

IV. Analysis and Alternatives

This Master Plan will be the first comprehensive planning document for Moreau Lake State Park. The only other document that refers to Moreau Lake was completed in 1969 (Vollmer, 1969). The plan entitled "Outdoor Recreation for the Capital District, New York" focused primarily on acquisition of property to expand the park and facilities.

The current planning process began in 1998, shortly after the acquisition of more than 3,200 acres from Niagara Mohawk (National Grid) and the Open Space Institute. This acquisition more than tripled the size of the park. Management, development and operation of the newly expanded park are the major impetus of this master plan. The development process of this master plan has followed four basic steps: resource inventory, assessment of needs, analysis of resources and the development of alternatives. This chapter completes the last two steps of this planning process, analysis of resources and the development of alternatives.

Park Classification

There are two primary sources of reference for the classification of park land under OPRHP jurisdiction: The State Parkland Classification System (OPRHP, 1980) and Article 20 of Parks, Recreation and Historic Preservation Law - New York State Park Preserve System.

During the 1970's, OPRHP undertook studies and gathered data on a variety of environmental and management factors for each park. This information was the basis for the development of a classification system for land in the State Park System (OPRHP, 1980). The concept of this system was to identify the capability of parkland to support various park functions and thus provide guidance for the protection of environmental resources, use and management practices. The classification system has undergone revisions over the years. The system is explained in a 1980 technical report, updated in the 1994 Statewide Comprehensive Outdoor Recreation Plan (SCORP) and most recently updated in the 2003 SCORP. Prior to the development of the classification system Moreau Lake State Park was considered a recreation park. Under the classification systems, Moreau Lake State Park has been classified as a Scenic-Preserve Park (1980), and a Recreation Park (1994). The master planning process presents the opportunity to reevaluate a park's current classification and modify it if necessary, based on the most recent natural, cultural and recreational resource inventories.

The current Park Classification System provides five (5) major classification categories. These are: Park and Land Resources, Water Access, Historic Resources, Linear Systems, and Underwater Sites and Environmental Education (OPRHP, 2002). Parks and Land Resources include land areas that provide passive and/or active recreation. Water Access facilities focus on boating activity and its related uses. Historic Resources are sites, parks, etc., which have historical significance. These areas are preserved and/or interpreted for these values. Linear systems are recreation ways, parkways, and trails—movement corridors which link recreation areas either to population centers or to other recreation areas (OPRHP, 1980). Underwater sites are historic or park resources that exist under water. Environmental Education sites or areas are specific to lands administered by the Department of Environmental Conservation (DEC). Moreau Lake State Park falls within the "Parks and Land Resources" category.

Under the “Parks and Land Resources” category there are seven subcategories. Three of these categories are reserved for lands within the Adirondack and Catskill Regions that are administered by DEC. The four that pertain to OPRHP lands include: Metro Park, Recreation Park, Scenic Park, and Park Preserve.

Moreau Lake State Park, as it currently exists, falls within the Scenic Park classification according to the Classification System outlined in the 2003 SCORP. SCORP defines a Scenic Park as having a natural setting, with limited development. Scenic attractions exist within urban, suburban or rural areas. A Scenic Park contains a mix of natural and developed areas with significant scenic resources. Activities can include, but are not limited to, camping, swimming in natural waterbodies, picnicking, hiking, biking, snowshoeing, cross-country skiing, and boating. However, the major attraction to a Scenic Park is its scenic character and natural resources rather than the activities offered.

Other classifications that could be considered for Moreau Lake State Park are the Recreation Park and the Park Preserve. The Recreation Park is described as being a natural area in suburban or rural areas. It contains a mix of natural and developed areas in natural surroundings. Facilities can include but are not limited to swimming pools, beaches and bath houses, boating and campgrounds with various levels of service, golf courses, picnic areas, play fields and game courts. Natural environments surround and enhance these areas; however, the developed areas and the use of these areas are substantial.

In comparison, a Park Preserve focuses more on the natural attributes of a park and its environmental research and educational opportunities, but may also provide for limited recreational use based upon the carrying capacities of the resource base and other program considerations. These may include large tracts of barely disturbed woodland or habitat important for wildlife and areas that present development and land use constraints such as unusually steep topography. Because of the sensitivity of the ecosystem, human use must be limited. Recreation activities are generally passive in nature. Activities may include, but are not limited to, nature interpretation, hiking, canoeing, snowshoeing, cross-country skiing, hunting and fishing. Where such use is compatible with the environment, bicycle riding, horseback riding, primitive camping, picnicking and similar forms of activities may be permitted. Highly developed facilities are kept at a minimum. Alteration of the natural setting is greatly discouraged and great care is taken to minimize visual intrusion.

Article 20 of the Parks, Recreation and Historic Preservation Law outlines the process for designation of entire parks as part of a statewide park preserve system. Portions of parks, called Park Preservation Areas, can also be included as part of the park preserve system. Article 20 calls for scientific studies to determine what areas should be designated as part of the system. The law also provides guidance for protection and interpretation within Park Preserves and Park Preservation Areas.

Moreau Lake State Park as a whole is primarily wooded. Most recreation activities within the park are concentrated and center on the 128+ acre Moreau Lake. The remainder of the park provides multiple use trail opportunities, access to the Hudson River, and a potential to provide overnight facilities. Some areas contain steep slopes which would preclude most recreational activities and development of support facilities. Soil types within the park are well to excessively drained with the exception of those associated with water bodies and wetlands. There is one State regulated wetland associated with the north pond of Moreau Lake and many smaller wetlands within the park. There is also a bog lake community surrounding Lake

Ann. There are 18 distinct ecological community types. The hemlock-northern hardwood forest community is significant because of its size, contiguous nature and is an excellent representation of the community type. The calcareous talus slope woodland community is considered significant because of a limited number of occurrences in New York State. The ridge lines of the Palmertown and Luzerne Mountain Ranges provide many spectacular views of the southern Adirondacks, the Hudson River and the Lake Champlain and Hudson River Valleys.

As a single entity, it is recommended that Moreau Lake State Park be classified as a Scenic Park. Areas within the park could be considered for inclusion into the Park Preserve System as Park Preservation Areas as defined by Article 20 of the Park, Recreation and Historic Preservation Law (Park Preserve Law).

Physical Resource Analysis

Geology and Topography

The underlying geological formations dictate the topography of the area. The majority of the rock beneath the park has not been documented because of the extensive amount of glacial and alluvial deposits left during the Quaternary of the Cenozoic Period.

Tectonic lifts and shifts have, however, created a fault line that parallels the Palmertown Mountain Range. The tectonic shifting and uplifting created folds and fractures in the bedrock which ultimately created the steep, cliff-like slopes of the Palmertown and Luzerne Mountains. These areas of steep slope should be avoided for most development features and facilities. Glaciation is the most recent, major geomorphologic influence of the area. Stabilization of the drainage patterns of Lake Iroquois, Lake Albany and the Proto-Mohawk River created a variety of topographic conditions from steep slopes through rolling plains and gentle slopes.

The gentler, rolling topography of the park generally supports the day use and campground areas of the park. This area is concentrated around Moreau Lake. The steeper terrain of the Palmertown Range and the Luzerne Mountains supports primarily trail activities with limited support facilities located in the level areas along roadways and the Hudson River.

Soils

Review of the Soil Survey maps and manuscripts for Saratoga and Warren Counties showed that 43 soil map units exist within the boundaries of Moreau Lake State Park. The soils in the Park range from rock outcrops to deep gravels and sands to mucks. The USDA produces soil interpretation tables for use by engineers, managers and farmers that provide general indications of the suitability of soils for cultivation and or development. The interpretation tables that apply to park development and recreation management include Building Site Development, Sanitary Facility Development, and Recreational Uses. These tables are presented in Appendix D.

Soils are rated in their natural state and are given a limitation rating of slight, moderate, or severe. Suitability ratings are given in terms of good, fair, and poor. It should be noted that even though a soil may have limitations, soil feature modifications or design plans can be

created that compensate for most degrees of limitations. Descriptions of the soil ratings used are listed below

Limitation Ratings

1. Slight - the rating given soils that have properties favorable for the use. The degree of limitation is minor and can be overcome easily. Good performance and low maintenance can be expected.
2. Moderate - the rating given soils that have properties moderately favorable for the use. This degree of limitation can be overcome or modified by special planning, design, or maintenance. During some part of the year, the expected performance is less desirable than for soils rated slight.
3. Severe - the rating given soils that have one or more properties unfavorable for the rated use, such as steep slopes, bedrock near the surface, flooding, high shrink-swell potential, a seasonal high water table or low strength. This degree of limitation generally requires major soil reclamation, special design, or intensive maintenance, which in most situations is difficult and costly.

Suitability Ratings

1. Good - the soil has properties favorable for the use. Good performance and low maintenance can be expected.
2. Fair - the soil is moderately favorable for the use. One or more soil properties make these soils less desirable than those rated good.
3. Poor - the soil has one or more properties unfavorable for the use. Overcoming the unfavorable property requires special design, extra maintenance or costly alteration.

The limitation and suitability ratings for park soils cover the full range from slight to severe. Soils with a "poor" or "severe" rating should be avoided. These soils are located on steep, rocky slopes or low areas that are wet or flooded such as bog areas or wetlands. Locating facilities or uses in areas where soils are rated "fair" or "moderate" may require special planning, engineering or soil stabilization measures depending upon the type and level of development.

Water

Water resources include both surface and ground water. The quality of these water sources is important to providing recreation opportunities and support facilities. The two main waterbodies within the park are Moreau Lake and the Hudson River.

The park is located in the Hudson-Hoosic watershed. Runoff flows either towards the Hudson River or Moreau Lake. The eastern slopes of the Palmertown Mountains drain into Moreau Lake, while the north and western slopes drain into the Hudson River. The Luzerne Mountains on the north side of the park also drain into the Hudson River.

Moreau Lake

Moreau Lake, with a surface area of 128 acres, is the focus of swimming, boating and fishing activities. Generally the lake has a best use rating of an "A" class lake. An "A" class rating means that the water body is suitable for primary (swimming) and secondary (boating and fishing) contact recreation and for use as a water supply. Currently, Moreau Lake is not used for a water supply by the park or its surrounding communities.

The park does not allow motorized boats (including electric trolling motors) on the lake. Using the SCORP (2003) recommendation of 1 acre/vessel for row boating, the instant capacity of Moreau Lake for boating is 128 boats. The park currently rents paddle boats and canoes. Day users and campers often launch their own craft from the launch at the south end of the lake. Boats may be crowded on the lake during peak park use days; however, the instant capacity is never reached.

Beach swimming is another activity that takes place on Moreau Lake. The one beach is accessed from the day use area on the northwest side of the lake. NYS Department of Health (DOH) standards for beach swimming are 25 sq. ft. per person at depths less than 4 ft. deep and 75 sq. ft. per person at depths greater than 4 ft. The roped swimming area in Moreau Lake is 264 ft. long by 114 ft. wide. Using the DOH standards, the beach has a facility capacity of approximately 1,000 people. Throughout the 35 years that the park has operated, the beach has not been closed to swimming as a result of water quality issues. Visual observations of the swimming area have reported that the capacity of the beach is adequate for current levels of use and that the instant capacity is never reached.

Hudson River

There are seven miles of Hudson River shoreline within the boundaries of the park. The water quality of this area is generally rated "good". Below Hudson Falls and Fort Edward there is a concern of PCB contamination. In fact, there is a NYS Department of Health (DOH) fish consumption advisory that begins below the Sherman Island Dam and extends to the Feeder Dam in South Glens Falls due to PCB concentrations in carp. In the stretch of river within the park, the primary concern is mercury contamination. There is a fish consumption advisory for smallmouth bass over 14 inches that begins at the Corinth Dam and extends to the bridge at Route 9 in South Glens Falls. There is no fish consumption advisory due to PCB's in either the Spier Falls or the Sherman Island impoundments.

A DEC hazardous waste remediation site exists adjacent to park lands on property owned by National Grid (site #55012). A land site remediation has been completed and the development of a river bottom remediation plan is underway. OPRHP will continue to consult with DEC regarding cleanup and use of this area.

The best use classification of this stretch of river is "B" for primary and secondary contact recreation. The area currently supports boating and fishing activity and before park management of the surrounding uplands, swimming took place in this area. The Town of Queensbury currently uses the Hudson River as a drinking water supply. The intake for their water treatment plant is just downstream from the park boundary. Saratoga County is exploring the development of a county-wide water system. One alternative being discussed is to develop a water treatment plant on the south shore of the Hudson River. The development of intake and pumping structures will have an impact on park land.

Motor boats, rowboats, canoes and kayaks are all permitted on this stretch of river, which is comprised of two impoundments, the Spier Falls Impoundment and the Sherman Island Impoundment. There is one publicly accessible boat launch on each impoundment. The Spier Falls Impoundment has 638 acres of surface area. Using the SCORP (2003) recommendation of 1 acre/vessel for rowboats, canoes and kayaks, the Spier Falls Impoundment has an instant capacity of 638 vessels. The instant capacity for motor and powerboats is 80-106 boats. This is calculated using 6-8 acres/vessel (SCORP, 2003). The public boat launch has parking for a maximum of 6 car/trailers. This facility limits and controls the amount of use this impoundment receives from boating activity.

Similarly, the Sherman Island Impoundment has 305 acres of surface area. The impoundment has an instant capacity for rowboats, canoes and kayaks of 305 vessels. The instant capacity for motor and powerboats is 38-50 vessels. The public launch offers parking for a maximum of 15 car/trailers. This launch parking area is also used by hikers, shore fishermen and picnickers. Boating use is rarely at capacity.

Potential park uses for the river could include drinking/potable water (with treatment), providing swimming opportunities, and improving fishing access and boating access.

Lake Ann

Lake Ann is located in the southwest corner of the park, north of the Mount McGregor Correctional Facility. It is considered a bog lake and is part of a larger wetland complex. The lake is acidic and most likely does not support any fish populations. The lake is important ecologically and adds to the biodiversity of the park. It is not used for most water related recreational activities due to its size and lack of sportfish. Also, the lake is not publically accessible from park trails.

Groundwater

There are no sole-source or primary aquifers associated with Moreau Lake State Park. The park uses wells to provide potable water to the park office, maintenance area, the Lakeshore Cottage, day use and campground areas. There are four wells used by the park, two are of an unknown depth the others are 225 feet deep and 130 feet deep. These wells currently service the park's existing use. If the park's capacity were increased through further development, within the intensive recreation areas of the park or through the addition of new facilities, the water supply system will need to be expanded. This may require the installation of new wells or tapping into municipal water supplies, where available.

Biological Resource Analysis

The park has been inventoried by the Natural Heritage Program to identify ecological communities. This inventory produced a map of the ecological communities within the park and an accompanying report that identified both rare and endangered species of flora and fauna as well as significant ecological communities.

Ecological Communities

As explained in the Environmental Setting Chapter, the park contains 18 distinct natural communities. The inventory conducted by the Natural Heritage Program identified two communities to be significant. The hemlock-northern hardwood forest community was

determined to be significant because of its expanse through the area. It exists in two large blocks within the park boundaries and extends northward into the Luzerne Mountains. The segment of the community identified within the park is an excellent example of the community type making it significant even though the community is not ranked as rare statewide or globally. The calcareous talus slope woodland community exists on a steep west facing slope along the Hudson River shoreline in the Luzerne Mountains. The community is within a beech-maple mesic dominated forest. This community type is considered rare (21 to 100 occurrences) statewide and globally. This particular community often occurs in small areas associated with rock outcroppings on steep slopes and cliffs.

The New York Heritage Program Law (ECL Article 11, Title 5, section 0539), lists three criteria under which a site may be considered for designation as a Natural Heritage Area. These criteria are:

1. *Provides habitat for 'endangered species' or 'threatened species' as defined in section 11-0535 of this title for animals and 9-1503 of this chapter for plants;*
2. *Provides habitat for rare species where rare means species ranked as S1, S2, or S3 under criteria developed pursuant to paragraph b of subdivision one of this section; or*
3. *Contains 'significant ecological communities' where such term means all rare ecological communities as well as the best examples of common communities.*

Both the hemlock-northern hardwood forest and the calcareous talus slope woodland meet the third criterion. The hemlock-northern hardwood forest is considered an excellent example of a common community and the calcareous talus slope woodland is a rare community type. These two ecological communities could be considered for designation as Natural Heritage Areas.

Fauna

As mentioned in Chapter II (Environmental Setting), no inventories for animal species were conducted on the park. Comparative studies have been performed and a list of species with the potential to occur is listed in Appendix B. The mammals listed are common to New York State and this region. Both big and small game can be found within the park, offering the potential for hunting. Amphibians and reptiles common to the northeast are also predicted to occur in the park.

Fish

Fish are also abundant within the park. Sport fish populations are supported within Moreau Lake and the Hudson River. There are no DOH (Department of Health) consumption advisories for Moreau Lake, which supports populations of largemouth and smallmouth bass, yellow perch and brown bullhead. Moreau Lake is also stocked each Spring with trout species by Saratoga County. Species found in the Hudson River may include brook and brown trout, bullhead, rock and smallmouth bass, yellow perch and walleye. There is a consumption advisory for this segment of river due to mercury contamination of smallmouth bass. There are no consumption advisories for this segment of river due to PCBs.

Birds

Although no bird inventories have been conducted exclusively for Moreau Lake State Park, the Breeding Bird Atlas Project 2000 (BBA) and a Bird Checklist developed for the

park do provide a comprehensive list of species with the potential to occur within the park. Many of these species have been sighted within the park and some are confirmed breeders within the park. The lists are presented in Appendix A.

The park was assessed to determine if it met any of the criteria for designation as a Bird Conservation Area (BCA) as described under Article 11, Title 20 of the Environmental Conservation Law (ECL). A number of sources were consulted during this evaluation including the Breeding Bird Atlas (1980-1985 and 2000-present), the Christmas Bird Counts, New York State Natural Heritage Program data, Audubon Important Bird Areas lists, the park's Bird Checklist and Preliminary Criteria Assessment. The assessment sheet is presented in Appendix F.

The results of this assessment were evaluated to determine if Moreau Lake State Park met the criteria for designation as a Bird Conservation Area (BCA). The BCA Law outlines nine criteria for which a site could qualify as a BCA. An area or site need only meet one of these criteria in order to be considered for designation. Moreau Lake State Park meets three of the nine criteria as follows:

1. Migratory Bird Concentration Site - The seven miles of wooded shoreline of the Hudson River that transects the Park serves as a migration corridor for 44 species of migratory song birds (33 common, 11 rare).
2. Diverse Species Concentration Site - The Park contains over 2,000 acres of hemlock-northern hardwood forest, some of which displays characteristics of a mature forest, which has been determined to be a significant ecological community by the NYS Natural Heritage Program. Wild Turkey, Blue-headed Vireo, Red-breasted Nuthatch, Golden-crowned Kinglet, Hermit Thrush, Black-throated Green Warbler, Pine Warbler, and White-throated Sparrow (Smith 1998: Checklist) represent a group of birds at Moreau Lake State Park that are supported by this community. The Park met the criterion for responsibility assemblage for forest species which contributed to its listing as an Audubon Important Bird Area (2005). The 2000 Breeding Bird Atlas (BBA) interim data identified 90 species in the BBA block having the greatest overlap with the Park. Approximately 192 birds were observed.
3. Species at Risk Site - The Park supports threatened Pied-billed Grebe and Bald Eagle and special concern Common Loon, Osprey, Sharp-shinned Hawk, Cooper's Hawk, Common Nighthawk and Whip-poor-will. A mid-winter survey of Bald Eagles in 2004-05 found at least 10 eagles on the 3 miles of the Hudson River between the Sherman Island Boat Launch and the Spier Falls Boat Launch. A radio tagged Bald Eagle (E-50) was regularly in the Park along the Hudson River during the winter of 2003-04. Although the battery was not transmitting during the winter of 2004-05, an adult Bald Eagle with a radio antenna, presumably E-50, was observed during the mid-winter surveys.

Because the Park meets the above stated criteria, portions of the park could be considered for designation as a Bird Conservation Area.

Rare, Threatened, Endangered and Species of Special Concern

Fauna

As noted in the "Environmental Setting" Chapter, the Natural Heritage Program has no records of rare, threatened, or endangered animal species within Moreau Lake State Park. A list of species that have the potential to occur in Moreau Lake State Park is presented in Appendix C. The Natural Heritage Program conducted investigations in and around wetlands and the Hudson River where rare, threatened or endangered species would most likely be found. Two rare species of dragonflies were found. With the exception of the threatened and special concern bird species identified through the BCA assessment, no other "Species at Risk" were found in the park.

Flora

Natural Heritage Program records show no known occurrences of rare plants within the park. No field investigations have been conducted to search for rare plants. Field visits during ecological community mapping also did not discover any rare plants. Comparative studies conducted on the park have generated a list of rare plants that have the potential to occur within the park (Appendix C), but as stated earlier, none are known to currently exist.

Wetlands

Several small hemlock-hardwood swamp wetlands, less than 5 acres, were found within the park. These wetlands are found in small bedrock depressions at high elevations.

A DEC regulated wetland, designated GA-1, and approximately 30 acres in size, is associated with the system of lakes and ponds, marshes and swamps located around the northern end of Moreau Lake. This wetland is considered a Class II wetland. Certain development activities will require a permit from the DEC.

A less common wetland community complex consisting of the bog lake known as Lake Ann, a small dwarf shrub bog and a 3-acre highbush blueberry bog thicket was also found in the park. Occurrences of these three community types are considered rare statewide having 21 - 100 occurrences. This wetland complex is approximately four acres in size

Cultural Resource Analysis

Three "Stage 1A (Literature Review) and Limited Stage 1B Cultural Resource Investigation" reports were produced for this park. Each report was focused on a different area of the park. The reports viewed as a whole provide an overall indication of archeological sensitivity and a listing of cultural resources within the park.

The entire region surrounding the park is considered to be potentially sensitive for prehistoric sites because of the physiographic features and its natural resources. The Hudson River would have served as a main transportation corridor and the availability of resources such as outcrops, chert and limestone make the area conducive to procurement and habitation sites for native peoples. The topography is also believed to be preferable for use as occupation sites although no evidence of such sites have been found. While no prehistoric

sites are known within the park boundaries, the potential for the area of the park to have prehistoric sites and to have been used for hunting-gathering grounds is moderate to high.

One of the major industries of the 19th century was tan bark production. Logging and sawmills were popular along the shores of the Hudson River. Great log drives would carry vast amounts of logs down the Hudson River to the waiting sawmills in Glens Falls. At the beginning of the 20th century (1900) a great feat of engineering was undertaken as the construction of Spier Falls Dam was begun. The Spier Falls Dam, at that time, was the fourth largest dam in the world. The use of the Hudson River and its contribution to the industrialization of the State is an important resource for interpretation.

Historical period resources may be represented by archeological remains of residences, abandoned logging camps or sawmill facilities within the mountainous terrain. Sawmill remains would most likely be found within proximity of the streams that cross local roads. Archeological features associated with the Spier Falls Dam may still exist on the banks of the Hudson River.

A list of eleven archeological sites and historic structures pre-dating 1950 is presented in the Environmental Setting.

Scenic Resource Analysis

Staff have inventoried and documented locations along trails, roads and water courses that offer near and distant scenic views of the park and its surroundings. Many locations are identified on the park's Trails Map and the Recreation Resources map (Map 12). The Western Ridge trail offers many opportunities for distant and panoramic views of the Hudson River, Luzerne Mountains and Spier Falls Dam. Views from the Ridge Run Trail include the Lake Champlain and Hudson River Valleys. Near views of Moreau Lake exist along the Lakeshore and Nature Trails and near views of the Hudson exist from the Warren County and Saratoga County river shorelines. The Spier Falls and Sherman Island boat launches also offer views of the Luzerne Mountains rising from the Hudson River shoreline. Views of the Palmertown Mountains exist from the Warren County shoreline and the Hudson River. The overlooks on the Western Ridge trail can be seen from the Spier Falls Boat Launch and the Hudson River. The Moreau Overlook Trail, the Red Oak Ridge Trail, and the Turkey Path offer stunning views to the lake below and the Green Mountains in the distance. Photos of some of the views of and from Moreau Lake State Park are shown in Appendix G.

Infrastructure Analysis

Roads are in good condition throughout the park. Some roads require general maintenance while others will require resurfacing. Old Saratoga Road, Mountain Road and Spier Falls Road are owned by either the Town or County and maintenance responsibility for those roads belongs to them.

There are no vehicular bridges on park roads. There are three footbridges within the park. One is on the Lakeshore Trail near the Lakeshore Cottage, another is on a connector trail from the campground to the Nature Trail and the third is on a hiking trail leading from the Nature Trail to camping loops F and G over a small drainage ditch. These bridges are used by pedestrians. They are in good condition and maintained by the Park.

Most of the Park's buildings were constructed in the 1960s while the Park was being prepared to receive the public. Some buildings that existed prior to the Park's establishment were adapted for park uses and are now considered historic. Some of these buildings have been abandoned or were demolished. It is possible to find adaptive uses for the remaining buildings. Some could be moved to more practical locations while others may have to be torn down. A comprehensive building conditions report should be prepared in consultation with the Regional Office and a plan developed for building use repair and upgrading. The boat house was recently renovated and converted into a Nature Center.

Utilities include water supply, septic and sewage disposal systems, telephone, electric, heating, and petroleum storage. These systems serve the existing camping, day use and administrative areas of the park. They serve the current capacity of the park. Expansions and upgrades to utilities and water systems will be necessary if the capacity of the park is increased.

New infrastructure will be required in areas of new development. The type and extent of the new utility services required will depend upon the level and type of developments proposed.

Land Acquisition

There are no plans to further expand Moreau Lake State Park. However, the Agency may be interested in obtaining easements for establishing public access. The Agency will evaluate and consider acquiring any adjacent properties or in-holdings as they become available for purposes of access, resource protection or recreation expansion.

Resource Protection and Use Suitability

Management Areas

The park can be divided into four distinct management areas: Lake Recreation Area, Palmertown Mountains, Hudson River Corridor, and Warren County. These divisions identify the uniqueness of each area and recognize the need for differing management strategies which reflect the types of uses, facilities and resources in these areas. For instance, the Palmertown Mountains are used and well suited for trail activities and enjoying the scenic vistas, whereas the Lake Recreation Area focuses on more intensive recreational activities such as camping, beach swimming and group activities. The Palmertown Mountains area is mostly undeveloped forest land on rugged terrain with steep slopes. The Lake Recreation Area has many areas that are in a natural state, but also has developed facilities such as parking lots, picnic pavilions, a sand beach, and 148 campsites that support the vast number of patrons that visit the park. While some management strategies may be similar or related (an action in one area may affect an adjacent area), the basic management focus is entirely different. Alternative management and development directions have been developed for each one of these areas using the existing conditions, the recommended directions and constraints and considerations identified in the resource analysis. Map 13 shows generally how the park is divided into the four management areas. The boundaries shown on this map are for management purposes only and are not to be construed as hard boundaries to be marked on the ground.

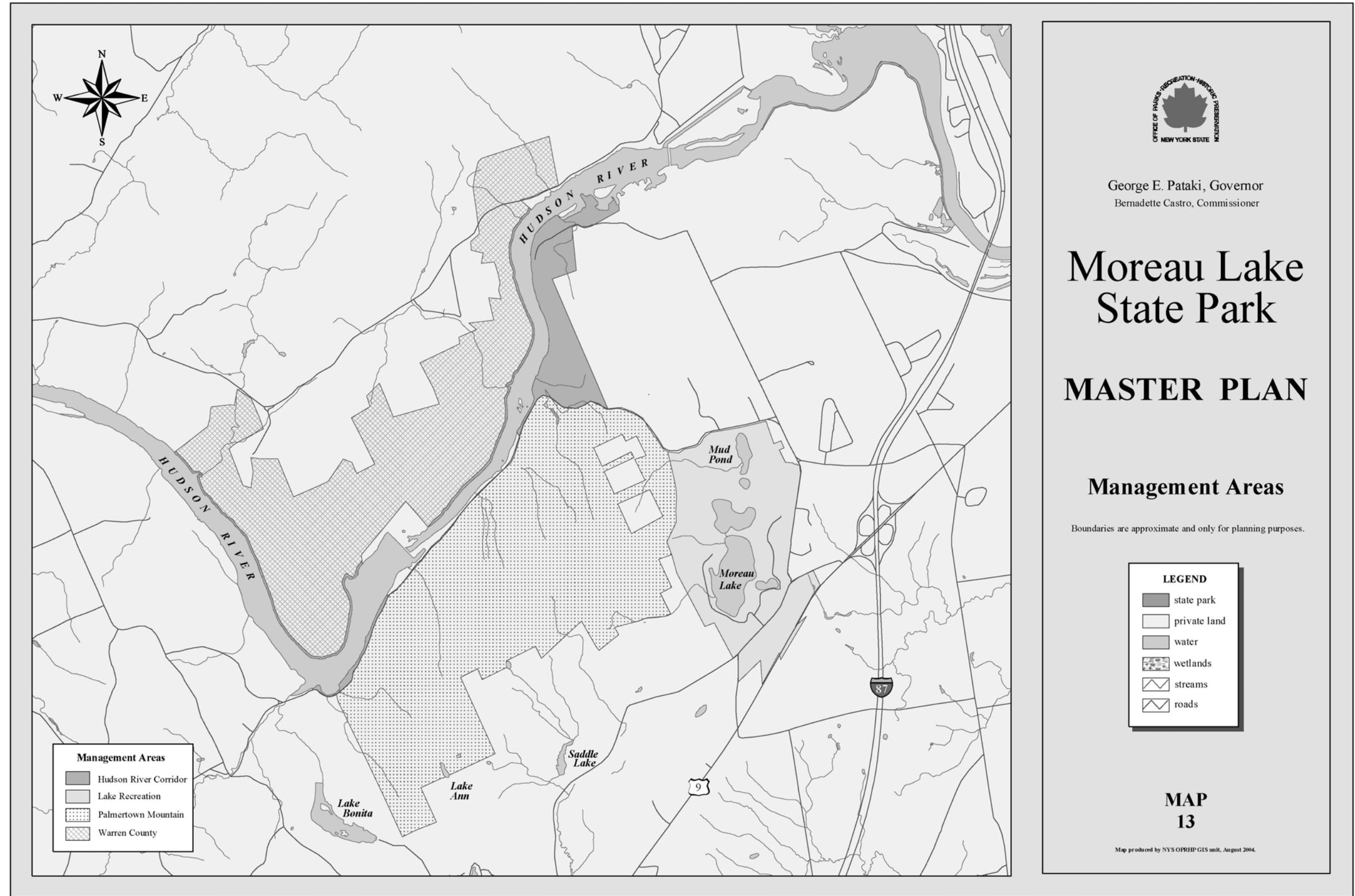
The **Lake Recreation Management Area** can be defined as the area surrounding Moreau Lake. It is comprised of the park entrance, the property between Route 9 and Old Saratoga Road, the day use area, the campground, the lake and its associated ponds, and the network of trails that surround the lake and lead to the north and west into the Palmertown Mountains. Its boundary to the Palmertown Mountains is the ridgeline to the west of the lake where the "Turkey Path" trail is located.

The **Palmertown Mountain Management Area** contains numerous trails, trailheads and parking areas. This area is bounded by the Hudson River Corridor to the north and west and the Lake Recreation Area, private lands and other State-owned lands to the south and east. The northern boundary can be considered Spier Falls Road as it parallels the Hudson River.

The **Hudson River Corridor Management Area** contains two boat launches -- the Spier Falls Launch and the Sherman Island Launch -- pull off parking areas on the river side of Spier Falls road, the Hudson River and water accessible sites within the Warren County property. It is bounded on the south by Spier Falls Road and includes the property parallel to the river on the north side of Spier Falls Road (including the Potter's Point area). Its northern boundary is a line that parallels the Hudson River shoreline approximately 50 feet inland

The **Warren County Management Area** consists of all land accessible facilities or structures within the portion of the park located north of the Hudson River in the Towns of Luzerne and Queensbury. The southern boundary parallels the Hudson River Corridor Area's boundary and the northern boundary follows the northern park property boundary, which is a jagged path around private residences and commercial properties.

Map 13 – Management Areas



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Recreation Development Alternatives

An analysis of the recreation options was conducted to determine the appropriate and preferred uses for a park classified as Scenic. This analysis is presented in tabular form. The alternatives are grouped according to the Management Areas defined above and then the tables are organized by activity. The public scoping process and resource analyses were used to determine uses/activities appropriate for each Management Area. The activities analyzed within each Management Area were selected based upon the resource issues and character of the Management Area. Activities considered active or intensive, such as camping, boating, and group picnicking, were directed towards areas that traditionally supported such uses.

Hudson River Corridor Management Area

The Hudson River Corridor Management Area consists of the waters of the Hudson River, its shorelines and the immediately adjacent land side amenities such as water accessed campsites, shoreline trails and boat launch sites.

Access

Existing Conditions: The Hudson River Corridor is primarily accessed from the Spier Falls and Sherman Island Boat Launches and various “pull-offs” along Spier Falls Road (See also boating, picnicking and camping alternatives). Access from the north is limited by access to the Warren County Management Area (See Warren County Management Area Access alternatives).

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">Access to the river corridor will continue to be provided via the Spier Falls and Sherman Island boat launches.Access to water access campsites will continue.“Potter’s Point” will not be accessible by land.No access will be provided from Warren County.
2. Improve and expand existing parking at the Sherman Island boat launch (See also Boating/Boat Launching alternatives).	<ul style="list-style-type: none">Separate parking for boaters, hikers and day users.Create an additional parking area for day users/picnickers.Designate smaller parking areas near the entrance as trail head parking.

3. Minor expansion of parking at the Spier Falls boat launch (See also Boating/Boat Launching alternatives).	<ul style="list-style-type: none"> • Requires removal of vegetation. • Limited space at the launch. • Limited sight distance at the entrance/exit of the launch area.
4. Improve existing “pull-offs” (see also Picnicking alternatives).	<ul style="list-style-type: none"> • Shorelines are steep. • Some shoreline areas would require stabilization. • Areas may invite illegal swimming or camping. • Could provide fisherman access. • Picnic table theft or vandalism could occur. • Provides access to scenic vistas.
5. Provide water accessed campsites at the “Potter’s Point” area and develop road access as other camping facilities area developed (see also Camping and Cottages/Cabins alternatives).	<ul style="list-style-type: none"> • Road corridors to and within the area exist. • The road is single lane and will need to be expanded for two-way traffic. • Site is level. • Site previously used for cabins. • Primitive sites could be easily established, access to the river and cleared areas already exist. • Provides a unique Hudson River camping experience.

Preferred Option: Alternatives 2 - 5

The preferred options for access focus on improving the site designs of the boat launch parking areas and “pull-offs” along Spier Falls Road. The only additions to access occur at “Potter’ Point” and Corinth Road in Warren County. At first, access to “Potter’s Point will be from the water and later, as camping is developed further, access from land will be reestablished and improved. An access point is also proposed from Warren County off of Corinth Road via Niagara Mohawk (National Grid) property. An agreement with National Grid will be needed to cross their property. This is discussed under Warren County Access Alternatives.

Trail Activities

This section will focus on trails specifically related to water recreation. Land based trails will be discussed within the other Management Areas.

Category: Water Trail

Existing Conditions: The Hudson River provides a corridor that is attractive to canoeists and kayakers. No water trail is specifically designated in this reach of the river. The power company, in accordance with their operating license from FERC, has created four water access camp sites, two portage trails, and two boat launches. They also installed accessible water access/fishing piers at each of the boat launches and two seasonal portable toilets were installed at the larger of the two boat launches.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Continue management and operation of the four campsites, two boat launches and the portage trail around Spier Falls Dam. • No promotion of the water trail or its facilities.
2. Promote the segment of river through the Park as a water trail or paddlers trail through the development of promotional materials such as brochures, and maps that highlight the water trail and its amenities.	<ul style="list-style-type: none"> • Will require policing of sites by Park Police and Park Staff. • Will attract more users to the area. • May require more and/or improved amenities such as pit privies and additional sites.
3. Improve and expand the existing facilities and coordinate with the current owner of the power generating stations regarding the improvements and expansions.	<ul style="list-style-type: none"> • Consider adding more camping sites. • Camping sites in clusters of 2 or 3 may require pit privies. • Expand picnicking facilities and parking at Sherman Island Boat Launch. • Sherman Island Boat Launch may require improved comfort facilities. • The use of the water access campsites will have to be monitored for use to assess impacts.

Preferred Option: Alternatives 2 and 3

Creating and promoting a water trail within this segment of river restores a sense of navigability to the river. For centuries before the construction of Spier Falls Dam, the river was used as a highway to transport people and goods. Portages around dams and water-accessed campsites provide the opportunity to serve “through paddlers” who want to experience the history and nature of the river. Continuing the water trail beyond the park boundaries will require cooperation and coordination with non-profit organizations and local municipalities. The water trail concept is not new to the Hudson River, as it is being developed from Peebles Island State Park in Waterford south to Battery Park in Manhattan through the efforts of the Hudson River Valley Greenway. However, progress in extending the concept north beyond Peebles Island State Park has not been aggressively pursued.

Benefits of promoting the water trail concept can include revitalizing local economies; providing opportunities for self-discovery and building outdoor skills; teaching nature, history and stewardship of resources.

As the water trail concept expands and use becomes more frequent, partnerships with organizations, municipalities, the current owners of the power generation stations (Spier Falls and Sherman Island Dams) and other State Agencies may be necessary to provide and improve the existing facilities. Improvement and expansion of facilities within the park should be designed to fit the character of the park and not compromise the quality of the experience or the resources of the river corridor.

Category: Saratoga-Warren County Connection

Existing Conditions: There are no connector trails, bridges or routes that connect the Saratoga Co. trails to the Warren Co. trails within the Park. The Spier Falls Dam does not permit pedestrians to cross nor does OPRHP have access to the Dam. Access to the Warren Co. area is obtained by either crossing the river by boat or driving around to the nearest vehicular bridge in Glens Falls or Corinth.

1. Status Quo	<ul style="list-style-type: none"> • Continue to use existing bridges further up and down stream for vehicular crossings. All other crossings can be accomplished by boat.
2. Develop a pedestrian bridge that crosses the Hudson River and links the two sides of the park.	<ul style="list-style-type: none"> • Could connect trails on the Saratoga Co. side to trails on the Warren Co. side. • Expense compared to amount of use is prohibitive. • Would be visually intrusive and would not be consistent with the character of the river.
3. Identify trailheads that are water accessible and connect the Warren Co side trails to the Saratoga Co. side trails via crossing the river by boat.	<ul style="list-style-type: none"> • Both the Spier Falls Launch and the Sherman Island Launch can be used as trailheads. • Landing locations will need to be identified on the Warren Co. side.

Preferred Option: Status Quo and Alternative 3.

While providing pedestrian or vehicular access over the Hudson River to connect the two sections of the park would seem to be desirable or even logical, realistically it is not feasible to do so. The proposed classification for the park is “Scenic Park” and one of the most valuable features of this park is the natural, scenic quality of the Hudson River. Constructing a bridge, even a narrow one would infringe on the very qualities that make the river attractive. In recognizing the need to provide some “connectivity” to the two “sides” of the park, Alternative 3 provides a non-intrusive option. The two existing boat launches on the south shore can serve as trailheads and with the use of canoes, kayaks and small boats, crossing the river can be accommodated. The Status Quo alternative continues the practice of using public roads and existing vehicular bridges to provide access to the Warren County area (See Warren County Management Area access alternatives.)

Birding/Wildlife Observation

Existing Conditions: The large expanse of forest and the waterbodies within the park provide habitat for a high diversity of bird species and an abundance of wildlife. This type of activity is usually secondary to other primary activities such as hiking, boating or canoeing. No viewing platforms exist within the park; however, open areas and scenic overlooks provide an opportunity to view birds and wildlife.

Within this management area boating/canoeing provides opportunities to view birds and wildlife. Trailheads, boat launches, parking and water-accessed campsites are available locations for land based viewing. Kiosks at each boat launch site display Park and boat launch site rules and regulations.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> No specific viewing locations will be identified.
2. Place kiosks and informational panels for the kiosks at the boat launch sites that provide information on the birds and wildlife in the park.	<ul style="list-style-type: none"> Controls the amount of signing needed in the management area. Panels can be rotated to coincide with interpretive panels. Kiosks are already in place.
3. Provide brochures, check lists and other literature at trailheads and boat launch sites.	<ul style="list-style-type: none"> Requires that a continued stock of brochures be provided. Creates a litter potential. These materials are provided at the Park Office and Nature Center.

Preferred Option: Alternative 2

The preferred alternatives use the existing signage at the boat launch sites to distribute information about the birds and wildlife within the park. No platforms or specific viewing locations are identified within this area. The preferred alternatives continue to recognize that birding and wildlife observation often take place as secondary activities. Many of the considerations for this activity can be addressed in other activity categories.

Scenic Areas and Vistas

Existing Conditions: The Hudson River and the forested mountains are considered scenic. They can be viewed from trails and overlooks outside the Hudson River Corridor Area and the Spier Falls and Sherman Island Boat Launches within the corridor as well as from locations along Spier Falls Road and the corridor itself from a water craft.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> No specific scenic vantage points are identified.

2. Identify and map locations along Spier Falls Road that provide access to scenic views of the river and the Warren Co. shoreline.	<ul style="list-style-type: none"> • Viewing areas along the river become popular picnic spots. • Traffic could build up along Spier Falls Road and create an unsafe roadway for both vehicles and park patrons. • Locations currently exist and are being used for river access.
3. Identify and map locations along the Warren Co. shoreline that provide scenic views of the Palmertown Mountains and the river.	<ul style="list-style-type: none"> • Campsites could be identified as providing scenic views of the river and the Palmertown Mountains. • Identify the "Old Boat Launch" off Corinth Road as a scenic vantage point (north shore). • Placing signs along the shoreline would detract from the scenic value of the river.
4. Develop brochures, maps and other materials that identify locations of scenic views.	<ul style="list-style-type: none"> • Materials such as brochures and maps can be distributed at the Park Office.
<p>Preferred Option: Alternatives 2 and 4</p> <p>The preferred options provide the opportunity for the public to access the area and experience the scenery without intruding on the resource. Identifying access points on maps and brochures rather than putting up signs and kiosks helps to maintain the naturalness of the area and enhances the type of experience being offered to visitors.</p>	

Interpretive Programs

Existing Conditions: The Hudson River and the large expanse of forest surrounding the Hudson River provides habitat for a high diversity of bird species and an abundance of wildlife. Certain man-made features such as the Spier Falls Dam and ruins of worker housing add human interest and historical value to the area. There are a number of locations and opportunities to experience wildlife and other interpretive themes. Kiosks, some interpretive panels and programs have been developed and are used to help interpret the outstanding features of the area for the public. Guided tours, both on land and water, are offered along the river corridor.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Current signage, kiosks, and brochures will be used to interpret the various themes of the area. • Guided tours, both on land and water will continue.

2. Develop additional interpretive panels specific to wildlife, natural features, the history of Spier Falls Dam and other interpretive themes.	<ul style="list-style-type: none"> • Interpretive panels could be used at boat launch site kiosks. • Multiple panels can be displayed on kiosks. • Panels can be rotated to different locations to keep interest or present season appropriate information.
3. Develop additional interpretive brochures and programs that identify specific resources such as wildlife, scenery or history.	<ul style="list-style-type: none"> • Materials such as brochures and maps can be distributed at the Park Office (See boat launching and access alternatives). • Brochures and maps can be used to present self-guided tours of an area.
<p>Preferred Option: Status Quo and Alternatives 2</p> <p>These three alternatives represent different levels of development that cater to a self-guided type of discovery and interpretive experience. Existing kiosks are designed so that panels can be changed or rotated periodically. Developing additional panels allows the park to present a variety of interpretive themes according to programming schedules or seasons. Information on wildlife of the park, natural features or history panels can be rotated through the various kiosk locations. Providing brochures, maps and other paper materials can contribute to litter and an unkept appearance to the public. Guided tours given by volunteer groups or park staff will continue in order to encourage first time or inexperienced visitors to explore the park.</p>	

Camping and Cottages/Cabins

Category: Primitive, Water-accessed Camping

Existing Conditions: Primitive camping is currently permitted at designated sites along the Hudson River. A primitive campsite is defined as a cleared area within a short distance from a trail (land or water based) that can be used for a one or two night stay. Sites are designated and a fire ring is provided in an appropriate location. These sites are designed to be used as low - impact, carry-in/carry-out sites. There are four primitive campsites that are designed to be water-accessed within this management area - two within the Spier Falls impoundment and two within the Sherman Island impoundment. Within the Spier Falls impoundment, the sites are located at the mouth of Bennie Brook. The two sites within the Sherman Island impoundment are located at the mouth of Hartman Creek almost directly across the river from the Sherman Island boat launch. These sites are used on a first come-first served basis. Sites may only be occupied for one or two nights and then campers are required to move on.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Maintains the four existing primitive camp sites as water access sites. • Requires monitoring of use and impacts of the existing sites.
2. As necessary, expand primitive camping experiences for canoeists, river travelers and hikers in designated areas along the north shoreline of the Hudson River.	<ul style="list-style-type: none"> • Furthers the establishment of a water trail/ paddler's trail on the Hudson River. • Would require establishing land side access for land based trail users. • Would require policing for trash and extended stays. • Extended stays might degrade the resources. • May invite overnight parking at the boat launch areas.
3. Improve the existing sites.	<ul style="list-style-type: none"> • Provide pit privies as necessary. • Provide water supply for campers.
4. Designate additional primitive, water-accessed camp sites at the "Potter's Point" area.	<ul style="list-style-type: none"> • Site is level. • Site previously used for Cabins. • Primitive sites could easily be established, access to the river, cleared areas already established. • Access from Potters Road is not possible

	<p>at this time. Town has road gated.</p> <ul style="list-style-type: none"> • Provides a unique experience of camping on the Hudson River. • A loop of five or more campsites will require potable water source and sanitary facilities.
Preferred Option: Alternatives 2, 3 and 4	
<p>Primitive, water-accessed camping is considered an important activity within this management area as the focus is directed to using and accessing the river. It is believed that the four water accessed campsites established by the power company will be used on a regular basis. As promotion and awareness of the “water trail” increase, demand for more of this type of site will increase. Clustering sites, rather than spreading out sites preserves the long stretches of natural shoreline and concentrates use in appropriate areas. With more sites come concerns about waste disposal and sanitary facilities. The initial locations of the water access sites were chosen with expansion in mind. Alternatives 2 and 3 focus on the additions of water-accessed campsites in the general vicinity of the existing sites and providing site amenities such as privies and water supplies.</p> <p>The development of the water trail and additional water accessed campsites may also impact parking at the Park’s Hudson River boat launches. The potential for the launches to be used as a starting or ending point for water trail and campsite users, invites overnight parking and associated security issues. The establishment of an overnight parking permit may be necessary.</p> <p>Alternative 4 provides an opportunity to use the very attractive Potter’s Point area. It is proposed that water-access camping be established here as a first level of development. Further development proposals include providing tent trailer sites and ultimately the addition of a 8-unit cabin/cottage colony (See below).</p>	
<p><u>Category: Cabins/Cottages</u></p> <p>Existing conditions: Other than the Lakeshore Cottage in the Lake Recreation Management Area, there are no other cabin or cottage camping opportunities with in the park.</p>	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • No additional cabin or cottage facilities are provided.
2. Develop a cottage/cabin colony in the "Potter's Point" area.	<ul style="list-style-type: none"> • Cabins previously existed at this site • Requires access via land for patrons and maintenance. • May require an additional storage/maintenance area near by. • The road is only single lane and will need to be expanded for two-way traffic. • May require a contact station. • Area could also be considered for a

	<p>campground.</p> <ul style="list-style-type: none"> • Cabins are more expensive to construct than campsites. • Cabins would be more isolated from the Lake Recreation Area requiring patrons to travel a great distance to use the day use area or other park facilities. • Creates another group of users with rights to enter the day use area of the park. Could create a problem when the park is already at capacity. • Provides a unique experience of camping on the Hudson River. • Water, septic and electric would need to be installed.
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Preferred Option: Alternative 2

Cabin/Cottage camping in State Parks is a popular activity. Cabins were previously located within the area identified in this alternative. It is recognized that re-establishing a cabin colony in this area may be attractive and desirable in the long-term. In the immediate future, use of the area will be focused on river accessed camping and progressed in stages to the addition of a cabin/cottage colony.

Category: Tent/Trailer

Existing Conditions: There is no tent/trailer campground area within this management area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Continue to provide improved camping opportunities within the Lake Recreation Management Area. • No additional revenue. • No new construction costs. • No new camping experience along the river.
2. Develop a campground at the "Potter's Point" area.	<ul style="list-style-type: none"> • Site is level. • Site previously used for Cabins. • Could establish a campground easily, road corridors exist, access to the river, cleared areas already established. • Access from Potters Road is not possible at this time. Town has road gated.

	<ul style="list-style-type: none"> • The road is only single lane and will need to be expanded for two-way traffic. • May require second contact station. • Creates another group of users with rights to enter the day use area of the park. Could create a problem when the park is already at capacity. • Provides a unique experience of camping on the Hudson River. • A loop of five or more campsites will require potable water source and sanitary facilities.
<p>Preferred Option: Alternative 2</p> <p>As mentioned in the Cabin/Cottage Category the Potter's Point area is suitable for the development of a cabin/cottage colony. It is proposed that this type of camping is also appropriate and would be developed as a second phase following the development of primitive campsites. Developing a small campground (40 sites) would allow the initial infrastructure to be installed that would eventually lead to the additional development of cabins and/or cottages.</p>	

Hunting	
<p>Existing Conditions: Small and big game hunting is permitted in designated areas. DEC statewide hunting regulations apply. Safety zones are established around developed areas. Parking is available near the park entrance and along Spier Falls Road. In addition to a valid NYS Hunting license, a hunting permit must be obtained from the park office.</p>	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Maintain hunting as a permitted activity on park lands.
2. Expand and modify no hunting/safety zones as new facilities are developed within the park.	<ul style="list-style-type: none"> • Gives park flexibility to modify safety zones as development phases are completed.
<p>Preferred Option: Status Quo and Alternative 2</p> <p>Hunting is a traditional use of the property and will be continued within the rules and regulations of the DEC and OPRHP. As facilities are developed the modification of safety zones will be necessary to comply with State hunting laws and to insure the safety of park users. Safety zones are usually established around residential areas, road ways and, in the instance of a State Park, around areas with a high concentration of park users such as day use areas and campgrounds. Hunting seasons are modified by the Park in consultation with DEC to protect certain wildlife species when necessary. OPRHP will continue to work with the DEC to provide hunting opportunities within Moreau Lake State Park.</p>	

Fishing

Existing Conditions: Fishing occurs on the Hudson River. Fishing from shore and from water craft are both permitted. DEC statewide fishing regulations apply. There are accessible shore fishing areas at the Spier Falls and Sherman Island Boat Launches.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">• Continue to allow fishing in the Hudson River.• Provide appropriate parking, shore and boat access to the Hudson River.

Preferred Option: Status Quo

Thriving fish populations in the Hudson River attract many fishermen to this management area. The Park, through agreements with DEC and the current owner of the power generation stations will maintain access to the river and its shorelines for fishing.

Swimming

Existing Conditions: Swimming in the Hudson River is currently not permitted.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">• Currently not permitted.
2. Develop a swimming access area along the shores of the Hudson River.	<ul style="list-style-type: none">• Shoreline is not conducive to swimming.• Bathing beaches require lifeguard staff.• Bathing beaches must comply with DOH requirements.• Requires a parking area. There is not enough space to provide parking on the river side of Spier Falls Road. Providing parking on land side of Spier Falls Road will require patrons to cross the road, which is unsafe.

Preferred Option: Status Quo

Despite efforts to restore swimming in the Hudson River, a suitable site to provide this activity could not be located. After analyzing the potential for an additional swimming area within the Park, it was concluded that swimming is not an appropriate activity for this management area. The Status Quo alternative was then chosen as the preferred option.

Picnicking

Existing Conditions: Informal picnics may take place along side of Spier Falls Road or in the Boat Launch parking areas. The Sherman Island Boat Launch provides picnic tables and

seasonal portable toilet facilities. The Spier Falls Boat Launch provides only picnic tables	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Some shoreline and bank areas will erode. • Parking along the road is a safety hazard. • Invites illegal swimming.
2. Improve existing "pull-off" parking areas.	<ul style="list-style-type: none"> • Shorelines are steep. • Some shoreline areas would require stabilization. • Areas may invite illegal swimming or illegal camping. • Could provide fisherman access. • Picnic table theft and or vandalism could occur. • Provides access to scenic vistas.
3. Develop designated picnic sites along the shoreline of the Hudson River. With "pull-off" parking provided.	<ul style="list-style-type: none"> • Shorelines are steep. • Some shoreline areas would require stabilization. • Areas may invite illegal swimming or illegal camping. • Could provide fisherman access. • Picnic table theft and or vandalism could occur. • Provides access to scenic vistas.
4. Improve the Sherman Island Boat Launch as a picnic area that includes picnic sites/tables and comfort facilities.	<ul style="list-style-type: none"> • Consistent with the power company's recreation plan. • May require more of a Park presence to monitor. • May be convenient for boaters to load and unload gear or eat a meal before or after a boat trip. • Picnic table theft and or vandalism could occur.
Preferred Option: Alternative 2 and 4 Under Alternative 2, the use of existing "pull-off" parking areas will be continued. Simply improving the condition of these sites will provide the opportunity to for visitors passing through to stop to eat lunch at a scenic riverside location and continue on their trip. More	

opportunities for picnicking can be offered at the Sherman Island Boat Launch. A few tables are placed there now for boaters and fishermen to use. Alternative 4 recognizes that there is space available to expand picnicking and provide some day user amenities. The site can be expanded to accommodate more formal picnicking sites and create a satellite day use facility (See Boating/Boat Launching Alternatives).

Boating/Boat Launching

Existing Conditions: Boating is permitted in the Hudson River including the use of motorized boats. Boaters must obey marine navigation rules including speed and wake restrictions. There are two boat launches within this management area; one in the Spier Falls impoundment and the other in the Sherman Island impoundment. Access to these launches is obtained from Spier Falls Road. Parking for the two boat launches is first come-first served. There is no vehicle use fee to use these launches.

Lake/ Water body	Launch type	Parking Capacity	Active (being used)	Condition
Hudson River (Sherman Island)	Cartop - Gravel	15 car/trailer and 10 car spaces	Yes	Fair
Hudson River (Spier Falls)	One trailer - Cement	5-6 car/trailer	Yes	Fair

Category: Spier Falls Boat Launch

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Current operation and condition of the boat launch area will be maintained.
2. Minor expansion of parking at the Spier Falls boat launch.	<ul style="list-style-type: none"> • Requires removal of vegetation. • Limited space. • Limited sight distance at entrance/exit of launch on Spier Falls Road.
3. Major expansion of parking spaces, improving the entrance, provide comfort and picnicking facilities, and creating a second entrance on Spier Falls Road.	<ul style="list-style-type: none"> • Physical space is limited. • Requires extensive removal of vegetation. • Potable water supplies would need to be established for comfort facilities (unless composting or portable facilities are used). • Requires grading, filling and shoreline stabilization. • Disturbs view of residents across the road. • Increases noise and traffic in front of

	<p>residences.</p> <ul style="list-style-type: none"> • Site distance may be insufficient for exiting vehicles. • May encourage larger boats and motors.
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Preferred Option: Status Quo and Alternative 2

Space and sight distances at the entrance limit the potential for expansion of this launch facility. Although the impoundment can accommodate more use, providing appropriate access is the limiting factor. This limits use and as a result provides a more remote river experience. A greater expansion could be attempted but this would require significant alteration of the shoreline, town road and launch configuration. In order to keep the natural experience of the river the Status Quo and Alternative 2 were chosen as preferred.

Category: Sherman Island Boat Launch

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Current operation and condition of the boat launch area will be maintained.
2. Improve and expand parking.	<ul style="list-style-type: none"> • Separate boaters, hikers and day users by providing a separate car parking area for day users. This would also reduce congestion at the launch area. • Existing parking areas toward the entrance off Spier Falls Road can be designated for use by hikers as trailhead parking.
3. Improve and expand the launch ramp. For example providing a two-lane, concrete launch ramp.	<ul style="list-style-type: none"> • Potential to increase the number of boats on the river. • May increase the size of the boats on the river. • May deter canoeist and kayakers from using the launch forcing them to find another place to access the river.
4. Construct a contact station.	<ul style="list-style-type: none"> • Park could charge a VUF. • Establishes a park presence. (needed for overnight parking) • Provides control over number of vehicles using the site. • Sight distance is poor at entrance (for both entering and exiting vehicles) could create a "stacking problem". • Deed restrictions prevent the

	development of habitable structures below a specified elevation. The entrance to the boat launch site is below that elevation.
5. Improve comfort facilities.	<ul style="list-style-type: none"> Consider the installation of pit privies, composting toilets chemical toilets or water and septic systems. Requires regular maintenance/monitoring.
6. Expand picnic sites (tables and grills).	<ul style="list-style-type: none"> May encourage "partying". Would provide a location for cooking fires. More frequent monitoring and clean up would be required by park staff. May require additional parking for picnic only vehicles. Picnic only vehicles may take up parking that could be used by boaters. (Takes away boat access opportunities.) Also see picnicking alternatives.
Preferred Option: Alternatives 2, 3, 5 and 6	
<p>This boat launch has the potential to provide more formalized recreation on the river. In combination with a potential campground/cottage/cabin colony proposed at Potter's Point, river accessed camp sites and boating activity, this would make the Sherman Island Impoundment the focus of more intensive recreational uses. Alternative 2 recognizes that separating day use/picnicking, hiking and boating parking areas reduces congestion at the launch and makes parking available for trail users. The addition of a separate gravel parking area for day users and picnickers will allow for a better traffic flow and easier launching. The current ramp is designed to be a two-lane ramp; however, the gravel/crushed stone surface does not encourage use of two lanes. Paving or providing a non-skid concrete ramp with some courtesy loading docks would improve the launch condition and capacity. This is the only launch within this impoundment, thus the number of boats can be dictated by the size and capacity of this launch. Alternative 3 recognizes the potential for improving the launch while also noting the potential impacts to the boating capacity of the impoundment. This impoundment has a lower capacity than the Spier Falls Impoundment; however, current use does not reach capacity. Alternative 5 recognizes that by increasing the capacity and adding or improving facilities, more support facilities are needed. Currently portable toilets are available seasonally at the site. As use increases, it may be necessary to offer more permanent facilities or more of the portable toilets. Picnic sites at the launch are limited and consist of only a few tables. There is appropriate space to add additional picnic sites that provide tables and grills within this area as recommended by Alternative 6. Some short trails could also be created to transform this boat launch into a satellite day use area.</p>	

Administration/Maintenance

Existing Conditions: No formal park entrance exists. The only Park facilities that indicate a Park presence are the Spier Falls and Sherman Island Boat Launch Sites and water-accessed campsites. There is no maintenance structure or shed at any of these facilities. Currently maintenance and administration of these facilities is coordinated through the Park Office and the Park Maintenance Facility in the Lake Recreation Area Management Area. Park Police periodically patrol the area for security purposes.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • No Park Maintenance structure or shed will be provided. • Maintenance by Park Staff will be coordinated from the Park Office and Park Maintenance Facility. • Park Police will continue periodic patrols.
2. Provide a small storage structure.	<ul style="list-style-type: none"> • Could be subject to vandalism and break-ins. • Provides a space to store supplies. • Could be incorporated into a kiosk, interpretive structure or contact station.
3. Provide a contact station at the Sherman Island Boat Launch.	<ul style="list-style-type: none"> • Expansion of the boat launch to incorporate picnicking may require this use. • Could create a vehicle stacking problem that would interfere with traffic on Spier Falls Road. • Could provide additional revenue for the park. • Requires staff to man the booths. • Provides a measure of security. • Issues with overnight parking for water-accessed campsite users. • Deed restrictions prevent the development of habitable structures below a specified elevation. The entrance to the boat launch is below this elevation.

4. Establish partnerships with friends groups, local governments and/or non-profit organizations to assist with maintenance and security.	<ul style="list-style-type: none"> • Assists park in maintenance and security. • Provides more efficient service.
5. Provide appropriate signage.	<ul style="list-style-type: none"> • Provides a means to communicate park rules and regulations for use of the park property. • May be subject to vandalism and theft. • Identifies when patrons are entering park lands.
<p>Preferred Option: Status Quo and Alternatives 4 and 5</p> <p>No maintenance structure or contact station exists at this boat launch. It is envisioned that this site could become a satellite day use area for the park. Therefore, Alternative 5 would provide a minimal park presence and potential for further revenue. These developments however would not take place in immediate phases of plan implementation. In the interim the Status Quo alternative will be maintained and Alternative 4 will be initiated.</p>	

Warren County Management Area

The Warren County Management Area consists of the park lands north of the Hudson River in the Towns of Lake Luzerne and Queensbury. There are no formalized recreational facilities or uses within this management area. Public access is limited, there are a number of old service and woods roads throughout the area, and many informal trails have been established through recreational use.

Access	
Existing Conditions: No formal park entrance exists. Access to the property can be obtained via Corinth Road and Hawk Road. Visitors may also access this property via the Hudson River shoreline (water access is discussed within the Hudson River Corridor Management Area).	
Category: Hawk Road (South Entrance)	
Options	Considerations
1. Hawk Road Status Quo	<ul style="list-style-type: none">• Use will continue through informal access by local residents.• Users have no parking available.
2. Hawk Road 1: Use an existing small open area for parking 5-10 cars.	<ul style="list-style-type: none">• Requires some grading and surfacing.• Does not provide enough space for users that bring trailers (equestrians or snowmobilers).• Operational and management issues due to its distance from the Park Office and maintenance facilities.• Has the potential to provide year-round access.• Improvements to the service road may require 2 lanes of paved road.• A new gate or barrier will have to be installed after the parking area to prevent vehicular use of the road by the general public.• Does not require the removal of large

	trees.
3. Hawk Road 2: Use an existing large open area to provide parking for 10 + cars or 5 car/trailers.	<ul style="list-style-type: none"> • Located further into park property along the service road. • Offers a great view, could also serve as an informal picnic area. • Requires a longer segment of the service road be improved. • Some grading of the site is also required. • Does not require the removal of large trees. • Operational and management issues due to its distance from the Park Office and maintenance facilities. • Has the potential to provide year-round access. • Improvements to the service road may require 2 lanes of paved road. • A new gate or barrier will have to be installed after the parking area to prevent vehicular use of the road by the general public.
Preferred Option: Alternative 3 Primary use of the Warren Co. Management Area is expected to be trail use. Access is required by National Grid and the current owner of the hydroelectric power generating stations in order to maintain facilities and power lines. The creation of the 10+ car/5 car-trailer parking lot in an existing cleared area as described in Alternative 3 provides a defined access point and establishes the Park's identity in Warren Co. Operating this lot on a year round basis would require plowing of the access road and lot. The access road would need improvement to handle vehicular traffic. Monitoring use can be accomplished by park police patrols, staff visits, trail volunteer groups, friends groups, and trailhead registers.	
Category: Corinth Road (North Entrance)	
Existing Conditions: Currently there is a “pull-off” on the westbound lane of Corinth Road. Users must cross Corinth Road (a 55 mph posted road) to reach trails, informal picnic sites and the site of an old boat launch within the Hudson River Corridor Management Area and the Warren County Management Area. This “pull-off” is also used as parking to access the Brook Trail. This “pull-off” is not on park property.	
Options	Considerations

1. Corinth Road Status Quo: No formal access is provided.	<ul style="list-style-type: none"> Users continue to use the “pull-off” and cross Corinth Road to access the Hudson River shoreline and trails.
2. Corinth Road/Niagara Mohawk (National Grid) Land: Use an abandoned entrance road on National Grid Land.	<ul style="list-style-type: none"> An agreement with National Grid would be needed to establish a trailhead and parking area on their property. Area is a reclaimed hazardous waste site.
3. Corinth Road/New Park Access to Hudson River: Create a new entrance road.	<ul style="list-style-type: none"> Existing corridors could be used. Old powerline corridors exist. Terrain is steep. Sight distance on Corinth Road may be inadequate for safety. Requires removal of trees and vegetation, earth moving and resurfacing.
4. Corinth Road/Brook Trail Trailhead and Parking: Construct a new parking area on park property in the vicinity of the Brook Trail Trailhead.	<ul style="list-style-type: none"> A new access road could be constructed within park property. Terrain is steep. Sight distance may not be adequate. Brook trail dead ends at the northern park boundary and the trail is not formalized.
<p>Preferred Option: Status Quo and Alternative 2</p> <p>The primary reason for developing an entrance/access at this location is the potential to reopen a boat launch site on the Hudson River and provide some space for informal picnics. There is no day use or launch facility on this side of the Hudson River in either the Sherman Island or Spier Falls Impoundments. Alternative 2 is preferable because it would use an existing road/corridor. However, this existing corridor is on property retained by National Grid. In order to use this corridor, a public access easement would have to be negotiated with National Grid. If Alternatives 2 is determined not to be feasible then the Status Quo alternative becomes the preferred alternative and no formal access will be provided.</p>	

Trail Activities	
<u>Category: Snowmobiling</u>	
<p>Existing Conditions: Snowmobiling takes place in the Warren County Area primarily by local residents of the area. Trails have not been inventoried or designated for any particular activity. This activity at the current level of use is considered appropriate for this management area. The NYS Department of Environmental Conservation's Endangered Species Unit has concerns about possible impacts from expanded snowmobile use to wintering Bald eagles using this section of the Hudson River. OPRHP has been working with DEC staff on monitoring eagle use within the Park.</p>	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Snowmobile use will continue on park property in an informal manner.
2. Designate and improve existing paths/routes to create a looped trail system for snowmobiles and provide appropriate parking.	<ul style="list-style-type: none"> • Use is currently by local residents who ride into the park. • Trail opportunities are limited due to slope and access. • Currently no parking is available for snowmobile trailers. • Trails within the park do not connect to the statewide snowmobile system. • Trails in this management area connect to residential roads.
3. Expand and develop new routes for snowmobiling.	<ul style="list-style-type: none"> • Currently there are no connections to state funded snowmobile trails. • Limited opportunities for new trails due to steep slopes and access. • Will require tree and vegetation removal. • Potential impacts to wintering Bald eagles from expanded use.
<p>Preferred Option: Alternative 2</p> <p>Snowmobiling is a traditional use of this property and should be allowed to continue. However, the current trail network would be an isolated system from the statewide snowmobile trail system. Nonetheless, it is deemed appropriate to provide at least one trail route that supports snowmobiles within this management area. The preferred alternative provides the opportunity to establish snowmobile trails using the existing paths and routes. Creating a looped trail system using existing trails that "dead end" may require the construction of new trail segments to complete loops. The main route within the</p>	

management area is used as an access road and could easily support snowmobile use.

Category: Biking (including Mountain Biking)

Existing Conditions: Trails have not been inventoried or designated for any particular activity. This activity is considered appropriate for this Management Area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> Informal use of existing trails will continue.
2. Designate and improve existing paths/routes to create a looped trail system for biking and provide appropriate parking.	<ul style="list-style-type: none"> Potential for linking to longer trails. Trail opportunities are limited due to slope and access. Currently no parking is available. There is a facility near the park that provides a different type of mountain biking experience. There is an opportunity to connect the park trails to this facility (via private property). Trails in this management area connect to residential roads.
3. Develop routes for new biking trails.	<ul style="list-style-type: none"> Opportunities for new trails may be limited due to steep slopes and access. May require vegetation removal.

Preferred Option: Alternative 2

Biking and mountain biking are popular activities. The existing service road into this management area could serve as a bike path or trail. Spur trails and loop trails could be developed off of the main route to provide mountain bikers with a different experience. Alternative 2 focuses on using the existing network of paths and routes to establish a bike trail network. This alternative also recognizes that loops may be developed out of existing paths that “dead end”, which will ultimately lead to the construction of new trail segments.

Category: Hiking

Existing Conditions: Trails have not been inventoried or designated for any particular activity. This activity is considered appropriate for this Management Area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> Informal use of existing trails will continue.

2. Designate and improve existing paths/routes to create a looped trail system for hiking and provide appropriate parking.	<ul style="list-style-type: none"> • Trail opportunities are limited due to access. • Currently no parking is available. • There are other trails in the area that connect to the park. • Trails in this management area connect to residential roads.
3. Develop routes for new hiking trails.	<ul style="list-style-type: none"> • Opportunities for new trails may be limited due to steep slopes and access. • Will require tree and vegetation removal.

Preferred Option: Alternative 2

The existing service road into this management area could serve as a pedestrian path or trail. Spur trails and loop trails could be developed off of the main route to provide hikers with a different experience. Alternative 2 focuses on using the existing network of paths and routes to establish a trail network. It also recognizes that loops may be developed out of existing paths that “dead end”, which will ultimately lead to the construction of new trail segments.

Category: Interpretive Trails

Existing Conditions: Trails have not been inventoried or designated for any particular activity.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • No formal interpretation exists. • Trails will not be inventoried or designated as interpretive trails.
2. Inventory and evaluate existing trails for interpretation.	<ul style="list-style-type: none"> • Existing trails were not designed to provide an interpretive trail experience. • Access/parking is difficult and limited. • Requires signage. • Other opportunities for this activity exist elsewhere in the park. • Guided programs are currently conducted by park staff in this management area. (See Interpretation tables.)

3. Designate and improve existing paths/routes to create a looped trail system for interpretation.	<ul style="list-style-type: none"> • Existing trails were not designed to provide an interpretive trail experience. • Access/parking is difficult and limited. • Requires signage. • Other opportunities for this activity exist elsewhere in the park. • Guided programs are currently conducted by park staff in this management area. (See Interpretation tables.)
4. Develop routes for new interpretation trails.	<ul style="list-style-type: none"> • Opportunities for new trails may be limited due to steep slopes and access. • Will require tree and vegetation removal. • Access/parking is difficult and limited. • Requires signage. • Other opportunities for this activity exist elsewhere in the park. • Guided programs are currently conducted by park staff in this management area. (See Interpretation tables.)

Preferred Option: Status Quo

While there are many themes on which to focus an interpretive trail, the expected level of use, the types of uses, and the character of the area do not warrant the development of this type of trail. It is felt that current interpretation needs can be met through current and proposed interpretation programming which is discussed later. Therefore, the Status Quo alternative is preferred.

Category: Equestrian

Existing Conditions: Trails have not been inventoried or designated for any particular activity. Some trails are currently used by local riders.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Equestrian use will continue in an informal manner.
2. Designate and improve existing paths/routes to create a looped trails system for equestrians and provide parking for trailers.	<ul style="list-style-type: none"> • Existing trails are being used by horses. • Use is by local residents who ride into the park. • May not be attractive as a destination for riders who come from further away.

	<ul style="list-style-type: none"> • There are no trails for this activity that connect to the park.
3. Develop routes for new equestrian trails.	<ul style="list-style-type: none"> • Opportunities for new trails are limited due to steep slopes and access. • Requires tree and vegetation removal.

Preferred Option: Alternative 2

Local equestrians currently access the trails in this management area by riding their horses into the park. It is recognized that there may not be many opportunities to increase the equestrian trail network within this management area due to slope and access restraints. However, it is deemed necessary to provide at least one trail route that supports horses within this management area. The preferred alternative provides the opportunity to establish equestrian trails using the existing paths and routes. The main route within the management area is used as an access road and could easily support equestrian use. A looped trail system is preferred by most equestrians. This alternative recognizes that loops may be developed out of existing paths/routes that “dead end” which will ultimately lead to the construction of new trail segments. A parking area will be provided in the Hawk Road area (see Access alternatives) to provide formal access to the park and space for horse and snowmobile trailers. Those equestrians that would bring a trailer could use the proposed parking area but there would be no other support facilities for equestrians offered at this entrance.

Category: Cross-Country Skiing

Existing Conditions: Trails have not been inventoried or designated for any particular activity. This activity is considered appropriate for this Management Area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Use will continue in an informal manner.
2. Permit cross-country skiing on a designated multiple use looped trail system. Cross- country skiing will be permitted on trails used by other winter users such as snowmobiles, and snowshoers.	<ul style="list-style-type: none"> • Provides an opportunity for cross-country skiing. • Trails will not be groomed for this activity.
3. Develop routes for new cross-country skiing trails.	<ul style="list-style-type: none"> • Opportunities for new trails are limited due to steep slopes and access. • New trails may require the removal of trees and vegetation.

Preferred Option: Alternative 2

Trails will not be specifically designated or designed for cross-country skiing within this management area. Cross-country skiing will, however, be permitted on the trail system. The trail network will consist of a main trail route with short spur or loop trails extending from it. Cross-country skiing will be permitted on all trails that meet standards appropriate for the activity. For instance, if a trail is designated for hiking but contains steep slopes this trail may not be recommended for cross-country skiing. Trails will be opened as conditions permit.

<u>Category: Snowshoeing</u>	
Existing Conditions: Trails have not been inventoried or designated for any particular activity. This activity is considered appropriate for this Management Area.	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Use will continue in an informal manner.
2. Permit snowshoeing on a designated multiple use looped trail system. Snowshoeing will be permitted on trails used by other winter users such as snowmobiles, and cross-country skiers.	<ul style="list-style-type: none"> • Provides an opportunity for snowshoeing. • Trails will not be groomed.
3. Develop routes for new snowshoeing trails.	<ul style="list-style-type: none"> • Opportunities for new trails are limited due to steep slopes and access. • New trails require the removal of trees and vegetation.
<u>Preferred Option: Alternative 2</u>	
Snowshoeing routes will be on a designated trail system within the management area. Trails will not be specifically designated or constructed for snowshoeing. In general, all trails that permit foot traffic can be used for snowshoeing in the winter season. There are no grade or slope restrictions for snowshoers. Therefore, as trail conditions permit, all designated trails within this management area will be available for snowshoeing.	
<u>Category: Trails Plan</u>	
Existing Conditions: Trails have not been inventoried or designated for any particular use. Trail use(s) is considered to be appropriate for this management area.	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Trail use will continue in an informal manner.
2. Develop a trails plan to expand the trail system.	<ul style="list-style-type: none"> • Requires further evaluation of existing trails. • Requires further evaluation of existing uses and levels of use. • Will provide direction for the introduction of new uses, formalization of existing uses and the designation of trails for specific uses. • Provides the opportunity to address access for the mobility impaired.

Preferred Option: Alternative 2

The trail activity alternatives for this area constitute an interim trails plan that will allow improvements to the existing routes. Further evaluation of trails will lead to the development of a trails plan that will look at specific trail routes and determine appropriate uses. The master plan alternatives will be implemented and existing uses will continue until such time as a trails plan can be developed for this management area. The trails plan will also address accessibility issues for these trails.

Birding/Wildlife Observation

Existing Conditions: The large expanse of forest and the waterbodies within the park provide habitat for a high diversity of bird species and an abundance of wildlife. This type of activity is usually secondary to other primary activities such as hiking, boating or canoeing. No viewing platforms exist within the park; however, open areas and scenic overlooks provide an opportunity to view birds and wildlife.

Within this management area no formal trails have been designated nor is there a formalized access point for distribution of literature. Birding and wildlife observation is conducted by patrons who live close to the park property and use abandoned roads or trails to access the park.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">• Bird and wildlife viewing will continue to take place.
2. Provide information at parking areas via trailhead kiosks.	<ul style="list-style-type: none">• See Interpretive Programs Alternatives.• See Access Alternatives.• See Trail Activity Alternatives.

Preferred Option: Alternative 2

As mentioned in the existing conditions statement, this activity is often secondary to other primary activities, although there are individuals who visit parks and use trails to specifically view birds and wildlife. Most of the facility and program needs of bird and wildlife viewers can be met through other activity categories (See Interpretive Programs, Access and Trail Activity Alternatives).

Scenic Areas and Vistas

Existing Conditions: The Hudson River and the large expanse of surrounding forest are considered scenic areas. These areas can be viewed from trails that parallel the river. Overlooks and scenic vista locations along the river have not been identified. Initial investigations have however identified the proposed parking areas at Hawk Road (see Access Alternatives) as having scenic views.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">• Scenic vistas already identified will be maintained.

<p>2. Identify any additional scenic vista areas as part of the Trails Plan process.</p>	<ul style="list-style-type: none"> • Trails have not been inventoried for any specific use. • See Trail Activity/Trails Plan Alternatives.
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Preferred Option: Status Quo and Alternative 2

During initial investigations a scenic view was identified in the area selected for a proposed parking area (see Access Alternatives). This area will be identified on park maps. Any additional areas will be identified and mapped during the trails planning process (see Trail Activity Alternatives).

Interpretive Programs

Existing Conditions: There are no interpretive facilities within this management area. Park Staff conduct guided hikes in the Warren Co. lands that include interpretive elements. The park offers a Nature Center in the vicinity of the Day Use Area within the Lake Recreation Area.

Options	Considerations
<p>1. Status Quo</p>	<ul style="list-style-type: none"> • Continue guided hikes that include interpretive elements conducted by Park staff.
<p>2. Develop brochures and guides for wildlife/bird observation, nature and historical interpretation.</p>	<ul style="list-style-type: none"> • Requires a location to distribute this material. • Distribution could be accomplished through a kiosk or trailhead register.
<p>3. Develop kiosks and informational panels to place at trailheads and parking areas.</p>	<ul style="list-style-type: none"> • Subject to vandalism. • Informational panels can be used to distribute information. • Reduces clutter and litter from paper brochures and maps.

Preferred Option: Status Quo and Alternative 3

The Status Quo Alternative provides for continuation of Park Staff guided interpretive hikes throughout the management area. Alternative 3 uses kiosks and informational panels rather than paper brochures and guides to provide park visitors with interpretive information. Brochures and paper guides can contribute to litter and may present an unkempt appearance to the public. Informational panels can also be changed to present seasonally relevant information.

<h2>Camping and Cottages/Cabins</h2>	
<u>Category: Backpack/Primitive Camping</u>	
<p>Existing Conditions: There are no camping facilities within this management area. A campground is offered in the Lake Recreation Area and water-accessed sites are available along the Hudson River shoreline as described in the Hudson River Corridor Management Area. The existing trail network has not been inventoried and therefore the potential to offer this type of camping in this Management Area has not been evaluated. Backpack/Primitive camping is considered an appropriate activity for this Management Area.</p>	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> Facilities of this type are not provided.
2. Identify any potential sites through the Trails Plan process	<ul style="list-style-type: none"> During the Trails Planning Process acceptable sites for this type of camping may be found. The activity is considered appropriate for this Management Area.
<p>Preferred Option: Status Quo and Alternative 2</p> <p>At the present time this type of camping will not be offered even though the activity is considered appropriate. Alternative 2 provides the opportunity to evaluate the area for backpack/primitive camping. The Trails Plan will require a more site specific inventory and then backpack/primitive camping areas/sites can then be designated if any appropriate areas are located. The Status Quo will continue until the completion of the Trails Plan.</p>	
<u>Category: Tents/Trailers and Cottages/Cabins</u>	
<p>Existing Conditions: There are no camping facilities within this management area. The only campground area within the park is in the Lake Recreation Area. The Lake Recreation Area also offers a walk-in group camping area and one full-service cottage. Water-accessed campsites exist along the shoreline of the Hudson River.</p>	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> Continue to provide camping opportunities and experiences in other management areas.
2. Develop camping facilities.	<ul style="list-style-type: none"> Improved camping does not fit with the character of the management area. These experiences are provided elsewhere in the park. There are operation and maintenance considerations. Would require the installation of utilities (water, septic, electric, etc.).

	<ul style="list-style-type: none"> • Development is cost prohibitive. • Would require the removal of trees and vegetation. • Would require road construction and improvement. • Much of the terrain is not conducive to improved camping due to steep slopes and low areas with the potential to flood. • Water access camping is provided as discussed in the Hudson River Corridor Management Area. • DEC offers improved camping facilities near by. • It is an activity that does not have an expressed need for this area. (See Environmental Setting Chapter)
Preferred Option: Status Quo	
<p>This management area is separated from the main operation center of the park by the Hudson River. It takes 20 minutes to access it from the main park office/maintenance area using public roads. The only direct access to the management area from the main park is by boat from the Spier Falls or Sherman Island boat launches. Camping is provided in Warren County by DEC and other private operators in the area. The Status Quo alternative is preferred.</p>	

Hunting

Existing Conditions: Small and big game hunting is permitted in designated areas. DEC statewide hunting regulations apply. Safety zones are established around developed areas. In addition to a valid NYS Hunting license, a hunting permit must be obtained from the park office. Hunting seasons may be modified by the park, as may safety zones.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Maintain hunting as a permitted activity on park lands.
2. Expand and modify no hunting/safety zones as new facilities are developed.	<ul style="list-style-type: none"> • Gives park flexibility to modify safety zones as development phases are completed.

Preferred Option: Status Quo and Alternative 2

Hunting is a traditional use of the property and will be continued within the rules and regulations of DEC and OPRHP. As facilities are developed, the modification of safety zones will be necessary to comply with State hunting laws and to insure the safety of park users. Safety zones are usually established around residential areas, road ways and, in the instance of a State Park, around areas with a high concentration of park users such as day use areas and campgrounds. Hunting seasons are modified by the Park in consultation with DEC to protect certain wildlife species when necessary. OPRHP will continue to work with the DEC to provide hunting opportunities within Moreau Lake State Park.

Picnicking

Existing Conditions: Picnicking primarily takes place within the day use area of the park located within the Lake Recreation Area. Currently there are no designated picnic areas within this management area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">Continue providing opportunities for picnicking in other areas of the park.
2. Develop a "formal" day use/picnic area.	<ul style="list-style-type: none">Requires restrooms, water and shelter.These facilities are provided elsewhere in the park.Development could be cost prohibitive.Management and maintenance will be difficult due to distance from main park operations.Requires the development of roads, parking areas and activity areas.Requires the removal of trees and vegetation.
3. Provide picnic tables at appropriate locations.	<ul style="list-style-type: none">Tables may need to be secured to deter theft.Tables are subject to vandalism.Would be ideal for trail users to have tables to sit and rest or enjoy a meal.

Preferred Option: Alternative 3

The Status Quo alternative recognizes that picnic areas and group picnicking facilities are provided in other areas of the park. Providing for formal picnicking activity within this management area does not compliment the character of the area. Therefore, picnic tables placed at appropriate locations (Alternative 3) will preserve the character of the area while still providing a place for patrons to sit and rest, enjoy the surroundings or eat a meal.

Administration/Maintenance

Existing Conditions: No formal park entrance exists and there are no park structures that provide a "Park" presence on the property. Park Police patrol the area for security purposes. There is no staff assigned to "maintain" this area of the park.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Park structures will not be provided. • Park Police will continue periodic patrols.
2. Provide a small storage structure.	<ul style="list-style-type: none"> • Could be subject to vandalism and break-ins. • Provides a space to store supplies. • Could be incorporated into a kiosk or interpretive structure. • There are no facilities planned that would require this structure.
3. Provide a contact station at entrances to the park.	<ul style="list-style-type: none"> • There are multiple entrances to the property. • The volume of use anticipated for this management area does not warrant a contact station. • Requires staff to man the booths. • It is not considered cost effective.
4. Establish partnerships with friends groups, local governments and/or non-profit organizations to assist with maintenance and security.	<ul style="list-style-type: none"> • Assists park in maintenance and security. • Provides more efficient service.
5. Provide appropriate signage.	<ul style="list-style-type: none"> • Provides a means to communicate park rules and regulations for use of the park property. • May be subject to vandalism and theft.

Preferred Option: Status Quo and Alternatives 4 and 5

The Status Quo is the preferred alternative due to the distance and virtual isolation of the area from the main operations center of the park. It is the intent to provide access to this area in a manner that requires very little active management. Alternatives 4 and 5 attempt to supplement security through the use of volunteers and friends groups and create some visibility for the park.

Palmertown Mountains Management Area

This management area consists of the park lands to the south of the Hudson River that contain a portion of the Palmertown Range. The northern boundary of this area roughly follows the upland side of Spier Falls Road as it parallels the Hudson River. The eastern boundary is the ridge line that runs north-south just east of the four private in-holdings. The southern and western boundaries follow the park's legal boundary line meeting back at Spier Falls Road. This management area has very steep and rugged terrain around its perimeter that turns into gently rolling terrain once on the top of the range. The area has been logged in the past and the network of roads and trails form the base of the current trail network. The primary use of this area is trail use, such as hiking, mountain biking, snowshoeing and cross-country skiing.

Access

Existing Conditions: No formal park entrance exists. Access to this management area can be obtained via Spier Falls Road and from within the Lake Recreation Area. Three parking/trailhead areas have been identified through the Trails Plan for the Palmertown Mountain Area – these are the Spring Trail Trailhead, the Cottage Park Trail Trailhead and the Western Ridge Trail Trailhead. The Spring Trail Trailhead parking area is maintained by the county and is used by both park users and spring visitors. The area can accommodate five to six cars and is approximately 200 ft. from the trail entrance. The Telegraph Tree Trail has a parking area that receives very little use primarily because the trail is not well established and is very steep. The Cottage Park Trail trailhead is situated within a close distance of the parking area of the Sherman Island Boat Launch. There is a pull-off area with an access gate that can accommodate four or five cars just south of the trailhead on the mountain side of Spier Falls Road. Parking for another 10 cars is available at the Sherman Island boat launch area; however, trail users must cross Spier Falls Road to access the trail. The Western Ridge Trail trailhead is located off Spier Falls Road, east of the Sherman Island Boat launch. The parking area for this trailhead has been approved through the trails plan, but has not yet been constructed. In addition to these parking areas/trailheads, a few gated access roads are maintained for National Grid to access their power line corridors. These “pull-off” areas are used for parking by hunters and trail users; however, the gates cannot be blocked and access cannot be denied to National Grid.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">Maintain parking and access as it currently exists.
2. Place signs at the Park boundary as it crosses Spier Falls Road that state "Entering Moreau Lake State Park".	<ul style="list-style-type: none">Signs let drivers know that the park exists on both sides of the road.
3. Develop certain “pull-off” parking areas into more formal parking lots.	<ul style="list-style-type: none">Many “pull-offs” have space constraints.Some “pull-offs” are located within the Hudson River Corridor Management Area and are addressed in that section.

	<ul style="list-style-type: none"> “Pull-offs” are used seasonally.
4. Spring Trail Trailhead: Widen an existing, gated access road at the entrance to the Spring Trail to add five parking spaces.	<ul style="list-style-type: none"> Cars currently have to back out of the existing parking area near the Spring onto Spier Falls Road. Removes trail user vehicles from the Spring parking area provided by the County. Trail users would no longer need to walk along Spier Falls Road to access the trail. Creates a safer traffic entry situation (cars would not be backing out onto Spier Falls Road).
5. Cottage Park Trail Trailhead 1: Move the gate back to expand and establish parking for three to five cars (located on the mountain side of Spier Falls Road across from the Sherman Island Boat Launch).	<ul style="list-style-type: none"> It is currently a gated access point for National Grid. Would relieve some parking issues at the Sherman Island Boat Launch and reduce the number of patrons attempting to cross Spier Falls Road. Could make the trail attractive to ATV use. Due to the alignment of Spier Falls Road, sight distance may be an issue.
6. Cottage Park Trail Trailhead 2: Expand parking at the Sherman Island Boat Launch Parking Area for trail users. Request that the Town put courtesy “trail crossing” signs along Spier Falls Road. Coordinate with other boat launch improvements discussed in the Hudson River Corridor Management Area alternatives.	<ul style="list-style-type: none"> Currently enough space exists at the launch to accommodate up to 50 cars. Hikers and other trail users must cross Spier Falls Road. The crossing is in a potentially dangerous location. Sight distances may be inadequate to permit safe pedestrian crossing.
7. Western Ridge Trail Trailhead: Create and develop the trailhead parking area (entrance is along east west running segment of Spier Falls Road).	<ul style="list-style-type: none"> This is a parking lot/trailhead that is included as one of the negotiated power line crossings with National Grid. This parking area is identified in the trails plan for this Management Area. Conceptually this trailhead project has been approved through the Trail Plan.

8. Telegraph Tree Trailhead: Sign and mark the parking area/trailhead as the access to the Telegraph Tree Trail.	<ul style="list-style-type: none"> • Subject to field checking of the trail. • The trail is currently undeveloped.
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Preferred Option: Status Quo, Alternatives 2, 4, 6 and 7

The Status Quo alternative calls for maintaining access as it currently exists. This means that three trailheads, Spring Trail, Cottage Park Trail and Western Ridge Trail trailheads will be provided. Alternative 2 recommends placing signs at the park boundary along Spier Falls Road to indicate that drivers are “Entering Moreau Lake State Park”. This increases the Park’s identity in the community. Alternative 4 proposes to move the Spring Trail trailhead parking area from the County’s parking area for the Spring to the trail entrance. This proposal creates a park-administered 5-car parking area specifically for trail users. The parking area, which is provided by the County, is associated with the Spring and is primarily used by people collecting water. The park’s trailhead parking area design would also prevent cars from having to back out onto Spier Falls Road. Alternatives 6 and 7 reinforce preferred options and alternatives identified in other plans or elsewhere in this plan. For example, Alternative 6 correlates to preferred options for the Sherman Island Boat Launch site identified in the Hudson River Corridor Management Area activity tables. Alternative 6 adds one more layer to those preferred options by adding a request for “trail crossing” signs. Alternative 7, on the other hand, reinforces the proposal for the construction of the Western Ridge Trail Trailhead parking area that was approved in the Trails Plan for this management area.

Trail Activities

Category: Snowmobiling

Existing Conditions: The park is not near any regional or statewide corridor trails open to the public. There are steep slopes in this area. Other areas within the park are being considered for this activity. This activity will not be considered for this management area.

Category: Biking (including Mountain Biking)

Existing Conditions: There are 15 miles of multiple use trails within this management area. The ridgelines and plateau provide a challenging biking experience. Trails are accessed via trailheads located along Spier Falls Road or from within the Lake Recreation Management Area. Tour bikes may use Spier Falls Road; however, there are no special accommodations (such as a bike lane) for cyclists.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Trail maintenance and improvements will continue.
2. Designate and improve appropriate paths/routes for use as biking trails.	<ul style="list-style-type: none"> • Not all of the existing trails are appropriate for bicycling.
3. Develop routes for new biking trails.	<ul style="list-style-type: none"> • Requires removal of vegetation. • May require acquisition of additional properties.

	<ul style="list-style-type: none"> • There is potential to connect park trails to long distance regional trails.
4. Work with the County DPW, to continue to improve Spier Falls Road for bicycle use.	<ul style="list-style-type: none"> • Shoulders need to be expanded. • Route requires signage. • County would have to designate the bike route or consider it a “shared roadway”. • May involve substantial construction costs to create shoulders wide enough.

Preferred Option: Status Quo and Alternatives 2 and 3

The trails that currently exist are designated as multiple use trials. All of these trails may not be appropriate for biking due to excessively steep slopes and rugged terrain. The trails that are appropriate may not have been properly designed or need improvements to permit bicycle use. Touring cyclists may continue to use the shoulders on Spier Falls Road but no further improvements for bicycles will be made. Alternative 2 provides for designating trails appropriate for biking and making necessary improvements to those trails. Alternative 3 also recognizes that new trails or trails that have not been completed may expand and enhance the designated bike trail system. Additional land acquisitions and regional trail development could also expand the bicycle trail network within and beyond the park boundaries. New trails or trail segments that were not identified within the approved trails plan will require site specific environmental review.

Category: Hiking

Existing Conditions: There are 15 miles of multiple use trails within this management area. Trails are accessed from various trailheads along Spier Falls Road and from within the Lake Recreation Management Area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Trail maintenance and improvements will continue.
2. Develop and designate new hiking trails.	<ul style="list-style-type: none"> • May require acquisition of additional properties. • There is potential to connect park trails to long distance regional trails.

Preferred Option: Status Quo and Alternative 2

All trails within this management area are open to hiking. Hikers must share these trails with other user groups. Trails will be maintained and improved as necessary as described by the Status Quo alternative. Alternative 2 recognizes that certain acquisitions and long distance trails in the region may increase the hiking trail network within and extending beyond the park boundaries. New trails or trail segments that were not identified within the approved trails plan will require site specific environmental review.

Category: Interpretive Trails

Existing Conditions: There are 15 miles of multiple use trails within this management area. None of the trails are designated or signed interpretive trails. Staff conduct guided hikes through the area that contain interpretive elements (see also Interpretive Programs).

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Trails will not be inventoried or designated as interpretive trails. • Staff conducted guided hikes will continue as described under Interpretive Programs.
2. Inventory and evaluate existing trails for interpretation.	<ul style="list-style-type: none"> • Existing trails were not designed to provide an interpretive trail experience. • Access/parking is difficult and limited. • Requires signage. • Other opportunities for this activity exist elsewhere in the park. • Guided programs are currently conducted by park staff in this management area. (See Interpretive Programs Alternatives).
3. Designate and improve existing paths/routes as interpretive trails.	<ul style="list-style-type: none"> • Existing trails were not designed to provide an interpretive trail experience. • Access/parking is difficult and limited. • Requires signage. • Other opportunities for this activity exist elsewhere in the park. • Guided programs are currently conducted by park staff in this management area (See Interpretive Program Alternatives).
4. Develop routes for new trails for interpretation.	<ul style="list-style-type: none"> • Opportunities for new trails may be limited due to steep slopes and access. • Will require tree and vegetation removal. • Access/parking is difficult and limited. • Requires signage. • Other opportunities for this activity exist

	<p>elsewhere in the park.</p> <ul style="list-style-type: none"> • Guided programs are currently conducted by park staff in this management area (See Interpretive Programs Alternatives).
Preferred Option: Status Quo	
<p>The Status Quo alternative recognizes that interpretive trails require more development than is appropriate for the character of the management area. The terrain is steep and ragged ascending the plateau. The trails were not initially designed as interpretive trails. Other opportunities to provide interpretive trails exist within other areas of the park. Park staff will continue to conduct guided interpretive hikes into the management area (see Interpretive Programs Alternatives). Therefore, the Status Quo alternative is the preferred option.</p>	
<u>Category: Equestrian</u>	
<p>Existing Conditions: There are 15 miles of multiple use trails within this management area. The terrain of the Palmertown Mountain area is rugged and equestrian use within the park has been focused on the more level trails of the Lake Recreation Area. Users are mostly local residents who ride into the park.</p>	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Use will continue in an informal manner.
2. Designate and improve existing paths/routes that are appropriate for use as equestrian trails.	<ul style="list-style-type: none"> • The terrain is rocky and slopes are excessive. • Opportunities to provide adequate equestrian access/parking to the management area are limited. • Activity is considered appropriate for the park. • No appropriate trails exist that provide access to existing trail system.
3. Develop routes for new equestrian trails and provide access and parking.	<ul style="list-style-type: none"> • The terrain is rocky and slopes are excessive. • Opportunities to provide adequate equestrian access/parking to the management area are limited. • Activity is considered appropriate for the park. • No appropriate trails exist that provide access to existing trail system. • Areas of potential acquisition do not improve access for equestrians.

<p>4. Do not permit equestrian use within this management area.</p>	<ul style="list-style-type: none"> • The terrain is rocky and slopes are excessive. • Opportunities to provide adequate equestrian access/parking to the management area are limited. • Activity is considered appropriate for the park. • No appropriate trails exist that provide access to existing trail system. • Areas of potential acquisition do not improve access for equestrians. • Opportunities to provide this activity may exist elsewhere in the park.
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Preferred Option: Alternative 4

Although horses are not currently prohibited from using the Palmertown Mountain trails, many equestrians prefer not to attempt taking their horses up such rocky and steep trails. Alternative 4 recognizes that these trails are not appropriate for equestrian use and recommends that the use be directed to other areas of the park.

Category: Cross-Country Skiing

Existing Conditions: There are 15 miles of multiple use trails within this management area. Trails are accessed from various trailheads along Spier Falls Road and from within the Lake Recreation Management Area. Cross-country skiing is permitted on trails although none are groomed for such use. The 15 miles of trails in this management area are primarily on top of the Palmertown Mountain Range Plateau. The trails used to access the top of the plateau are very steep. While all the trails have been designated as multiple use trails, some trails may pose an extreme challenge or prove to be too dangerous for cross-country skiers to ascend or descend safely.

Options	Considerations
<p>1. Status Quo</p>	<ul style="list-style-type: none"> • Trail maintenance and improvements will continue. • Trails are not groomed.
<p>2. Develop and designate new cross-country ski trails. Trails will continue to be ungroomed.</p>	<ul style="list-style-type: none"> • May require acquisition of additional properties. • There is potential to connect park trails to long distance regional trails

Preferred Option: Status Quo and Alternative 2

The Status Quo alternative provides for the continued use of the Palmertown Mountain trails and Alternative 2 provides for the improvement and expansion of the trail system through acquisition and the development of long distance regional trails. New trails or trail segments that were not identified within the approved trails plan will require site specific environmental review.

Category: Snowshoeing

Existing Conditions: There are 15 miles of multiple use trails within this management area. Trails are accessed from various trailheads along Spier Falls Road and from within the Lake Recreation Management Area. Snowshoeing is permitted on trails.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Trail maintenance and improvements will continue.
2. Develop and designate new snowshoe trails.	<ul style="list-style-type: none"> • May require acquisition of additional properties. • There is potential to connect park trails to long distance regional trails.

Preferred Option: Status Quo and Alternative 2

All trails within this management area are open to snowshoeing. Snowshoers must share these trails with other user groups. Trails will be maintained and improved as necessary as described by the Status Quo alternative. Alternative 2 recognizes that certain acquisitions and long distance trails in the region may increase the trail network within and extending beyond the park boundaries. New trails or trail segments that were not identified within the approved trails plan will require site specific environmental review.

Birding/Wildlife Observation

Existing Conditions: The large expanse of forest and the waterbodies within the park provide habitat for a high diversity of bird species and an abundance of wildlife. This type of activity is usually secondary to other primary activities such as hiking, boating or canoeing. No viewing platforms exist within the park; however, open areas and scenic overlooks provide an opportunity to view birds and wildlife.

Within this management area trails have been marked and opened for use. Trailheads and parking are available. Ridge trails have many natural and maintained overlooks that provide not only scenic viewing opportunities but also opportunities for observing wildlife.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Birding and wildlife viewing will continue.
2. Maintain scenic overlook areas and provide brochures, check lists and informational panels about the birds and wildlife within the park. Use the Park Office, Nature Center and trailheads throughout the park to distribute this information.	<ul style="list-style-type: none"> • Consistent with the character of the Management Area. • Reduces intrusion of built features.
3. Place kiosks at trailheads that provide information on the birds and wildlife of the park.	<ul style="list-style-type: none"> • Less intrusive on the natural character of the park. • Informational panels can be developed

	that can be used on the kiosks.
4. Create and place benches and, where appropriate, interpretive panels in strategic locations along all trails within this management area to provide resting areas and opportunities to view birds and wildlife.	<ul style="list-style-type: none"> Not consistent with the character of this management area.
<p>Preferred Option: Alternatives 2 and 3</p> <p>Many individuals participate in bird watching and wildlife observation. This Park, as a whole, provides many opportunities for enthusiasts to observe a diverse population of bird and wildlife species. Many parks and natural areas provide boardwalks or viewing platforms for people to stop and encounter birds and wildlife. It is felt that these types of facilities are too intrusive on the natural character of the park and introduce too many built features. Alternative 2 identifies the natural scenic overlooks and the trails as facilities that provide opportunities to view birds and wildlife. Additionally, Alternative 2 recommends providing written materials regarding birds and wildlife within the Park. Alternative 3 recommends using kiosks and informational panels to distribute and present information about the park's birds and wildlife.</p>	

Scenic Areas and Vistas

Existing Conditions: The Hudson River and the large expanse of surrounding forest are considered scenic. These areas can be viewed from the ridge trail overlooks. Overlooks and scenic vista locations have been identified by the Trails Plan and on trail maps for this management area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> Scenic overlooks will continue to be accessed via the ridge trails. Scenic overlook areas will continue to be identified on maps.
2. Maintain scenic overlook areas and provide brochures and other literature about the scenic views. Use the Park Office, Nature Center and trailheads throughout the park to distribute this information.	<ul style="list-style-type: none"> Maintenance of scenic overlooks will require policing for trash. Brochures can describe the subject of certain views as well as provide a bit of interpretive information.
3. Place kiosks at trailheads that provide information regarding the scenic areas.	<ul style="list-style-type: none"> Panels on information regarding the scenic views along trails can be added to trailhead kiosks.
4. Create and place benches and, where appropriate, interpretive panels in strategic locations along all trails within this management area to provide resting areas	<ul style="list-style-type: none"> Not consistent with the character of this management area. Requires an extensive signing plan.

and scenic viewing opportunities.	<ul style="list-style-type: none"> • Too many signs can be intrusive. • Maintenance of these areas would have to be more intensive and frequent. • The areas could become party spots or camping sites and fires could then pose a hazard.
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Preferred Option: Status Quo and Alternative 2

The Status Quo alternative and Alternative 2 recognize the importance of maintaining the scenic vistas and their contributions to the interpretive values of the park. Alternative 2 recommends providing literature regarding the scenic vistas and overlooks and using the Park Office, Nature Center and trailheads to distribute information.

Interpretive Programs

Existing Conditions: There are no interpretive facilities within this management area. Park Staff conduct guided hikes that include interpretive elements.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Continue guided hikes that include interpretive elements conducted by Park staff.
2. Develop brochures and guides for interpreting such themes as wildlife, birds, ecology and history to be distributed at trailheads and parking areas.	<ul style="list-style-type: none"> • Guides and brochures are being developed for other passive activities such as birding/wildlife observation and scenic views.
3. Develop kiosks and signs to place strategically along trails and trail intersections, and parking lots.	<ul style="list-style-type: none"> • Too intrusive on the character of the Management area. • Difficult to maintain. • Subject to vandalism.
4. Develop partnerships with volunteer organizations to conduct guided hikes and interpretive programs.	<ul style="list-style-type: none"> • Supplements park staff programs.
5. Install kiosks and informational panels at trailheads and parking areas.	<ul style="list-style-type: none"> • Centralized location to make contact with trail users. • Provides a minimal park presence. • Formalizes parking areas. • A trail register could be placed on the kiosk to track use and provide information in case of emergencies.

Preferred Option: Status Quo, Alternatives 4 & 5

The Park currently conducts guided interpretive hikes through the management area. These hikes provide information regarding the natural and cultural features of the Park. The Status Quo alternative ensures that these programs will continue. Alternatives 4 and 5 supplement the guided hikes by providing alternative methods of distributing information. Brochures, printed guides, check lists and maps encourage self guided types of interpretation, but may also contribute to littering and an unkempt appearance at the trailhead. Trailhead kiosks provide orientation information and brief topic summaries to familiarize patrons with the area. Additional printed materials will be made available at the Park Office and Nature Center within the Lake Recreation Area. Partnerships with Friends groups and volunteer organizations can provide additional materials and guided hikes that supplement the Park's program.

Camping and Cottages/Cabins

Category: Tent/Trailer, Walk-in/Group Camping and Cottages/Cabins

Existing Conditions: There is no camping of this type within this area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">• No camping facilities of this type will be provided within this Management Area.
2. Develop a campground.	<ul style="list-style-type: none">• This type of camping is not compatible with the character of the Management Area.

Preferred Option: Status Quo

The Status Quo alternative is recommended because the physical characteristics of this management area are not conducive to the development of a campground, cabin/cottage colony or group camp facility. The terrain is rugged and steep, vehicular access is limited, and utilities such as water, sanitary systems and electricity are not available. Altering the landscape to provide this type of facility would detract from the scenic and natural quality of the management area. Camping facilities are offered in other areas of the park and within the region.

Category: Backpack/Primitive Camping

Existing Conditions: This type of camping is currently not permitted within the park. Camping must be within designated areas. There are no designated areas for backpack/primitive camping. However, this activity is considered appropriate for this management area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">• Backpack/Primitive Camping is not permitted within the park.
2. Designate a limited number of sites, with or without lean-tos, along trails for camping while using the trails within the park.	<ul style="list-style-type: none">• Sites would be intended for short transient stays.• Sites would be available on a first-come,

	<p>first-served basis.</p> <ul style="list-style-type: none"> • There is a risk of extended stays. • Pit privies may need to be provided. • There is no readily available potable water supply. • Considered consistent with the character of the park. • Lean-tos are a previously existing use on adjacent property. • A lean-to requires regularly scheduled maintenance. • Lean-to areas and sites will require policing for trash and vegetation damage. • Consider partnering with DEC's "Adopt-a-lean-to" program or model a program after it for Moreau Lake State Park. • Overnight parking in the Lake Recreation Management Area (day use area) is an operational issue.
<p>Preferred Option: Alternative 2</p> <p>Primitive campsites may consist of a cleared area to pitch a tent and may have a fire ring. Primitive camping fits with the character of this management area and does not detract from its natural and rugged character. Alternative 2 will provide the opportunity to designate areas for primitive camping. These sites may or may not have a lean-to available. These sites would be available on a first-come, first-served basis and are intended for transient trail users. Permits for overnight parking in trailhead lots will be issued from the Park Office.</p>	

Hunting

Existing Conditions: Small and big game hunting is permitted in designated areas. DEC statewide hunting regulations apply. Safety zones are established around developed areas. In addition to a valid NYS Hunting license, a hunting permit must be obtained from the park. Hunting seasons may be modified by the park, as may safety zones. As facilities are developed safety zones may need to be modified. Hunting seasons are modified by the park in consultation with DEC to protect certain wildlife species when necessary.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Hunting is a permitted activity on park lands. • Current access will be maintained.

Preferred Option: Status Quo

No changes to the Park's hunting policy are proposed. Hunting will continue to be permitted in the park according to NYS DEC and OPRHP hunting regulations. The Park and OPRHP will continue to work with DEC to provide hunting. Current levels of access to the area are sufficient and will be maintained.

Fishing

Existing Conditions: A small lake, Lake Ann, is located in the southwest corner of the management area. Currently, the lake is not accessible from park trails. The lake is acidic and is classified as a bog lake.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">The lake is not accessible from park trails.

Preferred Option: Status Quo

As the trail system currently exists and is proposed, public access to the lake is not possible. The lake is classified as a bog lake and the water is acidic which may not support any fish.

Swimming

Existing Conditions: A small lake, Lake Ann, is located in the southwest corner of the park. Currently, the lake is not accessible from park trails. The lake is acidic and is classified as a bog lake. The shoreline is rimmed with a floating mat of vegetation.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">The lake is not accessible from park trails.

Preferred Option: Status Quo

As the trail system currently exists and is proposed, public access to the lake is not possible. Swimming would not be available.

Picnicking

Existing Conditions: Currently there are no designated picnic areas within this management area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">Informal picnicking will continue.

<p>2. Develop a "formal" day use/picnic area.</p>	<ul style="list-style-type: none"> • The terrain is rocky and slopes are excessive. • Opportunities to provide adequate access/parking to the management area are limited. • Areas of potential acquisition do not improve access. • Opportunities to provide this activity exist elsewhere in the park.
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Preferred Option: Status Quo

The Status Quo attempts to maintain the natural and rugged character of this management area. Picnics in this area usually consist of trail users stopping at an overlook or trail intersection to have a snack, rest, or eat a meal. Providing facilities such as picnic tables, pavilions, water, sanitary or electric service would not fit with the character of the park. Also, vehicular access to the area is limited. Picnic areas exist in other areas of the park.

Boating

Existing Conditions: The only waterbody within this management area is Lake Ann. It is located in the southwest corner of the park and is currently not accessible from park trails. The lake is acidic and is classified as a bog lake. The shoreline is rimmed with a floating mat of vegetation.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • The lake is not accessible from park trails.

Preferred Option: Status Quo

There is no public access to this lake that would be conducive to boating activity or launching. The lake is currently not accessible from park trails.

Administration/Maintenance

Existing Conditions: No formal park entrance exists and there are no park structures that provide a "Park" presence on the property. Park Police patrol the area and trailhead parking areas for security purposes. There is no staff assigned to "maintain" this area of the park. Partnerships with trail user groups to maintain trails and parking areas are being developed.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Continue current maintenance and administration procedures.

2. Provide a satellite maintenance building.	<ul style="list-style-type: none"> • Considered not necessary since park staff can access the management area from within the Lake Recreation Area Management Area. • Administrative access is readily available along Spier Falls Road. • Partnerships with trail users and user groups exist. These groups provide volunteers that maintain trails and trailheads.
<p>Preferred Option: Status Quo</p> <p>The types and levels of use anticipated for this area do not warrant built facilities that would require regular or frequent maintenance. Partnerships with friends and volunteer groups will assist park management in policing for trash and maintaining a neat appearance at trailheads. Park Police can provide periodic security patrols. Trail maintenance can be coordinated by Park Staff from the Lake Recreation Area when needed. Therefore, the Status Quo alternative is preferred.</p>	

Lake Recreation Management Area

The Lake Recreation Management Area consists of the park land that is to the east of the Turkey Path Trail (or the ridgeline that separates the low lands surrounding Moreau Lake and the high plateau of the Palmertown Mountain Range). The Management Area boundary then follows the park boundary along Spier Falls Road to the north and Mountain Road and Route 9 to the east and a jagged line that heads northwest paralleling the Red Oak Ridge Trail. This Management Area is the oldest part of the park, which was established and opened to the public in 1968, and includes the developed camping and day use facilities of the park. This area serves as the main operations center for the park, providing the formal park entrance and housing the Park Office and Maintenance Facility.

Access/Park Entrance

Existing Conditions: The main entrance to the park is off Old Saratoga Road accessed from State Route 9 via exit 17 off I-87 (the Northway). During peak use times the park reaches its capacity and the entrance is closed causing waiting patron vehicles to "stack up" north of the park entrance in the southwest bound traffic lane of Old Saratoga Road. The stacking occurs because patrons are willing to wait until someone leaves the park in order to obtain entry. This problem currently lasts for about a hour and then dissipates. Demand on the park will likely increase based on local growth which will further aggravate the problem. With more development outside the park, conflicts between stacked vehicles and through traffic may be compounded and escalate from subsequent increased use of Old Saratoga Road. The facilities at the park entrance include two entrance lanes with contact stations, an exit lane, the park office building and a small parking lot for four to five cars. The second entrance lane is opened when demand warrants.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">• Stacking occurs when day use is full.• Entrance from Rt. 9 is not readily visible.• Maintains existing operation practices.• Registered campers still have rights to enter the park but are often stuck in the stacking lanes.

2. Maintain existing entrance configuration and make operational changes. (Obtaining and operating a second reservation terminal.)	<ul style="list-style-type: none"> • Registered campers still have rights to enter the park but are often stuck in the stacking lanes. • Stacking on Old Saratoga Road is not resolved. • A second reservation terminal would speed up camper registration. • There are network issues with updating the reservation database (often results in sites being shown as open when they have just been occupied.)
3. Reduce speed limit on Old Saratoga Road (within park boundaries) to 30 mph, place signs identifying the park at the park boundaries on Old Saratoga Road, and improve signing on Route 9.	<ul style="list-style-type: none"> • Creates a “decompression zone” on the approach to the park entrance. • Creates the feeling of entering the park. • Improves visibility. • Improves safety for entrance, patrons, bicycles and pedestrians on Old Saratoga Road. • Creates a better identity for the park.
4. Redesign existing entrance through maintenance area— Using existing space, redesign the entrance to extend the entrance road, expand patron parking for camper registration and improve traffic flow on Old Saratoga Road. Make use of the maintenance area and consider relocating the maintenance complex (possibly on the Rt. 9 lands.)	<ul style="list-style-type: none"> • Space is limited. • Requires significant removal of trees and vegetation. • Requires redesign or relocation of Maintenance Area. • Substantial utility relocation (septic, wells, electric, etc.). • Maintenance road would have to be widened and improved. • Would create internal traffic flow problems. • Could provide separation of day users and campers. • Provides opportunity to increase stacking space.
5. Improve Existing Entrance - Widen Old Saratoga Rd. north of the Park entrance by adding a traffic lane to the east of the northeast bound traffic lane (Route 9	<ul style="list-style-type: none"> • Provides winter parking. • Stacked vehicles will not block through

<p>Property side). The current southwest bound lane will be used as the stacking lane/right turn lane. Construct a new parking area between the Park Office and the Recycling Building for camper registration.</p>	<p>traffic on Old Saratoga Road.</p> <ul style="list-style-type: none"> • Relatively inexpensive. • Minor vegetation clearing is required. • Does not facilitate development/operation of Route 9 park lands. • Widening Old Saratoga Rd. to the east would reduce impacts on Loop A, but would be more expensive. • Doesn't provide for separation of day users and campers.
<p>6. South Road Intersection - Construct a new entrance road beginning at the intersection of South Rd and Old Saratoga Rd. New road would descend the hillside for approx. 1100 ft, meeting the existing park road at the southeast corner of the lake, where a new contact station would be constructed. Day use traffic would proceed left, while campground traffic would proceed right. Old Saratoga Road would remain open. Existing entrance would be closed and space reused.</p>	<ul style="list-style-type: none"> • Old Saratoga Rd. remains open. • Sufficient stacking space. • Provides opportunity to develop Rt. 9 lands. • Impact on South Rd. residents. • Environmental impact (cut trees, grading, etc.). • Existing park office space can be used for other programs with little or no impact on day use or campers. • Has the potential to provide a better functioning park office. • Construction would not interfere with current operations. • Existing entrance could be maintained for winter use.

<p>7. South Road Intersection - Same as above, but new South Road entrance would be for day use only, while the existing entrance would become the campground entrance.</p>	<ul style="list-style-type: none"> • Potential driver confusion. • Old Saratoga Road remains open. • Personnel/operational issues. • Not conducive to developing Rt. 9 lands. • Sufficient stacking. • Impact on South Road residents. • Environmental impacts (cut trees, grading, etc.). • Further reduces stacking on Old Saratoga Road. • Separates the two uses. • Existing entrance can be used as a winter entrance. • Day use contact station could be just a booth and park office can remain where it is.
<p>8. Abandon Old Saratoga Road - Old Saratoga Rd. would be abandoned from South Rd. to the existing park entrance. From the intersection of Old Saratoga Rd. and Mountain Rd. to the existing park entrance would become park road. The intersection of Mountain Road and Old Saratoga Road would become the new park entrance. The contact station would be located along Old Saratoga Rd. to take advantage of the land between Old Saratoga Road and Rt. 9. A new parking area will be constructed between the Park Office and the recycling area (see also Camping/Cottages – third Car/Overflow Parking Alternatives).</p>	<ul style="list-style-type: none"> • Relatively inexpensive. • Low environmental impact. • Conducive to the development of Rt. 9 lands. • May be politically unfeasible. • Impacts to local residents (through traffic rerouted). • Requires town approval and action. • Requires consultation with emergency service organizations. • Unifies the park by improving internal traffic flow. • More roadway to maintain. • Creates a “decompression zone” at the entrance. • Could retain the abandoned section of road for use as a bike path. • A parking area provides an area for campers to park while registering at the

	Park Office and keeps traffic flowing through the park. This area can also be used for alternative parking for winter activities.
9. Abandon Old Saratoga Road - Similar to Alternative 8, but would relocate a new segment of Old Saratoga Rd. from the South Rd. intersection to Rt. 9.	<ul style="list-style-type: none"> • More expensive. • Rerouting of through traffic. • Impact on South Road residents. • Environmental impact (cut trees, grading, etc.) • Loss of use of some parkland. • Bypass (new segment of road) would occupy the flat developable land on the Route 9 property. • Could retain the abandoned section of road for use as a bike path.
10. Seasonal Closure of Old Saratoga Road - Old Saratoga Road would be closed to through traffic during peak operating season (June – Labor Day).	<ul style="list-style-type: none"> • Local traffic would still require an alternate route. • Seasonal impacts on South Road residents. • Requires an agreement with the town. • Requires consultation with emergency service organizations.
11. New Route 9 Entrance - Construct a new entrance road from the existing entrance to Route 9. Close Old Saratoga Road (from Mountain Road intersection to South Road intersection). Contact Station would remain in current location. A left-turn lane could be added to the center of Rt. 9.	<ul style="list-style-type: none"> • Better visibility of the park from Rt. 9. • Coordination with DOT is required. • Sight distance issues. • Environmental Impacts (tree clearing, grading, etc.). • Not conducive to developing Rt. 9 lands. • Local and truck traffic would have to be rerouted. • Requires an agreement with the town. • Requires consultation with emergency service organizations. • Requires a traffic study to be performed on Route 9.

	<ul style="list-style-type: none"> • Exiting to Rt. 9 and I-87 is improved. • Stacking space would be increased on park roads.
12. New Route 9 Entrance - Same as Alternative 11, but a new Contact Station would be constructed between Old Saratoga Road and Route 9.	<ul style="list-style-type: none"> • Rt. 9 land may be developed for recreation purposes. • Abandonment of Old Saratoga Road is still required which requires an agreement with the town and consultation with emergency service organizations. • Old Saratoga Road would become a park road. • Improves internal traffic flow in the park. • Conducive to development and provides access to facilities within the Route 9 lands.
13. Mountain Road Intersection - Existing entrance would remain in place and used for day use admittance. A new entrance for campground use only would be constructed at the intersection of Old Saratoga Road and Mountain Road and meet the existing campground road at the eastern end of the lake (at the duck's foot), approx. 350 ft long. Construct new campground contact station. Old Saratoga Road would remain open.	<ul style="list-style-type: none"> • Separates slower campground traffic from the day use entrance. • Existing intersection has poor geometry. • Personnel/operational issues. • Environmental impact (cut trees, grading, etc.). • Requires the development of a larger parking area. • Intersection alignment issues at Mountain Road. • Campers enter directly into the campground. • Too much separation of park uses. • Potential to deal with camper registrations at two locations.
<p>Preferred Option: Alternatives 5 and 3.</p> <p>As mentioned in the Existing Conditions statement, the park's entrance design does not provide for adequate vehicle stacking space or a "decompression zone" that introduces the park environment to the patron. The 13 alternatives in this table explore operational changes, signage and numerous road configurations. The Status Quo alternative was rejected because it would not address stacking problems, the short "decompression zone" or the congestion on Old Saratoga Road.</p>	

The preferred option is Alternative 5. Under this option, Old Saratoga Road is widened to the southeast by adding a traffic lane to the east of the northeast bound lane (Route 9 property side) and then using the current southwest bound traffic lane as the stacking/right turn lane. This will reduce, but may not eliminate, the stacking of cars and interference with through traffic on Old Saratoga Road. A new parking area would be constructed between the Park Office and the Recycling Building for camper registration.

This represents a change from the preferred option (#8 – closure of Old Saratoga Road) that was identified in the draft plan. There were major concerns expressed during the public review period regarding implementation of this alternative including rerouting local traffic and securing Old Saratoga Road for park purposes. Alternative 8 recommended that jurisdiction of Old Saratoga Road be turned over to OPRHP. Local traffic would then need to be rerouted to Rt. 9 via South Road. This alternative addresses the traffic congestion problems on Old Saratoga Road by redirecting local and through traffic to other roads. Old Saratoga Road becomes a park road (from Mountain Road to the existing park entrance) and serves as a “decompression zone” and stacking area for park patron vehicles. From the existing park entrance to South Road, Old Saratoga Road would be closed and converted to a bike path or a park road. Local traffic impacts include altering school bus routes, emergency service vehicle routes and directing local residents to Rt. 9 using alternative routes.

The preferred alternative (#5) would be combined with Alternative 3 which enhances signage to create a more “park-like” atmosphere when approaching the park entrance. The signage plan would identify when roads enter park land and reduce the speed limit upon approaching the park entrance.

Trail Activities

Category: Biking (including Mountain Biking)

Existing Conditions: There are 5.8 miles of multiple use trails within this management area. All park roads are used by bicycles. Bikers use the nature trail as an off road option to get to the beach or to complete a circuit around the lake. Biking activity in this area is usually family biking and campers traveling from the beach to their camp site. Access to the Palmertown Mountain Trails can be obtained through the day use area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">Bike-automobile accidents occur occasionally on park roads particularly in the camping loops.Park roads are narrow, especially in the camping loops, and drivers aren't watching for cyclists on the side of the road.

2. Stripe bike lanes on park roads.	<ul style="list-style-type: none"> • Implies a wider road. • Not enough space for a bike lane on many roads. • Park roads do not have shoulders.
3. Designate and develop new biking trails as a result of multiple use trail development.	<ul style="list-style-type: none"> • May turn existing trails into multi-use trails. • Removes some bike traffic from park roads.
4. Improve bike parking areas and bike racks.	<ul style="list-style-type: none"> • Provides a cleaner, more organized appearance. • May reduce bicycle theft.
5. Improve safety, education and enforcement including signage and brochures.	<ul style="list-style-type: none"> • Post signs in camping loops that say "caution watch for bicycles". • Some riders aren't wearing helmets. Children 13 years and younger are required to wear bicycle helmets. • Hold bike programs to educate young bike riders. • Improve enforcement of bicycle rules and laws.
6. Develop a road separated bike path or paths.	<ul style="list-style-type: none"> • Could use existing trails or provide the opportunity to develop new trails, especially in the Rt. 9 property. • Removes bicycle traffic from roadways.
7. Cooperate with local governments in developing connections to regional bicycle routes.	<ul style="list-style-type: none"> • Provides the opportunity for bicyclists to enter the park from another direction. • Could turn the park into a cycling destination point.
Preferred Option: Alternatives 3-7	
Alternatives 3 – 7 provide a comprehensive program for improving the bicycling conditions within the park. Alternative 3 recognizes that the existing trails are used by bicycles but are not designated or designed to accommodate the use. Improvements to the trails may include surface stabilization, signing and in some areas widening the treadway. This alternative was chosen over Alternative 2 because the separation of bicycles and motor vehicles is more pronounced. Many of the cycling accidents within the park occur along the narrow roadways of the camping area. Alternatives 3 and 6 support separating bikes from the roadways through the use of bike paths and multiple use trails. Alternative 6 recognizes that in order to completely separate bikes from roadways, new bike path segments may need to be created. This is especially true along the campground trunk road where there currently is no	

separated path. Alternative 4 recommends improving bicycle storage areas, particularly within the day use areas. Bike theft can be a problem on peak day use times. Often, bikes are left unlocked leaning on trees or on the over full bike racks. Providing more racks and lockup areas will improve the appearance of the day use area and could reduce theft. Alternative 5 ties all the alternatives together by improving bicycle use education, safety and enforcement. This alternative recommends providing signage and brochures explaining proper bicycle use within the park and using volunteers or law enforcement to conduct programs regarding bicycle safety. Alternative 7 refers to local initiatives to create a bike route through the region. The park will continue to work with local interest groups and governments to provide a safe bike route to and through the park.

Category: Hiking

Existing Conditions: There are 5.8 miles of multiple use trails within this management area. Hiking trails in this area focus on circumnavigating the lake and its associated ponds. Connecting trails, beginning in the day use area, lead up to the more remote trails of the Palmertown Mountains. Hiking trails in the Recreation Area are marked and maintained.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • No new trails will be developed. • Existing trails will continue to be maintained.
2. Develop trails in the property between Rt. 9 and Old Saratoga Road that connect to other trails in the Lake Recreation Area.	<ul style="list-style-type: none"> • Provides an extended hiking opportunity. • Causes hikers to cross Old Saratoga Road. • Property isn't very large and wouldn't increase hiking opportunities significantly. • No regional trails connect to the park from this direction.
3. Develop new hiking trails as a result of multiple-use trail development.	<ul style="list-style-type: none"> • May turn existing trails into multi-use trails. • Creates potential for the development of longer loop trails. • Increases the day hiking opportunities within the area. • Enhances patron movement and transportation routes to various areas of the Lake Recreation Area.

Preferred Option: Alternative 3

Hiking is permitted on all of the trails within this management area, including the proposed new segments of bike path described in the biking alternatives table. Hikers must share the trails with other user groups because horses and bicycles may also use these trails. Alternative 2 suggests that the vacant property between Rt. 9 and Old Saratoga Road be used for new hiking trails. It was determined that new hiking trails in this section of the park would not significantly increase the hiking opportunities within the park. The improvements to the trail network will be focused in the campground and day use area. As a result of the development of new multi-use trails, hiking opportunities within the Lake Recreation Area will be improved and enhanced.

Category: Interpretive Trails

Existing Conditions: There are 5.8 miles of multiple use trails within this management area. A self guided interpretive trail (the Nature Trail) exists within this management area that has marked stations for interpretation along its course. The trail is used by groups and individuals, bicycles and horses.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none">• The Nature Trail will be maintained in its current condition.• It will not be considered accessible.
2. Improve interpretive material and signage along the designated Nature Trail.	<ul style="list-style-type: none">• Trail signs and markers may need to be updated and/or replaced.• Trail brochures should be matched to the trail markers and interpretive stations.
3. Improve the trail conditions to make it accessible to persons with disabilities.	<ul style="list-style-type: none">• The current surface of the trail is not adequate for access. Firming of the trail tread is required.

Preferred Option: Alternatives 2 and 3

Consistent with the alternatives for biking and hiking, Alternatives 2 and 3 recommend improvements to the Nature Trail. In this category improvements focus on the trail signs/markers that identify interpretation stations along the trail. Also providing corresponding literature and brochures to assist self guided interpretation will be improved and updated according to the interpretation stations. Guided walks along the Nature Trail will still be offered especially for group programs (schools, churches, scouts, etc.). Alternative 3 ensures that the trail improvements are consistent with design guidelines recommended under the Americans with Disabilities Act (ADA).

Category: Equestrian

Existing Conditions: There are 5.8 miles of multiple use trails within this management area. Equestrian use is permitted on these trails. Trails are not specifically designed or designated for equestrian use and parking for horse trailers is not specifically provided. Parking for trailers is allowed during off-peak use time at the day use parking area. Trails are shared with other users such as hikers and bikers. Most riders tend to stay on trails that are relatively level and don't venture into the more remote areas of the Palmertown Mountains. No support facilities are provided such as tie-ups and mounting platforms. Equestrians must show proof that their horse has been vaccinated for Coggins in order to ride in the park.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Courtesy/yield signs are not posted on trails used by hikers, bikers and equestrians. • Not all trails used by equestrians are known or mapped. • Equestrian users are mostly local and ride into the park rather than trailer their horses to the park.
2. Develop a separate trails system for equestrians on the park land between Rt. 9 and Old Saratoga Road.	<ul style="list-style-type: none"> • Equestrian related amenities could be provided for in this area. • Not enough trail mileage could be created to turn the park into an equestrian destination.
3. Specifically designate trails from the inventory of existing trails for equestrian use. Consider designation of the Nature Trail and the Lakeside Trail.	<ul style="list-style-type: none"> • Requires proper signing and enforcement of trail uses. • The Nature Trail and Lakeside Trail are traditionally used by equestrians. • Trail etiquette and “rules of the road” need to be explained/taught to all trail users. • This will be a shared use trail.
4. Institute a permit system for equestrian use within the park.	<ul style="list-style-type: none"> • Ensures horses have their Coggins vaccination. • Provides a means to control and track equestrian use of the park.
5. Do not permit equestrian use of trails in this management area	<ul style="list-style-type: none"> • Eliminates a traditional use of the area.

Preferred Option: Alternatives 3 and 4

Alternative 3 recommends designating specific trails for equestrian use. This allows the park to direct use to trails appropriate for horses. Many of the wider level trails can accommodate

this use with minor treadway improvements. Designating appropriate trails also prevents equestrians from taking their horses on trails that could prove dangerous to the animal and rider. The “Existing Conditions” statement recognizes that much of the equestrian use is by local riders who enter the park on horseback. However, some equestrians arrive by trailer and park in the day use area lot. This practice will be continued. The alternatives for camping and access recommend providing an additional lot nearer to the entrance of the park. Equestrian trailers may be parked there if space permits. An equine permit system, identified in Alternative 4, will be instituted at the park to ensure that horses have been innoculated for Coggins and to help track equestrian use of the park.

Category: Snowmobiling

Existing Conditions: There are 5.8 miles of multiple use trails within this management area. However, snowmobiles are not permitted in this area of the park. There are no trails designated for this activity within this management area.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Winter use is well established. • Use is by snowshoers and Cross-country skiers. • There are no designated trails for snowmobiling.
2. Open trails and unplowed roads to snowmobiles.	<ul style="list-style-type: none"> • Trail miles are limited. • No winter parking is available. • There are trails near by that accommodate this use.

Preferred Option: Status Quo

The Lake Recreation Area is where the more intensively developed areas are within the park. In the winter, low impact activities and programs are held within the park. The lake is used for ice fishing and the trails are used by cross-country skiers and snowshoers. These have been the traditional uses of the park during the winter months. An evaluation of the park and its surrounding area shows that there are no trails designated for snowmobiles within the park and no linkages to the statewide snowmobile trail system.

Category: Cross-country Skiing

Existing Conditions: There are 5.8 miles of multiple use trails within this management area. All trails within the recreation area, including the connectors to the Palmertown Mountain Area trails, are open to cross-country skiing in the winter. Trails are not groomed. Some unplowed roads are also used for cross-country skiing. Most trails are used by both cross-country skiers and snowshoers. Users create parallel tracks on the same trail.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Cross-country skiing will continue on ungroomed park roads and trails.

2. Designate and maintain trails solely for use by cross-country skiers	<ul style="list-style-type: none"> • Separates this use from other winter uses. • Decreases opportunities for other winter users.
3. Groom cross-country ski trails.	<ul style="list-style-type: none"> • Requires the purchase of equipment and allocation of staff time.

Preferred Option: Status Quo

Cross-country skiing is a well established use within this management area. Cross-country skiers are aware that they have to share trails with snowshoers and the two user groups create parallel tracks on the same trails. Cross-country skiers can use all trails that are used by hikers or walkers in the summer time. Some trails may be more challenging than others particularly those that lead into the Palmertown Mountains. The status quo alternative is preferred because it maintains the current level of service for cross-country skiers.

Category: Snowshoeing

Existing Conditions: There are 5.8 miles of multiple use trails within this management area. All trails within the recreation area, including the connectors to the Palmertown Mountain Area trails, are open to snowshoeing in the winter. Unplowed roads are also used for snowshoe trails. Most trails are used by both snowshoers and cross-country skiers. Users create parallel tracks on the same trail.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Snowshoe use of trails will continue on ungroomed trails.
2. Designate and maintain trails solely for use by snowshoers.	<ul style="list-style-type: none"> • Separates this use from other winter uses. • Decreases opportunities for other winter users.

Preferred Option: Status Quo

Snowshoeing is a popular activity within the park. The Park Staff also conduct guided interpretive snowshoe hikes (See Interpretive Programs alternatives). Snowshoers are aware that they must share the trails with cross-country skiers and often create their own tracks parallel to cross-country ski tracks. All trails that are open to hiking in the summer seasons are open to snowshoeing in the winter. Some trails, such as those that lead to the Palmertown Mountains, provide a more challenging snowshoeing experience. The status quo alternative is preferred because it maintains the current level of service for snowshoers.

Birding/Wildlife Observation

Existing Conditions: The large expanse of forest and the waterbodies within the park provide habitat for a high diversity of bird species and an abundance of wildlife. Trails provide access and opportunities for bird and wildlife observation. There are interpretive trails for more directed observation activities. A bird check list has been prepared for the park and is distributed to park patrons interested in bird watching. This type of activity is usually secondary to other primary activities such as hiking, boating or canoeing. No viewing platforms exist within the park; however, open areas and scenic overlooks provide an opportunity to view birds and wildlife.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Opportunities for patrons to access trails and overlooks for the purposes of bird/wildlife observation will be maintained. • No specific sites or areas are identified for observation purposes. • Brochures and bird check lists will continue to be made available.
2. Place kiosks with informational panels at trailhead locations.	<ul style="list-style-type: none"> • Orients trail users. • Provides information on what may be viewed along the trail. • Provides information on trail rules and etiquette.
3. Create and place benches and, where appropriate, interpretive panels in strategic locations to provide resting areas and opportunities to view forest wildlife.	<ul style="list-style-type: none"> • Appropriate on Nature Trail. • Not appropriate for all trails. • May be considered too intrusive. • Benches and resting areas may be appropriate to improve accessibility.
4. Construct viewing platforms and interpretive panels along the Lakeside Trail.	<ul style="list-style-type: none"> • Intrusive, does not fit the character of the park. • May be more appropriate along the Nature Trail. • The Lakeside Trail is considered a multiple use trail.
Preferred Option: Status Quo and Alternative 2 With the exception of the Nature Trail there are no marked stations or locations specifically for viewing wildlife and birds. The development of viewing platforms was considered too	

intrusive to suit the character of the park. There are few resident bird and wildlife populations that require such facilities. The banks of Moreau Lake are natural sand beach and easily viewable from many trails providing ample opportunity to view water fowl and other wildlife in the park. Literature and check lists are available from various locations, including the Park Office and Nature Center. Alternative 2 provides for the installation and use of kiosks and informational panels to present information about birds and wildlife. Therefore, the preferred options are Status Quo and Alternative 2.

Scenic Areas and Vistas

Existing Conditions: Moreau Lake and the forested upland areas provide a scenic backdrop for campers and day users. Current and past practices of development and management have focused on maintaining the natural character of the park. Views of Moreau Lake exist through natural breaks in vegetation along the Lakeside and Nature Trails. Trails that lead up to the Palmertown Mountains also offer views of Moreau Lake. Benches and picnic tables are placed throughout the campground and day use area and along the Nature Trail for resting and viewing. Overlooks or viewing areas, with the exception of interpretation stations on the Nature Trail, have not been identified, signed or mapped.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Continue to promote development and other actions that are compatible with the character of the park and/or will preserve the scenic qualities of Moreau Lake and its shoreline.
2. Identify and map scenic overlooks and viewing areas.	<ul style="list-style-type: none"> • Signing may be too intrusive. • Grand panoramic views may not exist from within this management area. • Scenic qualities of the area are more important to the recreation experience than scenic views.

Preferred Option: Status Quo

The Status Quo alternative recognizes that the Park's natural character is important to the recreation experiences offered at the park. The park will continue to promote development and management actions, such as providing tables and benches, that fit with the natural character of the park and will preserve the scenic qualities of Moreau Lake and its shoreline.

Interpretive Programs

Existing Conditions: The park offers a Nature Center in the vicinity of the Day Use Area where a wide variety of environmental programs and exhibits are offered. Programs are available during the Spring, Summer and Fall seasons. Programs include wildflower hikes, fishing, casting and fish filleting demonstrations. There are regular programs on native mammals, environmental scavenger hunts, slide and video programs and special events such as nighttime bat walks and black bear talks given by experts. During the winter, Nature

Center Staff lead interpretive hikes on foot or on snowshoes using the many trails. Other than these winter hikes there are no other winter environmental interpretation programs.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> Continue to use the Nature Center as the programming “headquarters”.
2. Expand programming by offering more and a greater variety of programs including outreach to the community.	<ul style="list-style-type: none"> Requires more staff. Current program curriculum meets demand. Potential to increase revenues.
3. Develop brochures and guides for interpreting such themes as wildlife, birds, ecology and history to be distributed at trailheads and parking areas and the Nature Center.	<ul style="list-style-type: none"> Guides and brochures are being developed for passive activities such as birding/wildlife observation and scenic views.
4. Develop partnerships with volunteer organizations to conduct guided hikes and interpretive programs.	<ul style="list-style-type: none"> Supplements park staff programs. Requires some sort of Park supervision.
5. Install kiosks and informational panels at trailheads and parking areas.	<ul style="list-style-type: none"> Centralized location to make contact with users. Provides a minimal park presence. A trail register could be placed on the kiosk to track use and provide information in case of emergencies.
6. Update and improve signage along the Nature Trail and other appropriate areas.	<ul style="list-style-type: none"> Difficult to maintain. May be too many signs. Necessary for a self guided trail.
7. Develop a winter programming space.	<ul style="list-style-type: none"> The current Nature Center or another building could be winterized. Extra expense to heat. Could bring in more revenue.
Preferred Option: Status Quo and Alternatives 2-7	
The Nature Center will continue to serve as the programming headquarters for the Park’s interpretive curriculum. Alternative 7 recognizes that a winterized building will be necessary to expand the Park’s winter programs and use as a four-season park. Alternative 2 proposes to increase interpretive programming which compliments the winter use alternative and Alternative 4. The community outreach proposed by Alternative 2 will be directed toward local school and community groups to teach the history of the area and the Park’s important environmental features. Developing partnerships with organizations will help to implement new interpretive programs and conduct community outreach programs (Alternative 4).	

Alternatives 3 and 5 propose to provide kiosks and written material for those who prefer less structured exploration, while Alternative 6 proposes to improve the existing signage along the self guided Nature Trail and other areas.

Camping and Cottages/Cabins

Existing Conditions: The seven camping loops provide 148 tent/trailer camping sites. Each site can accommodate two vehicles and two tents. Some larger sites can accommodate large trailers and recreational vehicles. There are no electric, water or septic hookups at any of these sites. Comfort stations are located centrally within each loop and a shower building and dump station are available within the campground. Most of the comfort stations do not meet accessibility standards. The campground is often at capacity throughout the summer months and the sites show signs of over use such as pad creep, soil compaction, scarred trees and erosion. There is also a walk-in tent camping area for groups. This area consists of six tent sites, a picnic pavilion and a comfort station. This walk-in group camping area can accommodate up to 35 people. It is available for rent by organized groups and the general public. The park also offers one cottage that can accommodate up to six people and is available for renting on a weekly basis. This is a full service cottage providing bedding and kitchen utensils. It is not currently accessible to persons with disabilities. There are no other cabin or cottage camping opportunities within this management area. The seasonal closure of loops is rotated during off peak seasons.

Category: Tent/Trailer

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Continue to provide the 148 tent/trailer sites. • Overuse impacts will continue. • Does not meet ADA accessibility standards.
2. Upgrade the existing campground. Include measures to meet accessibility standards, to decrease overuse impacts and improve shower and comfort facilities.	<ul style="list-style-type: none"> • Use pilot programs including, site edging and buddy sites to help decrease over use impacts. • Plantings may increase screening of sites. • Will provide accessible comfort stations. • May require changes to water and septic systems. • Explore using more stable, accessible picnic table designs. • Some campground roads may be resurfaced.
3. Add campsites to the existing loops increasing the site density per loop.	<ul style="list-style-type: none"> • Provides the opportunity to increase

	<p>camping.</p> <ul style="list-style-type: none"> • Potential increased revenue. • Demand exists for more camping facilities in the area. • Does not meet the demand for large RV's. • May detract from the type of camping experience expected at the park. • Does not address over use impacts. • New sites could meet ADA accessibility standards.
4. Reduce the density of sites per loop.	<ul style="list-style-type: none"> • Potential to reduce revenue. • Sites could be made larger to accommodate self contained RV's. • Increases the privacy of the sites. • May reduce over use impacts. • Will not increase the number of ADA accessible sites.
5. Create a new camping loop	<ul style="list-style-type: none"> • Creates additional tent/trailer sites. • Increases campground capacity. • Will require an additional comfort station. • Will require site specific review. • Environmental impacts (cut trees, grading, etc.)

<p>6. Create new camping loops in the property located between Route 9 and Old Saratoga Road that offer utility hookups.</p>	<ul style="list-style-type: none"> • Could be used for other activities. • Creates another patron population that has rights to use the day use area. • Sites could provide water, electric and septic hook ups. • Could address the demand for larger RV sites. • Environmental impacts (cut trees, grading, filling, etc.) • Access could be created from Route 9. • Large RV's would be separated from the tent/trailer camping area. • Parking capacity of the day use area cannot support additional vehicle capacity. Current parking is at capacity and there is no physical space for expansion. • Could displace day user parking and create other operational concerns.
<p>7. Create a new camping loop and rotate the closure of loops to "rest" them.</p>	<ul style="list-style-type: none"> • Could help to recover areas with severely impacted sites. • Closed loops may require a long rotation period. • May not be effective. • May have an impact on revenue. • Allows the park to maintain capacity. • Could upset campers that use the same site year after year when their site is in a closed loop. • Temptation to open closed loops to meet demand during peak seasons.

8. Upgrade the electric service in the campground allowing for potential future electrification of selected sites or loops.	<ul style="list-style-type: none"> • Would reduce the number of campers using generators at their sites. • Could change the type of camping experience. • Site rental fees could be increased for sites with electric service. • Upgrades to the park's electric service are needed under current conditions.
9. Improve camper sanitation and solid waste disposal facilities by improving recycling facilities and relocating the dumping station away from existing campsites.	<ul style="list-style-type: none"> • May be appropriate or necessary with entrance redesign, maintenance area relocation or new camping loop development.
10. Expand camper amenities which may include: laundry facilities, a camper store, a recreation building, play areas or a playground and business nodes.	<ul style="list-style-type: none"> • May be appropriate or necessary with entrance redesign, maintenance area relocation or new camping loop development. • Space is limited for the construction of new buildings within the existing campground. • The need or demand for these facilities must be determined. • Provides additional camper activities. • Potential revenue sources. • Requires site specific review.

Preferred Option: Alternatives 2, 6, 8, 9 and 10.

Moreau Lake State Park has one of the few state park campgrounds that are booked at or near capacity each season. The demand for the camping facilities at the park dictates that expansion of the campground be explored. The focus of the preferred alternative is to bring the campground up to ADA standards and improve the conditions of the campground.

Alternatives 2, 8, 9 and 10 focus on improving the conditions of the existing camping facilities in their current configuration. Upgrading the electric service improves the functionality of the comfort stations and would allow for future electrification of selected sites or loops. Performing general upgrades to the campground will provide sites that are accessible and prevent pad creep and other camper impacts. Providing camper amenities would encourage campers to stay in the park. Also campers would have their own facilities that would be closer to their campsite and separated from the day use area. Camper sanitation and solid waste disposal facilities could be improved through relocation and/or expansion.

Alternative 6 recommends providing two RV camping loops within the lands between Rt. 9 and Old Saratoga Road. This will further expand camping opportunities within the park and address the demand for larger sites. Play areas and picnic shelters can also be provided

for these campers in this area. Further investigation and site specific review will be required.

Category: Cabins/Cottages

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Maintain the use of the Lakeshore Cottage. • No additional cabin or cottage facilities will be provided.
2. Create approximately three (3) cabins/cottages at the southeast corner of the lake in the vicinity of the entrance road.	<ul style="list-style-type: none"> • Space is limited. • Increases the cabin/cottage opportunities. • Construction costs. (water, sanitary and electric systems) • Requires additional staff to handle housekeeping. • Environmental impacts (cut trees, grading, etc.)
3. Provide additional cottages/cabins within another management area.	<ul style="list-style-type: none"> • Potential to offer this type of camping experience exists within other management areas.
4. Adaptive reuse of the Ranger Cabin as a cabin/cottage	<ul style="list-style-type: none"> • This is an existing structure. • Upgrades and repairs will be necessary. • Located within the campground. • Electric service, water and comfort facilities are available.
5. Provide additional cabins/cottages along the day use area road.	<ul style="list-style-type: none"> • Requires the extension or addition of electric, water and septic systems. • Site plans and environmental review will be required.
6. Adaptive reuse of the log cabin across from the boat launch	<ul style="list-style-type: none"> • Condition of the building is poor. • Area is used as overflow parking for boat launch. • Area is also a trailhead parking area. • Utility issues exist at the site.

Preferred Option: Status Quo and Alternative 3

There is only one cottage available within the park. This unique recreation experience is also in high demand. Inspections and evaluations for potential cabin/cottage locations were conducted in the area near the southeast corner of the lake. Space is limited in the area and it was determined that this area could only support 3 additional cabins/cottages. It was determined that 3 cabins/cottages would not be sufficient to meet current demand.

Alternative 3 recommends providing additional cabin/cottage opportunities in other areas of the park. The preferred location for new cabins/cottages is at the “Potter’s Point” area discussed under the Hudson River Corridor Alternatives. A larger number of cabins/cottages could be constructed in this area and would be constructed to accommodate persons with disabilities.

Category: Walk-in/Group Camping

Existing Conditions: The Walk-in/Group Camping area is relatively new and was recently opened to public use. Previously the area was only rented by volunteer organizations performing work within the park and other not-for-profit organizations (i.e. scouting and church groups). Parking for the area is too far away and is insufficient to accommodate patron vehicles. Walk-in/Group campers are parking their vehicles in areas used for overflow camper parking rather than in the parking lot off of Loop C.

Options	Considerations
1. Status Quo - Maintain the walk-in/group camping area near Moreau Lake.	<ul style="list-style-type: none">• Parking issues will not be resolved.• The arrangement of tents in the area will not be controlled and camper impacts (tree scaring, soil compaction, etc.) may be wider spread.
2. Eliminate walk-in/group camping.	<ul style="list-style-type: none">• Reduces the capacity of the campground.• Eliminates a unique camping experience/opportunity.• Creates more open space in the camping area.• Eliminates opportunities for partnerships with volunteer organizations.
3. Create an additional walk-in/group camping area.	<ul style="list-style-type: none">• Space within the campground is limited.• This new facility could be located in the property between Rt. 9 and Old Saratoga Road.
4. Improve the existing walk-in/group camping area and include a new parking area for 6 cars. Create a 6 car parking area off the walk-in trail.	<ul style="list-style-type: none">• Use of the area could be controlled better by creating delineated sites or site pads.• The comfort station is not ADA compatible and needs to be upgraded.• The proposed parking area is closer to

	<p>the camping area.</p> <ul style="list-style-type: none"> • Reduces traffic and parking conflicts along the camping area's trunk road. • Will require a site plan and environmental review.
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Preferred Option: Alternative 4

Because the area has been recently opened to public use there hasn't been enough time to evaluate its use. However, from an operations stand point Alternative 4 offers some suggestions and upgrades that will improve the group camping area's overall functionality. The creation of the new parking area is discussed under the "Third-Car/Overflow Camping Parking" category.

Category: Third Car/Overflow Camper Parking

Existing Conditions: Campers are permitted only two (2) vehicles per site. Campers sometimes have a third vehicle or have visitors come to their site. Campers with additional vehicles must obtain a third car permit and are directed to park in designated areas along the camping area main road or in the day use parking lot. Sometimes parking along the main camping area road interferes with traffic. Parking problems arise when group camper's vehicles and camper's third cars are filling up the designated parking area. Third vehicles parked in the day use parking area overnight are locked in by the gate at 8:00 pm. The gate is unlocked at 8:00 am.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Parking issues will still exist. • Campers/visitors are separated from their third vehicle. • Parking location requires additional security measures (issuing permits and patrolling).
2. Provide 3 car parking lots within each camping loop.	<ul style="list-style-type: none"> • Campers will be closer to their vehicles. • Makes identifying violators easier (if a vehicle doesn't have a permit it gets towed). • Patrols will have to visit each loop to check each lot. • Parking spaces would have to be designated accessible. • Vehicles would be separated from walk-in/group camping parking.
3. Provide a centralized lot for 20 +/- cars between the park office and the recycling center.	<ul style="list-style-type: none"> • Patrolling would be easier. • Vehicles would be separated from walk-

	<p>in/group camping parking.</p> <ul style="list-style-type: none"> • Campers/visitors are separated from their third vehicle but the vehicles would not be inaccessible by a locked gate. • Could also serve as a winter parking area.
4. Provide a closer 6-car parking area for walk-in/group campers.	<ul style="list-style-type: none"> • The lot off of Loop C could be converted for campground use or reverted to a natural state. • Reduces parking issues. • The parking area would be closer to the camping area.

Preferred Option: Alternatives 2, 3 and 4

Parking in the campground area is limited. The campsites were not designed with multiple car families in mind. Alternatives 2, 3 and 4 provide a possible solution to an increasing problem. The small 3-car parking areas at each loop would provide an easily accessible area for campers with third cars. Third cars would no longer be parked along the main camping area road or locked in the day use area. In the rare case that all the loop parking areas are filled, additional third car parking would be available at a centralized 20-car parking area. This parking area would also be available for camper visitors, registration, equestrian trailer parking and winter program parking. To further relieve parking along the main camping area road a new 6 car parking area that will serve the group camping area will be created closer to the group campsites. Group campers are using an old access road to park along. When the third car parking along the main camping area road is congested these group campers “squeeze” their vehicles into this area rather than using the designated lot.

Hunting

Existing Conditions: Small and big game hunting is permitted in designated areas. DEC statewide hunting regulations apply. Safety zones are established around developed areas. In addition to a valid NYS Hunting license, a hunting permit must be obtained from the park. Hunting seasons may be modified by the park, as may safety zones.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Hunting is a permitted activity on park lands. • Current access will be maintained.

Preferred Option: Status Quo

Hunting will be continued as a permitted activity within designated areas of Moreau Lake State Park.

Fishing

Existing Conditions: Fishing and ice fishing is permitted in Moreau Lake. Fishing from

shore and from water craft are both permitted. Gas and electric powered motors including ice augers are not allowed on Moreau Lake. DEC statewide fishing regulations apply. The County, in cooperation with DEC and the Park, stock Moreau Lake with trout species each year.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> Provide appropriate parking, shore and boat access to Moreau Lake. Continue to allow fishing from shore and non-motorized boats. Continue to work with the County and DEC regarding the stocking program.

Preferred Option: Status Quo

Moreau Lake supports both game and non-game fish and is stocked each year with trout species. Access to the lake is provided for campers and day users to launch water craft. These opportunities will be maintained as will the stocking program. To insure the high water quality of the lake and the character of the park, the use of electric and gas-powered motors including, ice augers, will continue to be prohibited. Therefore, the status quo alternative is preferred.

Swimming

Existing Conditions: The management area offers a 300-foot swimming beach on the south end of Moreau Lake. The swimming area is roped into four swimming sections. The total swimming area is approximately 30,000 sq. ft. The beach is open from Memorial Day through Labor Day from 10:00 AM to 6:00 PM on weekdays and from 10:00 AM to 7:00 PM on weekends and holidays. Swimming is permitted only when lifeguards are on duty. The beach has a facility capacity of approximately 1,000 people.

Category: Beach Swimming (Moreau Lake)

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> Maintain the beach's current operating hours and capacity.
2. Develop a second beach on Moreau Lake for campers. Locate this beach on the eastern shore near the campground area.	<ul style="list-style-type: none"> Additional lifeguard staff will be needed. An additional bath house may be needed. May relieve congestion at the day use area. Potential impacts to water quality. Operational and maintenance concerns.

Preferred Option: Status Quo

A second beach was considered for campers on the eastern shore of the lake. However, it was determined that there would be impacts to the lake and operational concerns that make this

option infeasible. By improving trails (see trails alternatives), campers can access the beach using bikes or on foot without having to take their car. The beach's current operating hours and capacity are sufficient to serve patrons even on the busiest days of the season. It was determined that the Status Quo alternative is preferred.

Category: Bathhouse

Existing Conditions: The bathhouse as it exists does not meet ADA standards and does not function well. Some of the space in the bathhouse is not used.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Inefficient use of building space • Providing utilities/services in portions of an unused building.
2. Upgrade and improve the functionality of the bathhouse.	<ul style="list-style-type: none"> • May create space for other programming/concessions needs (equipment rentals, snack shop, etc.). • Provides an opportunity to make the building ADA accessible. • Outdoor showers could be installed.

Preferred Option: Alternative 2

The bathhouse is a required facility for a bathing beach. The layout of the existing bathhouse structure does not meet current needs. Much of the space is unused and the building does not meet ADA design guidelines. The unused space could be reused for other programming and concession needs. Alternative 2 proposes to improve the functionality of the bathhouse and make more efficient use of the building's space.

Picnic Area/Shelters	
<u>Category: Group Picnicking</u>	
Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Opportunities for group picnicking will continue through the three rental tents and the pavilion.
2. Replace the tents with permanent facilities.	<ul style="list-style-type: none"> • Parking and additional support facilities may be required. • Construction costs. • May lose existing individual picnic sites.
3. Build a small pavilion near the volleyball court.	<ul style="list-style-type: none"> • There is demand within the park for a permanent facility. • Allows the park to keep using the tents for additional group picnicking opportunities. • There are fiscal and environmental impacts to consider. • Services such as electric will need to be provided. • Allows the park to better meet the demand for permanent facilities while keeping within the character of the park.
4. Create new picnic area with shelter(s) on the Rt. 9 lands.	<ul style="list-style-type: none"> • Provides additional day use facilities. • Uses the Rt. 9 lands. • Requires extra staff. • Parking, utilities, and support facilities are required. • Creates another patron population that has rights to access the day use facility. • Group picnickers may be less inclined to

	go to the day use area if activities are centered around the picnic area.
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Preferred Option: Alternatives 3 and 4

The park currently uses 3 rental tents to provide additional group picnicking space. One tent is traditionally placed near the volleyball court. This tent is usually rented first after the pavilion is booked. Some groups prefer the tent location to the pavilion. Alternative 3 proposes constructing a permanent facility near the volleyball court. This presents the park with the opportunity to continue using the three tents and meet the demand for a permanent facility. There is a potential for the park to increase their revenues with an additional picnic facility. Alternative 4 proposes to use the lands between Old Saratoga Road and Route 9 to provide additional facilities in a new picnic area. Further investigation into operational and construction concerns and site specific environmental review would be required. Alternatives 3 and 4 are preferred options for group picnicking.

Category: Picnic Area

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • Individual/family picnic sites with grills will continue to be offered within the day use area.
2. Expand picnic area at day use area.	<ul style="list-style-type: none"> • Parking and additional support facilities may be required. • Construction costs. • Limited space.
3. Create additional picnic areas on the Rt. 9 lands.	<ul style="list-style-type: none"> • Provides additional day use facilities. • Uses the Rt. 9 lands. • Requires extra staff. • Parking, utilities, and support facilities are required. • Creates another patron population with rights to enter the day use area. • Activity areas (court and field game areas) within the picnic area would make going to the day use area less attractive.

Preferred Option: Status Quo and Alternative 3

Within the existing day use area there are 190 tables and 90 grills available for individual/family picnics. Alternative 2 proposes to expand the picnic area within the day use area. This alternative was rejected because of the limited space and parking. Physically there isn't adequate space to increase the size/capacity of the picnic area. Therefore, the Status Quo option is preferred. Alternative 3 once again proposes to direct new and additional facilities to the lands between Old Saratoga Road and Route 9. As with group picnicking, these new facilities fit best with the first preference of the Access/Entrance alternatives. Individual/family picnic sites would be provided in combination with the group picnicking facilities mentioned in the previous category. Providing picnicking facilities in this area may address the overflow/demand for the day use area during peak use times. It will also separate the activity from the main day use area, the beach and services. The area could also serve as additional winter activity areas and parking. Alternative 3 is also a preferred option.

Boating

Existing Conditions: Boating is permitted in Moreau Lake. The use of motorized boats, including electric motors, is not allowed in Moreau Lake. Row and paddle boats are available for renting. Patrons who wish to launch a craft onto Moreau Lake must pay the day use fee for admission to the park. The park also issues between 25 and 30 seasonal boat permits each year that allow patrons to keep their boat or canoe at the park all season long. These boats/canoes are pulled up onto shore and secured.

Lake/ Water body	Launch type	Parking Capacity	Active (being used)	Condition
Moreau Lake (no motors)	Cartop - Gravel	Off-road parking - 15 spaces	Yes	Good
Options		Considerations		
1. Status Quo		<ul style="list-style-type: none">Maintain operation of the boat launch area.Parking works out well.		
2. Create a boat storage area, such as boat racks, for both campers and permit holders.		<ul style="list-style-type: none">People won't use trees to tie up.Neatens the shoreline.Storage area will be placed in an area that does not create a visual impact.Two locations may be necessary; one to serve campers and the other to serve permit holders.		
3. Formalize a parking area in the area of the log cabin across from the boat launch.		<ul style="list-style-type: none">The area is used for parking now.		
4. Provide a composting toilet at the boat launch site.		<ul style="list-style-type: none">There are no comfort facilities at the boat launch area.		

	<ul style="list-style-type: none"> • The nearest comfort facilities are located in the day use area. • No water or sanitary utilities are required.
<p>Preferred Option: Status Quo and Alternative 2</p> <p>The preferred options propose to maintain the operation of the boat launch area as it is. The only change is the proposal to create boat storage areas for campers and permit holders. These areas would be strategically located so that they are easily accessible to boat permit holders and campers. The current methods of boat storage are damaging to the trees and create a visual impact on the shoreline. These impacts will be dramatically reduced with the addition of the boat storage areas. The boat storage areas may also prevent damage and/or theft of patrons' boats. Alternatives 3 and 4 were rejected due to space constraints and the availability of additional parking and comfort facilities at the day use area. Therefore, the Status Quo and Alternative 2 were chosen as preferred.</p>	

Maintenance Area/Facility

Existing Conditions: The Maintenance Area is located immediately adjacent to the park entrance. While the Maintenance Area functions adequately, it needs to be upgraded, improved and expanded to accommodate the larger park. The current location is visually unattractive and can be seen by park patrons entering the park. The area of the maintenance facility is also considered to be culturally significant as are some of the buildings near the facility.

Options	Considerations
1. Status Quo	<ul style="list-style-type: none"> • The Maintenance Area would not be relocated or upgraded.
2. Improve the Maintenance Area facilities and the historic structure at current location.	<ul style="list-style-type: none"> • The Maintenance Area would function more efficiently. • Utility upgrades will be required. • The historic structure will be stabilized and preserved for future reuse. • Facilities remain visually intrusive to park entrance.

<p>3. Relocate the facility, reuse the site for other programming needs and stabilize the remaining historic structure.</p>	<ul style="list-style-type: none"> • Requires providing utilities, water supplies and sanitary systems. • May be necessary with entrance redesign options. • The historic structure will be stabilized and preserved for future reuse. • Facility can be located to reduce visual intrusion on entrance and park experience. • The old site can be reused for entrance redesign or additional programming space.
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Preferred Option: Alternative 3.

Alternative 3 recommends moving the Maintenance Facility to a new location. The most appropriate site would be on the Rt. 9 lands in the vicinity of the old gravel mine. The remaining historic structure could then be stabilized and reused for future programming. Relocating the maintenance area would also allow maintenance staff more efficient travel time to more remote and satellite areas.

Property between Route 9 and Old Saratoga Road

Existing Conditions: The park owns property between Route 9 and Old Saratoga Road. The property was initially purchased to redesign the entrance and give the park a presence on Route 9. To date the property is undeveloped and the entrance remains off Old Saratoga Road.

Options	Considerations
<p>1. Status Quo</p>	<ul style="list-style-type: none"> • Property is undeveloped.
<p>2. Create additional camping loops for RVs and large campers. Access would be from a new park access road off Old Saratoga Road directly opposite the exiting entrance. Contact and camper registration would occur at a new Contact Station built along the park access road.</p>	<ul style="list-style-type: none"> • Entrance control to the area is covered by a new contact station. • Large RVs and campers are separated from the tent/trailer camping area. • Meets the demand for RV facilities. • Expands camping opportunities within the park.
<p>3. Use the property for overflow day use parking. Day users would park in the lot on the Rt. 9 lands and walk across Old Saratoga Road into the park. The entrance and access road would be across from the existing Park Entrance off Old Saratoga Road.</p>	<ul style="list-style-type: none"> • Patrons would still pay day use fee. • Too far to walk carrying coolers, chairs and other picnic accessories. • Requires an additional contact station and staffing.

4. Create picnic pavilions with parking, play areas and other amenities.	<ul style="list-style-type: none"> • Patrons would still pay day use fee. • Provides additional group picnicking facilities. • Provides activity areas for RV campers reducing congestion at the day use area.
5. Develop a network of trails on the property, to be accessed by various "pull off" parking areas.	<ul style="list-style-type: none"> • "Pull-off parking" may aggravate congestion on Old Saratoga Road. • Smaller parking areas limit the number of users in the area. • Parking areas may be filled by day users waiting to enter the park during peak use times.
6. Use the property to redesign the entrance of the park as described in alternatives under the access category.	<ul style="list-style-type: none"> • Use of this area for an entrance alternative would limit other future development of this area.
7. Relocate the maintenance area/facility to the northern part of the Rte. 9 property.	<ul style="list-style-type: none"> • Creates a better functioning entrance area to the park. • Utilities would have to be brought in to the area (e.g. electric, water, septic). • Maintenance Area can be constructed and expanded to serve the larger park more efficiently.
<p>Preferred Option: Alternatives 2, 4, and 7</p> <p>Preferred options identified represent the preferred options in other sections of the plan that involve use of the lands between Route 9 and Old Saratoga Road.</p> <ol style="list-style-type: none"> 1. Access/Park Entrance – Access would be off Old Saratoga Road directly opposite the exiting entrance. Contact and camper registration would occur at the Park Office. A Contact Station built on the Route 9 property will provide control and security for camper access and egress. 2. Camping (Tent/trailer Camping) - Create new camping loops accommodate RVs and large campers on the property located between Route 9 and Old Saratoga Road that offer utility hookups. 3. Picnic Area/Shelters (Group Picnicking) – Create new picnic areas with shelter(s) on the Route 9 Lands. 4. Picnic Area/Shelters (Picnic Area) – Create additional picnic areas on the Route 9 Lands. 5. Maintenance Area/Facility – Relocate the facility to an old gravel mine on the Route 9 property. The old location and remaining buildings may be reused for other programming needs. 	

Resource Protection Alternatives

Programs such as Bird Conservation Area, Natural Heritage Area and Park Preservation Area designations are considered and alternatives are developed here. The alternatives presented in this section apply to the park as a whole. It was determined that these programs applied to all of the Management Areas equally. All, a portion or none of the park land may ultimately be designated under these programs.

Bird Conservation Areas and Natural Heritage Areas

During the development of master plans, designation of parks and sites or portions of parks and sites for resource protection or for recreation is considered. The Moreau Lake master planning process is addressing two relatively new laws which allow agencies to designate lands under their jurisdiction as Bird Conservation Areas (BCA) and/or Natural Heritage Areas (NHA).

Consistent with its mission OPRHP conducts evaluations and makes recommendations for both recreation use and resource protection. The Agency has been doing this through its planning and environmental review process.

Both the BCA and NHA programs are designed to identify and conserve resources – for BCAs it is birds and bird habitat and for NHAs, rare, threatened and endangered species and significant natural communities that occur within state owned lands. Unlike the Park Preserve Law in the Parks, Recreation and Historic Preservation Law (which provides some reference to recreational uses) both the BCA and NHA laws are silent on recreation activities. No provision in either legislation is made to prohibit or hinder future recreational uses.

However, silence within a law or regulation does not mean there is not a need to address concerns. The BCA law created an Advisory Committee which, in turn, organized an interagency working group to assist with program implementation. These groups have made it clear that the BCA designation does not impact existing uses.

The Natural Heritage Areas Law, on the other hand, does not include the development of an Advisory Committee and the designation process is still being developed thus, there is no definitive statement on existing uses or recreation. There is an implicit responsibility in the administering agency to assure that existing uses will not be detrimental to the viability of the identified rare, threatened or endangered species or significant natural community(s). There may be instances, however, where a designation might require change or modification of an activity in order to protect a specific species. In some cases, modification would be desirable for both recreation user safety and protection of natural resources. However, it is expected that a NHA designation will almost never impact existing uses.

BCA and NHA designations are consistent with proper planning for recreational use. They facilitate the proper siting and design of recreational uses and programming. Since both BCA and NHA designations do not specifically prohibit any uses, any future proposals for recreational use can be considered within designated areas. The type and extent of any such proposal would be evaluated in the context of the scientific criteria (that led to designation) and site characteristics and management recommendations. OPRHP's Resource Management Group (RMG), planning and environmental reviews of specific proposals benefit from the "up-front" work and findings associated with the designations and the

master planning process. Work of the resource inventory and evaluation has already been done.

Each BCA designation has its own Management Guidance Summary (See Appendix H). This is a general summary that outlines the criteria specified in the law that have been met, as well as various questions related to the protection of the species or ecological communities that are the basis for designation. The guidelines in these summaries are not specific, e.g. they may indicate that there should be predator control or management in connection with the protection of a species at risk, but they do not specify the precise methods or approaches to control. There may be subsequent and more specific implementation plans developed for the protection of a particular species or community that will be done in consultation with other resource agencies such as the US Fish and Wildlife Service, NYS DEC as well as with our own park managers, regional resource staff and RMG members.

It must be noted that the NHA designation is focused on the specific species and/or communities that are the basis for the designation. Recognizing them up front gives State Park Managers a clearer picture of the type and extent of activities that are appropriate.

Within State Parks the primary approach to resource management is natural area management, which calls for allowing natural processes to occur without significant intervention on the part of facility managers. Natural areas are those areas where the character of the vegetation and wildlife is largely the result of ongoing natural processes and events. Existing management practices within natural areas include but are not limited to:

- 1) inventory, protection and interpretation of rare and endangered species,
- 2) hazardous tree removal,
- 3) nuisance animal control,
- 4) fire suppression in the absence of a prescribed burn plan,
- 5) mowing of roadsides and open fields,
- 6) scenic vista maintenance, and
- 7) environmental research and monitoring.

The existing practices in State Parks basically are aligned toward the recognition that environmental conditions do change over time. As indicated above, however, OPRHP's existing practices do allow for steps to be taken for protection of species and or communities at risk.

Habitats of some rare species populations and significant ecological communities may require periodic maintenance. However, most rare species and significant ecological communities require no active maintenance of their habitat or habitat structure. If a Natural Heritage Area no longer meets the designation criteria, the law provides a process for removing all or a portion of the area from the NHA designation. Those communities that are generally monitored and tracked by the Natural Heritage Program have shown that they are not likely to lose their significance over time. This is primarily because these communities are late successional types, which means they will remain virtually the same (from a large scale perspective) if left alone through time.

Bird Conservation Area

As noted earlier in this chapter the Park meets three of the nine criteria listed within the Bird Conservation Area Law which makes it eligible for designation as a BCA. The Park is

considered a migratory bird concentration site, a diverse species concentration site and a species at risk site (see also Appendix F). Field investigations were conducted and a proposed BCA boundary was identified (See Map 14).

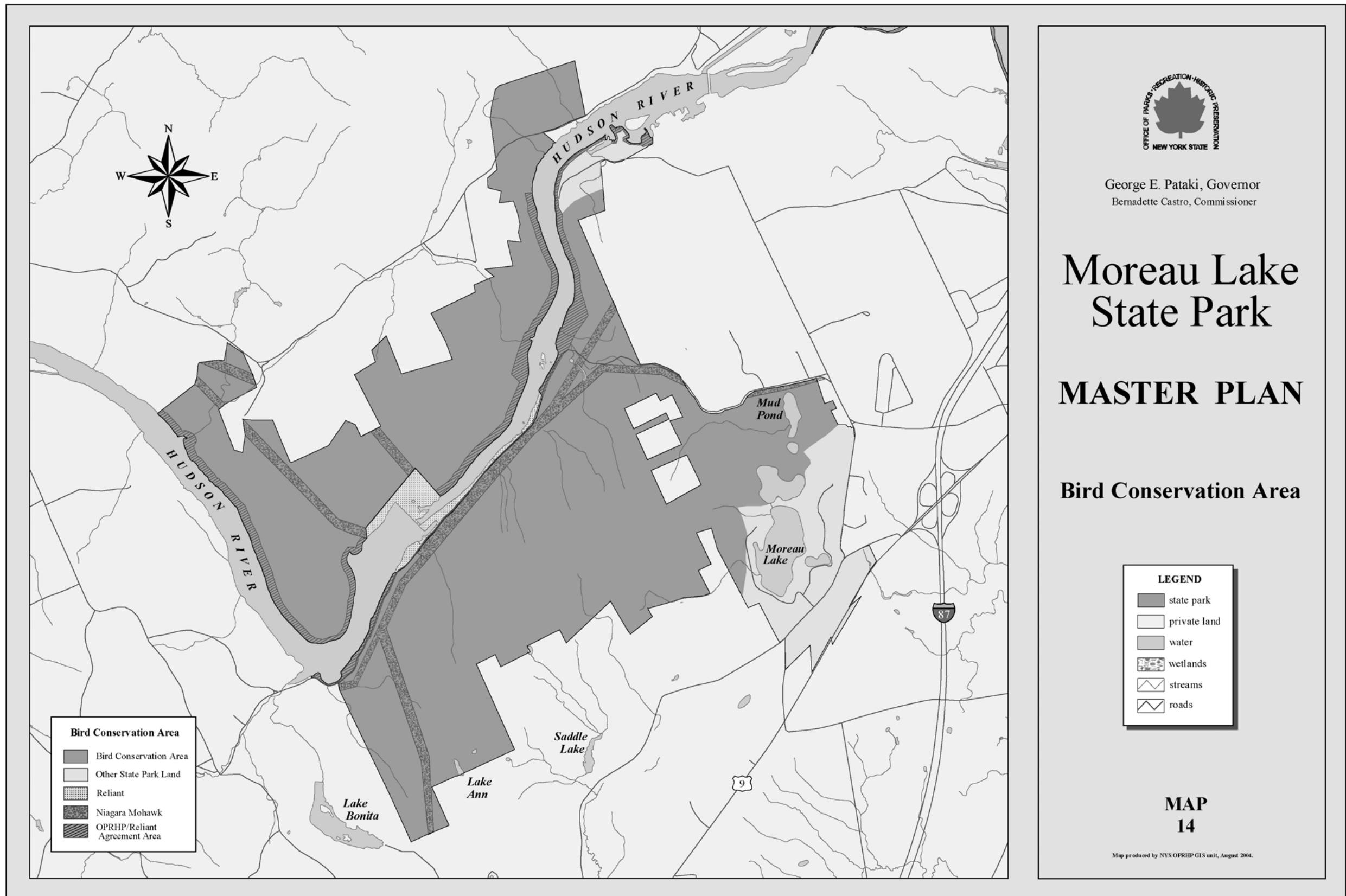
Existing Conditions

The park is primarily forested with large contiguous blocks of differing community types. The park contains a 128+ acre lake and two smaller ponds with associated wetlands. The Hudson River corridor transects the park in an east-west direction. Along the Hudson River corridor the park lands rise steeply to the south up to the ridge of the Palmertown Mountain Range. Likewise park land rises in a less steep manner to the north along the Luzerne Mountains. The more than 2,000 acres of hemlock-northern hardwood forest is considered to be a significant ecological community by the Natural Heritage Program. Some areas of this community display characteristics of mature forest which contributes to a diversity of bird species within the park. There are seven miles of wooded shoreline along the Hudson River that serves as a migration corridor for migratory bird species. Also, through observation, the park is known to support species listed in New York as threatened and as species of special concern.

Alternatives	Issues and Concerns
Designate the entire park as a BCA.	<ul style="list-style-type: none"> • Designates areas of the park not considered important to birds or bird habitat. • Some areas within the park have greater conservation value than other areas. • Some areas within the park do not meet the criteria for BCA designation. • Some areas within the park support or are proposed to support recreational development. • Creates a greater awareness of the significance of the resource.
Designate only areas of the park that meet the criteria for BCA designation.	<ul style="list-style-type: none"> • Designates areas that have been identified through literature and field investigation that best meet criteria for BCA designation. • The hemlock-northern hardwood forest/beech-maple mesic forest complex contributes to the diversity of birds species within the park. • Mud Pond and its associated wetland areas are potential breeding areas for New York listed threatened species. • The Hudson River and its associated

	<p>uplands serve as a migration route for migratory birds.</p> <ul style="list-style-type: none"> • The campground, proposed camping areas and Appalachian oak-pine forest communities within the park are considered to have some conservation value, but would not significantly increase the quality of a BCA. • Creates a greater awareness of the significance of the resource.
Do not designate a BCA within this park.	<ul style="list-style-type: none"> • This particular park was not identified as an Audubon Important Bird Area and was not a priority for BCA designation. • Does not create a greater awareness of the significance of the resource. • Parkland will not be afforded the extra protection.
<p>Preferred Alternative: Designate only areas of the park that meet the criteria for BCA designation.</p> <p>The areas of the park that best meet the BCA law criteria, exhibit high bird conservation value and the primary focus is on the natural characteristics of the park rather than recreation. These areas support diverse species populations, migratory bird species and species at risk. While it was noted that many areas of the park meet the criteria of the BCA law and have some bird conservation value, their inclusion in the BCA would not significantly enhance bird habitat. Therefore, these areas are not recommended for inclusion in the BCA. These areas exist in high use areas of the park where the primary use is recreational activity.</p>	

Map 14 – Bird Conservation Area



George E. Pataki, Governor
Bernadette Castro, Commissioner

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Natural Heritage Area

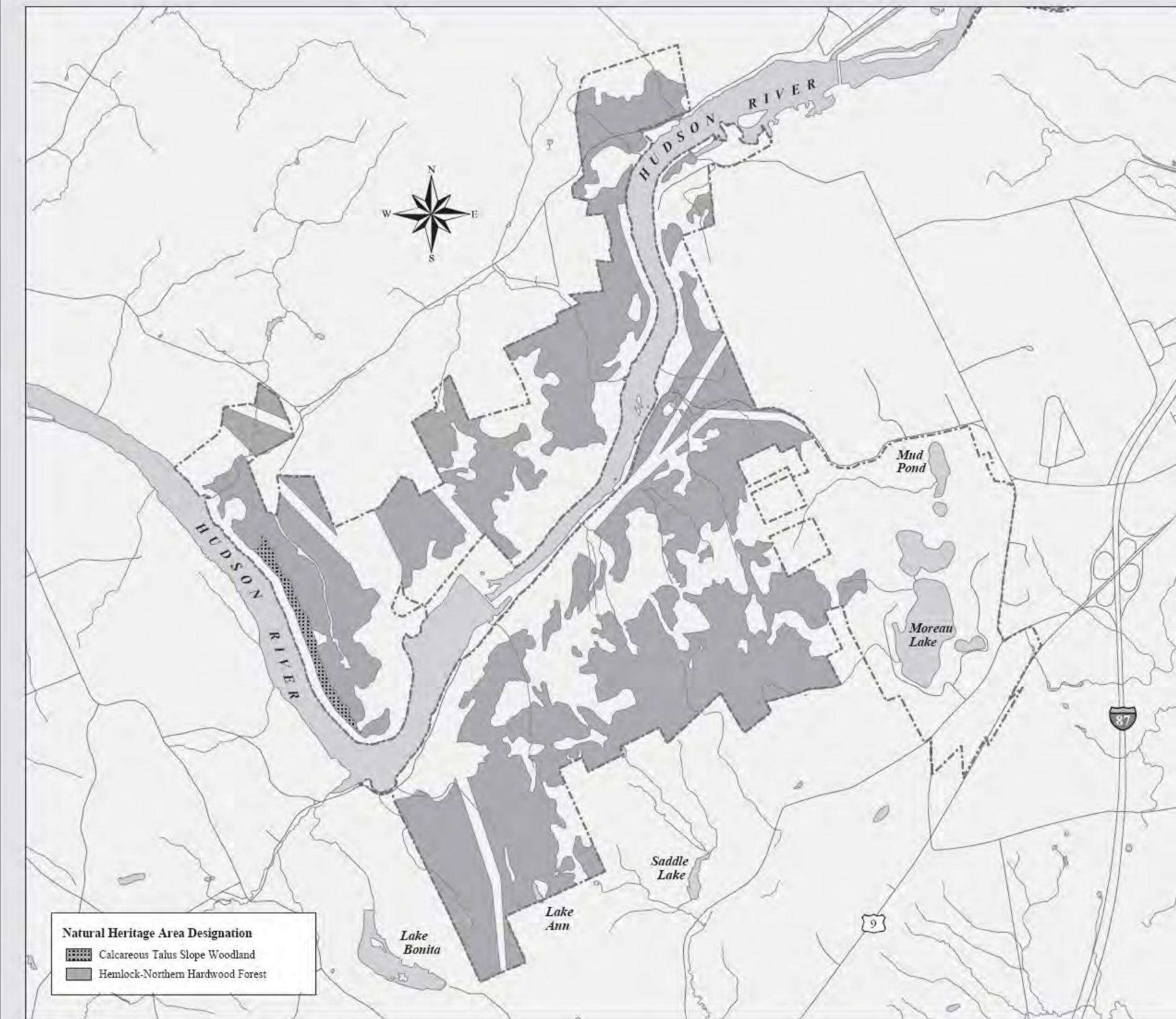
As noted earlier, the park contains two ecological communities that have been identified as significant by the NY Natural Heritage Program. These communities meet one of the three criterion identified in the Natural Heritage Area Law. The proposed designation area is shown on Map 15, which identifies the communities and their locations within the park.

<u>Existing Conditions</u>	
Community Type	Qualities
Hemlock-northern hardwood forest	<ul style="list-style-type: none">• Large blocks of contiguous forest.• Identified as a significant community because it is an excellent example of a common community type.• Mature forest not subject to significant change over time.• Occupies 2,254 acres. of the park (54%).• Currently supports trail uses and trail head parking.• Largest blocks of contiguous community type exist outside the park boundary.• The community type within the park is intermingled with beech-maple mesic forest type.• Common community type – not ranked rare statewide or globally.
Beech-maple mesic forest	<ul style="list-style-type: none">• Not identified as a significant community by the Natural Heritage Program.• Occupies 1,024 acres of the park (25%).• Currently supports trail uses, trail head parking and primitive camping.• Occurs interspersed with hemlock-northern hardwood community within park boundaries.• Common community type – not ranked rare statewide or globally.

Calcareous talus slope woodland	<ul style="list-style-type: none"> • Ranked rare within the state and globally. • Exists on a steep west-facing slope on the north side of the Hudson River. • Occupies 30 acres of Park (<1%). • Occurs as a contiguous block. • Occurs within a beech-maple mesic forest. • Steep terrain makes it undesirable for most recreational developments.
Alternative	Issues/Concerns
Designate only the boundaries of the significant communities (hemlock-northern hardwood forest and calcareous talus slope woodland).	<ul style="list-style-type: none"> • Implies hard lines for community type changes. • Mapped as estimated boundaries. • Boundaries are more difficult to manage and explain to the public. • Creates a mosaic look to the designated area. • Recognizes only the communities that are significant. • Creates a greater awareness of the significance of the resource.
Designate an NHA according to the “Management Area boundaries” as defined within the plan.	<ul style="list-style-type: none"> • Designates communities that do not meet the criteria of the NHA Law. • Includes nearly all of the identified significant community. • Creates a designation of one or two large blocks. • Designated area boundaries would be easier to manage and explain to the public. • Forest is easier to interpret for the public. • Could nearly coincide with other proposed designation boundaries (BCA). • Creates a greater awareness of the significance of the resource.
Designate only the Calcareous Talus Slope Woodland Community.	<ul style="list-style-type: none"> • It is a contiguous block within the park boundary. • Designates a rare community within the state and globally. • Creates a greater awareness of the significance of the resource.

<p>An NHA will not be designated within this park.</p>	<ul style="list-style-type: none"> • Does not take advantage of the new law. • Significant communities will not be recognized as a Natural Heritage Area. • Does not create a greater awareness of the significance of the resource. • Significant natural communities will be recognized within the plan but not as a designated Natural Heritage Area.
<p>Preferred Alternative: Designate only the boundaries of the significant communities (hemlock-northern hardwood forest and calcareous talus slope woodland) as defined within the Natural Heritage Report for Moreau Lake State Park. This alternative was selected in order to accurately represent and recognize the significant communities within the park.</p>	

Map 15 –Natural Heritage Area Designation



George E. Pataki, Governor
Bernadette Castro, Commissioner

Moreau Lake State Park

MASTER PLAN

Natural Heritage Area Designation

LEGEND	
<input checked="" type="checkbox"/>	state park
<input type="checkbox"/>	private land
<input type="checkbox"/>	water
<input type="checkbox"/>	wetlands
<input type="checkbox"/>	streams
<input type="checkbox"/>	roads

MAP 15

Map produced by NYS OPRHP GIS unit, August 2004.

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Park Preservation Areas

Article 20 of the Parks, Recreation and Historic Preservation Law outlines the process for designation of entire parks or portions of parks as part of a statewide park preserve system. Portions of Parks are designated as Park Preservation Areas (PPA). See Map 16 for the proposed boundary of a Park Preservation Area within Moreau Lake State Park.

Designation primarily impacts the range of options for future recreation activities. Passive recreation such as bird watching and trail activities would be allowed. More intensive activities such as athletic fields and motorized uses would be directed toward more appropriate locations. Designation does not preclude motorized use associated with park operations or enforcement activities. Article 20 allows for the establishment of an admission control system by permit to insure that use is commensurate with maintaining ecological viability. However, the levels of impacts associated with uses at existing Preserves/Preservation Areas have not necessitated the creation of any extensive permit process. The permit requirement does serve as an opportunity to invoke greater protection of sensitive environmental resources should a need arise.

<u>Existing Conditions</u>	
Management Area	Qualities
Moreau Lake State Park (Whole Park)	<ul style="list-style-type: none">Not all of the park property is “owned” by OPRHP.Areas of the park currently support high levels of use.Some areas of the park are intensively developed.Areas of the park are proposed for development.Areas of significant natural communities have been identified within and adjacent to the park.Portions of the park support only trail and trailhead facilities.Historic, cultural, archeological and scenic resources are also located within and adjacent to the park.
Lake Recreation Area	<ul style="list-style-type: none">Supports day uses, trails, and a camping area and handles the entry/exit of most park patrons.This area is where the most intensive use is concentrated.Existing activities include but are not limited to: bicycling, nature interpretation, hiking, snowshoeing, cross-country skiing, horseback riding, tent/trailer camping, field/court games, family and group picnicking, swimming, non-motorized boating and fishing.The area contains significant wetland areas associated with the north pond of the lake.

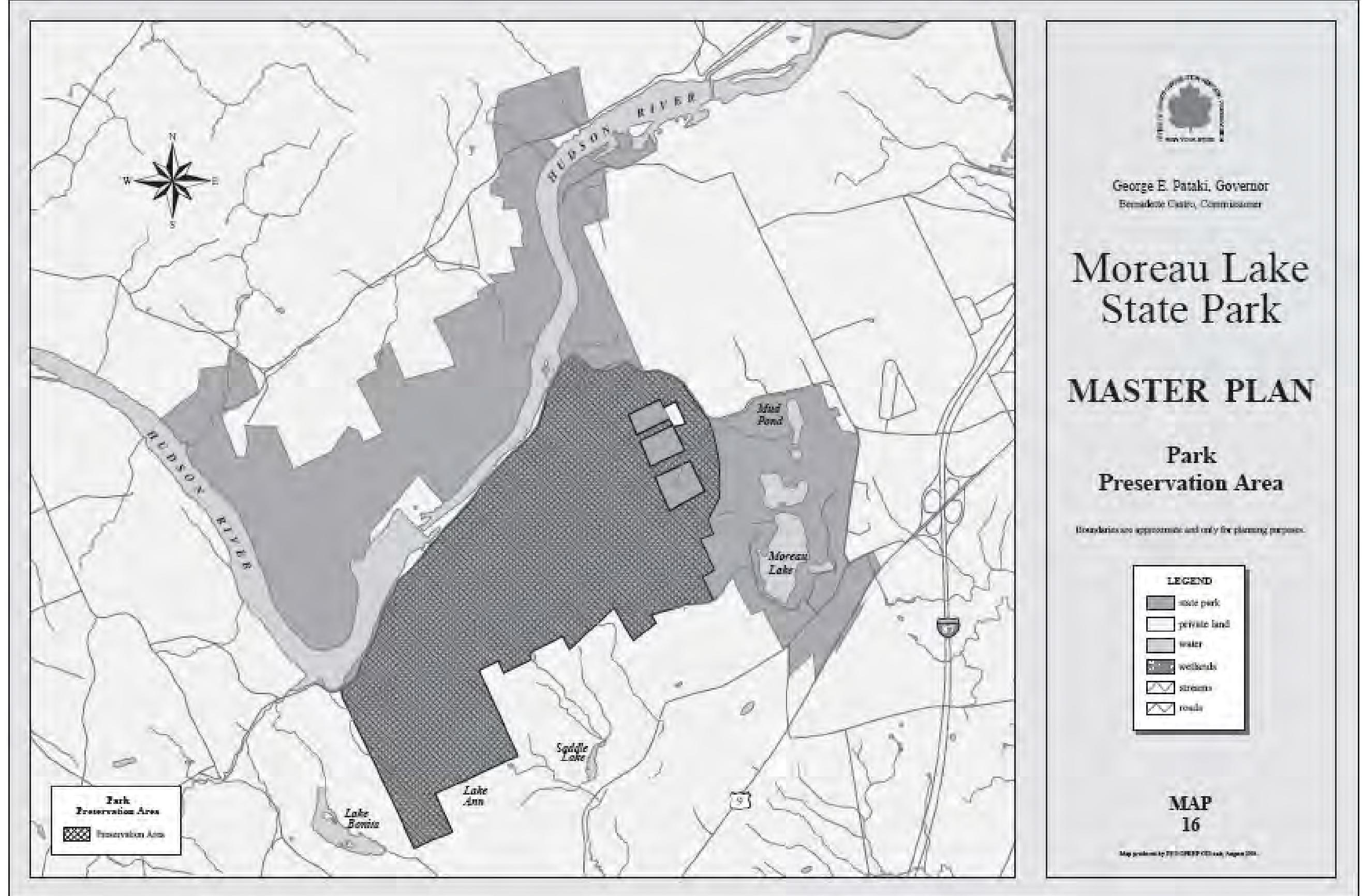
	<ul style="list-style-type: none"> • The area contains waterfowl habitat and forest bird habitat that has some conservation value. • No new uses or activities are proposed for this area. Proposals for this area involve improvement of existing facilities such as camping and picnicking areas. • High level of intensity for recreational uses. • Motor vehicles are permitted in this area. • A mixture of active and passive uses take place within this area. • There are areas that are physically undeveloped yet the entire area is intensively used. • The Lake Recreation Area is approximately 17% of the entire park. • Areas identified as developed by the Natural Heritage Report are approximately four percent of the Lake Recreation Area. • The campground loops and associated roads are included within the Appalachian oak-pine forest community type delineation. Camping may be considered an intensive use. • Appalachian oak-pine forest is not considered a significant community type within this park according to the Natural Heritage Program Report. • Contains historic, cultural, archeological and scenic resources.
Palmertown Mountain Area	<ul style="list-style-type: none"> • Supports uses including cross-country skiing, snowshoeing, mountain biking and hiking and uses such as hunting, scenic viewing and natural and cultural interpretation. • Trail facilities include 15 miles of multiple use trails, 3 trailhead parking areas and various other points of access. • Primitive campsites with or without a lean-to are proposed for this area. • Access to the Palmertown Mountain Area can be obtained from trail heads located along Spier Falls Rd. and from within the Lake Recreation Area. • The hemlock-northern hardwood community type is recognized as significant as it is within and adjacent to

	<p>this management area.</p> <ul style="list-style-type: none"> • No species of rare, threatened, endangered or special concern plants or animals were identified through the Natural Heritage Program's inventory and analysis. • National Grid is allowed motor vehicle use for access to power lines. • Should the four private in-holdings be acquired, access to the trail system for other trail users could be established. • Contains historic, cultural, archaeological and scenic resources.
Hudson River Corridor	<ul style="list-style-type: none"> • Focuses on providing access to the Hudson River for boating and fishing. • The majority of this area is owned by the power company that owns the hydroelectric power generating stations, but is managed by OPRHP as part of Moreau Lake State Park. • Facilities include two boat launches (south shore) and four primitive water-accessed campsites (north shore). • Uses of the corridor include primitive camping, canoeing, kayaking, fishing (both from boat and shore) and motor boating. • Proposed facilities and uses for the area include expansion of day use facilities, additional primitive campsites, another boat launch (north shore), and eventual development of a campground and cabin colony. • Insect species of special concern were found within the river corridor as indicated by the Natural Heritage Program Report for the park. • Bald Eagles have been seen using the area in fall, winter and spring. Northern Harrier is seen in the area during migration; however, habitat for this species is not present in the park. • Contains historic, cultural, archeological and scenic resources.

Warren County Area	<ul style="list-style-type: none"> • Currently undeveloped. • This section of the park is owned by DEC. Under a management agreement, it is managed by OPRHP as part of Moreau Lake State Park. • The area supports various trail uses on an informally developed network of trails and abandoned roads. • Uses have included horseback riding, cross-country skiing, snowmobiling, snowshoeing, hiking and mountain biking. • Development proposals for this area of the park include formalizing the trail network and developing public access and parking. • The hemlock-northern hardwood community type is recognized as significant as it is within and adjacent to this management area. • The calcareous talus slope woodland community type is recognized as significant and is a contiguous block within the park boundary. • Bald Eagles have been seen using the area in fall, winter and spring. • Contains historic, cultural, archeological and scenic resources.
Alternative	Issues/Concerns
Designate (re-classify) the entire park as a Park Preserve	<ul style="list-style-type: none"> • Designates areas that do not meet the criteria/ intent of the Park Preserve Law. • May designate areas not eligible for designation under the Park Preserve Law. • May be considered incompatible with the traditional use of the park as a recreational retreat.
Designate a Park Preserve Area with the same boundaries as a BCA.	<ul style="list-style-type: none"> • The area will have additional use and development restrictions. • May designate areas not eligible for designation under the Park Preserve Law. • Designated area boundaries would be easier to manage and explain to the public.
Designate only the areas within the Palmertown Mtn. Area.	<ul style="list-style-type: none"> • A significant ecological community is present but is not considered rare statewide or globally. • The area currently supports trail uses, trail support facilities and hunting.

	<ul style="list-style-type: none"> • Offers scenic views and contains cultural resources. • Passive use restriction under the Park Preserve Law may not impact future uses.
A Park Preserve/Park Preservation Area will not be designated within this park.	<ul style="list-style-type: none"> • There will be no development restrictions as a result of this designation. • Incompatible uses with the designation will not occur. • Traditional use of the park as a recreational retreat is not enhanced or impacted.
Preferred Alternative: Designate only the area identified as the Palmertown Mountain Management Area as a Park Preservation Area.	
The management area contains the hemlock-northern hardwood community type, a significant ecological community identified by the NY Natural Heritage Program. The community is ranked as “common” statewide and globally. It is part of a larger system that extends beyond the park boundary. It is significant because of its size and is an excellent example of the community type. This significant ecological community is also proposed for designation as a Natural Heritage Area.	
No rare plants or animals were found within this management area during field surveys conducted by Natural Heritage Program scientists in 1999; however, the threatened bald eagle has been known to use the surrounding areas during winter.	
The forested area of the Palmertown Mountain Area meets criteria for designation as a Bird Conservation Area (BCA).	
The Spier Falls Dam can be seen from this area of the park and is considered by many to be a significant scenic and historic resource. It is not part of the management area or under park jurisdiction.	
The management area offers grand panoramic views of the Hudson River the Luzerne Mountains, the foothills of the Adirondacks (to the north and west), the Green Mountains in Vermont, the Hudson River and Lake Champlain Valleys and Moreau Lake (to the south and east). The forest and the steep rising topography provide scenic surroundings for recreationists on the river and at Moreau Lake. Designation of the Palmertown Mountain Area as a Park Preservation Area will provide greater weight to the Agency’s concerns over and requests for mitigation of impacts from significant intrusions into the views.	
Cultural resources within the Management Area should be stabilized (if appropriate) and interpreted, scenic vistas and view points should be maintained, and use of the area will primarily consist of appropriate trail uses on a network of existing trails.	
Existing and proposed recreational uses include, hiking, mountain biking, snowshoeing, cross-country skiing, and primitive camping. There is potential for horseback riding in the area; however, acquisition of in-holdings would be necessary to make access to the area possible. The designated trail system on the ridge area is well designed to meet existing and proposed uses. There will be greater emphasis to assure that the capacity of the trail system is not exceeded with a Park Preservation Area designation.	

Map 16 –Park
Preservation Area
Designation



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Master Plan Alternatives

Two master plan alternatives are considered here. The first is the Status Quo alternative. This alternative consists of current facilities, programs and practices as described in the Environmental Setting Chapter. Under this alternative, the current resource protection, operation, capacity and facility practices will continue. The increasing demands on the park will not be met or mitigated nor will the resources be adequately protected.

The remaining alternative combines the preferred alternatives from the Recreation Development and Resource Protection Alternatives sections. There are many permutations that can be derived from the preferred alternatives. The one presented here is the one that best meets the goals for the park. The following tables show the Status Quo alternative and the Preferred Master Plan alternative.

Status Quo

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Access/Entrance	<p>Access to the river corridor will continue to be provided via the Spier Falls and Sherman Island boat launches.</p> <p>Access to water access campsites will continue.</p> <p>“Potter’s Point” will not be accessible by land.</p> <p>No access will be provided from Warren County.</p>	<p>No formal entrance to the park exists. Access to the property can be obtained via Corinth Road and Hawk Road. Visitors may also access this property via the Hudson River shoreline (water access is discussed within the Hudson River Corridor Management Area.)</p>	<p>No formal park entrance exists. Access to the property can be obtained via Spier Falls Road and from within the Lake Recreation Area.</p>	<p>The main entrance to the park is off of Old Saratoga Road accessed from State Route 9 via exit 17 off I-87 (the Northway). Patron vehicles waiting to enter the park “stack-up” on Old Saratoga Road during peak use periods and interfere with traffic flow on Old Saratoga Road. Registered campers still have rights to enter the park but often have to wait in the “stacking lines”.</p>
Trail Activities - Water Trail	<p>Continue management and operation of the four campsites, two boat launches and the portage trail around Spier Falls Dam</p> <p>No promotion of a water trail or facilities.</p>	N/A	N/A	N/A
Trail Activities - Connector Trails	No connector trails, bridges or routes will be constructed that connect the Saratoga County side with the Warren County side.	See Hudson River Corridor Management Area.	N/A	N/A

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Trail Activities - Biking (including Mountain Biking)	N/A	Informal use of existing trails will continue.	Trail maintenance and improvements will continue.	All park roads are used by bicycles. Bikers use the Nature Trail to get to the beach or complete a circuit around the lake. Park roads are narrow, especially in the camping loops, and camper traffic isn't looking out for cyclists on the side of the road. Bike-automobile accidents occur on park roads.
Trail Activities - Hiking	N/A	Informal use of existing trails will continue.	Trail maintenance and improvements will continue.	No new hiking trails will be developed. Existing trails will continue to be maintained.
Trail Activities - Interpretive Trails	N/A	Trails are not inventoried or designated as interpretation trails.	Trails are not inventoried or designated as interpretation trails.	The Nature Trail will be maintained in its current condition. It will not be considered accessible.
Trail Activities - Equestrian	N/A	Informal use of existing trails will continue.	Use will continue in an informal manner.	Equestrian users are mostly local and ride their horses into the park. Parking for horse trailers is not specifically provided. Trailers are parked in the day use area lot when necessary. No trails are designated for equestrian use. Equestrians who use the park must show proof of Coggins vaccination to the park.

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Trail Activities - Snowmobiling	N/A	Snowmobile use will continue within the park in an informal manner.	There are no designated snowmobile trails. This activity is not considered appropriate for this management area.	There are no designated snowmobile trails. Winter use by snowshoers and cross-country skiers is well established.
Trail Activities - Cross-Country Skiing	N/A	Informal use of existing trails will continue.	Trail maintenance and improvements will continue. Trails are not groomed.	Cross-country skiing will continue on ungroomed park roads and trails.
Trail Activities - Snowshoeing	N/A	Informal use of existing trails will continue.	Trail maintenance and improvements will continue.	Snowshoeing will continue on ungroomed park roads and trails.
Trail Activities - Trails Plan	N/A	Trail use will continue in an informal manner.	N/A	N/A
Birding/Wildlife Observation	Bird and wildlife viewing will continue within the park. No specific viewing locations will be identified.	Bird and wildlife viewing will continue within the park. No specific viewing locations will be identified.	Bird and wildlife viewing will continue within the park. No specific viewing locations will be identified.	Opportunities for patrons to access the trails and overlooks for the purposes of bird/wildlife observation will be maintained. No specific observation sites or areas will be identified. Brochures and bird check lists will continue to be available.

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Scenic Areas and Vistas	No specific scenic vantage points are identified.	Scenic vistas already identified will be maintained.	Scenic overlooks will continue to be accessed via the ridge trails and identified on maps.	Continue to promote development and other actions that are compatible with the character of the park and/or will preserve the scenic qualities of Moreau Lake and its shoreline. Benches and picnic tables are placed throughout the day use and campground areas and along the Nature Trail.
Interpretive Programs	Current signage, kiosks and brochures will be used to interpret the various themes of the area. Guided tours, both on land and water will continue.	Continue guided hikes that include interpretive elements and are conducted by Park Staff.	Continue guided hikes that include interpretive elements conducted by park staff.	Continue to use the Nature Center as the programming "headquarters".
Camping and Cottages/Cabins- Water-accessed Camping	Maintain the four existing primitive campsites as water-accessed campsites. Requires monitoring the use and impacts of the existing sites.	N/A	N/A	N/A
Camping and Cottages/Cabins - Backpack/Primitive Camping	N/A	Facilities of this type are not provided.	Backpack/primitive camping is not permitted within the park.	N/A

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Camping and Cottages/Cabins-Tent/Trailer	Continue to provide improved camping opportunities within the Lake Recreation Management Area. No additional revenue or construction costs will be incurred. No new camping experience along the river will be provided.	Facilities of this type are not provided.	There are no camping facilities of this type.	Continue to provide the 148 tent/trailer sites. Over use impacts will continue to occur. The campground is not ADA accessible.
Camping and Cottages/Cabins-Cabins/Cottages	No additional cabin or cottage facilities are provided	Facilities of this type are not provided.	There are no camping facilities of this type.	Maintain use of the Lakeshore Cottage as a rental unit. No additional cabin or cottage facilities are available.
Camping and Cottages/Cabins - Walk-in/Group Camping	N/A	N/A	There are no camping facilities of this type.	Parking for the walk-in/group camping area is too far away and insufficient to accommodate patron vehicles. Walk-in/group campers are parking in an area designated for overflow parking, which creates traffic flow problems in the campground area. Arrangement of tents in the area is not controlled.

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Camping and Cottages/Cabins - Third Car/Overflow Camper Parking	N/A	N/A	N/A	Third car/overflow parking will continue to be along the main trunk road of the campground and in the day use area lot. Traffic flow and security issues exist when third car/overflow parking is at capacity.
Hunting	Small and big game hunting will be maintained as a permitted activity on park lands.	Small and big game hunting will be maintained as a permitted activity on park lands.	Maintain hunting as a permitted activity on park lands and maintain existing access.	Hunting is a permitted activity on park lands. Current access will be maintained.
Fishing	Provide appropriate parking, shore and boat access to the Hudson River. Continue to allow fishing in the Hudson River.	N/A	Lake Ann is not accessible from park trails at this time.	Appropriate parking, shore and boat access will be provided. Fishing from non-motorized boats and shore is allowed. Ice fishing is allowed when conditions permit. Continue to work with the County and DEC regarding the stocking program.
Swimming	Swimming is not permitted in the Hudson River.	N/A	Swimming is not permitted in Lake Ann. Lake Ann is not accessible from park trails.	The current operating hours and capacity of the beach at Moreau Lake will be maintained.
Swimming - Bathhouse	N/A	N/A	N/A	The bathhouse will continue to operate in its current configuration.

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Picnicking	Informal picnics may take place along side of Spier Falls Road or in the boat launch parking areas. The Sherman Island Boat Launch provides some picnic tables and portable toilet facilities. The Spier Falls Boat Launch provides only picnic tables.	Continue providing opportunities for picnicking in other areas of the park.	There is no designated picnic area. Informal picnics will continue.	Group Picnicking - Opportunities for group picnicking will continue through the use of the three rental tents and the pavilion. Picnic Area – Individual/family picnic sites with grills will continue to be offered within the day use area.
Boating/Boat Launching	Spier Falls Boat Launch - Current operation and condition of the launch will be maintained. Sherman Island Boat Launch -Current operation and condition of the launch will be maintained.	N/A	Lake Ann is not accessible from park trails at this time.	Moreau Lake Boat Launch - Maintain operation of the boat launch area with existing parking.
Administration/Maintenance	No Park maintenance structure will be provided. Maintenance by Park staff will be coordinated from the maintenance facility in the Lake Recreation Area. Park Police will continue periodic patrols.	No park structures are provided. Park Police will continue periodic patrols. Maintenance by Park staff will be coordinated from the maintenance facility in the Lake Recreation Area.	Continue current maintenance and administration procedures. Maintenance by Park staff will be coordinated from the maintenance facility in the Lake Recreation Area.	The Maintenance Area is located immediately adjacent to the park entrance. It will continue to function in its current configuration.
Property between Rt. 9 and Old Saratoga Road (OSR)	N/A	N/A	N/A	The property between Rt. 9 and Old Saratoga Road will continue to be undeveloped.

Preferred Master Plan Alternative

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Access/Entrance	<p>Sherman Island Boat Launch Parking - Improve existing parking (Phase 1). (See also Palmertown Alternatives).</p> <p>Expand Parking (Phase 2).</p> <p>Spier Falls Boat Launch Parking - Minor expansion of parking (Phase 1).</p> <p>"Pull-Offs" - Improve existing "pull-offs" (Phase 1).</p> <p>Potter's Point - Provide boat access (Phase 1).</p> <p>Develop road access as camping facilities are developed (Phase 2 and 3).</p> <p>Corinth Road Via National Grid land - Explore potential for a boat launch site (Phase 3).</p>	<p>Hawk Road (South Entrance) - Use an existing open space for parking 10+ cars or 5 car/trailers.</p> <p>Add a second gate, sign on Hawk road and trailhead kiosk (Phase 1).</p> <p>Improve road to accommodate 1 lane of traffic with pullouts/pass by areas (Phase 2).</p> <p>Corinth Road (North Entrance) - Status Quo - No formal access is provided. (Phases 1 and 2).</p> <p>Use an existing entrance road on National Grid land (Phase 3).</p>	<p>Maintain parking and access as it currently exists (with the following enhancements).</p> <p>Place signs at the park boundary as it crosses Spier Falls Road that say "Entering Moreau Lake State Park".</p> <p>Spring Trail Trailhead - Widen an existing gated road to add 5 parking spaces for Spring Trail access.</p> <p>Western Ridge Trail Trailhead - Create and develop the trailhead parking area (entrance is along the east-west running segment of Spier Falls Rd.).</p> <p>Cottage Park Trail Trailhead - Expand parking at the Sherman Island Boat Launch for trail users. Request that the County place courtesy "Trail Crossing" signs</p>	<p>Reduce the speed limit on Old Saratoga Road, within the park boundaries, to 30 mph, place signs identifying the park at park boundaries on Old Saratoga Road and improve signing on Route 9.</p> <p>Improve Existing Entrance - Old Saratoga Road will be widened north of the park entrance to create a right-turn/stacking lane for vehicles entering the park. Provide an additional parking area between the park office and the recycling area (see Camping Alternatives).</p>

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
			along Spier Falls Road. Coordinate with other boat launch improvements discussed in the Hudson River Corridor Management Area alternatives.	
Trail Activities - Water Trail	Promote the segment of river through the park as a water trail or paddlers trail through the development of promotional materials (i.e. brochures and maps that highlight the water trail and its amenities). Improve and expand the existing facilities and coordinate with the appropriate power company regarding improvements and expansions.	N/A	N/A	N/A
Trail Activities - Saratoga Co-Warren Co Connection	Status Quo - No connector trails, bridges or routes will be constructed that connect the Saratoga County side with the Warren County side. Identify trail heads that are water accessible and	See Hudson River Corridor.	N/A	N/A

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
	connect the Warren County side to the Saratoga County side via crossing the river by boat.			
Trail Activities - Biking (including Mountain Biking)	N/A	Designate and improve existing paths/routes to create a looped biking trail system. (See also Access Alternatives).	Status Quo - Trail maintenance and improvements will continue. Designate and improve appropriate paths/routes for use as biking trails. Develop new routes for biking trails.	Designate and develop new biking trails as a result of multiple use trail development.. Improve bike parking areas and bike racks. Improve safety, education and enforcement including signage and brochures. Develop a bike path or paths. Cooperate with local governments in developing connections to regional bicycle routes.
Trail Activities - Hiking	N/A	Designate and improve existing paths/routes to create a looped hiking trail system. (See also Access Alternatives).	Status Quo - Trail maintenance and improvements will continue. Develop and designate new hiking trails.	Develop new hiking trails as a result of multiple use trail development.
Trail Activities - Interpretive Trails	N/A	Status Quo - Trails will not be inventoried or designated as interpretation trails.	Status Quo - Trails will not be inventoried or designated as interpretation trails.	Improve interpretive material and signage along the designated Nature Trail.

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
				Improve the Nature Trail to make it accessible to persons with disabilities.
Trail Activities - Equestrian	N/A	Designate and improve existing paths/routes to create a looped equestrian trail system. (see also Access Alternatives).	Do not permit equestrian use within this management area.	Specifically designate trails from the inventory of existing trails for equestrian use. Consider the designation of the Nature Trail and segments of the Lakeside Trail. Provide a parking lot for equestrian trailers at a convenient location that provides access to existing trails.
Trail Activities - Snowmobiling	N/A	Designate and improve existing paths/routes to create a looped snowmobile trail system. (See also Access Alternatives).	Not considered appropriate for this management area.	Status Quo - Snowmobiles will not be permitted in this area of the park. Winter use by snowshoers and cross-country skiers is well established.
Trail Activities - Cross-Country Skiing	N/A	Permit cross-country skiing on a designated multiple use, looped trail system. Cross-country skiing will be permitted on trails used by other winter users (i.e. snowshoers and snowmobiles).	Status Quo - Trail maintenance and improvements will continue. Trails will continue to be ungroomed. Develop and designate new cross-country ski trails.	Status Quo - Cross-country skiing will continue on ungroomed park roads and trails.

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Trail Activities - Snowshoeing	N/A	Permit snowshoeing on a designated multiple use, looped trail system. Snowshoeing will be permitted on trails used by other winter users (i.e. cross-country skiers and snowmobiles).	Status Quo - Trail maintenance and improvements will continue. Develop and designate new cross-country ski trails to be shared with other user groups..	Status Quo - Snowshoeing will continue on ungroomed park roads and trails.
Trail Activities - Trails Plan	N/A	Develop a trails plan to expand the trail system. (Phase 1).	N/A	N/A
Birding/Wildlife Observation	Place kiosks and informational panels at trail heads and boat launch sites that provide information on the birds and wildlife in the park.	Provide information at parking areas via the trailhead kiosk. (See Access Alternatives).	Maintain scenic overlook areas and provide brochures, check lists and other literature about the birds and wildlife within the park. Use the Park Office or Nature Center to distribute this information. Place kiosks at trailheads that provide information on the birds and wildlife of the park.	Status Quo - Opportunities for patrons to access the trails and overlooks for the purposes of bird/wildlife observation will be maintained. No specific observation sites or areas will be identified. Brochures and bird check lists will continue to be available from the Park Office or Nature Center. Place kiosks with informational panels at trailhead locations.

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Scenic Areas and Vistas	<p>Identify and map locations along Spier Falls Road that provide access to scenic views of the river and the Warren County shoreline.</p> <p>Develop brochures and maps that identify locations of scenic views.</p>	<p>Maintain existing vistas at the Hawk Road parking areas. (See Access Alternatives).</p> <p>Identify any additional scenic vista areas as part of the Trails Plan process (See Trails Alternatives).</p>	<p>Status Quo - Scenic overlooks will continue to be accessed via the ridge trails and identified on maps.</p> <p>Maintain scenic overlook areas and provide brochures, bird and wildlife checklists, and other literature about the scenic views.</p> <p>Use the Park Office or Nature Center to distribute this information.</p>	<p>Status Quo - Continue to promote development and other actions that are compatible with the character of the park and/or will preserve the scenic qualities of Moreau Lake and its shoreline.</p> <p>Benches and picnic tables are placed throughout the day use and campground areas and along the Nature Trail.</p>
Interpretive Programs	<p>Continue guided hikes and boat tours conducted by Park staff.</p> <p>Develop additional interpretive panels specific to wildlife, natural features, the history of Spier Falls Dam and other interpretive themes.</p>	<p>Provide guided hikes that include interpretive elements and are conducted by Park Staff.</p> <p>Develop kiosks and informational panels to place at trailheads and parking areas.</p>	<p>Status Quo - Continue guided hikes that include interpretive elements conducted by park staff.</p> <p>Develop partnerships with volunteer organizations to conduct guided hikes and interpretive programs.</p> <p>Install kiosks and informational panels at trailheads, parking areas and other appropriate sites.</p>	<p>Status Quo - Continue to use the Nature Center as the programming "headquarters".</p> <p>Provide more and a greater variety of programs.</p> <p>Expand programming through outreach to the community including off-site, public education programs offered at schools and other locations.</p> <p>Develop brochures and guides for interpreting</p>

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
				<p>such themes as wildlife, birds, ecology and history to be distributed at the Park Office or Nature Center.</p> <p>Develop partnerships with volunteer organizations to conduct guided hikes and interpretive programs.</p> <p>Install kiosks and informational panels at trailheads and parking areas.</p> <p>Update and improve signage along the Nature Trail and other appropriate areas.</p> <p>Develop a winter programming space.</p>
Camping and Cottages/Cabins-Water-accessed Camping	As necessary, expand primitive camping experiences for canoeists, river travelers and hikers in designated areas along the north shoreline of the Hudson River. (All Phases) Improve the existing sites. (All Phases) Designate additional	N/A	N/A	N/A

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
	primitive, water-accessed campsites at the "Potter's Point" area. (Phase 1)			
Camping and Cottages/Cabins - Backpack/Primitive Camping	N/A	Status Quo - Facilities of this type are not provided. Identify any potential sites through the Trails Plan process. (See Trails Alternatives).	Designate a limited number of sites, with or without a lean-to available, along trails for trail users to camp while using the trails within the park.	N/A
Camping and Cottages/Cabins-Tent/Trailer	Develop a tent/trailer campground at the "Potter's Point" area. (Phase 2)	Status Quo - Facilities of this type are not provided.	Status Quo - There are no camping facilities of this type.	Upgrade the existing campground. Include measures to meet accessibility standards, to decrease overuse impacts and improve shower and comfort facilities. Upgrade the electric service in the campground allowing for potential future electrification of selected sites or loops. Improve camper sanitation and solid waste disposal facilities by improving recycling facilities and relocating the dumping station away from existing campsites. Expand camper amenities which may include:

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
				laundry facilities, a camper store, a recreation building, play areas or a playground, and business nodes. Create new RV camping loops in the property located between Route 9 and Old Saratoga Road that offer utility hookups.
Camping and Cottages/Cabins-Cabins/Cottages	Develop a cottage/cabin colony in the "Potter's Point" area. (Phase 3)	Status Quo - Facilities of this type are not provided.	Status Quo - There are no camping facilities of this type.	Status Quo - Continue the use of Lake Shore Cottage. New cabin development will be directed elsewhere in the park.
Camping and Cottages/Cabins - Group Camping	N/A	N/A	Status Quo - There are no camping facilities of this type.	Improve existing group camping area and include a new parking area for six cars. Create a six car parking area off the service road.
Camping and Cottages/Cabins - third Car/Overflow Camper Parking	N/A	N/A	N/A	Provide three-car parking lots within each camping loop. Provide a centralized lot for 20+- cars between the park office and the recycling center. Provide a closer six-car parking area for group

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
				campers.
Hunting	Status Quo - Small and big game hunting will be maintained as a permitted activity on park lands. Expand and modify no hunting/safety zones as new facilities are developed within the Park.	Status Quo - Small and big game hunting will be maintained as a permitted activity on park lands. Expand and modify no hunting/safety zones as new facilities are developed within the Park.	Status Quo - Maintain hunting as a permitted activity on park lands and maintain existing access.	Status Quo - Hunting is a permitted activity on park lands. Current access will be maintained.
Fishing	Status Quo - Provide appropriate parking, shore and boat access to the Hudson River. Continue to allow fishing in the Hudson River.	N/A	Status Quo - Lake Ann is not accessible from park trails at this time.	Status Quo - Appropriate parking, shore and boat access will be provided. Fishing from non-motorized boat and shore is allowed. Ice fishing is allowed when conditions permit. Continue to work with the County and DEC regarding the stocking program.
Swimming -	Status Quo - Swimming is not permitted in the Hudson River.	N/A	Status Quo - Swimming is not permitted in Lake Ann.	Status Quo - The current operating hours and capacity of the beach will be maintained.

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
Swimming - Bathhouse	N/A	N/A	N/A	Upgrade and improve the functionality of the bathhouse.
Picnicking	Improve the Sherman Island Boat Launch as a picnic area that includes picnic sites/tables and comfort facilities. Improve existing pull-off parking areas.	Provide picnic tables at appropriate locations.	Status Quo - There is no designated picnic area. Informal picnics will continue.	Group Picnicking - Replace a rental tent near the volley ball court with a small pavilion. Create a new picnic area with shelters on the Rt. 9 lands. Picnic Area - Status Quo - Individual/family picnic sites with grills will continue to be offered within the day use area. Create additional picnic areas on the Rt. 9 lands.
Boating/Boat Launching	Spier Falls Boat Launch - Status Quo - Current operation and condition of the launch will be maintained. Expand parking by one or two spaces. Sherman Island Boat Launch - Improve and expand the launch ramp to provide a two-lane concrete ramp.	N/A	Status Quo - Lake Ann is not accessible from park trails at this time.	Moreau Lake Boat Launch - Maintain operation of the boat launch area with existing parking. Create a boat storage area, such as boat racks for both campers and permit holders.

Activity/Category	Hudson River Corridor	Warren County	Palmertown Mtn.	Lake Recreation Area
	<p>Improve comfort facilities.</p> <p>Expand picnic sites (tables and grills).</p> <p>Improve and expand day use parking.</p> <p>Corinth Boat Launch – See Warren County Access.</p>			
Administration/ Maintenance	<p>Status Quo - No Park maintenance structure will be provided. Maintenance by Park staff will be coordinated from the maintenance facility in the Lake Recreation Area.</p> <p>Park Police will continue periodic patrols.</p> <p>Establish partnerships with friends groups, local governments and or non-profit organizations to assist with maintenance and security. (Phase 1)</p> <p>Provide appropriate signage.</p>	<p>Status Quo - No park structures are provided. Park Police will continue periodic patrols.</p> <p>Establish partnerships with friends groups, local governments and/or non-profit organizations to assist with maintenance and security.</p> <p>Provide appropriate signage.</p>	<p>Status Quo - Continue current maintenance and administration procedures.</p>	<p>Relocate the maintenance area/facility, reuse the site for other programming needs and stabilize the remaining historic structure for future reuse. (It is suggested that the maintenance area/facility be relocated to the former gravel mine on the Rt. 9 lands.) (Phase 1)</p>
Property between Rt. 9 and Old Saratoga Road	N/A	N/A	N/A	<p>Picnicking - Create picnic areas with and without shelters.</p> <p>Camping - Create two RV</p>

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				<p>camping loops that offer utility hookups.</p> <p>Access/Park Entrance – Widen Old Saratoga Road on the Route 9 property side of the road north of the park entrance to create a right turning lane. The southwest bound traffic lane will become the turning lane, the existing northeast traffic lane will become the southwest bound through traffic lane and the new lane on the Route 9 property would become the northeast bound through traffic lane.</p> <p>Maintenance Area/Facility - Relocate the facility to the former gravel mine area, reuse the previous site for other programming needs and stabilize the remaining structure.</p>