



Department of
Environmental
Conservation

CRANBERRY LAKE BOAT LAUNCH PROPOSED FINAL AMENDMENT

to the

1996 Cranberry Lake Boat Launch Unit Management Plan

St. Lawrence County

Andrew M. Cuomo, Governor

Basil Seggos, Commissioner

NYS DEC, Region 6, Division of Fish and Wildlife, Bureau of Fisheries

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UMP AMENDMENT #1

INTRODUCTION

The Cranberry Lake Boat Launch Site (BLS) is in the Town of Clifton, St. Lawrence County, NY. It is approximately 70 miles east of Watertown and 30 miles west of Tupper Lake on NYS Route 3. The boat launch is in the Hamlet of Cranberry Lake about one-quarter mile south of NYS Route 3 on Columbian Road, which runs along the west side of Cranberry Lake. In 1963 the New York State Department of Environmental Conservation acquired 2.9 acres of land through a transfer of jurisdiction from the Oswegatchie River – Cranberry Reservoir Commission located on the northern side of Columbian Road (Lower Lot). The Lower Lot was developed into a boat launch site, which included parking for 15 vehicles with trailers and sanitary facilities in the site plan layout soon after the transfer. In 1989 the boat launch site was upgraded by the removal of the existing timber bulkheads, which were replaced with steel sheet-piling. Seasonally removable floating docks were also added during the upgrade to this already functional, hard-surface launch ramp. This much-needed rehabilitation was recommended in the 1987 Strategic Plan for Modernization of Department of Environmental Conservation Waterway Access Facilities in New York State.

By the 1990's, the parking area for 15 vehicles with trailers became too small to adequately accommodate the volume of use this site was receiving. On February 5, 1993, an additional 2.07 acres (Upper Lot) was acquired from the Oswegatchie River – Cranberry Reservoir Regulating District Corporation for \$8,400.00. The acquisition of this additional parcel was classified as an Inland Waterway Access and purchased through the 1986 Environmental Quality Bond Act.

A Unit Management Plan (UMP) was drafted in 1994 to provide written guidance for the development of the Upper Lot into a 40-vehicle with trailer overflow parking area, including overnight parking capacity to relieve the congestion and unsafe parking conditions that were beginning to occur in the Lower Lot and boat launching areas. In addition, the UMP recommended that the entire Cranberry Lake BLS be classified as Intensive Use pursuant to the Adirondack Park State Land Master Plan (APSLMP). Also included in the UMP is a description of the natural resources, public use, economic importance and capacity to withstand use, along with the management plans and policy for this site.

On March 15, 1996, the Adirondack Park Agency (APA) produced a resolution stating; “that the Cranberry Lake Boat Launch Unit Management Plan complies with the guidelines and criteria of the Adirondack Park State Land Master Plan including the Guidelines for Management and Use of the Intensive Use Areas and Boat Launching Sites.” The New York State Department of Environmental Conservation was notified on March 27, 1996 of this determination which included a copy of the APA's resolution with the notification letter.

This proposed amendment to the Cranberry Lake BLS UMP is for the construction of an accessible beach launch for hand-carry boats, including canoes and kayaks. The construction will include two accessible parking spaces with an associated access aisle located next to an accessible port-a-John. This will also include a 5-foot wide accessible path connecting the parking area, the port-a-John, and the beach launch areas. In addition, two accessible parking spaces for vehicles with

trailers and an associated access aisle will be constructed in the lower lot of the Cranberry Lake Boat Launch Site. There will also be a 5-foot wide accessible path constructed to connect the accessible vehicle with trailer parking spaces to the launch facility.

MANAGEMENT ALTERNATIVES AND SELECTION OF PREFERRED ALTERNATIVE

No Action Alternative – This would leave the current UMP in place, resulting in a safety issue for paddlers and rowers (canoes/kayaks/car-top boats) who use the concrete motorboat launch ramp and floating docks for launching their watercraft. Some paddlers and rowers are using the existing beach area just to the east of the concrete launch site, which is causing some erosion of the shoreline and precludes the use by persons with disabilities, as this area does not provide an adequate, firm and stable surface as per accessibility guidelines.

Alternative 1 – Construct a beach launch area consistent with the accessibility guidelines to the southwest of the existing concrete launch area. This action would create more than one unsafe condition for paddlers and rowers. The first would have paddlers and rowers crossing in front of vehicles attempting to launch trailered watercraft, creating an additional unsafe condition and adding more congestion to a highly used site. The second would be allowing paddlers and rowers to launch closer to the dam and the warning buoys. The third would cause paddlers and rowers to cross in front of the motorboat launch as they go out into and return from the lake. The goal is to create a safe launch area for persons of varying abilities; therefore this alternative will not be supported.

Alternative 2 – The Preferred Alternative – This alternative would require moving the existing accessible port-a-John and the kiosk, the cutting of thirteen (13) trees, and the construction of an accessible parking area along with an accessible path connecting the accessible parking area to the accessible beach launch. This would keep the paddlers and rowers to the east side of the existing motorboat launch ramp and well upstream of the dam and warning buoys. The addition of two accessible parking spaces for vehicles with trailers and an associated access aisle in the lower lot of the Cranberry Lake Boat Launch Site will also provide a much-needed improvement for persons with disabilities.

IV. PROJECTED USE AND MANAGEMENT PROPOSED

A. FACILITIES DEVELOPMENT AND MAINTENANCE

1. Cut down and properly remove thirteen (13) trees to clear the area for construction.
 - a. The tree removal tally for site construction is as follows:

Table 1. Cranberry Lake BLS – Tree Removal Tally						
DBH/Species	Yellow Birch	Hemlock	Sugar Maple	Beech	Black Cherry	Totals
3 – 4”			4			4
5 – 6”	2	1	1	1		5
7 – 8”						0
9 – 10”		1				1
11 – 12”				1	1	2
13 – 14”	1					1
Totals	3	2	5	2	1	13

2. Move the current kiosk to the position depicted in the site plan drawings.
3. Move the currently accessible port-a-John to the position depicted in the site plan drawings.
4. Develop two (2) accessible parking spaces with an associated access aisle in the parking lot (see Figure 3) to be compliant with accessibility guidelines to the position depicted in the site plan drawings.
 - a. Develop an accessible outdoor recreation access route from the accessible parking spaces to the accessible beach launch and accessible floating docks as depicted in the site plan drawings.
 - b. Due to the terrain and existing drainage patterns, no other suitable alternative sites are present any closer to the existing boat launch site. To provide proper drainage and sloping consistent with the Accessibility guidelines some minor grading of the area will be required.
5. Develop two (2) accessible parking spaces for vehicles with trailers and an associated access aisle near the lower parking lot (see Figure 3) to be compliant with accessibility guidelines to the position depicted in the site plan drawings.
 - a. Develop an accessible outdoor recreation access route from the accessible parking spaces for vehicles with trailers to the accessible beach launch and accessible floating docks as depicted in the site plan drawings.
 - b. Due to the terrain and existing drainage patterns, no other suitable alternative sites are present any closer to the existing boat launch site. To provide proper drainage and sloping consistent with the accessibility guidelines some minor grading of the area will be required.
6. Shoreline and beach launch area construction will feature the following:
 - a. A turbidity curtain will be installed and secured.
 - b. A couple of large rocks near the beach shoreline will be relocated to increase safety in the launch area. The large rocks will be kept within the lake to maintain current habitat conditions.
 - c. The bank of the shoreline leading down to the beach area will require some minor sloping to achieve accessibility guidance standards.

- d. A self-adjusting, floating dock will be installed on the landward side of the east/northeast bulkhead to create a safe docking area for paddlers and rowers who are waiting to use the beach launch. The decking will consist of natural red cedar in order to blend with the surroundings as much as possible.
7. The site will be restored to its original condition as may be necessary, including seeding with native species and mulching with straw if necessary.
8. Spill kits will be on-site to be utilized in the event of any equipment failure.

Attachment A. Maps, Photographs, and Site Plans

UMP Amendment #1 – 1996 Cranberry Lake Boat Launch Unit Management Plan

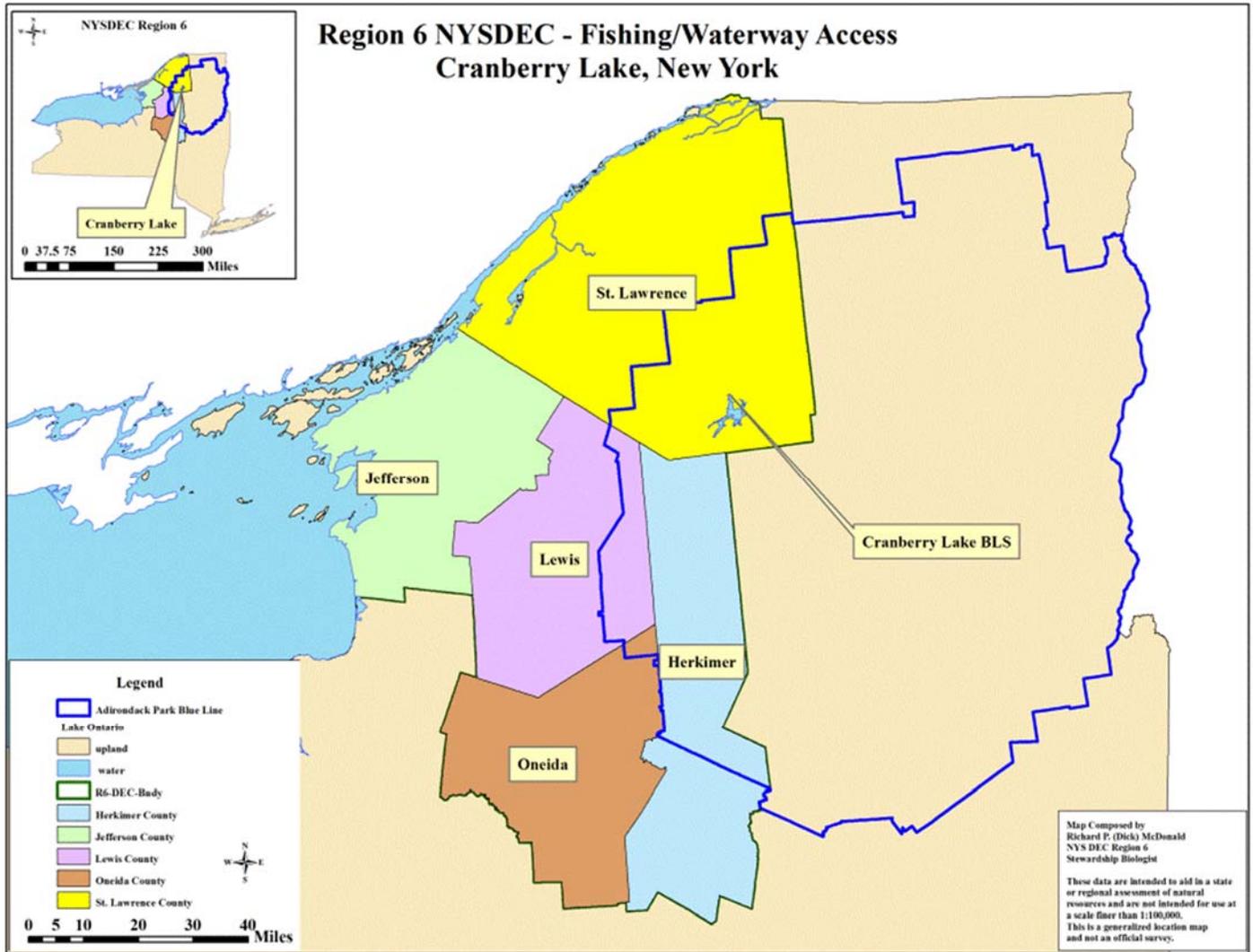


Figure 1. General location map for the Cranberry Lake Boat Launch Site, Town of Clifton in St. Lawrence County, New York.

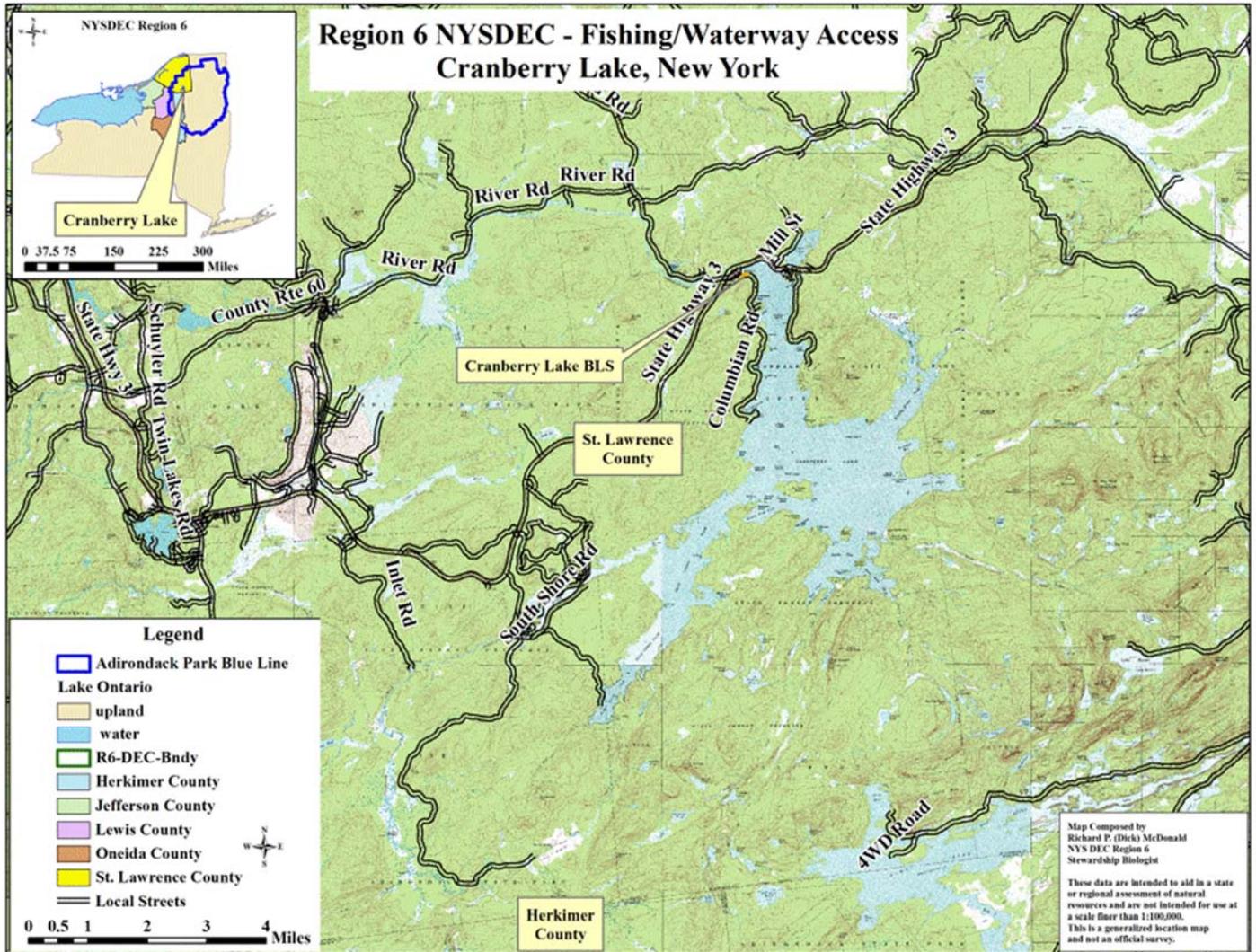


Figure 2. Location and topographic Map of the Cranberry Lake BLS with local streets.

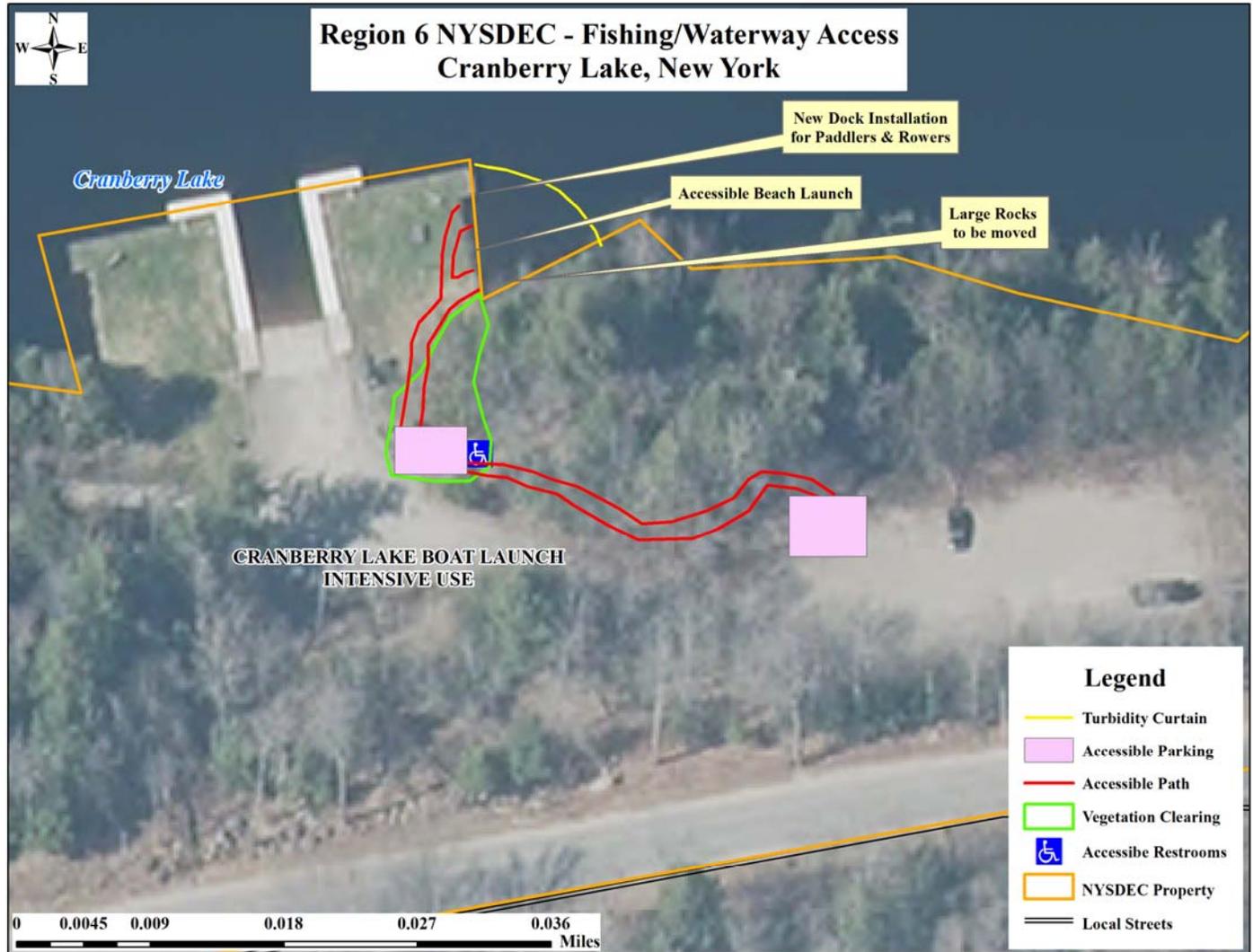


Figure 3. Orthoimagery map of the existing Cranberry Lake BLS with site plan details.

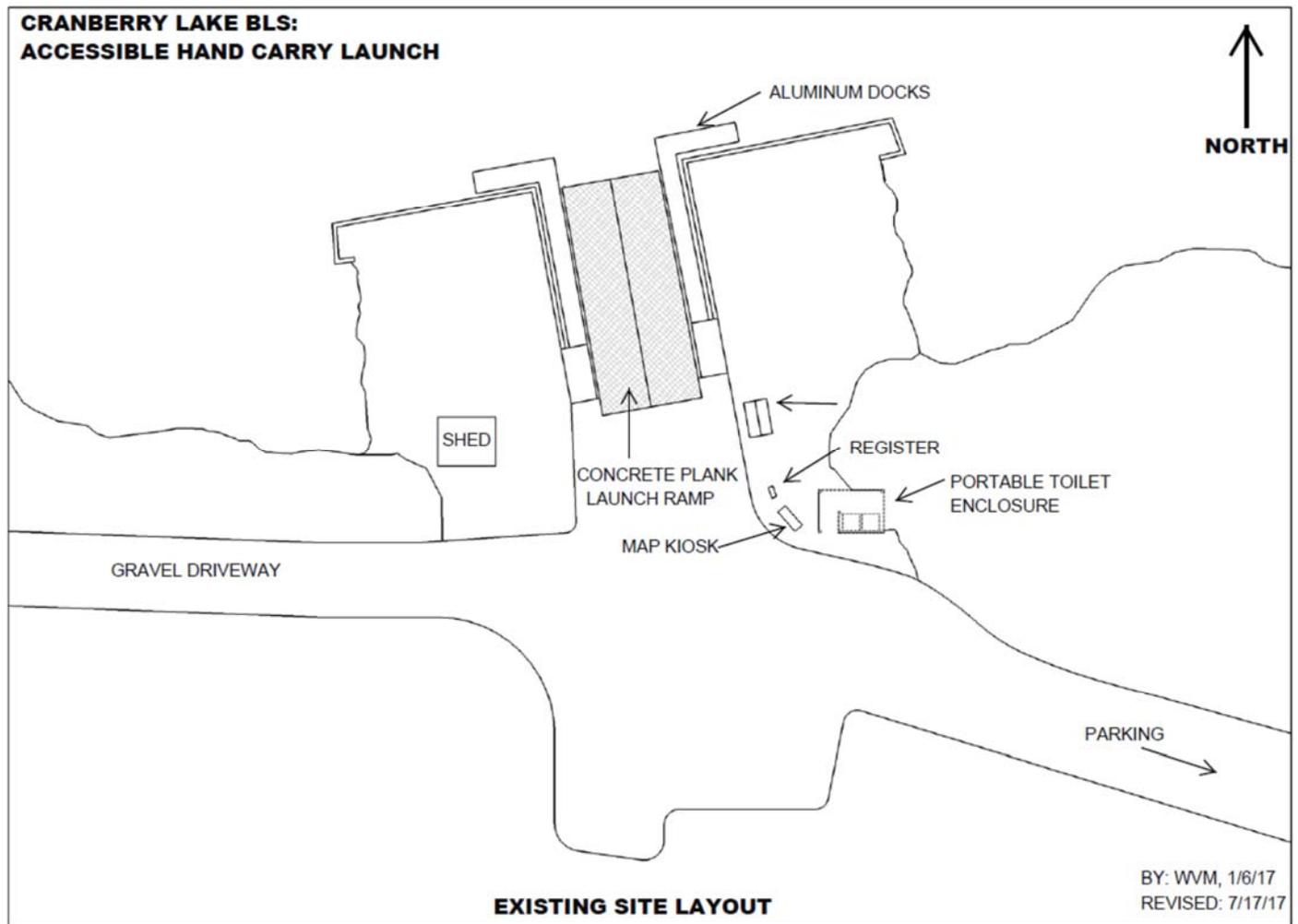
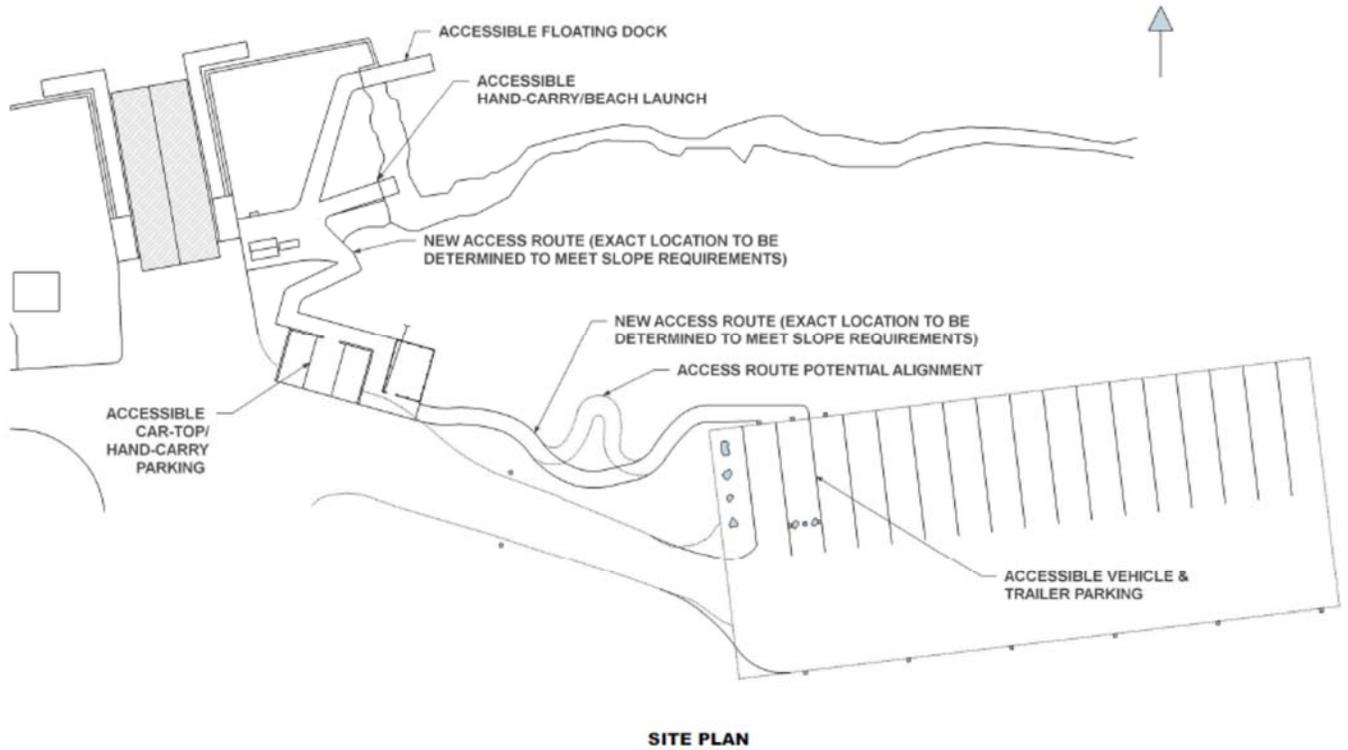


Figure 4. Existing site plan layout.

CRANBERRY LAKE BLS - ACCESS IMPROVEMENTS



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Figure 5. Site plan details for the construction of the accessible beach launch and accessible parking at the Cranberry Lake BLS.

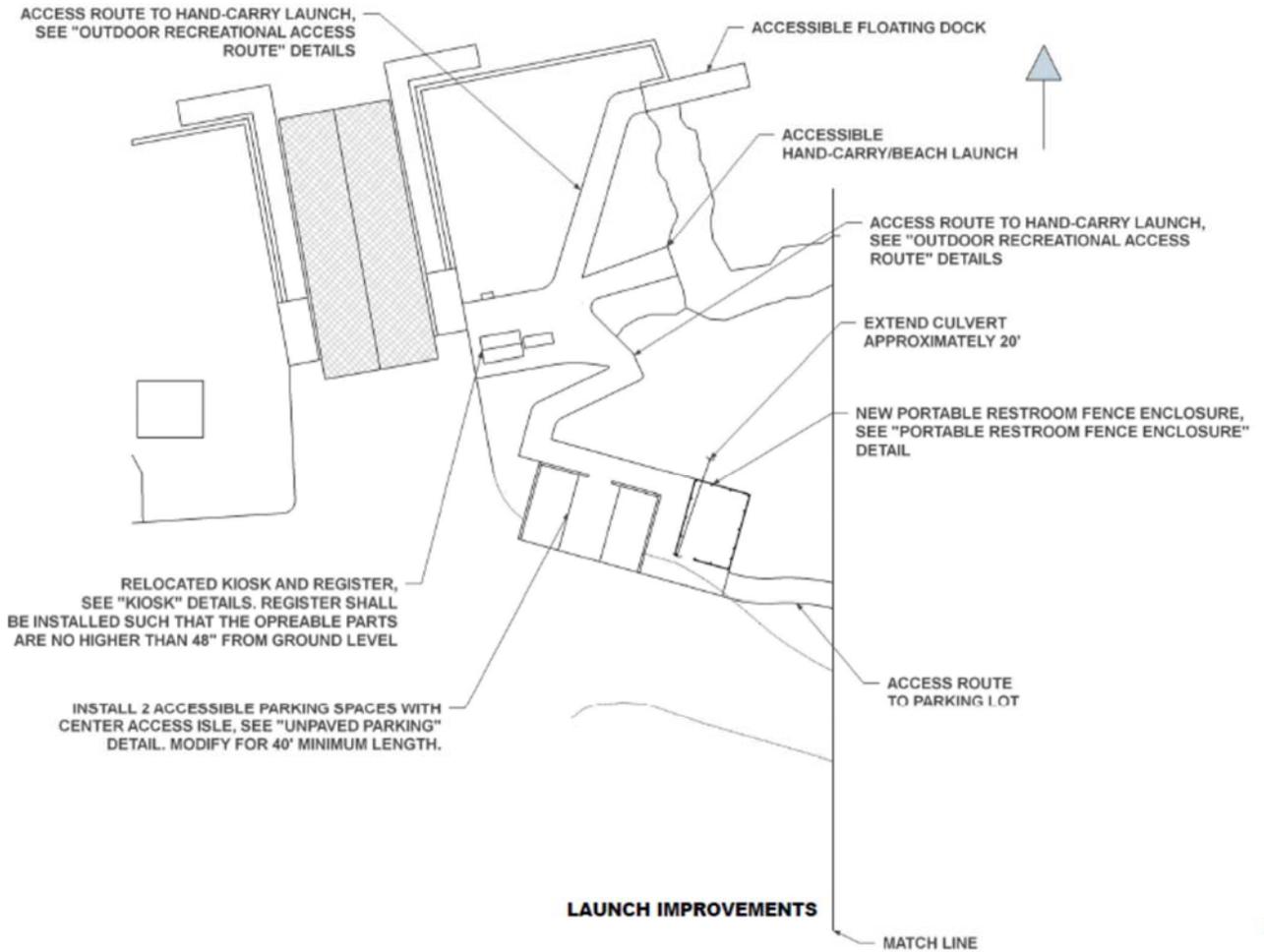


Figure 6. Site plan details for the construction of the accessible beach launch and vehicle parking at the Cranberry Lake BLS.

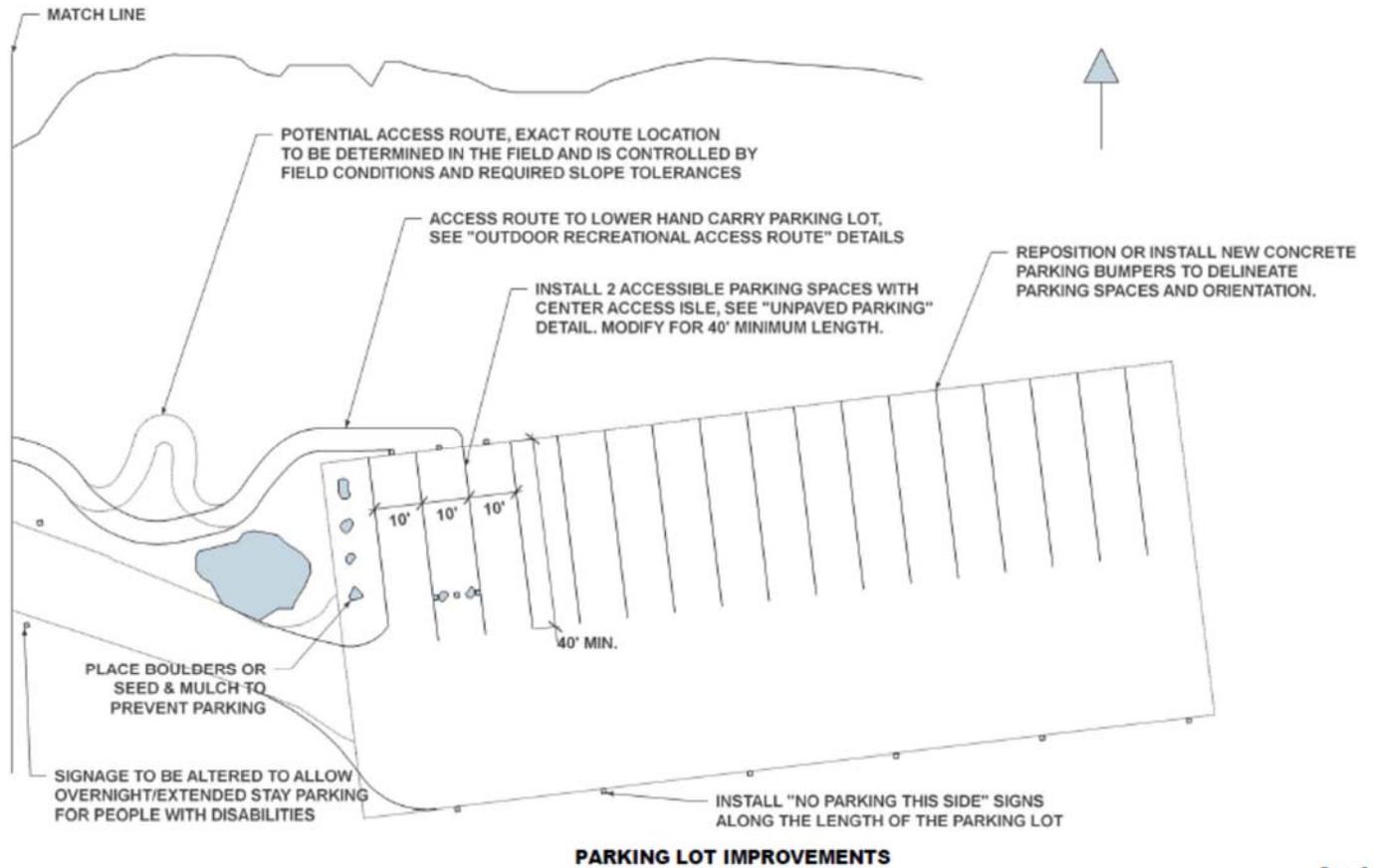


Figure 7. Site plan details for the construction of the accessible parking spaces for vehicles with trailers at the Cranberry Lake BLS.

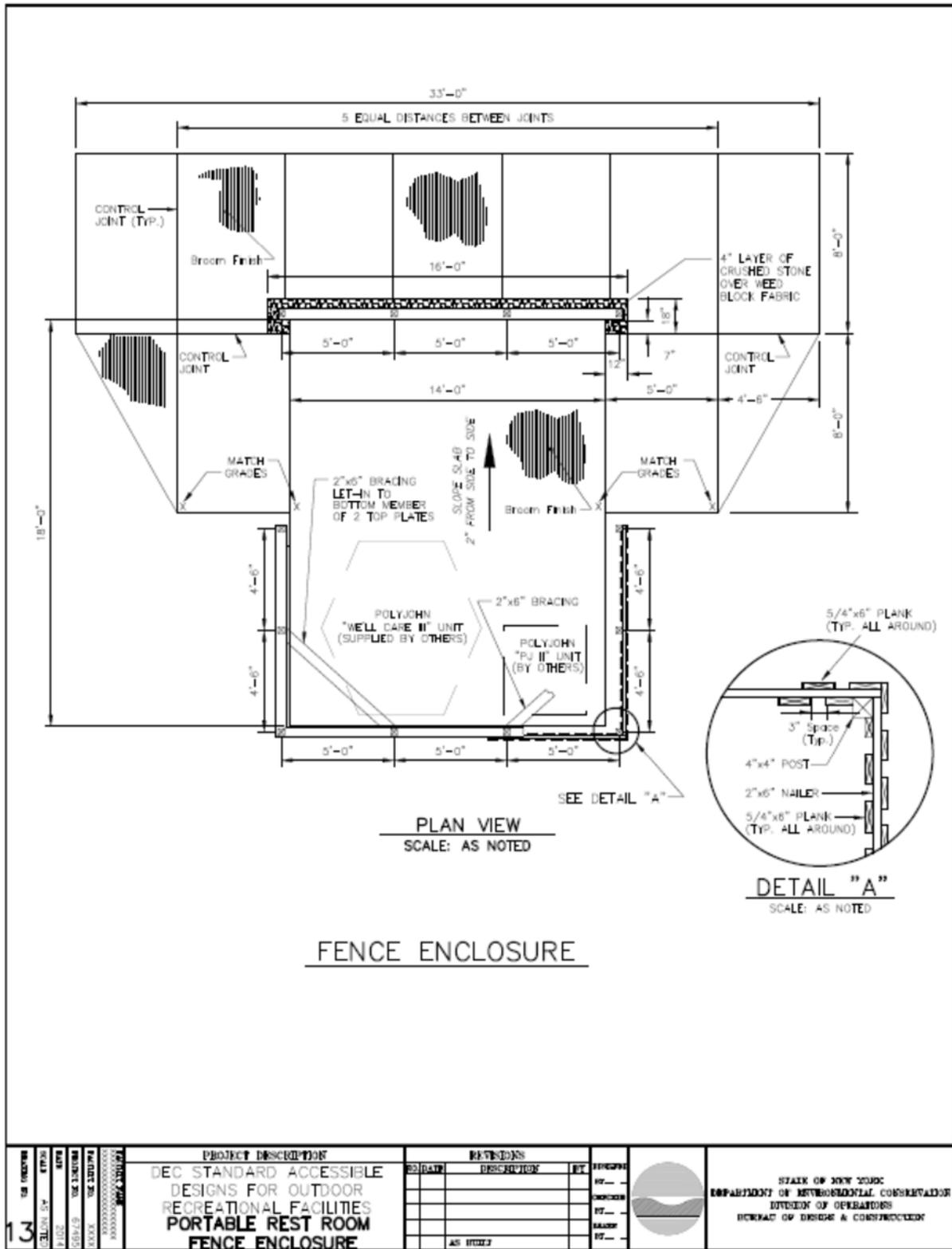


Figure 8. Portable restroom fence enclosure details.

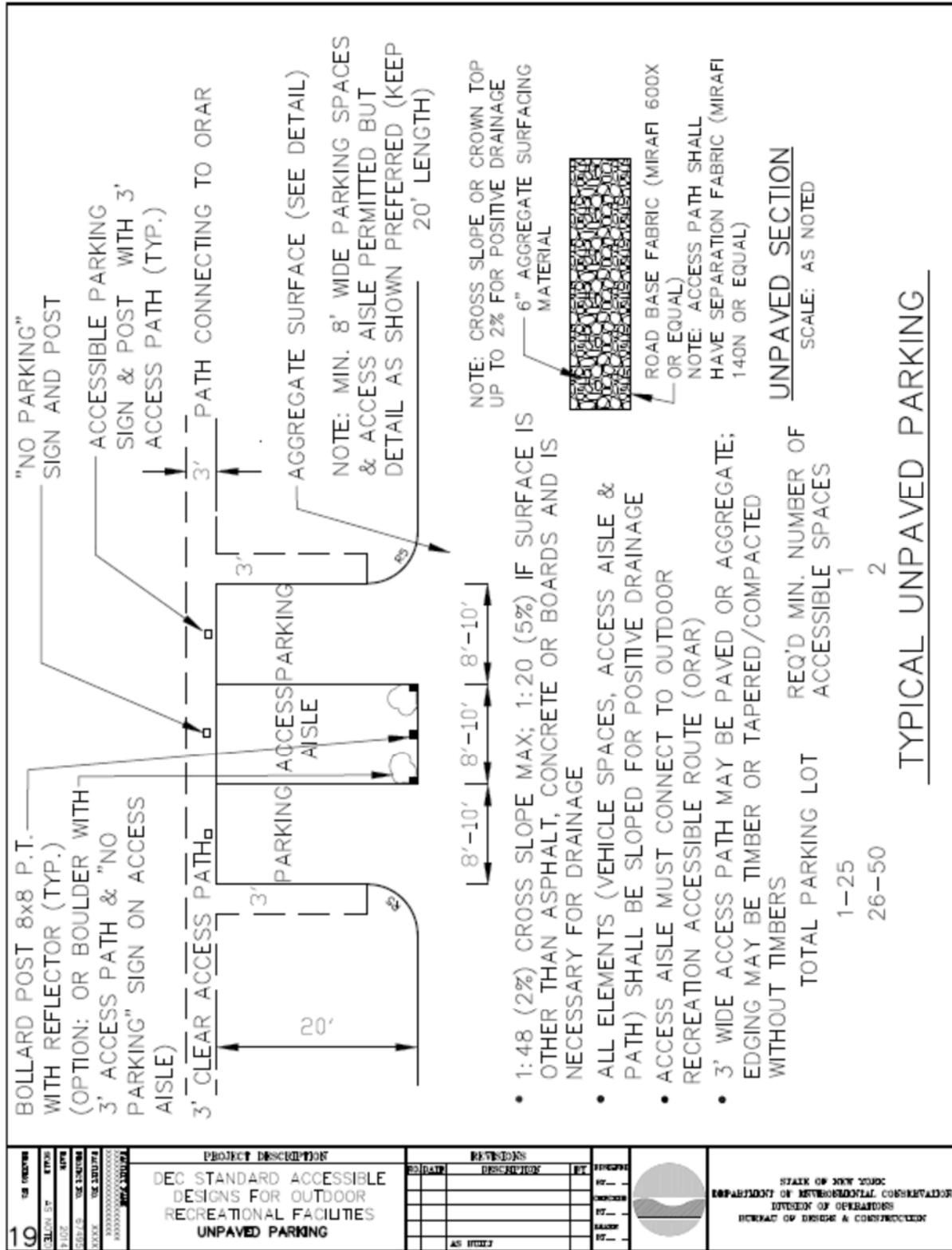


Figure 10. Typical unpaved accessible parking details.

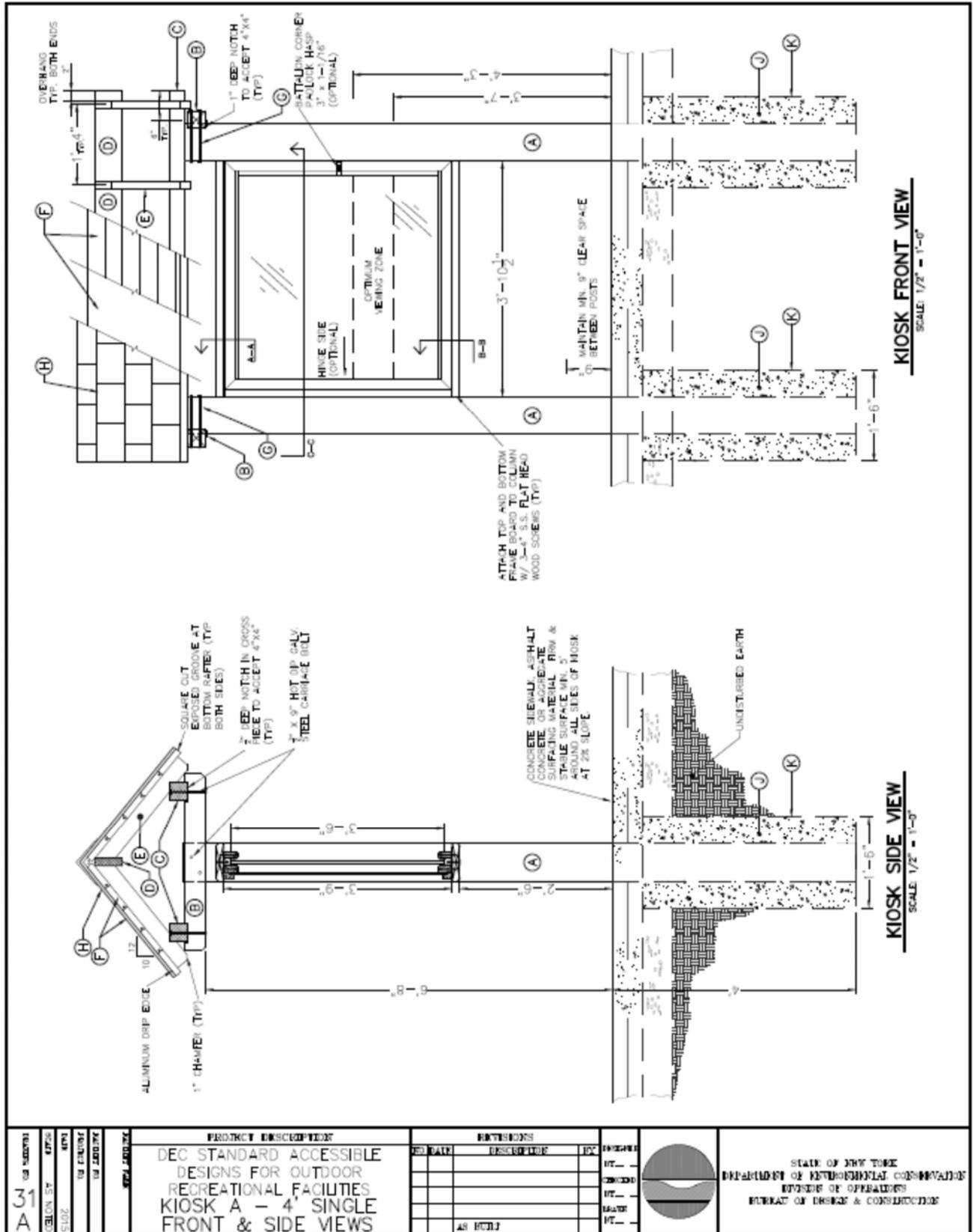


Figure 12. Accessible kiosk design and construction details.

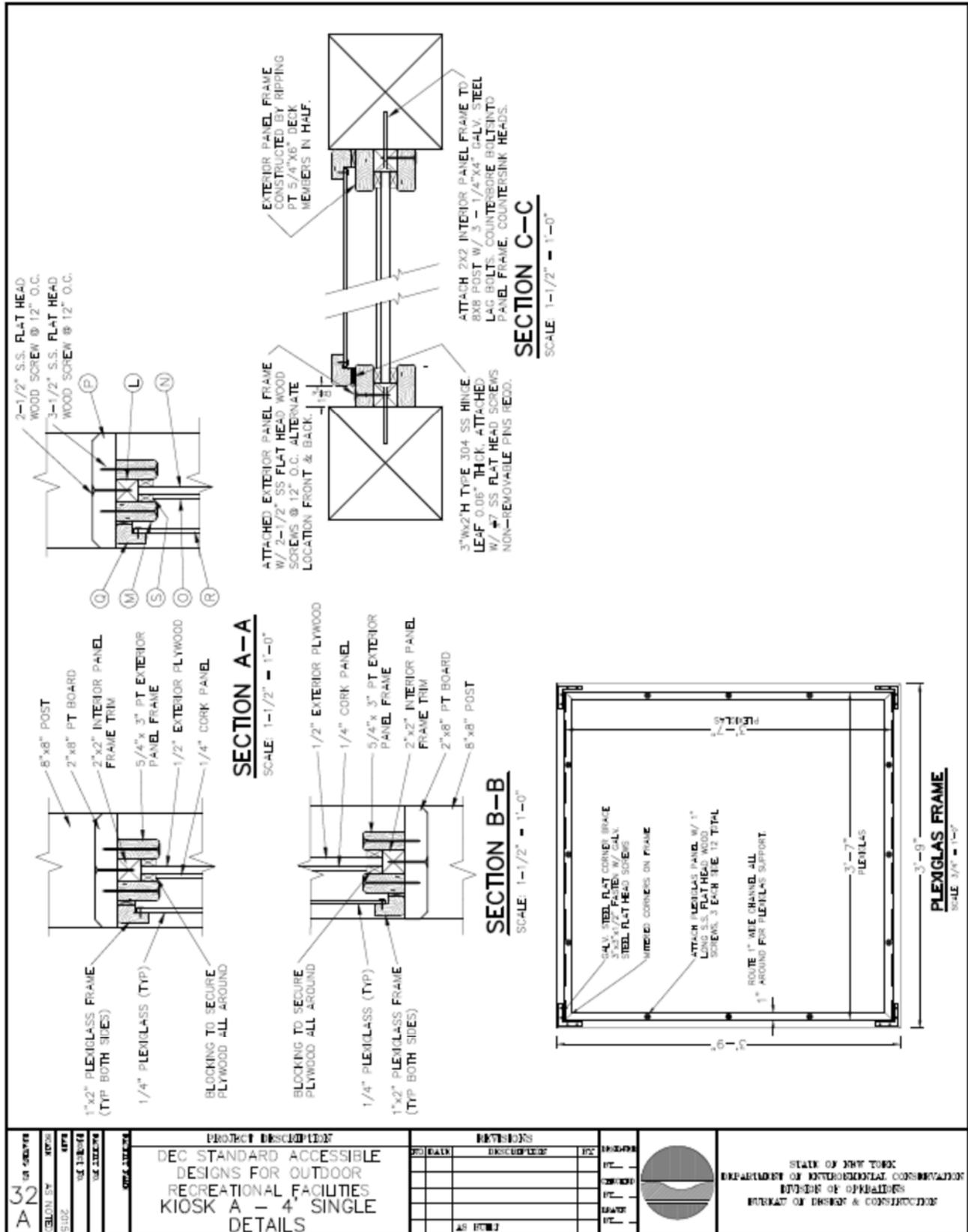


Figure 13. Accessible kiosk design and construction details.



Photo 1. The Cranberry Lake Boat Launch Site (looking north/northwest).



Trees and vegetation clearing for Accessible Parking

Photo 2. General location of the trees to be cut for construction of accessible parking spaces and accessible trails to the accessible beach launch at the Cranberry Lake Boat Launch Site.

