



LAKE • GEORGE
WATERKEEPER®

PO Box 591, Lake George, NY 12845

Tel: (518) 668-5913 Fax: (518)-668-5915

Email: info@lakegeorgewaterkeeper.org

www.lakegeorgewaterkeeper.org

September 22, 2009

Mr. Chris Hunsinger, Chairman
Town of Queensbury Planning Board
742 Bay Road
Queensbury, NY 12845

Re: Kraft – (240.9-1-1)
Special Use Permit 52-2009; Freshwater Wetland 8-2009

Dear Mr. Hunsinger:

The Lake George Waterkeeper has reviewed the submission for the above referenced Special Use Permit and Freshwater Wetlands applications. It is our understanding the applicant is proposing to install two docks north of the existing 6 slip dock with utilizing the access road and provide parking on existing impervious coverage at the site. The concerns of the Lake George Waterkeeper focus on the protection of the wetlands, shoreline buffer and water quality protection of Lake George and offer the following comments for the consideration by the Board:

1. The extent of clearing along the shoreline should be defined.

The shoreline north of the existing dock is mature, well established and provides an excellent shoreline buffer in a heavily developed section of the lake. A minimal footpath constructed of permeable material should be provided which will not require removal of existing shoreline vegetation.

2. Stormwater treatment facilities should maximize separation to the wetlands.

3. Additional stormwater management should be incorporated for previous developed areas.

Since this project can be considered as a redevelopment project, a requirement for major projects is to manage runoff from existing impervious surfaces.

4. More information is required on the proposed incinerator toilet.

Wastewater treatment will be provided through an incinerator toilet and a management/maintenance plan should be required which will address the following questions:

- What is the capacity between uses?
- What is the time of incineration process?
- Who will be responsible for emptying the incinerator and at what time interval?
- Will there be a containment area for potential overflows in the event of loss of power or system breakdown?
- Will the system require routine inspection by a certified technician?

The Town should require an annual report to be submitted regarding the operation of the system.

Regarding the marina use in Harris Bay, it should be noted that Harris Bay was identified as one of the ten "priority zones" in terms of users' perceptions and actual experiences with congestion and crowding



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on Lake George in 2005 as referenced in the Lake George Park Commission's *Lake George Recreation Study Plan, 2005*. Section of the Recreational Study is attached to the letter.

Thank you for your consideration of these comments and the Lake George Waterkeeper look forward to continuing to work with the Town of Queensbury Planning Board in defending the natural resources of Lake George and its watershed.

Sincerely,

A handwritten signature in black ink that reads "Chris Navitsky". The signature is written in a cursive, flowing style.

Christopher Navitsky
Lake George Waterkeeper

cc: Michael White – Lake George Park Commission

Close Calls and Near Misses

Only 2% of users reported a near miss with a natural hazard such as submerged rocks, while 6% reported a close call with a motorboat and 4% reported a close call with a PWC. Less than 2% reported a close call with one of the following: swimmer, canoe, kayak, sailboat, or tour boat. While the percentages are small, the total estimated number of close calls appears more significant. With an estimated population of 13,509 permitted boat owners using Lake George in 2005, there were an estimated 811 close calls with motorboats, 540 close calls with PWCs, and 270 close calls with natural hazards. In combination with other close calls reported, there were at least 1,891 estimated close calls on Lake George in 2005. If 2,000 close calls is used as a rough estimate, and considering there are about 87 days in the primary boating season (mid-June through the 1st week of September), that would indicate an average of 23 close calls a day on Lake George. The proportion of close calls would undoubtedly be higher on weekends and holidays.

“Unmarked boating hazards” were viewed as “not a problem” by 69% of boaters, while 25% called it a minor problem, and 6% saw the issue as a major problem. The topic of unmarked boating hazards did not come up when respondents were asked to write in something that contributed most to “dissatisfaction” with their Lake George experience in 2005. The issue of buoys did rise to the top of the list of management suggestions offered by survey respondents. Over one-quarter (28%) of respondents entered a management suggestion related to “more and better buoys.” That was followed by 18% who suggested “increased enforcement of rules.”

Most Problematic Zones

The data in the “survey map indicator” section of the carrying capacity database contains data indicating the percentage of respondents who accessed the lake in a given zone, used the zone, experienced congestion in the zone, and had a close call or accident in the zone. Thresholds were then established for each of those measures and the zones that exceeded the thresholds were noted. Since there are multiple threshold indicators in this section of the database, a summary indicator is included that identifies those zones that exceeded the three thresholds. Through that process, the following ten zones (starting in the south) were identified as “priority zones” in terms of users’ perceptions and actual experience with congestion and crowding on Lake George in 2005:

LG Village west (1A)	Cotton Point area (6A)
LG Village east (1B)	Dome Island, Clay Island (7A)
Diamond Island east (2B)	Huckleberry Island area (8F)
Assembly Point area (3B)	Bolton Bay, Green Island (8G)
Harris Bay (3D)	Narrows east (9B)

In addition to those ten zones that exceeded all three thresholds in the map survey section of the database, there were nine additional zones that exceeded two of the thresholds. Those zones, moving from south to north, include the following:

Hearthstone area (2A)	Whipple Island area (5B)
Cannon Point (3A)	NW Bay west (8A)
Sandy Bay (3E)	Bluff Head area (12B)
Long Island (4B)	Waltonian Islands area (14A)
Rush Island area (5A)	

Together, those 19 zones, out of all 67 lake zones, are the areas of the lake that boaters indicated were the most problematic in 2005.