



Adirondack Park Agency

KATHY HOCHUL
Governor

BARBARA RICE
Executive Director

TO: Ken Lynch, State Land Committee Chair
FROM: Megan Phillips, Deputy Director, Planning
DATE: January 30, 2023

RE: No Material Increase Alternative #4; Interpretation of Wild Forest Basic Guideline #4 of the State Land Master Plan (SLMP)

At the December 15, 2022 Agency meeting, board members directed staff to prepare a fourth alternative to interpret “no material increase” (NMI).

The previously presented NMI alternatives include the following:

NMI Alternative 1: 15% increase in road mileage

This alternative is consistent with the 2008 snowmobile trail NMI interpretation. Snowmobile trail and road mileage are both limited by Wild Forest basic guideline No. 4, such that the same threshold for what constitutes a material increase could be established for each.

NMI Alternative 2: Increase more than 15%

This alternative accounts for the fact that there is no replacement of road mileage closed due to reclassification of Wild Forest to Wilderness, Primitive, or Canoe areas (unlike snowmobile trails, see SLMP page 38). The Board would have to set the percentage or mileage increase if this alternative is pursued.

NMI Alternative 3: Increase less than 15%

This alternative recognizes that the SLMP treats roads and snowmobile trails differently in the SLMP, in the sense that snowmobile mileage that is lost due to reclassification may be replaced, but there is no such provision for roads. The Board would have to set the percentage or mileage increase if this alternative is pursued.

NMI Alternative 4:

The current estimated mileage of roads in lands classified as Wild Forest, 206.6 miles, does not constitute a material increase in road mileage since 1972, nor would increases of mileage up to and including the 1972 estimated mileage of 211.6.

Additional Considerations:

Board members have been engaged in various conversations about the potential role of a visitor use management framework (VUMF) in assessing road impacts and conditions and in

informing management decisions. The Board asked staff to begin drafting desired conditions for Wild Forest roads.

Any proposals for the opening and/or continued maintenance of roads or CP-3 routes on Wild Forest shall be considered through the unit management planning process, and such proposals shall demonstrate adherence to the desired conditions for Wild Forest roads, particularly in maintaining “wild forest character” as identified in Wild Forest Roads and Administrative Roads Guideline #3 (SLMP Page 38) and “wild forest atmosphere” identified in Wild Forest Basic Guideline #1 (SLMP Page 35).

Existing roads and CP-3 routes that have been approved in UMPs have been found by the board to be in conformance with the State Land Master Plan. All future proposed CP-3 routes must meet desired conditions set forth for roads ***regardless of whether the board determines that these routes meet the definition of road per the State Land Master Plan.***

The mileage of roads open for public use of motorized vehicles on lands under jurisdiction of DEC in existing areas classified Primitive, Historic, or Intensive Use will ***not*** be subject to Wild Forest Basic Guideline #4 but will be documented in the unit management planning process.

Background:

For a more comprehensive synopsis of the issue and the three interpretations of the State Land Master Plan that staff have posed to the board, please access the May 4, 2022 memo: <https://www.apa.ny.gov/Mailing/2022/05/StateLand/NoMaterialIncreaseofRoadMileageonWildForestMemo.pdf>

Additional presentations and content can be found in the May, September, and November Agency mailing packets for the State Land committee: <https://www.apa.ny.gov/Agenda/MonthlyMeeting.htm>.