap.rr.com

January 16, 2019

Introduction

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

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

Public Notice

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

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

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

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

Characterization of Eagle Lake

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

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

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

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

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

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

Impact on Residents

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

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

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

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

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

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

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

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

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

An issue completely unaddressed in the Draft UMP is the impact of the proposed action on property values. There are enough properties with private launching access that Eagle Lake will not suddenly become a so-called "quiet lake" with the closure of the boat launch. Some property owners will be able to continue use of the lake in an intensive fashion; some will not. What will be the impact on the value of properties that will no longer be able to support the active lake life currently taking place? For numerous property owners, the proposed action will be a taking of value without compensation. In that some property owners will be seriously impacted and others not, it is discriminatory.

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

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

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

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

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

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

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

Consideration of Alternatives

Part of the rationale for altering the boat launch, beyond a bureaucratic determination that Eagle Lake does not deserve one, appears to be concern over the spread of invasive aquatic species. The Draft UMP, however, makes no recognition of the efforts of ELPOI and other citizens on the lake to control invasive species for decades. These efforts have been extensive and are well known to the vast majority of people using the boat launch. Limiting the size of boats entering and leaving the lake is no indicator that the spread of invasive species will be reduced. Small boats can carry invasive species in and out of the lake as well as larger ones. There is no explanation of how the change will improve on what is being done or reduce the risk of invasive species transfer. This is a critical failure. If the new plan improves nothing, it is unjustifiable.

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

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

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

Created Problems and Hazards

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

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

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

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

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

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

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

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

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

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

Local Traditions and Concerns

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

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

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

Conclusion

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

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

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

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

20 November 2018

Corrie Magee
NYS DEC
232 Golf Course Road
Warrensburg, NY 12885
Email: r5.ump@dec.ny.gov
RE: Draft Hammond Pond Wild Forest Unit Management Plan (UMP)

Dear Corrie,

Thank you for the opportunity to comment on the Draft Hammond Pond Wild Forest (HPWF) Unit Management Plan (UMP). ADK is very pleased that DEC carefully considered the comments and adopted suggestions submitted by the Adirondack Mountain Club (ADK) during scoping, which were provided by members Mary Coffin, Norm Kuchar, and Walter Hayes who have been working with DEC in the planning and field siting of the North Country National Scenic Trail (NCNST) in the Adirondack Park.

Adirondack Mountain Club

ADK is dedicated to protecting and advocating for New York State's wild lands and waters while also teaching people how to enjoy natural places responsibly. Since 1922, the organization has offered people opportunities to stay and play in as well as protect, discover, and explore the outdoors. Today, ADK has 30,000 members in 27 chapters statewide and is served by a professional, year-round staff. The organization is recognized as a vital voice in the commitment to environmental stewardship and ethical outdoor recreation in New York State. ADK members hike, camp, snowshoe, cross-country ski, paddle, and cycle the lands and waters of the Adirondack Park and other state lands. Our members are also monitors and maintainers of trails and recreation infrastructure as well as watchdogs of public lands and watersheds to monitor for invasive species or irresponsible and destructive motorized trespass.

We respectfully request that you consider the following concerns and comments outlined below from Norm Kuchar and Walter Hayes, two ADK member leaders who have worked with you to plan this section of the North Country National Scenic Trail (NCNST). The comments below are arranged following the NCNST from west to east through the unit.

- We agree with the revised routing of the proposed Schroon Falls to Johnson Pond Road Trail (#28), avoiding the use of the existing Peaked Hill Trail and bypassing the top of

Peaked Hill. The existing Peaked Hill Trail is steep and eroded, would probably have to be reconstructed, and would probably be difficult to maintain. Furthermore, the summit of Peaked Hill, that once had a view to the south, is now grown in. The revised route along Johnson Pond Brook is quite scenic and should be easier to maintain.

- We strongly support the construction of the proposed Long Sue Loop Trail. One side of the loop can be used for the NCNST, but the loop will also make a nice day hike from Johnson Pond Road. We have not been to the top of Long Sue, but we suspect that there may also be some views from the top of the high rock face.
- As stated in the Draft UMP, the Long Sue to Moose Mountain Pond Trail (#27) could either go over the shoulder of Owl Pate or along the Berryhill Brook drainage. We believe that it would be easier to construct a trail along the latter route, and this trail would go under some scenic cliffs on the western ridge of Owl Pate and past a nice waterfall on the outlet of Moose Mountain Pond. However, in either case, a footbridge would probably have to be built across this outlet stream.
- We also support the revised routing of the NCNST from the Moose Mountain Pond Trail to the proposed Hammond Pond Trail Extension (#23). As stated, this new trail would traverse a relatively open white pine forest over easy terrain. It also creates a scenic loop trail for day hikers from the Ensign Pond Road parking area.
- The Hammond Pond Trail Extension (#21) should be very easy to establish, since it follows an existing old road that is in good condition. However, a footbridge over Black Brook would be needed.
- We support the proposed route of the NCNST over Bloody Mountain (#18) and Bald Peak (#17). Both of these summits offer great views of the High Peaks and the entire area between the High Peaks and Lake Champlain. The proposed route makes maximum use of public land for the NCNST. However, the feasibility of this route requires a recreation easement from the owner of the private lands. Every effort should be made to secure such a recreational easement. Barring such an easement, alternative routes would certainly

involve long road walks to reach the current eastern terminus of the NCNST at the Crown Point Bridge.

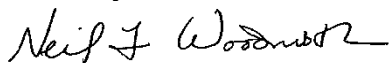
- In addition to the above comments regarding the NCNST in the HPWF, we support the construction of the Harris Hill Trail (#22) and the Split Rock Mountain Trail (#30). Both of these would provide new opportunities for hikers, snowshoers and skiers in an area that today has a limited system of marked trails. Both of these trails would lead to excellent views and, being close to the High Peaks, might take some of the hiking pressure off the overused trails in the High Peaks area.

We respectfully request that the NYS Department of Environmental Conservation (DEC) construct the NCNST so that it meets National Park Service certification criteria as well as DEC best foot trail construction practices.

Overall the Draft Hammond Pond Wild Forest UMP is an excellent planning document. We are pleased to see the inclusion of Hemlock Woolly Adelgid as an invasive species that threatens the Unit and the actions proposed to protect the dense hemlock stands in the HPWF. We are also pleased to see ATVs and UTVs acknowledged as a threat to the HPWF and to see the proposed actions to discourage the illegal use in the Unit. Although we do not support the creation of additional trails for snowmobile use in the HPWF, we are not against DEC's proposed action to add snowmobile use to the East of Route 9 Multiple Use Trail in this UMP.

Thank you for considering the above comments.

Sincerely,



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Comments regarding Hammond Pond Wild Forest Draft UMP

The 1993 Generic Bicycle Amendment for Completed Adirondack Forest Preserve Unit Management Plans designated the following 6 trails (15 miles) as environmentally suitable for bicycle use in the Hammond Pond Wild Forest:

Crowfoot Pond Trail – 2.5 miles (#9)
Hammond Pond/Bloody Pond Trail – 1.8 miles (#12/#21)
Schroon River Road – 0.8 mile (#16)
Berrymill Flow Trail – 1.4 miles (#5)
Eastmill Flow/Round Pond/Trout Pond Trail – 5.3 miles (#10)
Bass Lake Trail – 3.2 miles (#2)

The 1993 Amendment states, “These trails were selected as potential bike trails because they would not pose any significant environmental problems while still providing a recreational opportunity for all terrain bicycle enthusiasts.” Yet, the current draft is recommending that bicycles will be prohibited on all of these trails, except Schroon River Rd where motorized use will be allowed to continue.

DEC has provided little evidence that closing these trails to bicycles is warranted or necessary. In fact, an assessment finds that these trails receive very little, if any, bicycle use. Furthermore, in contradiction to the 1993 Amendment, this plan claims, “the current conditions of these trails reveal that increased bicycle use would result in natural resource degradation.” This is a bold statement that is not supported by studies that have observed trail impacts due to bicycle use. If DEC cannot back up this claim, it should be stricken from the document.

I strongly urge DEC to reconsider these trail closures. The fact that bicycle traffic is low implies there is no eminent need to prohibit bicycles. Since bicycles are prohibited in Wilderness, and are not allowed in Primitive and Canoe Areas with few exceptions, DEC should refrain from denying access to trails in Wild Forest. Trail impacts are site-specific and can be addressed by rerouting to avoid problem areas or by hardening or elevating the trail surface. Trail closure should be a last resort management tool.

The science indicates that impacts due to bicycle use are similar to impacts caused by hiking and significantly less than impacts resulting from horseback riding. In reality, bicycling is a muscle-powered, low impact form of recreation that is appropriate in Wild Forest. Therefore, bicycling should not be held to a higher standard than other forms of non-motorized recreation. If a trail is unsustainable, it should be closed to all uses.

I would also like to point out that these trails have been included in a brochure entitled, *Mountain Bike Trails in the Adirondack Mountains of Essex County, New York* published in 1996. Also Gary Thomann’s guidebook, Mountain Biking in the Adirondacks published in 2001 included the Bass Lake, Berrymill Flow, and Moose Mountain Pond trails.

I realize that the trails in Hammond Pond Wild Forest were not constructed with bicycle use in mind and this type of trail may not be desirable to most cyclists. However, some do prefer the adventure of being in a backcountry setting and the challenge of riding more technical trails. The destination is just as important as the riding experience. It is normal to dismount and walk or carry your bike around difficult sections when riding on such trails. The more frequently a rider has to walk, the less desirable it becomes and therefore is self-limiting. As long as this form of recreation does not cause adverse environmental impacts, trail riding should be allowed by those who are seeking this type of experience.

The 2017 DEC Management Guidance document entitled, *Siting, Construction, and Maintenance of Singletrack Bike Trails on Forest Preserve Land in the Adirondack Park*, recognizes the long distance tour as a viable option with this statement, “A cycling experience that offers a sense of solitude, remoteness, and self-reliance is a unique opportunity in the Northeastern United States that deserves special consideration.”

Bike packing or off-road touring is becoming more popular. This involves riding longer distances and camping along the way in a more remote setting. The Hammond Pond Wild Forest had good potential to offer this type of experience. The goal would be to create options for riding a loop or making connections to existing trails to provide an opportunity for longer distance backcountry rides with places to camp along the way. This seems to be consistent with the management objective on page 88 – *Enhance existing trail network and create new trails that provide a variety of interesting recreational opportunities for varying abilities*. This would require that bicycle use be allowed on some of the new trails being proposed.

There are 16 new trails proposed adding upwards of 25 miles in the draft UMP and none are being recommended to allow bicycles. That is particularly unfortunate given that bicycles will be prohibited on existing trails that were approved for bicycle use in 1993. This appears to be either shortsighted or blatantly biased against bicycling on trails. Is there any reason why some of the new trail development cannot accommodate bicycle use? If this current proposal is not changed, bicycles will be relegated to roads open to motor vehicles and that would be a shame.

So in addition to the trails that were designated for bicycle use in the 1993 Amendment, I would recommend that DEC consider allowing bicycle use on the following 8 trails (unless there is a specific reason why the trail would not be suitable).

Moose Mt Pond Trail – 2.1 miles (#14)
East of Rte. 9 Multiple Use Trail – 0.8 mile (#19)
Moose Mt Pond to Hammond Pond Trail – 2.0 mile (#23)
Long Sue Loop Trail – 4+ miles (#26)
Long Sue to Moose Mt Pond Trails – ? miles (#27)
Schroon Falls to Johnson Pond Rd Trail – 4.5 miles (#28)
Three Ponds Loop Trail – 3+ miles (#32)
Schroon River Rd Loop Trail – ? mile (page 99)

The new trails should be designed using sustainable trail construction techniques that can accommodate hiking, biking, and skiing. This would provide year-round opportunities for long distance routes and shorter loops by trail users. Bicyclists could combine these trail segments with the existing town/county roads to travel through much of the unit. This would attract people who are seeking backcountry tours in the Adirondack Park.

Respectfully submitted by:
Paul Capone
Vermontville, NY

P.S. See this document for research sources:

Environmental Impacts of Mountain Biking: Science Review and Best Practices by Jeff Marion (USGS scientist) and Jeremy Wimpey (Virginia Tech).
https://www.imbacanada.com/sites/default/files/Marion_Wimpey_Review%20and%20Best%20Practices.pdf



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December 7, 2018

Corrie Magee
NYSDEC Lands & Forests
232 Golf Course Road
Warrensburg, NY 12885
(Via electronic submission)

RE: Hammond Pond Wild Forest Draft Unit Management Plan

Ms. Magee,

On behalf of the Adirondack Council, I want to thank you for the opportunity to comment on the *Hammond Pond Wild Forest Draft Unit Management Plan*.

The draft unit management plan (UMP) represents another positive step towards implementing a phased wildlands monitoring program. While supportive of this UMP, we ask the Department of Environmental Conservation (DEC) to provide clarity on proposed actions for universal access primitive tent sites considered within the plan.

In reviewing the draft UMP, there is a clear prioritization of resource protection over recreational use and access. As noted on page 57 of the draft, "...the most important management goal is the preservation of natural resource integrity. This doesn't diminish the significance of recreational access and public use, but it does hold resource protection as ultimate." The Council strongly supports the inclusion of this language in this, and subsequent, UMPs.

With the release of the Vanderwhacker Mountain Wild Forest UMP earlier this year, many advancements were made with addressing carrying capacity, limits of acceptable change and the development of a wildlands monitoring plan. The Hammond Pond Wild Forest (HPWF) UMP has expanded upon these concepts by including an assessment of landscape relationships and more. As a unit located just east of the Northway (I-87) and proximately located to the High Peaks Wilderness Area (HPWA), the HPWF could serve as an important outlet to the HPWA, with benefits for public wildland management and local communities.

Invasive species stand as a prominent threat to the health of Adirondack forests and waters. The invasive species (IS) map on page 32 of the draft UMP shows a strong presence of terrestrial IS just north and east of the wild forest area. In

The mission of the Adirondack Council is to ensure the ecological integrity and wild character of the Adirondack Park for current and future generations.

addition, I-87 has been shown to be an important vector for the spread of aquatic IS for boat recreationists entering the Park from the south. As these threats increase, containment and eradication efforts will prove evermore important to protecting the Adirondack landscape.

While supportive of this draft UMP, we request that additional information be provided on the proposed small grouping of three primitive tent sites near Deadwater Pond Road. The UMP is unclear as to whether the tent site grouping is 100' from the proposed four car parking area, or within a limited footprint to minimize impacts to the surrounding area. In addition, it is unclear as to why an accessible site was deemed necessary at Deadwater Pond.

In previous letters, including our January 22, 2018 comment letter on the draft primitive tent site guidance, the Council noted concerns with the DEC's aggressive approach to universal access. In particular, we asked "The DEC to provide more clarification on what constitutes ADA [American with Disabilities Act] access and include text and technical information that clearly delineates if a site needs to be accessible and if so why." We ask that these same issues be addressed by the Department for the Deadwater Pond site.

In closing, the Council appreciates the DEC's continued commitment to understanding the level and types of use in units such as HPWF, with the intended outcome of monitoring and managing the land and facilities in a manner that protects the natural resources and ecological assets. In addition, we continue to encourage the DEC to clarify universal access, particularly as it relates to primitive tent sites. Thank you for accepting our comments and addressing our concerns.

Respectfully,



Rocci Aguirre
Director of Conservation

Corrie,

This is Tom DuBois here, also from the ACC. I have spent a great deal of time in many areas of the Hammond Pond Unit, and I am very interested in the planning process.

First, I am very glad to hear that there will be no loss of parking at Deadwater. And I think I can speak for ACC that we would be very happy to be involved in trail and cliff improvement projects there.

I'm a little late in developing my comments, because I was not aware that the comment deadline was coming up so soon. But I have read the proposed draft, and I'd like to discuss several elements of it. In reviewing the plan, I am comparing it to the recently approved amendment to the High Peaks UMP, which is a helpful comparison in some respects. Of course the Hammond Pond Unit does not have the same level of use, but many of the elements are comparable.

>The Hammond Pond draft proposes lots of hiking trail improvements, and many new trails. I think this is great. But I noted that the draft does not have a "Hiking and Snowshoeing Trails" section, which would be analogous to Section III J of the High Peaks amendment. The "Trail Inventory" section only discusses bicycle, equestrian and snowmobile use. I know hiking is discussed to some extent in some of the individual trail descriptions, but I think the readability of the plan would be better if it had an overall "Hiking" section.

>There is an overall section for Rock and Ice Climbing (Hammond Pond section III J), but it is obsolete language. This is the identical discussion that was originally included in the High Peaks UMP amendment. During the approval process for the High Peaks amendment, that language was replaced with updated material that is much more accurate, and helps to drive more appropriate Management Actions (see High Peaks UMP amendment section III L "Rock and Ice Climbing").

I strongly recommend replacing the obsolete language with a discussion analogous to the approved language in the High Peaks plan. I would be happy to provide proposed language for this section.

>The specific language on page 116 should probably be updated a bit:

>>There are actually a fairly large number of climbing locations in the Hammond Pond Unit (though certainly Deadwater is the best known). And of course we will be happy to help identify these locations.

>>I think the Lindsay Brook trail action belongs in the "Hiking" Section of the plan. There is already a very good and mostly sustainable path used by climbers to access the Deadwater Cliff. So the addition of a spur to the Lindsay underpass is more a "Hiking" action.

>I don't know if UMPs usually have a section discussing upcoming land acquisitions that may be added to the Unit. There is a very brief side mention of the Tub Mill Pond tract on page 103, but that should probably be mentioned more prominently, and with some discussion about the plans for that tract. It's a very large parcel with numerous recreational opportunities. It also has an existing good road. The plan should discuss what the plans are for the road in terms of hiking, driving, bicycling or camping access.

>Similarly, there is intent on the part of the owner of the nearby very large Parch Pond tract to sell that land to NY State. I'm sure you are aware of the ongoing discussions there. Should that be discussed in the plan, or is it too early? (Because that tract includes significant climbing resources, we have an

interest in participating in decisions regarding access and management of that parcel, if it becomes part of the Hammond Pond unit.)

Also, personally and not ACC or climbing related, I am the author of the small guidebook "Life Under the Fast Lane" (available through The Mountaineer) which details the access and trail conditions for the 13 Northway Underpass routes between exits 28 and 31. Several of these routes are in the Hammond Pond Wild Forest. So if there is work to be done around these routes, I would like to be involved.

Thanks for your time and effort on behalf of the Hammond Pond Unit.

Tom DuBois



December 7, 2018

Corrie Magee, Senior Forester
New York State Department of Environmental Conservation
232 Golf Course Rd
Warrensburg, NY 12885

Dear Ms. Magee:

Adirondack Wilderness Advocates (AWA) is pleased to submit our official comments on the Draft Unit Management Plan for the Hammond Pond Wild Forest (HPWF), currently under review. Our priorities for this unit reflect its unique character and distinctive features, including its limited trail networks, remoteness and potential for solitude; its position as an ecological bridge between the High Peaks Wilderness and the Champlain Basin, with predominant water resources featuring three major Adirondack rivers; and its radically non-contiguous nature, being 56 separate parcels.

Overall AWA finds this draft UMP to be a strong document with thorough, science-based analysis and thoughtful, measured proposals. It would serve as a good model for future UMPs.

With that said, AWA has several recommendations.

Trails, Remoteness and Solitude

In general this draft UMP does a good job of recognizing, protecting and even enhancing the unique levels of remoteness and solitude that the main portion of the Hammond Pond Wild Forest offers. Throughout the draft, reference is made to relatively low use levels and the resulting opportunity to experience solitude. This quality must be preserved.

Referring to maps and numberings in the draft UMP, AWA supports the specific recommendations in the draft to limit trail and road use, including:

- Restricting motorized access to the western end of Tracey Road
- Closing the Hammond Pond trail to motorized use.
- Closing the Bass Lake (#2), Berrymill Flow (#5) and East Mill Flow–Round Pond trails (#10) to bicycle use.



AWA applauds these proposals. In particular, the East Mill Flow-Round Pond area, to the East of Sharp Bridge Campground contains especially remote and sensitive terrain. This decision will enhance its protection.

AWA does feel that the draft UMP proposes too many new hiking trails, which are not necessary, and which lessen the opportunities for trail-less back country adventure. In particular AWA recommends not building the following proposed trails:

- The Harris Hill trail (#22), which should be left as a bushwhack
- The Three Ponds Loop trail (#32). The area containing Harris Hill and Three Ponds is particularly remote and should be left trail-less, except for the East Mill Flow-Round Pond trail.
- The Long Sue Loop Trail (#26): only the portion required for the North Country National Scenic Trail should be constructed.

The State is investing millions of dollars to make Frontier Town a recreational hub. The UMP supports this plan with proposed equestrian trails (#20) and improvements to the Schroon River Road area (#16). However, there is no contemplated connection between Frontier Town and the proposed North Country National Scenic Trail (NCNST) route. The NCNST is an internationally significant trail system and the well-thought-out Adirondack portion is close to becoming reality. AWA recommends a spur trail connecting Frontier Town and the NCNST, to provide camping, rest, resupply and recreational opportunities for NCNST hikers. The following map show one possible route for a connector trail:





Ecological Bridge and Water Resources

As noted in the draft UMP, the main portion of the Hammond Pond Wild Forest occupies a unique transition zone between the High Peaks Wilderness to the west and the Champlain Basin to the East, and as such it hosts important wildlife habitat and critical wildlife movement. The UMP acknowledges the need to better understand the HPWF's unique wildlife habitat with the following objective, which has associated actions:

Objective:

Increase understanding of the occurrence, distribution, and ecology of game and nongame wildlife species and their habitats.

AWA proposes that specific action items be added to study and better understand wildlife corridors and movement. These actions should encompass existing underpasses beneath the Northway (I-87), which otherwise constitutes a significant barrier to wildlife movement. Underpasses offer a connection between the HPWF and the High Peaks Wilderness, but their efficacy in supporting wildlife movement is unclear and the subject of debate.

The draft UMP does a good job of documenting and proposing protections for the Hammond pond Wild Forest's many water resources. However the portion of the Schroon River flowing through the unit is suffering significant erosion post-Irene. AWA supports Trout Unlimited in their call for action to mitigate this erosion. Specific action items should be added to the draft UMP to join in the ongoing study work by Trout Unlimited, the Essex County Soil and Water Conservation District and the U.S. Army Corp of Engineers to address this problem.

Noncontiguous Parcels

Baxter Mountain (#3) has three trails to the summit. As a DEC-promoted alternative hike in the High Peaks region with an easy ascent and a tremendous "bang-for-the-buck" view, the main Baxter trail from Route 9N is of growing importance. The other two trails, descending south from the summit to Beede Lane receive relatively little use. The easternmost of these trails is in moderate-to-good condition and connects to Beede Lane in an obvious way, though through private property. This trail should be retained. The western trail descends into an area behind private houses, with no obvious exit to Beede Lane, resulting in trespassing. AWA recommends that this trail be closed. However, the first part of this trail involves a terrific ridge walk to a second summit, followed by a steep descent through a tall forest. This part of the trail



could be connected to the eastern trail by construction of a ¼ mile spur trail, following an obvious col, thus forming a loop route, per the following map (the proposed spur is in yellow):

Proposed Baxter Mountain Loop Connector Trail

Makes a loop trail over both Baxter summits, utilizing the striking descent down the Western Beede Lane trail. The rest of the Western Beede Lane trail and the east Beede Lane trail could be closed or left open as desired.



AWA recommends construction of this spur and the closure of the remainder of the western trail to Beede Lane.

AWA endorses the proposed Split Rock trail system. This is a good idea, given the heavy use at Split Rock Falls, and it does not involve a particularly sensitive or remote forest.

There is a small triangle of land in the Hammond Pond Wild Forest located west of Route 73 in Keene Valley and just north of Slide Brook, near the Garden. This triangle contains a mature hemlock stand situated along a beautiful esker. AWA recommends that this triangle be added to the High Peaks Wilderness.

AWA is pleased to have the opportunity to submit these comments to the DEC, and commends the DEC for a strong draft Unit Management Plan. For questions or clarification, please contact:

Pete Nelson
Secretary
Adirondack Wilderness Advocates
tearofclouds@gmail.com



December 7, 2018

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**RE: Comments on the Draft 2018 Update of the Hammond Pond
Unit Management Plan (HPUMP)**

Dear Bob, Tom and Warrensburg DEC Office Colleagues:

Adirondack Wild: Friends of the Forest Preserve is please to provide these initial comments on the 2018 Draft Update of the Hammond Pond Wild Forest Unit Management Plan (HPUMP) – one of the first Wild Forest units to have had a completed UMP as far back as 1988.

Our Long Orientation with the Hammond Pond Wild Forest

Adirondack Wild staff in both David Gibson and Dan Plumley participated in the review and completion of the 1988 UMP for the Hammond Pond Wild Forest and Dan Plumley, specifically has undertaken day and overnight field trips into the area since 1987 as the unit lies in close proximity to his home in the Town of Keene.

As Dan testified at the recent public hearing in North Hudson, this diverse unit holds a very special place for many local outdoorsmen and women, its accessibility for young people, hunters and fishermen and women and much more. It's unique claim to fame recreationally and one of its key social-experiential qualities to date has been its relatively light use from those who love the out-of-doors juxtaposed to the intensively used – often over-used - Eastern High Peaks, just next door in the more famously recognized High Peaks region across the Towns of Keene, North Elba and others.

The Hammond Pond area is diverse and replete with its own wildness, wild forest and certainly wilderness-value qualities, as well, across its diverse 56 parcels covering 45,619 acres, rich with many miles of streams and river corridors (such as

the headwaters of the Schroon River), 53 ponds and lakes offering everything from hidden, unknown small trout waters accessible only to the ready bushwacker to the sprawling over 4,000 acre Schroon Lake teeming with summer boating activities. Moreover, as welcomed in the 2018 HPUMP, the area is rich ecologically with a significant diversity of over 7,800 acres of wetlands of many forms, at least 8 identified distinct forest ecosystem types and is home to the rich Adirondack panoply of fisheries, bird species, small and meso-predators, amphibians, eastern coyotes, bears, deer, and even the occasional moose.

Many Congratulations and One Primary, Overarching Caution

Adirondack Wild offers congratulations to the Division of Lands and Forests staff who worked tirelessly over many years to complete this 2018 HPUMP update. In particular, we appreciate and recognize the significant new ecological and ecosystem information in the update that adds critical background and baseline for wild land management of the incredible resources of this diverse unit. As such, we urge that the Department continue to explore and learn about the Hammond Pond Wild Forest values going forward as we have experienced there over 30 years, there is always more than meets the eye.

We very much appreciate that the 2018 HPUMP update recognizes the different forest ecosystem types and – recognizing the long history of the Forest Preserve acquisitions in this area (some of the first since 1885) that region also contains potentially rich Old Growth sites of White Pine, Hemlock and Yellow Birch which we hope can only grow older and more grand over time.

At the end of the day in our view, in addition to its rich ecosystem values, fisheries, birdlife and wildlife, it is the immense and diverse and vital water wealth of the Hammond Pond Wild Forest's vast terrain that stand out as of paramount and unique value. We further appreciate that the 2018 HPUMP update added significantly to the knowledge base of the diversity and values of its ponds, lakes, stream, rivers and headwaters which in concert with its geologic origins, its soils and forest tapestry provides such an amazing rich baseline for all of its valuable life species, ecological complex diversity and, also, its immense recreational values to the sojourner and hiker, hunter, fisherman and sportsmen and women and others.

As appropriate, your Draft 2018 Hammond Pond Unit Management Pond update recognizes right up front in its executive summary, the critical paramount onus stating that the principle priority for the Department is to: "Protect the natural resources and spectacular ecological value of the Hammond Pond Wild Forest landscapes and to identify and respect its sensitive areas.

Bearing our organizational responsibilities and devotion to wildness as bound under our NY State Constitution (Article XIV, the Forever Wild Act) and State Law under the ECL and the Adirondack Park Agency Act, we assert that DEC's principle

assertion above is absolutely correct and must be carried out with the greatest commitment and care.

Our primary caution as entitled above, then, stems from the concerning fact that following the bulk of the natural resource inventories – valuable and appreciated as they are – the vast majority of the content and implementation management planning and objectives in the new Draft 2018 Hammond Pond Wild Forest Unit Management Plan are set on significant and quite intensive new recreational development in what appears to be an over-wieldy, un-achievable and likely over costly 5 Phase “Plan” to transform the Unit from its historical light use to something altogether different.

So different, in fact, that if implemented, it might make impossible your upfront, stated and, we believe, correct goal of protecting the Unit’s natural resources, spectacular ecological values so as to identify and respect sensitive areas and, in doing so, truly safeguard the overarching natural, wildness and integrity of the entire, unique Hammond Wild Forest.

The Department 5 Phase Plan in this Draft Update to the HPUMP calls for no less than the following:

- Some 18 new hiking trails opening up many, many new miles and wild core areas and likely trailless ponds and mountain summits of the Unit
- At least 3 or more new, so-called, “Multi-Use” trails of many miles inclusive of at least 10 miles of equestrian trails linked to a newly developing intensive use, non-Forest Preserve Frontier Town equestrian campground at Exit 23 of the I-87 Northway.
- The “Multi-Use” trails or roads to allow a varying, if not confusing array of automobile use, bicycling or mountain bicycling, hiker use, cross-country use, etc. – many of which activities are either incompatible or potentially dangerous and whose compliance with the State Land Master Plan may be in question.
- At least 19 new designated camping and fishing access sites across the Hammond Pond’s diverse tracts.
- At least 9 or 10 new parking areas (with either 2 to 4 car capacities) with potentially one or more 4 truck & trailer equestrian parking areas depending of the success of the “new” use for the unit.
- Extensive road, bridge and dam improvements and addressing overuse erosion problems at Split Rock Falls and elsewhere (Deadwater Pond, etc.)
- 1 or more Lean-to’s, Information Kiosks, Portable or permanent outhouse facilities, locked or temporary gates, diversions and more.

Our concern is not that any one of the proposed actions above could be inconsistent with sound wild land planning, but first that the sheer intensity of the overall

recreational development proposed taken together would, over time, significantly impact and possibly destroy many of the environmental, experiential, social and wildness character and values that the Hammond Pond Wild Forest has always earned such endearing fame for among locals and visitors from afar.

Second, that the 2018 HPUMP appears to offer only mere “lip service” given to the onus to identify and protect sensitive areas and the region’s natural resource values, integrity of wildness, ecosystems, wildlife and experiential-values.

The Draft 2018 HPUMP update provides all the detail in copious fashion for the development of a panoply of recreational access – much of it nearly intensive and/or multi-use over a 5 Phase Plan whereas the DEC’s primary responsibility and the standard boiler plate nomenclature of “carry capacity studies, Limits of Acceptable Change (LAC, which to date has never been implemented by DEC in any State Land Unit in the Adirondacks) and, now, the “wild land monitoring” planning are offered with zero detail as to how they will be implemented, who will be involved, nor how they might influence changes in the dearth of recreational development being planned seemingly long ahead of the DEC’s capacity to protect and preserve the resource firsthand and foremost.

Frontier Town’s Front-Country must not become Hammond Pond’s Back-Country

Adirondack Wild urges with respect to the historically “quiet” Hammond Pond Wild Forest Unit a proper, well-ordered, “go-slow” approach and the proper implementation planning, stake-holder involvement and science based, true wildland monitoring and planning foremost with the Unit’s overarching wild character and the incomparable values of its now trailless backcountry and all sensitive resources recognized and studied judiciously for its potential for impacts, carrying capacity and recreational and experiential limits of acceptable change (LAC).

As the DEC is aware, the Adirondack Park State Land Master Plan itself that first and foremost serves as the basis of the Wild Forest designation for the Hammond Pond Unit is unequivocally clear, as follows:

“If there is a unifying theme to the [State Land] Master Plan, it is that the protection and preservation of the natural resources of the State Lands within the Park must be paramount. Human use and enjoyment of these lands should be permitted and encouraged, so long as the resources in their physical and biological content as well as their social or psychological aspects are not degraded.

Adirondack Wild believes that the current Draft 2018 Hammond Pond Unit Management Plan update fails to adequately demonstrate a full commitment to this unifying theme of the Master Plan and DEC’s own stated first principles of natural

resource protection, preserving the area's spectacular landscapes and identifying and safeguard all sensitive lands of the HPUMP inclusive of core, untracked, trail-less wild areas and others.

We contend it would be terribly wrong to recreationally over-develop the historically low use Hammond Pond Wild Forest seemingly almost in line with the desires by some to regain an intensively used frontcountry "Frontier Town" developed tourist area draw and its proposed "campground" setting as if that could find harmony with the present quietude, solitude and wildness of the sensitive backcountry wilds of this distinct Unit.

True Wild Planning, Monitoring and Carefully Staged "Wild" Recreation Implementation is Critical for Hammond Pond Wild Forest

Adirondack Wild firmly believes that the historic low use and resultant low environmental impacts and low management costs should be recognized as of high value by the Department. We should all be informed by these many decades of success at Hammond Pond Wild Forest.

We urge the Department to include in the Final 2018 HPUMP update far more comprehensive – preferably peer-reviewed - clarity on the intended wild land monitoring and planning procedures as well as to, once and for all, critically establish the clear process, criteria and action steps for forthright implementation of sensitive resource identification, inclusive of trail-less core areas and their benefits and especially the water and wetland resources of the Hammond Pond Wild Forest.

Moreover, the Department must not make the dangerous assumption that the Hammond Pond Wild Forest is resilient enough to be an "over-flow" zone to unwittingly accept user numbers en-mass from the beleaguered High Peaks Wilderness, Dix and Boral Complex Area.

The resource vulnerabilities, ecological character and experiential-social qualities of the Unit do not support such a conception in our view, though of course some expansion of trails and new, acceptable uses can be undertaken after careful and scientific analysis with stakeholder involvement.

Such stakeholder involvement should include joint field tours and fieldwork during the development of the wild land monitoring plan. This work could be very important in areas that we support exploring, including:

- Evaluating on a case by case basis and respecting trail-less tract core values appropriate trail access to Little Knob Mountain, Bald Peak, lands north of Lincoln Pond, Kerner and Beaver Brook areas as these could potentially serve local communities for wild land experiences;

- Identifying and supporting in the context of the NY State Open Space Plan and from stakeholder or historical interest options (note key recommendations by Barbara McMartin in The Adirondack Council's 2020 Vision Report for Wild Forests for appropriate and wild land sensitive trail access and willing-seller land acquisitions to best complement the Unit.
- Working in conjunction with the climbing community (at locations like Deadwater Pond) and other recreational user groups to reduce impacts, strengthen wild climbing ethics, reduce permanent bolting and help sustain nesting peregrine falcons, eagles and around water bodies, important heron rookeries like those that exist at the headwaters of the Schroon River in North Hudson within the Unit.
- Insuring that pond reclamation for brook trout waters is only used minimally absent all other methods and that it is not utilized if impacts are too great for non-target species, insects, native fish and minnows, insects and amphibians.
- Developing the strongest implementation plan for protecting the Hammond Pond Wild Forest – its lands and waters – from invasive terrestrial and aquatic invasive species due to its diverse spread of tracts and close proximity to numerous roadways and the I-87 Northway corridor.
- Identifying low impact mountain bicycling and equestrian trail options where sensitive resources and wild core areas are protected and sustained for their myriad of biological and wild land recreational benefits.

Conclusion

In conclusion, Adirondack Wild: Friends of the Forest Preserve appreciates the Department's completion of the 2018 Draft Hammond Pond Wild Forest UMP update and we recognize the significant amendments in ecological and resource information identified in the HPUMP.

We stand ready to work with the DEC to strengthen the Final HPUMP in order that all of the special and truly unique, historically low use – low impact and wild land values are always respected, sustained and spectacular to use your own term. We look forward to making additional commentary as the process moves towards review by the Adirondack Park Agency and APSLMP review.

Sincerely,

/s/ Daniel R. Plumley

Dan Plumley, Partner

/s/ David Gibson

David Gibson, Managing Partner

November 19, 2018

Forester Corrie Magee
NYS DEC
232 Golf Course Road
Warrensburg, NY 12885
e-mail: r5.ump@dec.ny.gov

Subject: Comments on Hammond Pond Wild Forest - Draft Unit Management Plan

Most of these comments on the draft Unit Management Plan (UMP) for the Hammond Pond Wild Forest (HPWF) concern the location and construction of the North County National Scenic Trail (NCNST) through the unit. We have been exploring potential routes for the NCNST through the HPWF for nearly 10 years and have made about 20 exploratory trips through the area, including several with you. We provided many general and specific comments regarding the NCNST in the HPWF at the time the NCNST Adirondack Park Trail Plan was being produced (issued in September, 2015) and also when the revision of the HPWF UMP was being drafted (2017). We are pleased that most of our comments have been addressed and many of our recommendations were included in these documents.

Therefore, our comments below are focused to some specific items, and they are arranged following the NCNST route from west to east through the unit.

- We agree with the revised routing of the proposed Schroon Falls to Johnson Pond Road Trail (#28), avoiding the use of the existing Peaked Hill Trail and bypassing the top of Peaked Hill. The existing Peaked Hill Trail is steep and eroded, would probably have to be reconstructed, and would probably be difficult to maintain. Furthermore, the summit of Peaked Hill, that once had a view to the south, is now grown in. The revised route along Johnson Pond Brook is quite scenic and should be easier to maintain.
- We strongly support the construction of the proposed Long Sue Loop Trail. One side of the loop can be used for the NCNST, but the loop will also make a nice day hike from Johnson Pond Road. We have not been to the top of Long Sue, but we suspect that there may also be some views from the top of the high rock face.
- As stated in the Draft UMP, the Long Sue to Moose Mountain Pond Trail (#27) could either go over the shoulder of Owl Pate or along the Berryhill Brook drainage. We believe that it would be easier to construct a trail along the latter route, and this trail would go under some scenic cliffs on the western ridge of Owl Pate and past a nice waterfall on the outlet of

Moose Mountain Pond. However, in either case, a footbridge would probably have to be built across this outlet stream.

- We also support the revised routing of the NCNST from the Moose Mountain Pond Trail to the proposed Hammond Pond Trail Extension (#23). As stated, this new trail would traverse a relatively open white pine forest over easy terrain. It also creates a scenic loop trail for day hikers from the Ensign Pond Road parking area.
- The Hammond Pond Trail Extension (#21) should be very easy to establish, since it follows an existing old road that is in good condition. However, a footbridge over Black Brook would be needed.
- We support the proposed route of the NCNST over Bloody Mountain (#18) and Bald Peak (#17). Both of these summits offer great views of the High Peaks and the entire area between the High Peaks and Lake Champlain. The proposed route makes maximum use of public land for the NCNST. However, the feasibility of this route requires a recreation easement from the owner of the private lands. Every effort should be made to secure such a recreational easement. Barring such an easement, alternative routes would certainly involve long road walks to reach the current eastern terminus of the NCNST at the Crown Point Bridge.
- In addition to the above comments regarding the NCNST in the HPWF, we support the construction of the Harris Hill Trail (#22) and the Split Rock Mountain Trail (#30). Both of these would provide new opportunities for hikers, snowshoers and skiers in an area that today has a limited system of marked trails. Both of these trails would lead to excellent views and, being close to the High Peaks, might take some of the hiking pressure off the overused trails in the High Peaks area.

We are always willing to meet with you and DEC to discuss and explore routes for new trails in the HPWF.

Sincerely,

Norman Kuchar
60 Fredericks Road
Glenville, NY 12302
e-Mail: nkuchar@nycap.rr.com
Phone: 518-399-6243

Walter Hayes
310 Lovers Lane
Amsterdam, NY 12010
e-Mail: Whayescbpp@aol.com
Phone: 518-399-7482

Magee, Corrie O (DEC)

From: dec.sm.R5.UMP
Sent: Tuesday, January 15, 2019 8:56 AM
To: Magee, Corrie O (DEC)
Cc: Thomas, Benjamin C (DEC); Alberga, Kristofer A (DEC)
Subject: FW: Reopening Comment Period for Hammond Pond Wild Forest - Draft Unit Management Plan

Follow Up Flag: Follow up
Flag Status: Flagged

From: Floyd & Sue Barwig [mailto:couchrock@nycap.rr.com]
Sent: Monday, January 14, 2019 11:48 AM
To: dec.sm.R5.UMP <R5.UMP@dec.ny.gov>
Subject: Reopening Comment Period for Hammond Pond Wild Forest - Draft Unit Management Plan

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Floyd E. Barwig

60 Ben Hunter Road, No. 2

Crown Point, NY 12928 (no mail service available)

and

106 Abbey Road

Poestenkill, NY 12140 (address of record)

e-mail: couchrock@nycap.rr.com

January 14, 2019

Dear NYS Department of Environmental Conservation Commissioners and Staff:

I am writing to inquire if you have plans to reopen the comment period for the Hammond Pond Wild Forest - Draft Unit Management Plan (Draft UMP). If not, I am petitioning you to do so.

My wife, Susan G. Barwig, and I own a property on the north side of Eagle Lake. The Draft UMP proposes radical changes to the Eagle Lake boat launch that will drastically damage our

use of the Lake for recreational boating and potentially damage the value of our property in the process.

We became aware of it only when, on January 11, 2019, we read the article posted about it on suncommunitynews.com on January 10, 2019. Linking to the Draft UMP and associated documents we have discovered that the comment period has already closed before we were even made aware of the Draft UMP and the proposed radical changes in access to the Lake.

While the use of general public notice may be all that is required when presenting a plan for a large area such as the Draft UMP, further, individualized notice should be used for specific actions that dramatically impact small communities of people. The property owners on Eagle Lake are a relatively small group (100 +/-) whose contact information can be easily obtained from Eagle Lake Property Owners, Inc. (ELPOI). They maintain information for both ELPOI members and non-members alike. Alternatively, tax records for Essex County and the Towns of Crown Point and Ticonderoga can provide this information. Failure to reach out to these impacted citizens and provide them with meaningful opportunities to interact with your planning process is egregious. This lack of notice alone, particularly when you have announced the Draft UMP when many seasonal residents are away and even some local residents have gone south for the winter, coupled with a change in traditional use so drastic, calls for a reopening of comments.

There are, however, more reasons to reopen the comment period.

The Draft UMP mischaracterizes the generations' long intensity of use of Eagle Lake. Eagle Lake is not, and for decades has not been, like Fleming Pond or a similar water body, DEC arbitrary definitions of Wild Forest and Intensive Use notwithstanding.

The Draft UMP contains inaccuracies or misrepresentations. An obvious one is the claim that the current parking area provides for 6 parking spaces; thus, providing 6 parking spaces in the future will be a continuation of current circumstances. No one could ever write that if they had been to the site on a summer weekend. On a busy day 6 or more vehicles can be seen parked on each side of the path to the actual boat ramp. In addition, multiple vehicles and trailers will be found in the snow plow turn-around slightly west and across Route 74. The Draft UMP dramatically curtails current parking at the boat launch. The record needs to be corrected.

The Draft UMP does not even identify, let alone analyze or propose appropriate remediation for the hazards that will be created by compelling more people to drive across heavily travelled, 55 mph, Route 74 to park in the snow plow turn-around and return to the boat launch on foot at a point where long distance visibility on Route 74 is questionable and no pedestrian walkway along the road exists.

The Draft UMP makes no mention of how the proposed barrier will prevent residents such as ourselves from launching boats (that never leave the lake for another body of water) in the spring, retrieving them in the fall for dry land storage, or taking them to a local marina for

service as periodically required. There is no analysis of the issue, discussion of the likely preposterous and expensive solutions that will be required of existing residents by the Draft UMP to lift boats larger than kayaks over the proposed barrier or find an alternative on a lake with no commercial marina.

Options to the proposed barrier are not identified and analyzed in the Draft UMP. Can an inspection and wash station be installed on site or in the snow plow turn-around? Can use of the inspection and wash station on Route 74 near Schroon River be used to mitigate concerns on Eagle Lake? The Draft UMP doesn't even ask the questions. Instead, it leaps to a singular, drastic, ill-considered approach without adequate justification or consideration of impact.

The Draft UMP, by dismissively contravening decades of accepted local practice and destroying realistic access to Eagle Lake for many citizens creates the potential for serious local conflict. While the Draft UMP is very concerned about someone without authorization mowing a small patch of lawn at the Crown Point Beach, it makes no comment on DEC actions potentially creating a confrontation at the boat launch that could grow to be similar to the closing of Crane Pond Road and the debacle that ensued.

For all of these reasons and more, the record cries out to be reopened. I respectfully implore you to do so.

In the belief that you will reopen the comment period, I will provide more detailed comments shortly.

Sincerely,

Floyd E. Barwig

Magee, Corrie O (DEC)

From: Hanczyk, Erin M (DEC)
Sent: Thursday, January 10, 2019 3:17 PM
To: Magee, Corrie O (DEC)
Subject: FW: Hammond pond Plan

Follow Up Flag: Follow up
Flag Status: Flagged

FYI

From: Paul LaRock [mailto:plarock1@yahoo.com]
Sent: Thursday, January 10, 2019 3:17 PM
To: dec.sm.R5.UMP <R5.UMP@dec.ny.gov>; Michael Trybendis <mtrybendis@aol.com>; Stephen Phelps <stephenphelpsjr@gmail.com>; Jim & Wendy Davis <jameshdavis5@gmail.com>; Marg & Larry Lauman <lamalauman@hughes.net>
Subject: Hammond pond Plan

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Good Afternoon,

My name is Paul LaRock and I am the Fire Chief for the Chilson Fire Department. I have heard several stories regarding the closing / reuse of the Boat launch facility at eagle Lake.

I am writing you today to voice my concerns regarding This subject. First, I must advise you that there are only 3 Hydrants within the Chilson Fire protection district. This complicates things as the only hydrant in the eagle lake area is the one that is at east side of the lake. This hydrant is at many times out of service and is a very difficult hydrant to use as it is the first hydrant in the Gooseneck water system, Which I might add is being abandoned within the next few years, which is being state mandated to the Town of Ticonderoga.

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 relay. Also, this is a launching point for the "west" side of the lake should we need to do a water rescue or if a Commercial truck were to crash into the water. We would have to launch a boat and set up containment booms/ perform a rescue of an entrapped victim or try to control a fire. This letter serves as a notification to you that any changes that you make will effect us dramatically in the ability to perform our jobs in a timely, effective manor. I would ask that the design of such launch be as such that could accommodate the apparatus/needs of the community, which I believe far outweigh the needs of the trail.

I would also like to point out that the amount of commercial truck traffic, hazardous materials that is transported through this area is staggering along with the multitude of accidents that we have responded to.

Thank You for your consideration regarding this matter. If I can be of any further assistance please do not hesitate to call me at 518-572-5360.

Sincerely,
Paul LaRock
Chilson Fire Chief

Magee, Corrie O (DEC)

From: dec.sm.R5.UMP
Sent: Friday, January 25, 2019 4:03 PM
To: Magee, Corrie O (DEC)
Subject: FW: Hammond Pond Wild Forrest Draft Unit Management Plan

Follow Up Flag: Follow up
Flag Status: Flagged

Are you sharing this with others?

From: David Cerny <davidpcerny@hotmail.com>
Sent: Wednesday, January 23, 2019 8:49 PM
To: dec.sm.R5.UMP <R5.UMP@dec.ny.gov>
Cc: chyde1@gmail.com
Subject: Hammond Pond Wild Forrest Draft Unit Management Plan

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From
David P Cerny
1943 State Route 74
Ticonderoga N Y, 12866

To Whom It May Concern,

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.

The D.E .C is going to essentially close the boat launch as we know it and make it a carry in access point, by putting up a barrier to prevent float off launching of boats. Also two campsites will be closed on the Crown Point Beach.

This launch closure effects the whole community. Emergency services would no longer have access to the lake in a timely fashion . Fire Department, Ambulance service, State Police, Forest Rangers response will be hindered, this could be the difference between life and death. Some land owners won't have access to their own land. Let's not forget the handicapped who cant operate small craft.

The launch closure effects my family and property directly because we dont have a private launch. My family and I have been boating on Eagle Lake for 20 years and these changes could potentially end that. Has any thought been given to the negative effects on the current property values around the lake? It seems the whole community will suffer the consequences for not continuing to research alternative solutions. Government is supposed to help and assist its citizens not dictate and punish them. This Draft Unit Management Plan has been around since the 1970's (What's the rush let's get it right for everyone's sake). Going forward let's open the public comment review so the people can participate in this process.

Thank You ,
David P Cerny

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Magee, Corrie O (DEC)

From: Ed <ed@rockandriver.com>
Sent: Wednesday, November 21, 2018 1:30 PM
To: Magee, Corrie O (DEC)
Subject: Deadwater

Follow Up Flag: Follow up
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Hi Corrie,

Will shared your e-mail with me and I liked all I read! I love that old village and blast furnace and have done a bit of research there. It would be great if a few signs/displays showing the old village and Blast Furnace were combined with the camping area. Sort of like the Upper Works area (deserted village of Tahawas) but not as elaborate. Also, there is an old road from Sharp Farm to Deadwater that intersects the climber's trail. Abraham Sharp provided vegetables to the workers at Deadwater and built that 1 mile road from his farm on Gui Pond to Deadwater. If a new trail followed that old road past the large cellar hole (4 minutes from the cliff), that could also be a cool bit of history. It goes right through the old Sharp Farm area...Just some thoughts as that area is very interesting...

Ed Palen

Magee, Corrie O (DEC)

From: Roger Friedman <friedman50@hotmail.com>
Sent: Wednesday, November 14, 2018 3:55 PM
To: Magee, Corrie O (DEC); dec.sm.R5.UMP
Subject: Hammond Pond WF UMP -- Schroon River Erosion

Follow Up Flag: Follow up
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Hi Corrie,

You did a great job last night in spite of the technical issues.

I have contacted Alice Halloran at Essex County Soil & Water to send you information on the Schroon River erosion issue. She also has a connection with Dr. John Braico who has done a ton of work on this topic.

This is a link to an article that I found in one of the local newspapers: <https://www.suncommunitynews.com/articles/the-sun/erosion-along-schroon-river-negatively-impacting-river-lake/>

Sincerely,
Roger Friedman

Magee, Corrie O (DEC)

From: Erik Schlimmer <erikschlimmer@gmail.com>
Sent: Tuesday, November 13, 2018 9:09 AM
To: Magee, Corrie O (DEC)
Subject: Hammond Pond Wild Forest comments

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Hi, Corrie. I hope all is well.

I saw somewhere on the Internet that the Dept. of Environmental Conservation is seeking input regarding development of Hammond Pond Wild Forest. I have unique experience in this wild forest since I'm the only person to have visited the 99 named topographic features within it. But this note isn't about the wild forest itself. It's about the trails that will likely be built within it.

It's good timing that I recently wrote "Water Off, Hikers On" for The Trek because now I don't have to go into detail of why it's always wise to build sustainable trails and why it's always foolish to build unsustainable trails. A similar article will soon appear in Adirondack Explorer, that article being specific to the High Peaks Region.

<https://thetrek.co/water-off-hikers-short-course-sustainable-trail-design/>

I ask that you and anyone else involved with trail system development in the Adirondacks read the above article and let me know what you think.

Thank you!

Erik Schlimmer

outside: transadk.com

inside: beechwoodbks.com

Magee, Corrie O (DEC)

From: William Roth <willclimbz@hotmail.com>
Sent: Wednesday, November 21, 2018 10:32 AM
To: Magee, Corrie O (DEC)
Cc: Tom-Ellen DuBois; Allison Rooney
Subject: HPWF Draft UMP Clarification

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Corrie- Will Roth from the Adirondack Climbers Coalition (ACC) here. Im reaching out for some clarification on the Hammond Pond Wild Forest UMP. There is lots of mention in the UMP around limiting the parking at Deadwater Pond to 4 cars. Does this mean that the current large parking area just off Rte 9N, that climbers use, would be limited to 4 cars? Or that the large lot would stay and a new parking lot closer to Deadwater Pond would be limited to 4 cars? Please let me know if you need more information to correctly answer this. Thanks.

-Will

Will Roth
914 262 4596
willclimbz@hotmail.com