

Potential New East Flagstaff Lake Boat Launch Sites

Purpose: to supplement the parking-constrained Bog Brook boat launch and to replace the non-functional Long Falls Dam Day Use Area boat launch (operated as unimproved carry-in launch site only).

Background on Existing Boat Launch Sites:

1. Bog Brook Boat Launch

Brookfield's Flagstaff Project Recreation and Land Management Plan, p. 18-19, states: *Article 409 requires the Licensee to provide day parking at the Bog Brook boat launch. The existing boat launch is an unimproved narrow gravel launch (former county road that was discontinued with construction of the Project impoundment) located in an area with several privately-owned seasonal camps. Public access and boat launching at the site is constricted due to a limited turning radius for trailered launching and parking. Current parking is limited to roadside parking near the camps and has resulted in conflicts between boaters and the campowners.*

The Licensee had two options for additional parking at this site, neither of which is now feasible...The Licensee will investigate potential locations, including areas owned and/or identified by MDACF, for alternate trailered boat access on the east side of the Project. Sites will be investigated to determine suitability for boat access, availability of land needed for access, and development/design requirements.

2. Boat Launch at Spring Lake Lot – Long Falls Dam Day Use Area

Although originally intended as a trailered boat launch, use of the primitive boat launch at the Long Falls Dam Day Use Area (operated by Brookfield under lease), east of Long Falls Dam, is severely limited by the shallowness of the water and large rocks. As noted in Brookfield's Flagstaff Recreation Plan, this "informal and unimproved launch area" is suited for carry-in launching only.

Option 1: Convert existing carry-in launch site at Little Bigelow Gravel Pit parking area to a primitive trailer launching site.

Issues/Concerns/Constraints:

1) Compatibility with "undeveloped character" of the Preserve

- a. Proposed ramp would be an "essential service facility" as permitted under Sec. 3 of the Bigelow Preserve Act. 1989 Bigelow Preserve Plan provides the following definition: of "essential service facility": *Basic facilities needed to service a resource area and to control and enhance public use. Location and design of the facility should be consistent with the objective of protecting the overall natural character of the Preserve.*
- b. Facility must be primitive and rustic in design, as applies to all recreation facilities developed in the Preserve.
- c. Site design would maintain existing screening from East Flagstaff Road and adjacent private camps.

2) Resource Allocations:

- a. Dominant allocation is Wildlife, Secondary allocation is Remote Recreation (applies to nearly all the Flagstaff Lake shoreline)

- b. Remote Recreation allocation is generally aimed at non-motorized use; allocation would need to be changed to Developed Recreation, which allows gravel and hard-surfaced boat launches.

Option 2: Construct a new trailered boat launch on Spring Lake lot or Dead River peninsula, west of Long Falls Dam. (BPL has suggested this option; no response has yet been received from Brookfield)

Issues/Concerns/Constraints:

1) Access to shoreline:

- a. No specific site has been identified. However, North Flagstaff Road approaches within 200 feet of the shoreline at a point about ¼-mile south of the dam (near the south boundary of the Spring Lake lot).
- b. Significant construction would likely be required to construct a boat launch and parking for vehicles and trailers in this area, where (unlike the site near Bog Brook) there is no existing gravel pit parking area or carry-in trail.

2) Appropriate Facility Design:

- a. Past FERC documents and BPL comments have supported the lack of paved launch ramps on Flagstaff Lake, which serves to limit power boat use on the reservoir. This suggests an unimproved gravel ramp may be most appropriate.
- b. Boating interest is mainly from sportsmen (fisherman and hunters); the shallow and rocky conditions of the lake, and variable depth due to reservoir drawdown, discourage general recreational boating.

3) Appropriate Facility Capacity:

- a. Both the desire to maintain limits on power boat use on the lake, and the growing presence and interest in canoe and kayak use of the lake, with the development of MH&T and the NFCT, indicate that limited trailered boat launch capacity is most appropriate.
- b. For reference, the Rt. 27 concrete plank ramp, at the west side of the lake, provides a total of 11 rig parking spaces.

4) Resource Allocation:

- a. Dominant Allocation is Wildlife, but, unlike on the Bigelow Preserve shoreline, there is no Remote Recreation secondary allocation.
- b. Construction of a trailered boat launch would require a change in the Dominant Allocation to Developed Recreation.

Option 1 - Convert Little Bigelow Carry-In Site

Turner Camps

LEGEND

- Ownership Line
- Lake High Water Line
- Sled Trail
- 500 ft AT buffer
- foot trails
- AT
- Witness Trees

Bog Brook Camps

Bog Brook Road

East Flagstaff Road

Existing Carry-In

NPS Fee Lands

NPS Easement

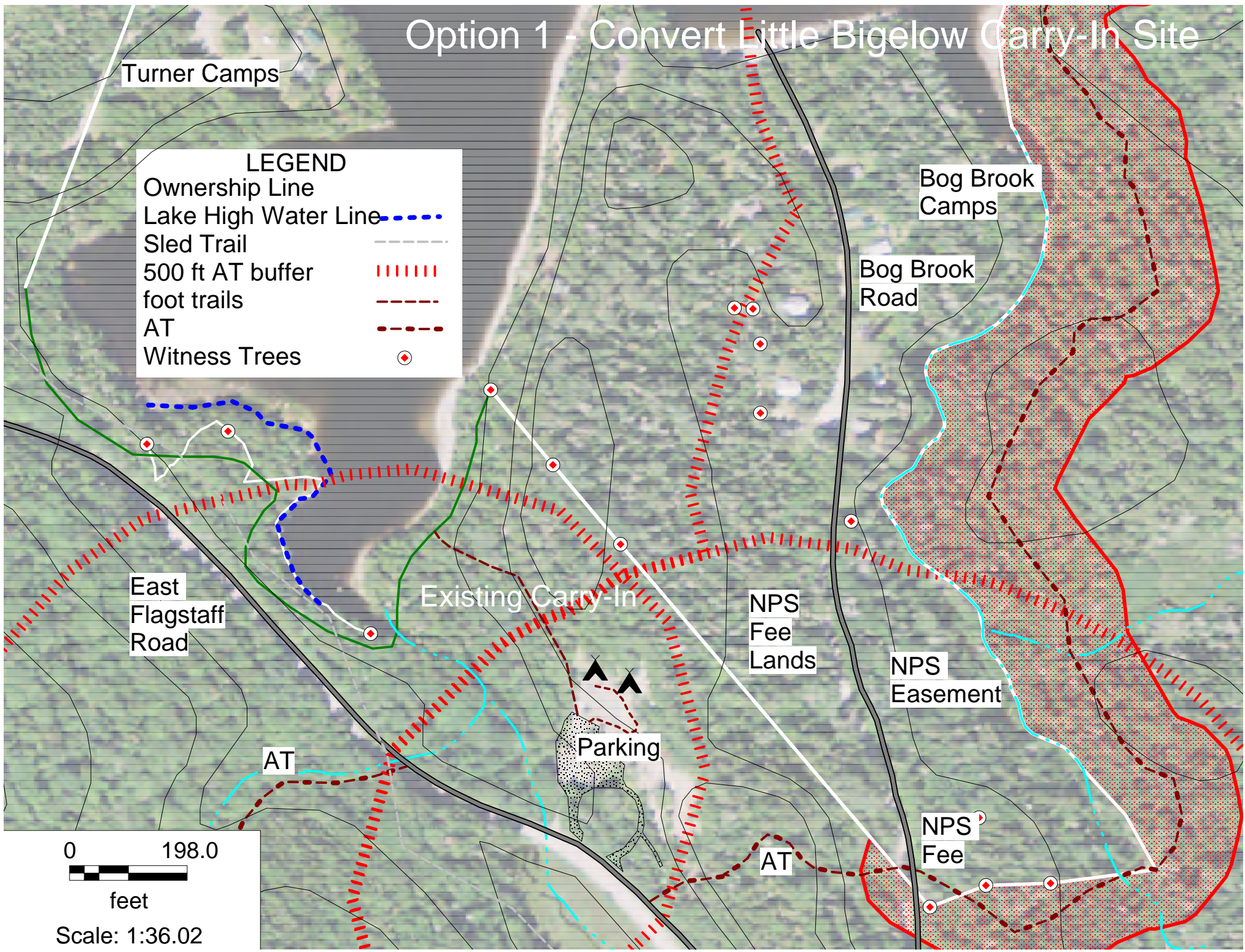
Parking

AT

AT

NPS Fee

0 198.0
feet
Scale: 1:36.02



Option 2 - Potential Boat Launch Site – Spring Lake Lot

