Appendix H -

Open Project Selection Process Rating Forms

2007 EPF/2008 LWCF PRIORITY EVALUATION FORM ACQUISITION PROJECTS

RELATIVE FINANCIAL STATUS: (Criterion I)
The relative financial status of area impacted by the project. The focus is on two elements: poverty level by zip code and population density by Minor Civil Division. (0-20 POINTS)

PLANNING PROGRAMS: (Criteria B, C)
Points are determined by how the proposed project relates to statewide policies and program initiatives such as public access to the Erie Canalway National Heritage Corridor; is a priority project within, or contributes to, the NYS Open Space Conservation Plan or Local Waterfront Revitalization Program (LWRP); is located within an Empire Zone; is consistent with the NYS Historic Preservation Plan goals and/or a Heritage Area Systems (HAS) Management Plan; if the project is located within a Certified Local Government (CLG) and how the project contributes to the CLG and/or whether the subject property is designated under a local preservation ordinance; as well as any other Federal or State plans that apply which clearly indicates the acquisition of this property is a priority for the applicant, and whether the property has a prior, established formal status, i.e., National Estuary, National Historic Landmark, Designated Wetland, etc. (0-20 POINTS)

RESOURCE MANAGEMENT AND PROTECTION: (Criterion A, B, C, D, E, H)
Points are awarded for projects that contribute to and protect one or more of the major resource categories identified in New York State Open Space Conservation Plan. (0-25 POINTS)

PROJECT EMPHASIS: (Criterion F, G, H)
This will assess whether the project meets one or more of the Commissioner's overall priorities and those that are announced for this funding round and for its relevance, as listed on Pages 1 and 2. These include:

- Revitalizing Parks and Historic Sites
- Natural Resource Stewardship and Interpretation
- Creating Connections beyond Parks
- Sustainability (0-25 POINTS)

REASONABLENESS OF COST: (Criteria B, F)
Points are determined by assessing the completeness of the budget for the project, the eligibility and need for the cost items, as well as their cost-effectiveness. (0-25 POINTS)

REGIONAL ASSESSMENT: (Criteria A, B)
Points are determined by assessing the need of the project based on all Acquisition applications received within a region. Each region has 10 points to assign. (0-10 POINTS)

MAXIMUM POINTS 125

CONSISTENCY WITH THE HUDSON RIVER GREENWAY SYSTEM: (Legislatively Designated)
Applicants providing a letter from the Hudson River Greenway affirming that the project is consistent with the Hudson River Greenway criteria of natural and cultural resource protection, regional planning, economic development, heritage and environmental education, and public access to the Hudson River will receive a 5% bonus.

2007 EPF/2008 LWCF PRIORITY EVALUATION FORM
PARKS DEVELOPMENT PROJECTS

RELATIVE FINANCIAL STATUS: (Criterion I)
The relative financial status of area impacted by the project. The focus is on two elements: poverty level by zip code and population density by Minor Civil Division. (0-20 POINTS)

LOCAL ASSESSMENT: (Criteria A, B, C, D, E, F)
This is an evaluation to assess the local need for the project based on documented **local** planning efforts made and the service area. Some factors to be considered are: number of similar facilities within the service area, condition of facilities, reason for the condition of the facilities, level of use of existing facilities, accessibility by residents, year-round accessibility of facilities, anticipated level of use of proposed facilities and emergencies and mandates. This is an evaluation of the need for the project identified within a community and not an evaluation of the project against other regions. (0-15 POINTS)

This is an evaluation considers the service area and the extent the project the needs for an aging population, encourages participation by the youth, response to the changes in the composition of the population and social condition of the community, accessibility and energy conservation. (0-5 points)

STATEWIDE PROGRAMS: (Criteria B, I)

Points are determined by how the project relates to statewide policies and program initiatives such as public access to the Erie Canalway National Heritage Corridor; is a priority project within, or contributes to, the NYS Open Space Conservation Plan or Local Waterfront Revitalization Program (LWRP); is consistent with a Heritage Area Systems (HAS) Management Plan; if the project is located within a Certified Local Government (CLG) and how the project contributes to the CLG; as well as any other Federal or State plans that apply. (0-10 points)

EMPIRE ZONE: (Criteria B, I)
Points are based on a community's recognition as an economically depressed area. If the project site is located within one of the Empire Zones identified by ESDC, a letter from the appropriate Zone Coordinator is required to receive these points. (0 or 5 POINTS)

STATEWIDE NEED: (Criterion C)

Project Assessment: These points are based upon calculations from the "Relative Index of Needs" table in SCORP. (0-10 POINTS)

ENVIRONMENTAL CONTRIBUTION: (Criterion H)
Assessment of the extent that the project will protect environmentally significant resources (i.e.; species that are of special concern, endangered, threatened or that are rare, exploitable or vulnerable as identified on DEC or DOS lists, wetlands, significant habitat areas as identified on DEC, DOS or Natural Heritage Program inventories, historical and/or cultural resources, or are within a designated area of statewide scenic significance. (0-5 POINTS)

PROJECT EMPHASIS: (Criterion G)
This will assess whether the project meets one or more of the Commissioner's overall priorities and those that are announced for this funding round and for its relevance, as listed on Pages 1 and 2. These include projects that promote sustainability by incorporating the principle of energy conservation, smart growth and natural resource protection. The level of emphasis within these project attributes may change from year to year. (0-20 POINTS)

REASONABLENESS OF COST: (Criteria B, F)
Points are determined by assessing the completeness of the budget for the project, the eligibility and need for the cost items, as well as their cost-effectiveness. (0-25 POINTS)

REGIONAL ASSESSMENT: (Criterion B)
Points are determined by assessing the need of the project based on all Parks Development applications received within a region. Each region has 10 points to assign. (0-10 POINTS)

MAXIMUM POINTS 125

CONSISTENCY WITH THE HUDSON RIVER GREENWAY SYSTEM: (Legislatively Designated)
Applicants providing a letter from the Hudson River Valley Greenway affirming that the project is consistent with the Hudson River Greenway criteria of natural and cultural resource protection, regional planning, economic development, heritage and environmental education, and public access to the Hudson River will receive a 5% bonus.

Appendix I -

Recreation Facility Design Guidelines

Standards and Development Guidelines

Recreational Opportunity Standards*

Facility Type	Service Area	Approx. Size in Acres	Max. Travel Time	Means of Access	Comments
Play lot	0.2 sq. mi.	2500 sq. ft. to 1 ac	10 min.	By foot or By bicycle	Similar to a Pocket Park but typically combined with residential development, may have some play equipment.
Pocket park	0.2 sq. mi	2500 sq. ft. to 1 ac	10 min.	By foot or by bicycle	Primarily passive recreation areas for office workers and shoppers.
Neighborhood Park	0.8 sq. mi.	5 to 10 ac	20 min.	By foot or by bicycle	Should contain a balance of passive areas with landscaping, and active areas such as play fields, court games, tot lots, etc.
Community Park (serves multiple neighborhoods)	0.8 sq. mi. to 28 sq. mi.	20-50 ac	30 min.	Automobile, Mass transit, bike, hiking or trail	Offers both passive and active recreational opportunities. Not intended for scheduled or organized athletic events. May include play structures, game courts and fields, swimming pools or beaches, trails, individual and group picnic areas, landscaping and gardens, and/or areas for concerts or plays. Support facilities such as parking and comfort stations would be needed.
Urban Parks (serves entire city)	28 sq. mi. to 50 sq. mi.	50-150	30 min.	Automobile, mass transit, bike, hiking or trail	Extensive day use areas; may include play structures, game courts and fields, swimming pools or beaches, trails, individual and group picnic areas, landscaping and gardens, and/or areas for concerts or plays. Support facilities such as parking and comfort stations would be needed. Provides 4-season activities and may accommodate organized athletic leagues or events.
Large Regional Parks (serves a county)	50 sq. mi. +	40+	1-2 hrs.	Automobile, charter bus, mass transit, or major trail	In addition to activities mentioned for Urban Parks, these parks may include camping, picnicking , water access and selected winter activities such as ski touring, or snowmobiling
Metro	28 sq. mi. to 50 sq. mi.	25	30 min.	Limit vehicle access. Promote non-motorized modes of access.	Urban parks emphasizing special recreational cultural or historical themes and activities, day and evening operation during all seasons

*Partially derived from National Recreation and Parks Association
**Not applicable

Facility Development Standards

Facility Type	Instant Max. User Density	Standard Per 1000 Pop	Comments
Skating Areas (natural)	500 users/acre	1 site/2,500	This category includes non-refrigerated rinks
Camping	20 users/acre	N/A	Density figures based on 5 sites per acre, 4 users per site
Picnicking	35 users/acre	N/A	Density figures based on 10 tables per acres, 3.5 users per table
Boating	6-8 acres/boat	N/A	This figure is for both powered and sail boating. There are generally 3 users in each boat.
Skiing	30 users/acres of developed slope	N/A	
Big Game Hunting	1 hunter/5 acres	200 acres/1,000	
Fishing (Stream)	5 users/mile	.5 mi. stream/1,000	
Golf Course	8 users/hole	.5 holes/1,000	
Field Games	15 users/acre	3 acres/1,000	The following may be provided through off- peak use of school facilities
Swimming Pool	1 user/25 sq. foot	750 sq. ft./1,000	The following may be enclosed to extend seasonal use
Tennis Courts	4 users/court	1 court/2,000	The following can be lighted and converted for ice skating
Basketball (Courts)	16 users/court	1 court/1,999	

Recommended Park Design Criteria

Durability - At highly developed parks, permanent features, such as buildings, roads, and utilities should be designed to have a probable life expectancy as set forth by State Law, and incur only normal annual operating maintenance costs. Other park facilities should be inspected regularly for deterioration of environment or condition.. If deterioration has occurred, the facility should be assessed for best repair methods; this may involve closing the area for an amount of time to allow for natural regeneration.

Ground Cover - Pedestrian diagramming anticipating the movement of the recreating public, as well as studies of natural plant cover should be undertaken to allow design which will assure the preservation of 75% of the existing or planted ground cover (grass, trees, forest litter, etc.)

Drinking Fountains and Toilets - All parks developed for concentrated public use, except those to which users travel 5 minutes or less, should have drinking fountains and toilet facilities. Consideration of winterization should be made at facilities in urban areas or in winter sports areas. All public health regulations are to be followed, including provision of hand washing facilities at all sanitary facilities. Accessibility of drinking fountains and toilets is required for people with disabilities.

Traffic Hazards - Intensively used facilities, particularly tot lots and playfields, with high volume peripheral roads or streets should be fenced or have naturalistic barriers provided to protect users from traffic hazards.

Noise Levels -Noise buffers should be provided so that the noise level does not exceed approximately 68 dBA (the level which impedes normal conversation) in day-use areas in parks. In urban passive parks, noise levels should be masked through natural "white noise" generators (e.g. waterfalls, brooks, leaves rustling) which produce a less obtrusive, broader-range sound. Buildings or other solid barriers can also be effective noise-reducers when they are placed properly to block the line of site from the noise source.

Road Design - Road design within parks should be oriented toward speed control (e.g., super-elevation, vertical and horizontal curvature, etc. which allow higher speeds on curves should be avoided); pedestrian and bicycle areas should be clearly marked; roads should be built to accommodate recreational trailers and busses where activities allow these uses; roads should be designed only for intended usage (width and classification of construction should correspond to intended carrying capacity and seasonal or year-round-use); directional and regulating signage should comply with current acceptable standards.

Mass Transit Access -Facilities which accommodate large crowds should be designed to facilitate bus and other mass transit services on a priority basis.

Accessibility for Persons with Disabilities - All park facilities design should facilitate access and use by persons with disabilities and the aged - see the Accessibility section in the Programs and Initiatives Chapter for more information. A percentage, as outlined by the federal accessibility standards, of all parking must be made available to people with disabilities. Ramps should be placed to allow for access to main facilities. All accessibility ramps should be made with a maximum slope of 1:12 and a resting plateau every 30 feet. All ramps over 6 inches in height or 6 feet in length are required to have hand rails on both sides, any drainage grates are to be placed perpendicular to the direction of travel with openings no greater than ½ inch. Accessible drinking fountains are required to have a clear paved space in front that is 48 inches wide and 30 inches deep. The water fountain should be no more than 36 inches high with a clearance of 27 inches and minimum depth of 17 inches. All public toilet buildings need to be accommodating to peoples with disabilities. (Fogg, 2005)

Parking - Formal parking areas should accommodate no less than 50 cars (if the facility capacity warrants) and no more than 1,200 cars in one area; the amount of parking area which should remain unpaved (turf) depends upon anticipated use patterns and soil conditions — bus unloading platforms should be closest to the activity areas. Environmentally sensitive surfacing techniques should be implemented when possible to decrease run off and stream volume. These techniques include minimizing paved surfaces and allowing the parking area to be crushed stone and top soil. There are also porous paving surfaces that are available as well as techniques of open grid-type pavers/ topsoil and plantings. (Fogg, 2005)

A reasonable number of surfaced parking spaces should be made accessible to people with disabilities. All parking spaces should be located near and accessible to other facilities by way of accessibility routes that are stable, firm, slip resistant and not exceeding 5% slope. (Fogg, 2005)

Safety - In an urban context, lighting should be added to increase hours of use and help assure personal safety. Play areas should be paved with resilient material. Appropriate signing, marking, clearance of lines of site, and similar measures should be a component of any project to increase safety of users.

Lighting – Should fit in with the character of the site. For safety there should be adequate lighting on any facility which is open overnight, without interfering with the natural surroundings and neighboring uses. Lights should use the most energy efficient design available, not create light pollution and only be on when necessary for safety or presentation.

Picnic Areas - There should be at least 80 to 120 picnic sites for an economical operation with a maximum of 10 sites per acre; toilet facilities within 500 feet of sites and drinking fountains within 250 feet. Parking should be located within 400 feet of the picnic table; for picnic areas that are designed for smaller groups two cars per picnic unit is appropriate. (Fogg, 2 005)

Visitors tend to prefer areas that are partially shaded and have a sense of privacy from other groups; they also prefer areas that are close to their car and when possible a body of water. 10% of sites are required to be accessible to those with disabilities, but more is encouraged. For picnic tables, slopes between 5 and 20 percent require terracing to create a level surface for visitors to eat. If local interest calls for it, a picnic shelter can be built that can be used for large groups; these shelters typically include trash cans, picnic tables and barbecue units for the group that has reserved it. If the need is determined, there may be some type of food sale available within the picnic area. Food services should be located to maximize visitor access while not adversely affecting the resource or facility function. (Fogg, 2005)

Swimming Areas – Swimming areas include natural areas of coastal beaches and freshwater lakes as well as man made areas which include swimming pools and lagoons. The size of the swimming area should be developed to meet needs and maintenance capability, with aesthetics and safety being the first priority. Provision for off-peak use of the facilities for competition and instruction should be made where possible.

Beach Areas – Safety is the foremost concern when designing beach areas for swimming and other activities. There should be special precautions taken, including life guard facilities, first aid and easy access for emergency vehicles to the beach. There is typically a strong connection between picnicking and swimming, so provision for picnicking should be made at beach areas, including benches and trash cans. For linear beaches, several access points along the beach should be located to disperse the users and their needed facilities. Some type of food service facilities, ranging from vending machines to a restaurant complex, should be provided at all major beach areas, as well as adjacent eating areas. (Fogg, 2005)

Camping Areas - There are different styles of camp sites ranging from primitive walk-in sites to more organized cabins; the type of camping area should be determined by available site and user needs. For facilities that offer camping as the primary activity, 70-75 sites are needed for economic feasibility. Campsite areas should be comprised of loops with approximately 25-35 sites to a loop; 7,500 square feet per site; sites should have approximately 75 feet frontage. No site should be more than 300 feet from toilet facilities and a potable water supply must be within 250 feet. Some campsites should be designed and marked as accessible for persons with disabilities. (DOH Laws, 2007)

The natural environment is a determining factor when locating campsites, the topography should be gently rolling and soils should be permeable to allow for good drainage to prevent muddy spots. Shade trees and understory vegetation is desirable for comfort and privacy. Electricity is a frequently requested camper amenity and should be a site amenity if it fits the character of the camping area. Electricity is necessary at comfort stations and common areas for safety lighting and camper needs. Consider using photovoltaic sources and natural light for energy conservation. Access to at least one pay phone is necessary at overnight facilities; it should be located at a contact station or camp center complex. (Fogg, 2005)

Trails – Attention should be paid to the type of user on the trail and conditions put in place to make it a positive experience. Segregate motorized and non-motorized trail users whenever possible to decrease dangerous encounters between these two groups. Separate hiking and horseback riding groups to provide for improved safety and sanitation. (Fogg, 2005)

Parks and recreation facilities act as a good starting point for trails; they can provide users with safety information, control of use and information on the trail. Trail connections to all major parks systems and internal trail routes

should be provided. Different user groups require different types of trails, but when designing the trail alignment, terrain, topography, aesthetic value, points of interest, road crossings, other dangers and the destination should be considered. The trails should fit in with the land so that there is a natural feel, there should be vistas created to present views and they should avoid poor soil to decrease erosion and environmental degradation. For service and emergency vehicles to access different points along the trail there is need for a width of 8 feet. (Fogg, 2005)

For cross country trails, 20 miles or longer, it is a good idea to have overnight stopping points every 7-10 miles. These areas should fit in with the natural environment, be located off the main trail to increase privacy for the camper and be located at least 1 mile from nearest parking area (to discourage use other than from the trail). These types of facilities are desirable to shelter hikers from inclement weather, especially in areas with frequent precipitation. When possible, these areas should have a source of potable water, sanitary facilities and rubbish containers. (Fogg, 2005)

For bike specific trails there are certain design standards that can make for a more positive experience. Removal of obstructions less than 7 feet above the trail and 2 feet beyond the edge of the trail is necessary and this should be maintained monthly to improve sight distance. (Fogg, 2005) Bicycle surface (paved) should be considered in urban or suburban areas or major statewide trails.

For equestrian trails and facilities the needs of both the horses and riders will need to be met. Adequate car and trailer parking facilities are necessary at the trailheads. It is helpful to provide for distances of straight trail to allow for the horses to run, these areas should be inspected for unseen holes or depression for the safety of the horse and rider. (Fogg, 2005) The trail surface should be smooth, firm and stable natural material. Large rocks and loose, soft sands present a trip hazard for horses and should be removed. Paved surfaces are slippery and uncomfortable for horses to walk on and should be avoided.

Boating - Boat launch ramps and adequate parking areas should be provided at all marine facilities, typically 40 to 60 parking spaces per lane of launching. The launch ramp should have a slope of between 7-15% and be 12-16 feet wide. Depending on expected use there may be need for more than one launching ramp; determination of demand can be made by inventorying and studying existing use of boat ramp launches and parking facilities and comparing it to the capacity of the water body for boating activities. Sanitary facilities should be located less than 300 feet from the launching ramp, with one facility per 150 cars.

Conflicting uses should be adequately separated; for example faster paced jet skiing should be separated from non-powered boating and swimming activities. Depending on use there may be need to zone boating areas to provide for no-wake zones for fishing boats, canoes and kayaks. Provisions should be made to allow fishermen access and winter uses, such as ice fishing, skating, or snowmobiling where potential exists.

Extended Season Use - Basic park facilities should be designed and constructed for extended season and off-hour use. Enclosed facilities with minimal heating requirements would afford early and late seasonal use of urban and suburban parks and lighting of game and activity areas would encourage extended use. Building orientation can extend the use of buildings into the winter by positioning the windows to get the most warmth from the sun.

Energy Conservation - Now recognized as a national goal, energy conservation consideration should be applied to construction, operation, and maintenance of park facilities. To reduce the usage of fossil fuels it is important to use natural sources of lighting, heating and cooling. Orientation of buildings relative to the sun can have the effect of maximizing sun potential during long northern winters. For facilities that will be used primarily during the summer, consider building in a way that will minimize heat absorption and maximize a cool breeze. There are different heat sources available including solar or geothermal which will decrease energy consumption. These types of systems can be put on display for the public to promote sustainability and conservation at the park.

Buildings should be constructed to maximize the use of natural light for daytime use. If electric lighting is required, using timers, motion sensing switches and photo sensitive switches can be used to reduce electricity consumption and control light pollution. Also using energy efficient light bulbs and lower wattage bulbs can reduce consumption costs.

Using alternative fuel Park vehicles is a way to reduce fossil fuel consumption in park operations. (These options have

been discussed in detail in the Sustainability Chapter).

Water Conservation - Every effort should be made to conserve the use of water in park operation as well as in public consumption. Many parks have their own water supplies where as some are connected to municipal water supplies. Parks that operate in summer months can put heavy stresses on their water supplies. Maintaining native vegetation can aid in not only maintaining water quality but water quantity. In designing facilities, using automatic flush toilets and waterless toilet systems (composting toilets), water saving shower heads, shower timers, sink faucets with motion sensors and on demand water heating units can conserve water and energy resources.

Shorelines - Construction in or near shore areas should be avoided. Any construction within these areas should have adequate setbacks to accommodate long-term erosion with a margin of safety for the life of the facility. Beach facilities should be movable and/or easily replaceable.

Coastal Erosion Areas - Non-structural measures should be utilized if possible to address erosion control in coastal areas. Planting of certain native species can help to reduce erosion and maintain the coastline.

Fresh and Saltwater Marshes and Wetlands - Construction within these areas should be avoided and management strategies should be developed to protect hydraulic function, water quality and habitat values.

Signs – Signs that use color recognition and symbols to convey messages have been increasingly useful for parks, especially in areas where language differences are common. Directional signs should be made of material that is readily available and long lasting, with at least a 10 year life span. Traditional symbols usually work the best, they are easy to recognize and design. When sign systems are being laid out, take into consideration the visual distance and reaction time needed to understand the message, as traveling speed increases the sign size must also increase. (Fogg, 2005)

Signs can also display information for self-guided tours and interpretive programs. The information displays can provide information that will make the experience more educational and valuable. Providing information about the trail system at the beginning will make the user feel more comfortable with their surroundings and make for an improved visit. At trailheads, signs can describe trail length and relative difficulty so that visitors can make informed decisions. This is also an appropriate place to store smaller portable maps or fliers as well as collect donations. The information displays, when placed in a prominent place, can also provide information on wildlife that may be in the area as well as make users aware of any precautions to be taken for dangers that may be in the area. Use language that encourages good behavior from visitors. These signs should be large, appropriately placed and lit if the area is to be used during the evening. Alternative languages may be required dependent on the expected user group.

Stream and River Access – Informational signs should be provided at launch sites of non powered boats, including kayaks and canoes. These signs should include information on the difficulty classification, locations of take out, approximately how long the trip it will take as well as information on any dangerous waters in the area. Depending on the length of the river and typical visitor's trip length, it may be appropriate to provide stopover points. These stopover points may have picnic sites, possible primitive camping, drinking water and sanitary facilities, as well as vehicular access for maintenance. (Fogg, 2005)

Recreational Boating Facility Development Standards

In May of 2006, the States Organization for Boating Access (SOBA) published an updated set of boating facility development standards in the second edition of the Design Handbook for Recreational Boating and Fishing Facilities. The following lists some of these guidelines and provides additional guidelines for designing and constructing boating/marine facilities in New York State.

- The land areas should provide a minimum of 1.25 - 1.5 the size of the gross water area within the marina basin.
- The water area should provide for 3-5 still fishing boats per acre or when trolling, one boat per acre.
- The following do not provide optimum conditions but rather represent a minimum requirement

Sail Boats	*6-8 acres/vessel*
Water skiing	*15-20 acres/vessel*
Row Boating	*1 acre/vessel*
Power boating	*6-8 acres/vessel*
Trip canoeing	*1.25 mi. of stream/canoe*

- Channel width should be at least 40 feet or accommodate two boats passing safely at no-wake speed.
- Maneuvering areas in marina basins should be 2.25 times the length of the largest vessel using the marina. Piers and bulkheads must be fitted with adequate cleats or bollards, spaced approximately 20′ apart. The cleats should preferably be hardwood 10′ - 12′ long; and through bolted rather than lag bolted in place. Bulkheads should be provided with vertical fenders or wearing strips extending well below and above the water level, and spaced approximately eight feet apart to preclude the possibility of vessels being caught or hung under stringer pieces.
- Maneuvering areas at launch ramps should have ample room to allow for a vehicle with a trailer to line up with the launch ramp. If a circular design is used, it is recommended that a 60-foot minimum outside diameter travel way be constructed.
- It is recommended that at high turnover sites, 20 to 30 parking spaces per launching lane is usually adequate. Facilities with low turnover may require 30 to 50 parking spaces per launching lane because users' vehicles are parked longer.
- Parking area facilities vary greatly in size depending on the number of cars, trailers and number of launching ramps. The design of stalls should be laid in a manner to allow pull through movement and to eliminate a need to back the trailer from a congested location. The area should be located no more than 500′ from the launching site. Hard surfaced walks between the two must be provided to accommodate wheel chairs. Parking space sizes recommended by SOBA are as follows:

Standard vehicle towing	*10′ x 40′*
R.V. towing	*10′ x 50′*
Vehicle Only	*9′ x 18′*
Accessible Parking	*15′ Wide*

(refer to the Access Board Website at www.access-board.gov)

The grade or slope should be a minimum of 2% and not exceed 8%. Accessible parking spaces should have a maximum grade of 2% within spaces.

- Launching ramps may be concrete, gravel, expanded metal, or asphalt. Concrete ramps should be scored transversely to provide a good gripping surface.
- The Army Corp of Engineers suggests that the width of launching ramps should be guided by the length of the specific ramp. Ramps under 50′ should be 12′ wide, between 50′ and 75′ - 14′ wide, over 75′ - 16′ wide.
- Recommended grade of ramps will vary depending upon water depths, fluctuations, hull forms, size of vessel, and weight and power of the towing vehicle. The graduation should generally lie between 12% and 15%.
- Tops or pilings should be heavily coated with asphalt and topped with concrete, metal or fiberglass caps. Floating piers must be fitted with pad eyes to facilitate handling.
- All timbers around piers should be ACQ preserved in accordance with AWPA C1 and C5 standards.
- Pilings should be of oak, Douglas fir, green heart, or yellow pine because of greater wearing qualities. Decking should be of oak, maple or green heart for similar reasons.
- Main walkways and catwalks should be 6-8′ feet wide to accommodate movement of equipment. Minor walkways should be at least three feet wide. These dimensions also allow for barrier-free access.
- Walkways should be fitted with low lights for illumination of deck areas and boats. Walkways and gangways must be free of cleats to allow barrier-free access for persons with disabilities. Anti-skid material should be placed on gangways and pedestrian ramps. Gradients should not exceed 10%.
- Deck planking should be spaced no greater than 0.25′ apart to provide for proper drainage.
- Life rings should be provided at all supervised launching and fishing sites for emergency use, and ladders should be provided where hoists, rather than ramps, are used for launching of vessels.
- Handrails should be placed at vessel boarding sites and meet accessibility guidelines. Where no tidal rise and fall or significant fluctuation exists, handrails might be extended out over the water.
- Fishing sites shall be accessible and meet the ADAAG.
- One sanitary facility per gender per 150 cars should be located within 300 feet of the launching ramp (Fogg, 2005)

Park Design Considerations

The design criteria recommended here reflect considerations in park design that have, through practical experience proven to be indispensable to acceptable park development and use. A primary consideration is the physical characteristics of the site. The preservation of the natural and historical character of a potential recreation site constitutes a great part of the recreational experience and is dependent upon proper assessment of the site's ability to accommodate man-made intrusions. The type of soil and the slope of the site are among the most significant factors since they affect the natural vegetation, drainage, and susceptibility to erosion or soil compaction. Another significant factor is how the potential recreationist's needs can best be satisfied within prevailing physical constraints. This requires a full examination of anticipated use patterns, such as a day use, camping, parking accommodations, roadway layout, pedestrian flows, user safety, etc.

The age and activity level of the user is also important to keep in mind as it will dictate what types of park facilities are needed. For the youngest users, pre-school aged children, the play area should be located outside of the general foot traffic, as well as away from all vehicular traffic by a distance of approximately 200 feet or more. It is important that there are few moving parts that could possibly injure young children as well as an area for the supervising caregiver to sit. If possible keep the younger children's areas away from the older children's play area. (Fogg, 2005)

For children who are in elementary school the major design consideration should be to make the play area interesting and challenging to the children who will want to explore. Not as much adjacent seating is needed for caregivers for this age group, but safety of user is still a major priority. (Fogg, 2005)

For older children and young adults, the play facilities should be located where there is desire to attract this age group, such as attached to beaches and swimming facilities. Some facilities to consider include volleyball courts, skateboard ramps, weightlifting facilities and basketball courts. (Fogg, 2005)

Older people also enjoy spending time outdoors and there are certain considerations for these types of facilities. It is important to provide space for visiting, sitting and viewing the other park activities. Consider integrating the older people's spaces to encourage intergenerational interactions. (Fogg, 2005)

Microclimatic considerations should be major determinants in the location and orientation of facilities within a park. Transportation, prevailing wind direction, density and height of overstory, and also seasonal variances in the angle of the sun can seriously affect the comfort of park users in various activities.

Access to recreation facilities is another major design consideration. Improvement necessary to accommodate cars is among the largest expenditure in the development of most parks. The use of non-auto modes for access, particularly mass transit, bicycle, and pedestrian should be encouraged since it will minimize investments for parking and road facilities, conserve land resources for actual recreational use, conserve energy resources, and promote use by a broader socioeconomic sector of the population. To this end, arrangements for bus loading and unloading should be located near the recreation areas within parks and exclusive bus lanes should be provided where traffic warrants. Adequate and appropriate bike facilities should be provided as well, including bike lockers or racks and information regarding bike paths throughout and between parks and attractions.

Safety considerations within parks are critical to good park design, not only from the view point of liability, but also because hazardous conditions may detract from the park patrons' enjoyment of the recreational experience. Obviously, swimming facilities must be designed with safety as the paramount criterion. High traffic volume roads and other dangerous features, such as cliffs or mines, should be screened or fenced-off. Less obvious improvements, such as the clearance of low dense shrubbery and the installation of lighting will enable users to see and avoid potential hazards. Clear and concise signing is also important to warn users of hazards that may be an unavoidable part of their recreation experience (ticks, wild animals, etc.); awareness of surroundings will add to visitors feeling of well-being and safety.

In addition, the intrusion of peripheral influences should be screened where necessary and practicable. For example, planting bands or earth berms can cut down on the influence of external traffic and other noises. Conflicting activities should be separated where possible and points of potential conflict must be clearly marked.

Maintenance Considerations

The amount of maintenance required per recreationist is very much related to intensity of use, user attitudes reflected in vandalism and misuse, site characteristics, type of activity, and age of facility. Anticipated use and site characteristics must be recognized in site location and design, choice of materials, and programming of maintenance and services. As with new development, maintenance requires sound fiscal planning.

Maintenance of facilities for less intensive activities, such as hiking, canoeing, backpacking, and even camping, depends on the innate ability for the environment to absorb user impacts and activity rotation practices. The ability of the natural environment to regenerate varies greatly because of variations in soil conditions, types of vegetation, slopes or climates. While five years is adequate to restore most brush cover, areas with thin soil and cool climate, as exemplified by alpine conditions, may require centuries for recovery.

Facilities should never be designed to attract use beyond the level at which environmental deterioration can be quickly repaired by natural processes. If facility design is compatible with site characteristics, those facilities that generally receive more intensive use are less expensive per user due to decreasing marginal maintenance costs. Maintenance costs increase, however, when the carrying capacity is exceeded and severe site degradation occurs. In fact, several years revenue may be lost if the facility must be closed for regenerative purposes. To reduce the need for major rehab projects, regular inspections are necessary to monitor any deterioration and maintain environmental quality. It is important that park staff are made aware of what issues to look for so reports can be made of unusual activity; training of staff on environmental quality issues could be done at employee orientation.

High maintenance requirements are inherent in certain specialized facilities. Golf courses, and clay tennis courts, for example, require far more maintenance than trails serving the same number of people. On the other hand, these specialized facilities frequently can generate revenues to offset their higher maintenance costs.

Older facilities require more maintenance than new facilities, due to normal attrition associated with age. Contemporary changes in park design are intended to avoid some of the maintenance and operation headaches of the past, up to date as-builts should be kept at the facility to maintain a comprehensive look of the park for future changes.

Efficient scheduling of major rehabilitation projects can reduce excessive maintenance and operation costs. It is important that each year the park facility is surveyed for major projects that managers feel need to be completed, this survey can then be prioritized and appropriately budgeted for. Also, safety and programming components should be recognized as a potential deterrent to vandalism as well as a necessary part of the recreation services provided.

Appendix J -

Federal and State Wild, Scenic and Recreational Rivers

National Rivers Inventory for New York State

River	County	Length (miles)	Year Listed/ Updated	Reasons for Listing
Abijah River- Confluence with South Sandy Creek to Leepy Rd.	Jefferson	2	1982	O
Allegheny River- Great Valley Creek to Townsend Hollow.	Cattaraugus	10	1982/ 1995	H/ H,F
Ampersand Brook (Adirondack Province River System)- Stony Creek Ponds to Ampersand Lake	Franklin	8	1982	O
Ausable River- Mouth at Lake Champlain to confluence of East & West Branches (Au Sable Forks)	Clinton, Essex	22	1982	S, F, O
Ausable River- East Branch -Ausable Forks to Marcy Swamp	Essex	37	1982	S
Ausable River, West Branch- Ausable Forks to headwaters near Heart Lake.	Essex, Clinton	35	1982/ 1995	S, G, F/ S, R, G, F
Basher Kill- Confluence with Nerversink River to NY Rt. 17 at Wurstboro.	Orange, Sullivan	13	1995	W
Batavia Kill- Confluence with Schoharie to Windham	Greene	11	1982	S, R
Batten Kill- Route 22 to Arlington	Washington, Bennington	18	1982	S, G, H
Bear Gulf- Confluence with Sandy Creek to headwaters north of Woodard Road	Jefferson, Lewis	3	1982	G, O
Beaver Kill- One mile upstream for Spring Brook to headwaters .	Ulster, Sullivan	31	1982/ 1995	S/ S, R
Black Creek- Confluence with Genesee River to NY Rt. 237 near Pumpkin Hill.	Genesee, Monroe	29	1995	R, W
Black River- Dexter Dam to U.S. 11 Bridge in Watertown	Jefferson	12	1995	S, R, F
Black River- Kayuta Lake to North Lake	Herkimer	15	1982	R, O
Black River- Carthage to Lyons Falls.	Jefferson, Lewis	35	1982/ 1995	G, O/ R, G, H, O
Black River- Norton Road upstream to Forestport Dam.	Lewis, Oneida	26	1995	S, R
Blue Mountain Stream- Confluence with Pleasant Lake stream to Clear Pond	St. Lawrence	9	1982	O
Bog River- Tupper Lake to dam below Hitchins Pond	St. Lawrence	7	1982	S, O
Bog River- Tupper Lake to Bog Lake	St. Lawrence	20	1982/ 1995	S, R, O
Boreas River- Brace Dam to Boreas Ponds	Essex	6	1982	O

River	County	Length (miles)	Year Listed/ Updated	Reasons for Listing
Boreas River- Confluence with the Hudson River to Boreas Ponds	Essex	17	1982/ 1995	S, R, O
Boreas River- Confluence with the Hudson River to Cheney Pond	Essex	11	1982	O
Bouquet River- Lake Champlain to the confluence with the North Fork	Essex	48	1982	S, R, F
Bouquet River, North Branch- Confluence with Main Branch to Trout Pond	Essex	19	1982	O
Bouquet River, North Fork- Bridge at Rt. 73 to head-waters on Dial Mt.	Essex	6	1982	S, O
Bouquet River, South Fork- Bridge at Rt. 73 to headwaters	Essex	6	1982	S, O
Canisteo River- Confluence with Tioga River to South Hornell Road.	Steuben	46	1995	R
Carmans River- Long Point to the Long Island Expressway	Suffolk	6	1982	R
Catskill Creek- South Cairo to headwaters	Greene, Albany, Schoharie	32	1982	R
Cattaraugus Creek- Buttermilk Creek to Yorkshire.	Erie, Cattaraugus	14	1982/ 1995	G/ R, G
Cattaraugus Creek- South of NY State Thruway to North Gowanda.	Erie, Chautauqua, Cattaraugus	11	1982/ 1995	R, F
Cattaraugus Creek- South of the NY State Thruway to North Gowanda	Erie, Chautauqua, Cattaragus	11	1982	R
Cattaraugus Creek- Gowanda to Buttermilk Creek	Cattaraugus	20	1982	R, G, O
Cattaraugus Creek, South Branch- Confluence with Cattaraugus Creek to Skinner Hollow Road bridge located off NY Rt. 12 northeast of village of Cattaraugus.	Cattaraugus	12	1995	S, R
Cedar River- Confluence with Hudson River to the outlet of Cedar Lakes.	Hamilton, Essex	40	1982/ 1995	S, G, F, W, O/ S, R, G, F, W, O
Chataqua Creek- Route 20 Bridge in Westfield to Putnam Road	Chatauqua	11	1982	S
Chateaugay River- Pulp Mill Road to the Forge.	Franklin	5	1982/ 1995	G, H
Chateaugay River- Park Boundary (Lower Chateaugay Lake) to Bluff Point (Upper Chateaugay Lake)	Franklin	4	1982	S
Chateaugay River- Canadian border to the aban-doned railroad line near Chateaugay	Franklin	6	1982	S, G, O
Chateaugay River - Abandoned railroad line near Chateaugay to the Forge	Franklin	7	1982	G, O
Chemung River- West of South Corning Rd. to Fitch Bridge	Chemung	6	1982	G
Claverack Creek- Stottville to Red Mills	Columbia	8	1982	R
Clyde River- West of Clyde to Creager Bridge	Wayne	9	1982	H

River	County	Length (miles)	Year Listed/ Updated	Reasons for Listing
Cohocton River- Confluence with Tioga River to Atlanta.	Steuben	37	1995	R, G, F
Cold River- Confluence with Raquette River to Duck Hole	Hamilton, Franklin, Essex	14	1982	O
Conewango Creek- PA Border to Clear Creek near Jamestown	Chautauqua-Cattaraugus	33	1982	O
Connetquot River- Johnson Avenue to south of Sunrise Highway.	Suffolk	6	1982	R, O
Deer River- Confluence with the St. Regis River to APA boundary	Franklin, St. Lawrence	36	1982	O
Deer River- Park boundary to Deer River Flow	Franklin	6	1982	S
Delaware River, East Branch- Hancock to East Branch.	Delaware	17	1995	R, O
Delaware River, East Branch- Harvard to Downsville	Delaware	10	1982	C, O
East Canada Creek- Dogleville to headwaters near Powley Place.	Herkimer, Fulton, and Hamilton (13 rm/ 27 rm)	27	1982/ 1995	S, F/ S, R, F, O
East Stony Creek- Great Sacandaga Lake to Lixard Pond.	Hamilton and Warren	25	1982	O
Esopus Creek- Ashokan Reservoir to Winnisook Lake.	Ulster	27	1995	S, R, F
Fall Stream- Piseco Lake to Mud Lake.	Hamilton	7	1995	S, R
Fish Creek- Oneida Lake to confluence of East and West Branches.	Oneida	16	1995	R, F
Fish Creek, East Branch- Confluence with West Branch to East Branch Fish Creek Reservoir.	Oneida	17	1995	S, R, F
Fish Creek, West Branch- Confluence with the East Branch to NY Rt. 13 bridge above Westdale.	Oneida	25	1995	R, F, W
Fox Creek- Confluence with South Sandy Creek to the Loraine - E. Boylston Rd.	Jefferson	7	1982	O
Genesee River- Portageville to NY Route 19 Bridge at Belmont	Allegany, Wyoming, and Livingston	40	1982/ 1995	O/ R, O
Genesee River- Rt. 19 bridge at Belmont to Rt. 19 bridge at Shongo	Allegany	25	1995	O
Genesee River- Mount Morris to Portageville	Wyoming (1982- 7 rm/ 1995- 21 rm)	21	1982/ 1995	G/ S, R, G
Genesee River- NY State Thruway to Rt. 36 near Mount Morris	Monroe, Livingston	40	1982	O
Genesee River- NY Route 252 to Route 36 near Mt. Morris	Monroe and Livingston	49	1982/ 1995	R, O
Grasse River- Northernmost Park boundary crossing to confluence of Middle and South Branches	St. Lawrence	5	1982	F
Grasse River, Middle Branch- Confluence with the South Branch to confluence with Pleasant Lake Stream and Blue Mountain Stream	St. Lawrence	15	1982	O
Grasse River, North Branch- Park Boundary to Church Pond	St. Lawrence	25	1982	W

River	County	Length (miles)	Year Listed/ Updated	Reasons for Listing
Grasse River, South Branch- Confluence with the Middle Branch to Center Pond	St. Lawrence	44	1982	S, F
Great Chazy River- Robideau Road Bridge to Chazy Lake	Clinton	6	1982	S
Gulf Stream- Confluence with Sandy Creek to the headwaters of Jacobs Creek	Jefferson, Lewis	20	1982	G
Hoosic River- Hoosick Falls to near North Pownal	Rensselaer	10	1982	O
Hoosic River- Confluence with the Hudson River to Schaghticoke	Rensselaer	6	1982	G, O
Hudson River- North of Barrytown to south of Malden on Hudson	Ulster, Columbia, Dutchess	5	1982	F, H, O
Hudson River- North of Coxsackie Island to above New Baltimore	Greene, Columbia	5	1982	H, O
Hudson River- Congluence with the Sacandaga River to the confluence with the Opalescent	Essex, Hamilton, Saratoga, Warren	82	1982	S, R, G, O
Hudson River- North of Hudson to south of Coxsackie	Greene, Columbia	4	1982	H, O
Hunger Kill- Confluence with the Normans Kill to Kydius St.	Albany	5	1982	
Independence River- Confluence with the Black River to Pine Grove Rd.	Lewis	4	1982	G, O
Independence River- Park Boundary to Little Diamond Pond	Lewis, Herkimer	20	1982	S, F, W
Indian River- Confluence with the South Branch of the Moose River to Brook Trout Lake	Hamilton, Herkimer	16	1982	O
Indian River - Confluence with the Hudson River to Indian Lake	Essex, Hamilton	8	1982	F
Indian River- Antwerp to headwaters	Jefferson, Lewis	32	1982	G
Jordan River- Carry Falls Reservoir to Marsh	St. Lawrence, Franklin	21	1982	S, O
Kaikout Kill- Confluence with the Hunger Kill to the headwaters pond near the City of Albany boundary	Albany	2	1982	S, C
Kayaderosseras Creek- One mile north of Ballston Spa to Rock City Falls	Saratoga	7	1982	R
Kinderhook Creek- Confluence with Stockport Creek to NY Rt. 22 bridge.	Columbia, Rensselaer	46	1995	R, F, H
Kunjamuk River- Confluence with the Sacandaga River to South Pond	Hamilton	20	1982	S, O
Little Hoosic River- Confluence with the Hoosic River to near Petersburg	Rensselaer	6	1982	O
Long Pond Outlet- Confluence with the West Branch of the St. Regis River to Long Pond	St. Lawrence	16	1982	O
Mad River- Confluence with the North Branch to the headwaters near the county boundary	Oswego, Jefferson	9	1982	O
Marble River- Hatchery to headwaters.	Franklin	4	1995	O
Marion River- Raquette Lake to Utowana Lake	Hamilton	5	1982	H, C

River	County	Length (miles)	Year Listed/ Updated	Reasons for Listing
Mill Creek- Confluence with the Hudson to Garnet Lake	Warren	13	1982	O
Mohawk River - North of Rt. 12 to Stanwix	Oneida	8	1982	O
Mohawk River- Delta Reservoir upstream to confluences of East and West Branches near hamlet of West Branch.	Oneida	12	1995	H
Mongaup Creek- Fish hatchery to Mongaup Pond; Henry Brook from Mongaup Creek to Hodge Pond.	Sullivan	5	1995	O
Moose Creek- Confluence with Cold River to Moose Pond	Essex	5	1982	O
Moose River- Park Boundary to the confluence with the Middle and South Branches	Lewis, Herkimer	16	1982	S, R, G
Moose River, Middle Branch- Confluence with the South Branch to the confluence with the North Branch	Herkimer	10	1982	S, R
Moose River, North Branch- Confluence with the Middle Branch to Big Moose Lake	Herkimer	19	1982	S, O
Moose River, South Branch- Confluence with the Middle Branch to Little Moose Lake	Herkimer	39	1982	S, O
Neversink River- Southwest of Cuddebackville to Rock Hill	Ulster, Sullivan	16	1982	G
Neversink River, East Branch- Confluence with West Branch near Claryville to junction with Erts Brook near Denning.	Sullivan, Ulster	8	1995	S, R, F, H
Neversink River, West Branch- Confluence with East Branch to junction with Biscuit Brook near Fronst Valley.	Sullivan, Ulster	8	1995	S, R, F, H
Nissequoque River- Confluence with Long Island Sound to New Mill Pond.	Suffolk	8	1995	
Normans Kill- NY State Thruway to Route 146	Albany	14	1982	R
Oak Orchard Creek- Lake Ontario to Lockport Road bridge.	Orleans	44	1995	R, W
Opalescent River- Confluence with the Hudson River to Flowed Land	Essex	15	1982	O
Osgood River- Jones Pond Outlet to Meacham Lake	Franklin	13	1982	S, O
Oswegatchie River- Two miles south of Heuvelton to Rt. 87 bridge	St. Lawrence	8	1982	S
Oswegatchie River- Route 87 bridge to Natural Dam	Jefferson, St. Lawrence	34	1982	S
Oswegatchie River- Wanakena to Partlow Mill Dam	St. Lawrence, Herkimer	21	1982	S, F, C, O
Oswegatchie River, Middle Branch- Confluence with the Main Branch to the headwaters near Walker Lake	Herkimer, St. Lawrence, Lewis	41	1982	S, F, C, O
Oswegatchie River, West Branch- Fullerville dam backwater to Harrisville northern boundary	St. Lawrence, Lewis	12	1982	S, F, O
Oswegatchie River, West Branch- Southern boundary of Harrisville to Buck Pond	Herkimer, Lewis	34	1982	S, F, H, O

River	County	Length (miles)	Year Listed/ Updated	Reasons for Listing
Otselic River- South Otselic to Torpy Pond.	Chenango	16	1995	O
Otter Brook- Confluence with the South Branch of the Moose River to Lost Pond	Hamilton	10	1982	S, F, W, O
Otter Creek- Confluence with the Black River to Pine Grove Rd.	Lewis	1	1982	G, O
Otter Creek- Confluence with the Black & Big Otter Lake	Lewis	16	1982	O
Oulaska Pass Brook- Confluence with Cold River to headwaters	Essex, Hamilton	3	1982	O
Peconic River- Great Peconic Bay to Red Maple Swamp near ridge.	Suffolk	16	1995	S, R, F
Piseco Lake Outlet- Confluence with the West Branch of the Sacandaga to State Route 10	Hamilton	5	1982	O
Pleasant Lake Stream- Confluence with the Middle Branch of the Grasse River to Pleasant Lake	St. Lawrence	5	1982	O
Poesten Kill- West of Poesten Kill to Dyken Pond	Rensselaer	10	1982	R, G
Poultney River- Lake Champlain to headwaters near Tinmouth, VT.	Washington (NY), Rutland (VT)	50	1995	R, F
Raquette River- Confluence with Carry Falls Reservoir (Jamestown Falls) to the outlet of Raquette Lake	St. Lawrence, Franklin, Hamilton	73	1982	S, C
Red River- Confluence with the South Branch of the Moose River to headwaters	Hamilton	10	1982	S, F, C
Roaring Brook- Confluence with the Black River to Martinsburg	Lewis	4	1982	G, O
Rock River- Confluence with the Cedar River to Lake Durant	Hamilton	8	1982	S
Rondout Creek- NY Rt. 55 bridge (head of Rondout Reservoir) to headwaters near Peekamoose Lake.	Sullivan, Ulster	12	1995	S, R
Rondout Creek- Hudson River to junction with Sandberg creek near Napanoch.	Ulster	39	1995	S, R, F
Round Lake Outlet- Confluence with Bog River to Round Lake	Hamilton, St. Lawrence	3	1982	O
Sacandaga River- Great Sacandaga Lake inlet to Lake Pleasant outlet	Hamilton	31	1982	S, R, F, H
Sacandaga River, East Branch- Confluence with the main Branch to Botheration Pond	Hamilton, Warren	24	1982	S, F, O
Sacandaga River, North Branch- Confluence with the West Branch to headwaters (Canary Pond)	Hamilton	6	1982	O
Sacandaga River, West Branch- Confluence with the main branch to headwaters near Silver Lake Mountain	Hamilton	34	1982	S, R, F, O
Salmon River- Park Boundary to Elbow Ponds	Franklin	12	1982	S, R
Salmon River- Salmon Reservoir to the headwaters of the East Branch	Oswego	10	1982	O
Salmon River- Route 81 to Lower Reservoir	Oswego	9	1982	R

River	County	Length (miles)	Year Listed/ Updated	Reasons for Listing
Salmon River, North Branch- Salmon Reservoir to Castor Pond	Oswego	5	1982	O
Sandy Creek- Mouth at Lake Ontario to Route 81	Jefferson	12	1982	O
Sandy Creek (Sandy Creek System)- East of Adams to the headwaters	Jefferson	17	1982	O
Sangerfield River- Wickwire Road to NY Rt. 12 bridge.	Madison, Oneida	10	1995	S, F, W
Saranac River- Bridge crossing south of Elsinore to Upper Saranac Lake outlet	Clinton, Franklin, Essex	66	1982	S, R, H
Saranac River, North Branch- Confluence with the main branch to Mud Pond	Clinton, Franklin	20	1982	O
Schoharie Creek- Prattsville to headwaters	Greene	29	1982	S, R
Schoharie Creek- Near Vroman's Nose to the Blenheim-Gilboa Pump Storage Project dam	Green	15	1982	G
Schoharie Creek- New York State Thruway to Esperance		18	1982	R, G, O
Schroon River- Confluence with the Hudson River to the outlet of the former Deadwater Pond	Warren, Essex	67	1982	S, G, W, O
Scriba Creek- Oneida Lake to headwaters near Salt Road (Rt. 183).	Oswego	14	1995	F, O
Shawangunk Kill River- Confluence with Wallkill River to Orange Conty line near New Vernon.	Ulster	30	1995	R
Shingle Gulf- Confluence with Sandy Creek to the headwaters east of Whitesville Road	Jefferson, Lewis	4	1982	G, O
Silver Lake Outlet- Confluence with the West Branch of the Sacandaga to Silver Lake	Hamilton	5	1982	O
South Branch Opalescent River/Skylight Brook- Confluence with Opalescent to headwaters	Essex	5	1982	O
South Sandy Creek- Mouth at Lake Ontario to the headwaters at the unnamed pond on the Lewis-Jefferson County boundary	Lewis, Jefferson	28	1982	G
Spring Creek- Confluence with Oatka Creek to headwaters.	Livingston, Monroe	6	1995	R, G, O
St. Regis River- Brasher Falls to Lower St. Regis Lake	St. Lawrence, Franklin	46	1982	S, R, O
St. Regis River, East Branch- Confluence with the main branch above Santa Clara to headwaters at Meacham Lake	Franklin	18	1982	S, O
St. Regis River, West Branch- Confleunce with the main branch at Winthrop to Allen Falls Reservoir	St. Lawrence	17	1982	O
St. Regis River, West Branch- Parishville to headwaters at Little Fish Pond	St. Lawrence, Franklin	42	1982	S, F
Susquehanna River- NY Rt. 206 in Bainbridge to Otsego Lake outlet at Cooperstown.	Chenango, Delaware	57	1995	S, R
Taghkanic Creek- Confluence with Claverack Creek to headwaters	Columbia	24	1982	R
The Branch- Confluence with Schroon River to Elk Lake	Essex	12	1982	O

River	County	Length (miles)	Year Listed/ Updated	Reasons for Listing
Thirteenth Brook- Confluence with Hudson River to Thirteenth Lake	Warren	5	1982	O
Tomhannock Creek- Confluence with the Hoosic River to the Boston-Maine railroad bridge	Rensselaer	2	1982	G, O
Trout Brook- Pottersville to Olmstedville	Essex, Warren	8	1982	O
Unadilla River- Confluence with the Susquehanna River to West Edmeston	Ostego, Chanango, Madison	37	1982	R, O
Upper & Lower Twin Brooks- Confluence with Opalescent to headwaters	Essex	6	1982	O
Wallkill River- Hamburg, NJ to the Merritts Island, NY area	Orange	14	1982	O
Wallkill River (including Shawangunk Kill)- Sturgeon Pond to Wallkill (confluence with the Walkill River to Pine Bush)	Ulster- 19 rm (Ulster, Orange- 12 rm)	31	1982	H
Wallkill River- South of the Montgomery Airport to Route 17	Orange	7	1982	O
Wappinger Creek- Nooteming Lake to headwaters at Thompson Pond	Dutchess	15	1982	G
West Canada Creek- Harvey Road bridge crossing to Mud Lake	Herkimer, Hamilton	36	1982	S, R, O
West Canada Creek, South Branch- Confluence with West Canada Creek to headwaters	Herkimer, Hamilton	18	1982	S, R, O
West Stony Creek- Confluence with the Sacandaga River to Peck's Lake	Fulton, Hamilton	15	1982	O

Total NYS NRI miles =	3208

Abbreviations	
S= Scenery	W= Wildlife
R= Recreation	P= Prehistory
G= Geology	H= History
F= Fish	C= Culture
O= Other Values	rm= river miles

State Designated Wild, Scenic and Recreational Rivers

	River	Number of Miles Classified		
		Wild	Scenic	Recreational
National	Delaware (Upper) River		23.1	50.3
State Initial (Located within the Adirondack Park)	Ampersand Brook		8.0	
	Ausable River		9.0	
	Ausable River (West)			5.0
	Boreas River		11.5	
	Bouquet River (North Fork)		6.0	
	Bouquet River (South Fork)		5.5	
	Cedar River	7.0	5.0	
	Cold River	17.0		
	Hudson River	13.0	9.0	
	Indian River	13.0		
	Moose River (South)		24.5	
	Opalescent River	11.0		
	Sacandaga River (East)	11.5		
	Sacandaga River (West)	7.0		
State Additional	Ausable River (East)			28.3
	Ausable River (Main)			22.0
	Ausable River (West)			29.5
	Black River		7.8	6.6
	Blue Mountain Stream		9.0	
	Bog River		7.3	
	Bouquet River			47.3
	Carmens River		7.3	1.0
	Cedar River	7.3	10.0	11.0
	Connetquot River			5.8
	Deer River		6.2	
	East Canada Creek		20.9	
	Fall Creek			
	Genesee River		22.1	
	Grasse River (Middle)		14.5	
	Grasse River (North)		25.4	
	Grasse River (South)		38.9	5.2
	Hudson River			58.6
	Independence River		26.0	0.5
	Indian River			8.3
	Jordan River		18.0	
	Kunjamuk River	8.0	10.4	
	Long Pond Outlet		16.0	
	Marion River		5.0	
	Moose River (Main)		15.8	
	Moose River (Middle)			13.4
	Moose River (North)		6.0	13.0
	Moose River (South)		14.4	
	Nissequogue River		1.4	1.4
	Oswegatchie River (Main)	18.5		2.3

	River	Number of Miles Classified		
		Wild	Scenic	Recreational
State Additional	Oswegatchie River (Middle)	14.5	7.0	
	Oswegatchie River (West)		7.0	6.1
	Otter Brook		10.0	
	Peconic River		13.5	5.5
	Piseco Outlet	4.2		
	Ramapo River			3.5
	Raquette River		33.8	39.0
	Red River		9.7	
	Rock River		6.9	1.2
	Round Lake Outlet		2.7	
	Sacandaga River (East)			14.0
	Sacandaga River (Main)			31.0
	Sacandaga River (West)	9.0		10.6
	Salmon River			12.3
	Saranac River (Main)			60.4
	Schroon River			66.7
	Shawangunk Kill River			
	St. Regis River (East)		14.5	6.1
	St. Regis River (Main)		15.5	7.0
	St. Regis River (West)		35.0	5.5
	West Canada Creek (South)	5.9		9.7
	West Canda Creek		17.0	11.0
	West Stony Creek		7.7	8.7
	Total	146.9	541.2	557.5
	Total for the System	1245.5		