

SECTION IV: PROPOSED LAND AND WATER USES AND PROPOSED PUBLIC AND PRIVATE PROJECTS

A. PROPOSED LAND AND WATER USES

While the Kendall-Yates-Carlton Local Waterfront Revitalization Area (WRA) presents numerous opportunities for development, it also contains agricultural resources, natural harbors, parks and habitats that must be protected for future generations. This task of the LWRP seeks to allocate uses throughout the WRA based on an understanding of: 1. existing development patterns which efficiently utilize existing land area and infrastructure, and 2. natural resource areas which should be protected. Particular emphasis is placed on public access and recreation uses and projects to be encouraged.

The WRA is divided, as follows, into three different areas for convenience in presenting proposed land and water uses. (See Map 4.1, Proposed Land and Water Uses.) The Carlton area is further sub-divided into subareas of similar character and development intensity.

- Eastern Coastal Area - Town of Kendall waterfront;
- Western Coastal Area - Town of Yates waterfront; and
- Central Coastal Area - Town of Carlton waterfront (four subareas):
 - i. Coastal Target Area (Oak Orchard River harbor from Lakeside Beach State Park to the Lake Ontario State Parkway/Lake Shore Road Interchange and south to The Bridges);
 - ii. Oak Orchard River Gorge (south of the Target Area, to the base of the Waterport Dam at Waterport Road);
 - iii. Johnson Creek (west of the Target Area); and
 - iv. Marsh Creek (east of the Target Area).

1. Proposed Land Uses:

a. Eastern Coastal Area - Kendall

The Kendall waterfront possesses mostly parkway and shoreline residential uses. Exceptions include the parkway pull-off, Eagle Creek Marina and the Salvation Army Camp which are expected to continue as coastal recreation uses. The only other use planned in the area is commercial services at the parkway interchanges to accommodate expected commercial growth of tourist services, including food and fuel.

b. Western Coastal Area - Yates

Proposed land uses in Yates generally follow the existing trend away from seasonal residential use to year-round occupied uses. The waterfront contains numerous private roads and shoreline residences that encourage inefficient land use. Future uses will promote the development of waterfront back lots

(lots landward of shoreline lots) through subdivision, and provide local neighborhood opportunities to access water at existing street ends. Existing agricultural land is retained, while dormant farm land is converted to low-density residential, consistent with adjacent uses and rising shorefront demand. Low-density residential use is characterized as one-half acre (minimum) for single-family residences on shoreline and landward lots limited by the lack of public sewer and water services.

Water-dependent uses are concentrated in the few natural shoreline access opportunities in Yates. These include Lakeland (boat launch and restaurant with expanded recreation), Shadigee (restaurant with fishing and scenic area) and the Morrison Site (full, mixed-use development).

The Morrison site represents the most significant development opportunity. Plans include a mixed use site for marine access, recreation, residential, commercial support services and a light industry complex off Route 18 to Lake Ontario. Inland harbor, docking and lakefront swimming are the primary water-dependent uses (see C.1.b).

The upper reach of the Johnson Creek corridor is expected and encouraged to remain in low density rural and agricultural use. The Agricultural District 10 in the area would preserve existing agricultural lands.

c. Central Coastal Area - Carlton

i. Coastal Target Area

The Oak Orchard River harbor from Lake Ontario to the Bridges (Routes 18/98) represents the best natural marina resource in the WRA. As a result, this area has been the focus of land development activity. Existing recreational facilities include: the Lakeside Beach State Park, Oak Orchard Marine Park on the west and east sides of the river, and the Orleans County Marine Park on the east side.

The Point Breeze area supports marine/water-dependent facilities, but commercial support services are noticeably deficient in the area. Retail services (food, tackle, fuel), accommodations, marine services, a park-like setting, and parking are anticipated uses to support/enhance existing marine activities in the area. This would promote the area as a destination, more attractive to the non-boating public.

ii. Oak Orchard River Gorge

Oak Orchard River Gorge is a dramatic scenic and habitat area that possesses excellent aesthetic and fishing resources. The erosion-prone gorge walls and habitat require careful control of uses and limitations from overdevelopment that could jeopardize these valuable coastal resources. No additional power boat dockage should be allowed in this area and further fishing access should be limited to the Waterport Dam area.

The gorge is generally planned for water-enhanced, scenic and complementary recreation uses focused around the industrial use Waterport Dam to relieve potential stress on identified resources. Scenic uses include access to the gorge at the dam (both sides), an overlook from the railroad trestle and hiking/ski trails on the west side in the Clarks Mills Road area. Recreation uses include camping along Park Avenue and Clarks Mills Road and improvements for fishing at the dam (comfort station, fish leaning station). Improvements at the Dam will require the cooperation of Niagara Mohawk.

An area along Park Avenue, near the dam, is reserved for complementary convenience services (food, bait, tackle, and parking). This, and nearby camping facilities, will help relieve the traffic congestion on area roads during seasonal fishing events. Other water-enhanced uses in the area include the existing golf course on Route 98 and adjacent residences along the gorge. These are planned for limited gorge access to avoid further impact to the habitat.

iii. Johnson Creek

The west section of Carlton's waterfront contains both Lake Ontario and Johnson Creek shorelines. Proposed uses on Lake Ontario are agricultural and residential consistent with existing development. High quality residential uses at the mouth of Johnson Creek (Lakeside, Sunset Beach) are retained and protected by unused parts of the state park. Green Harbor (boat launch, docks, beach, campground) and the adjacent residences are also retained.

Commercial facilities in this area (convenience services, including food, gas and tackle) are concentrated at Kuckville. The remainder of Johnson Creek should remain primarily in agricultural production. Access may be very difficult upstream of Harris Road.

iv. Marsh Creek

This area contains two separate sections, Marsh Creek and the Lake Ontario shoreline, with different land use characteristics.

The Marsh Creek area is primarily agricultural with a few farmhouses. It is proposed to remain in viable agricultural production and provide some fishing access to the creek.

The Lake Ontario shoreline is characterized by residential uses along the lake and underutilized agricultural uses inland. The availability of land adjacent to congested Point Breeze (Bennett Farm) provides the most significant opportunity for expansion of services and facilities to support water-dependent marine development. While this land is identified as viable farmland, its proximity to Point Breeze and its history of marginal agricultural production dispose the area to new multi-use development. (See the Inventory and Analysis -- Underutilized, Abandoned and Deteriorated Sites.) Proposed uses, designed to avoid competition for scarce creekside land and complement adjacent water-dependent uses, include convenience service at the Lake Ontario State Parkway interchanges (food and gas) and water-enhanced support services along Point Breeze Road (accommodations, restaurant and parking).

The remainder of Bennett Farm is proposed for expansion of recreation uses and water-enhanced uses (see C.2.b). These include a small harbor opportunity to relieve Oak Orchard River marine congestion, recreation development to diversify area opportunities, and retail support services to enhance the Target Area. The rest of the east area is planned to continue existing residential uses along the waterfront (as topography limits other water-related uses), agriculture and recreational use of the parkway right-of-way. The existing parkway pull-off can be expanded to improve use by fishermen and provide passive recreation for tourists (trails, picnic facilities).

2. Proposed Water Uses

Water uses in the WRA are generally focused on recreational activities and their resources. While this section of Lake Ontario is suitable for the full range of water uses, such as swimming, fishing, boating, sport fishing, shipping, it possesses few natural shoreline access points/structures to encourage such uses. The LWRP, therefore, capitalizes on the limited resources for available recreation opportunities. The general range of proposed activities include marine/boating, sport fishing, swimming and restricted use habitat areas.

a. Eastern Coastal Area - Kendall

The Salvation Army Camp is a semi-public recreation facility which provides seasonal camping, swimming and day use activities to client-based groups. Expanded public access is proposed and must be coordinated with the owners and may be provided on a fee basis.

Eagle Creek Marina represents the only marine use in the east coastal area. Boat launching and mooring expansion is planned to enhance marine opportunities. The remainder of Bald Eagle Creek, along with the wetland

on the east side of the harbor, is intended for preservation of existing fish habitats.

Sandy Creek is a designated fish and wildlife habitat, bordered by vacant land, residences and agricultural uses. Low impact uses compatible with fish and wildlife values are proposed.

b. Western Coastal Area - Yates

Water uses in Yates are currently limited to a boat launch at Lakeland. Other opportunities exist at Shadigee and the Morrison site, as proposed in the LWRP plan. Shadigee is planned for fishing and scenic access to the Lake at the water treatment plant. Development, including a park to take advantage of the vista, will enhance the local restaurant and area residences. The Morrison site, through the creation of an inland harbor, represents high priority marine access and dockage potential. The foreshore provides an appropriate approach for harbor dredging to accommodate boat launching and mooring in a protected (breakwall) area on the lake, which will diffuse the extreme marine congestion at Oak Orchard River. The adjacent shore is suitable for swimming and will complement upland recreation development. Johnson Creek is reserved for protected fish habitats.

c. Central Coastal Area - Carlton

i. Coastal Target Area

The Target Area represents the greatest concentration of uses and access opportunities in the WRA.

In the Oak Orchard River harbor at Point Breeze, the existing ramp/docks on the east shore, Oak Orchard Marine Park on the east and west shores, Orleans County Marine Park, and many private marinas offer excellent boating uses protected by the Federal channel, jetties and breakwall at the harbor entrance. Proposed marine uses include an inland harbor as part of the Bennett Farm development where natural shoreline topography provides a modest opportunity for alternative marine access. Other proposed water uses include shoreside fishing at Lakeside Beach State Park and the water plant property at the end of Wilson Road. Provision of these complementary uses will help to reduce conflicts with boating in the harbor.

ii. Oak Orchard River Gorge

The gorge is a sensitive environmental area of fish habitats and erosion-prone banks. This area must be restricted to fishing and use by low-powered and non-powered craft, as intense boat use will compromise the habitat. Currently, the low clearance of the highway bridge over the river restricts larger boat access. However, regulatory limits must also be developed to insure boating and land use restrictions.

Waterport Pond and the Waterport Dam also lie in this part of the WRA. The pond is proposed for fishing and boating uses including public launching on Waterport Road at Clarks Mills Road. Water levels vary on the pond depending on the needs of power generation at the dam and on diversions from the Erie Barge Canal. The water level variations, in turn, affect boating activity on the pond. Hydropower generation at Waterport Dam should, however, continue in conjunction with recreation and habitat needs.

iii. Johnson Creek

The mouth of Johnson Creek is silted in much of the year and contains only private access structures. As a result, its use is limited to fishing and canoeing which are compatible with preservation of its habitat value. The only other water use in this section of the WRA is Green Harbor. This marine facility possesses both swimming and boating uses which are proposed for improvement.

iv. Marsh Creek

Marsh Creek is an excellent fish habitat area that is proposed for fishing and enhancement to improve habitat characteristics and water quality. Agricultural practices designed to inhibit rural runoff and the eventual provision of sewer systems to eliminate septic infiltration are planned efforts to retard habitat degradation.

Fishing is also a planned use at the Lake Ontario State Parkway pull-off. Foreshore fishing is already popular at the pull-off.

B. SUMMARY OF PROPOSED PUBLIC AND PRIVATE PROJECTS

Proposed projects are shown on Map 4.2, Proposed Coastal Projects.

1. Common Coastal Projects

a. Waterfront Tourism Promotion

Provide signage and advertising for waterfront services and facilities along the coast to promote development activities including Seaway Trail markers, Lake Ontario State Parkway signs to identify area marinas, cultural/archaeological sites, coordinated event promotion, maps of recreation facilities and services, and other advertising efforts (Seaway Trail Commission, NYSDOT, Orleans County Highway Department for signage; OPRHP, towns and local business for events/promotions).

b. Expansion of Infrastructure

Upgrade and extend sewer/water services in existing areas (Point Breeze, Shadigee, Morrison site) to serve year-round residences and new

commercial/recreation development (Yates/Lyndonville and Carlton/Albion to establish service extension).

2. Eastern Coastal Area - Kendall

a. Eagle Creek Marina

Expand existing marina facilities, including dredging and bulkheads for new moorings, walkways, a new launch ramp, shoreline protection (stone riprap), and channel entrance stabilization on Lake Ontario (private development).

b. Lake Ontario State Parkway Pull-Off

Initiate fishing and passive recreation facilities improvements at the lakeside pull-off in Kendall, including picnic tables, fishing areas, parking, a trail along the shoreline to connect this pull-off with the one in Carlton, and site/trail markers; construct exits/at-grade crossovers to access the pull-off from both directions on the Lake Ontario State Parkway (Kendall/Orleans County initiation; NYSDOT improvements).

3. Western Coastal Area - Yates

a. Lakeland

Renovate existing boat launch and provide adequate shore protection for ramp and transient dockage; rehabilitate restaurant and establish snowmobile track in adjacent field for winter activity (private development).

b. Shadigee

Provide fishing pier and scenic access to lake at the Route 63 street end; expand parking and create park on water plant property to enhance area (Lyndonville authorization; Yates/private joint development).

c. Morrison Site

As the focal point of western coastal opportunities, provide for mixed commercial/recreation development, marine access, light industrial uses (away from the lake), and coordinated tourist facilities on the underutilized NYSEG property (private acquisition/development; Yates/NYSEG approvals of use/property; NYSDOS funding assistance for harbor development).

4. Central Coastal Area - Carlton

a. Coastal Target Area

i. Lakeside Beach State Park - complete the 1976 Master Development Plan for recreation (parking, camping, swimming, and picnicking); expand festival/education programs to complement and diversify area activities (Carlton/Orleans County initiation of State budget authorization; OPRHP priority and development).

- ii. Private Marina Rehabilitation - renovate existing docks and shoreline structures along Oak Orchard River (near the mouth) to improve the efficiency and aesthetics of marine development (private improvement).
 - iii. Tourist/Recreation Services - provide accommodations and retail services (restaurant, tackle, etc.) in the Routes 18/98 area (The Bridges) to support recreation activities in the Point Breeze area (private development based on improved market conditions).
 - iv. Bennett Farm - major planned recreation development of 840 acres adjacent to Point Breeze including marine access and dockage, cultural facilities, retail services, consolidated year-round recreation and parking (private development; Orleans County road relocation; Orleans County IDA bond assistance for partial financing).
- b. Oak Orchard River Gorge
- i. Clarks Mills Road/Waterport Dam Access - establish fishing access and facilities in the Waterport Dam/Oak Orchard River Gorge area to accommodate bank fishing demand, including improved trails, waterfront access around the lower part of the dam, camping/trails in the Clarks Mills Road area, restrooms, fish ladder, fish cleaning station, parking and appropriate signage/trail markers; remove dilapidated structures and debris in the gorge to enhance scenic quality (Carlton zoning and development approval; Orleans County scenic improvements; Niagara Mohawk approval for use; private development).
 - ii. Waterport Pond Access - continue maintenance of Lake Alice Boat Launch and parking adjacent to Waterport Pond on Waterport Road (Niagara Mohawk public recreation project; Orleans County initiation, Orleans County Federation of Sportsmens Clubs, Town of Carlton).
- c. Johnson Creek
- i. Johnson Creek - establish fishing access through the NYSDEC easement compensation program along the upper reaches of the creek; create canoe launch for lower creek access in the Lakeside Beach State Park near Route 18 (Carlton coordination/initiation; NYSDEC easement acquisition; Orleans County Health Department monitoring and enforcement of development control/water quality).
 - ii. Green Harbor - renovate private facilities and provide access to the existing beach; rehabilitate docks and shoreline structures, and upgrade services (camping, restrooms, parking, etc.); correct flooding problems in harbor through channel stabilization and shoreline protection (bulkheads) (private development; Carlton review for flood/LWRP consistency).

d. Marsh Creek

- i. Marsh Creek - establish access for creek bank fishing through the NYSDEC easement compensation program; maintain the stream channel to enhance the habitat in the creek (NYSDEC easement acquisition; Orleans County Health Department monitoring and enforcement of development control/water quality.
- ii. Lake Ontario State Parkway Pull-Off - initiate fishing and passive recreation facilities improvements at the lakeside pull-off in Carlton, including picnic tables, fishing areas, parking, a trail along the shoreline to connect this pull-off with the one in Kendall, and site/trail markers; construct exits/at grade crossovers to access the pull-off from both directions on the Lake Ontario State Parkway (Carlton/Orleans County initiation; NYSDOT improvements).

C. PROPOSED PUBLIC AND PRIVATE PROJECTS CRITICAL TO WATERFRONT REVITALIZATION

The following projects have been identified as critical to coastal revitalization efforts. They are described in detail to encourage implementation and funding of key development activities. The projects will promote uses consistent with and further the goals and policies of the LWRP.

1. Eastern Coastal Area - Kendall

a. Eagle Creek Marina

The expansion and improvement of facilities at Eagle Creek Marina, including marina, public access, camping, and fishing facilities, is the only critical project in this part of the WRA. It reinforces waterfront plans and existing activities in the area.

A conceptual plan for the marina is based on its proximity to Rochester and the needs identified in Section II. The concept proposes to improve existing marine facilities by providing new launch ramps, enlarging moorings, adding new docks, providing a walkway for fishing, and stabilizing the lake shore and mouth of Bald Eagle Creek with stone riprap. A fuel dock and sanitary pumpout station would also be provided to service boats. The project would require dredging of 9,000 cubic yards to enlarge three existing slips, and excavation of 9,850 cubic yards to create two new mooring areas with bulkheads and finger docks. The expansion would increase mooring capacity from 76 to 156 boats in the marina. It would be complemented by a reinforced concrete launch ramp. The walkway, supported by pipe piles, would be 250 feet long and 3 feet wide. Existing wetlands in the creek would not be disturbed. Cost of the work is estimated at \$290,000.

2. Western Coastal Area - Yates

a. Shadigee

Shadigee is a waterfront restaurant and lake vista point that is well known to area residents and popular throughout the summer. The site represents an appropriate area for expansion of existing public property (the adjacent water treatment plant) for shoreline access and the improvement of lake scenic opportunities consistent with coastal policies. The provision of parking will relieve traffic problems in nearby residential areas and the concentration of public access at this part of the shoreline will avoid conflicts with residents who experience the seasonal trespass of tourists and fishermen.

The project proposed for this area (Figure 4.1) combines the restaurant and the adjacent water treatment plant property to provide public lake access and parking for scenic and fishing use. It includes improved parking next to the restaurant (18 cars), 220 feet of walkway and pier into the lake (60 feet covered for extended seasonal use), a park setting with benches and landscaping for casual lake views/socializing, and additional parking (14 cars) on the water plant property. The design is oriented to capture the sun and create a local gathering spot for tourists and area residents. It will complement the restaurant, expand the tourist attraction of the area, and preserve public foreshore ownership.

The facilities will cost about \$82,000 to install, and can be easily phased in to coordinate public and private elements. Restaurant parking and landscaping would be privately initiated, while improvement of the water treatment plant property would require public assistance. A joint Village-Town action is needed (the Village of Lyndonville owns the plant) and other public funding will be required due to the scarcity of municipal funds. Village cooperation and the willingness of the Town to participate with some funding are critical elements in project implementation. The project can be constructed in 4-6 months.

b. Morrison Site

The Morrison site represents a significant development opportunity of nearly 1,000 acres between Lake Ontario and Route 18, with over 5,000 feet of lake shoreline. It contains natural shoreline access (one of the few topographic opportunities in Yates) and represents the only significant option along Lake Ontario for recreation development to relieve Oak Orchard River demand. The concentration of development at this site will avert the creation of conflicting pressures at individual, isolated points in the coastal area that could compromise resources that contribute to waterfront value (e.g., Johnson Creek habitat, Oak Orchard River Gorge, and other areas). The project takes advantage of existing quasi-public ownership, shoreline location and Route 18 access to create significant new economic and recreational development and place underutilized land into productive use for coastal purposes. The parcel is owned by New York State Electric and Gas and three private interests. Successful assembly of the property could create \$20 million in mixed-use development focusing on the recreation opportunities available.

The project (see Figure 4.2) generally envisions planned development of the following facilities:

- i. Inland Harbor - the approaching water depth in the center of the parcel and the shoreline topography (inland) offer the potential of a harbor for marine dockage off Lake Ontario. It would require 6-8 feet of excavation, channel dredging off-shore (about 100'), channel protection at the entrance (two piers), interior bulkheads, a launch ramp and docks. This would provide a 1,000 foot by 500 foot harbor for 250-300 boats at a cost of about \$1.9 million. The area is easily expandable should demand warrant. While the per slip cost is excessive (over \$6,000 per slip), the opportunity for other facilities to capitalize on marine access is substantial and can partially defray harbor costs.
- ii. Campground - part of the site, west of the harbor, is reserved for camping. The area is 72 acres with a shoreline location and accessible to the marina. The shoreline area will be available for fishing and swimming, offering diverse water attractions to patrons. The area would provide 300 sites for tents and trailers/RV's on a transient and seasonal basis, and roads, pads, electricity/water, restrooms/showers and playgrounds in a landscaped, rustic setting. Site development cost would be about \$450,000.
- iii. Tourist Park - a large part of the parcel, north of Lake Shore Road, would be dedicated to an open park of various attractions in a village setting. It would include picnic shelters, playgrounds, crafts, historic structures, local cultural facilities, trails and parking. It would occupy 120 acres and grow in phases as historic and cultural elements are added in a coordinated setting. The first phase of access roads and park layout would require \$600,000; later phases would be coordinated with tourist market demand and experience.
- iv. Residential - two types of residential areas are planned to capitalize on the unique atmosphere being created:
 - (1) Condominiums adjacent to the harbor for seasonal, out-of-area residents (80-100 units); and
 - (2) Single-family units (60-75) in a subdivision at the west end of the property to integrate/buffer off-site uses with adjacent area development.

Units would require sewer and water services and should be built in accordance with area absorption potential. The condominium units are estimated at \$3.6 million, while the single-family housing would cost about \$3.2 million (excluding common utility costs).
- v. Retail - numerous retail facilities will be required to secure marine, seasonal and residential uses planned for the site. These include convenience services (hardware, food, gas), specialty goods (bait/tackle, antiques, ship stores), and eventually shoppers goods (apparel, gifts, etc.) as the area grows. General retail space needs have been estimated at 75,000 square feet to accommodate site

development at a cost of about \$3 million. Retail facilities will be concentrated at the center of the site (Morrison Road/Lake Shore Road) for easy access to development.

- vi. Office/Light Industry - the Route 18 access and proximity to Rochester suggests the opportunity for office/warehouse use on the south portion of the site buffered from recreation uses. Separate parcels of 1.65 to 2.0 acres along Morrison Road can yield 200,000 square feet of space in 10 buildings to diversify the site and attract new employment to the coastal area. The quality and unique locale of the site could be an appropriate setting for growing or relocated business. Estimated development costs are \$7.5 million and can aid in the creation of required utility construction sufficient to serve the entire site and, potentially, the adjacent area. County assistance through the Industrial Development Agency is anticipated. The project must be phased over 5-10 years and would require coordinated public/private funding for infrastructure and harbor development. The Orleans on the Lake Corporation, a venture group of local small investors, tried unsuccessfully to generate development studies and assemble land for marketing of the site. The cooperation of New York State Electric and Gas is required in property assemblage. First priority should be for the harbor and recreation facilities to diversify coastal uses. However, this would provide the only marine facilities in this section of the waterfront and relieve some of the congestion and development pressures from the already crowded Oak Orchard River Harbor.

3. Central Coastal Area - Carlton

All of the projects critical to waterfront revitalization of this section of the WRA are in the Coastal Target Area (Oak Orchard Harbor - Lake Ontario to The Bridges). These projects would capitalize on the prior effort and investments made in the area, respond to existing problems of demand and congestion and complement planning efforts in the coastal area.

a. Lakeside Beach State Park

This project for the 731 acre park involves implementation of recommendations in the current master plan to provide diverse recreation facilities for camping, swimming, day use recreation, fishing and year-round activities (hiking, cross-country skiing, etc.). Canoe access to Johnson Creek is also proposed as a complementary use in the park.

Implementation of the park master plan (Figure 4.3) is identified as a critical project that will extend seasonal facilities, expand the public site, and provide support services (camping, cultural/educational recreation, etc.) to the high demand Oak Orchard River area. Implementation would reinforce and promote other private development efforts in the Target Area such as extended marine uses, fishing tournaments, tourism promotion, restaurant/tourist services, and winter activities that will enhance the year-round potential of the area.

The completion of the park master plan is predicated upon the availability of State funds for park improvements and prioritization of recreation expansion by the State at this site. Concerted efforts are required by both County and State legislators for adequate budget inclusion of development funds and continued fulfillment of park plans. Additionally, the acquisition of unimproved land by the OPRHP, adjacent to the park, would open up the lower Johnson Creek area for fishing, thereby relieving access congestion at Point Breeze. A small scale project providing cartop boat launching and parking would require only a moderate level of funding and manpower.

b. Bennett Farm

The Bennett Farm property represents one of the most significant development opportunities in the WRA. Its lakefront location adjacent to the congested Oak Orchard River harbor and availability for use (underutilized as agricultural land for many years) make it a prime development attraction. A variety of proposed recreational uses would diversify attractions in the area and reduce pressures on the Oak Orchard River; while proposed commercial services (accommodations, convenience goods, parking, etc.) would support water-dependent uses along the river, the lack of available land and existing services along the river enhances the attractiveness of this parcel.

The latest known private development proposal for this and adjacent property (Figure 4.4) includes:

- i. expansion of Oak Point Marina;
- ii. golf course/country club renovation;
- iii. a 300 site campground with boat launch and swimming pool on a 200 acre parcel along Marsh Creek;
- iv. operation of an existing restaurant;
- v. construction of a 100 unit motel and extensive car/boat trailer parking along Lake Shore Road; and
- vi. long-term phased development of a second marina on Lake Ontario, a sports center at the campground area, and condominiums with private mooring.

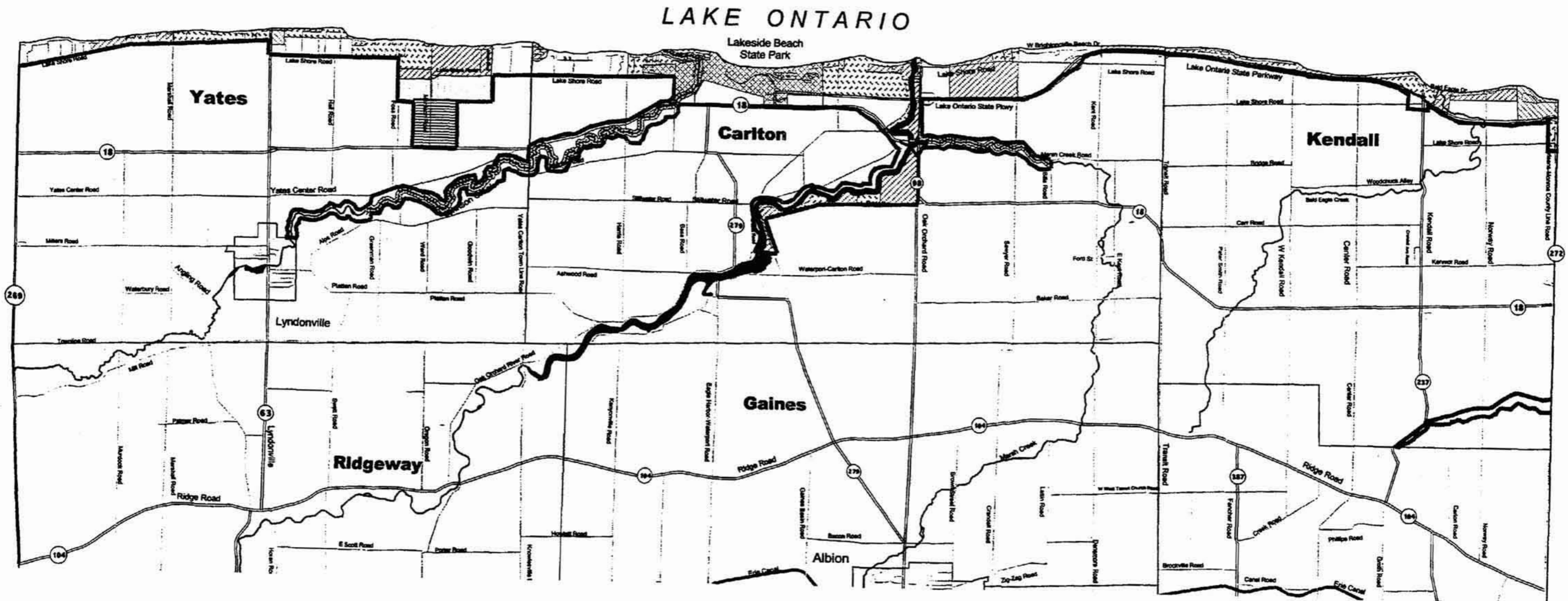
Total development costs are estimated at \$150 million. Commercial services and parking on Point Breeze Road should be initiated first. These are anticipated to be privately financed. To facilitate new development, Lakeshore Road would need to be relocated and sewer and water services constructed or expanded. These infrastructure improvements would require public assistance. At a later date, public assistance would also be needed in developing a harbor and marina on the lake.

K-Y-C - LWRP

Map 4.1 Proposed Land and Water Uses

**ORLEANS COUNTY
NEW YORK**

0 1 2 3 Miles



K-Y-C - LWRP

Map 4.2 Proposed Coastal Projects

**ORLEANS COUNTY
NEW YORK**



Proposed Projects
Boundary

1. Lakeland	10. Bennett Property
2. Shadigee	11. Tourist Services
3. Morrison Site	12. Marsh Creek Conservation
4. Green Harbor	13. Johnson Creek Access
5. Lakeside Beach State Park	14. Lake Alice Access
6. OPR Marine Park	15. Oak Orchard Creek Gorge
7. Marina Rehabilitation	16. LOSP Pull-Off
8. State Lease Lands	17. LOSP Pull-Off
9. Fiddlers Elbow	18. Bald Eagle Marina

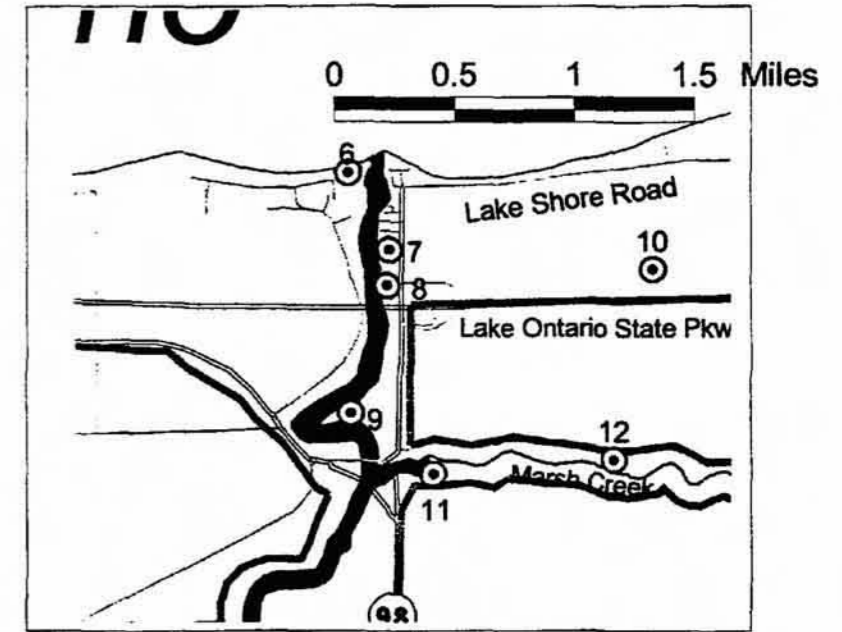
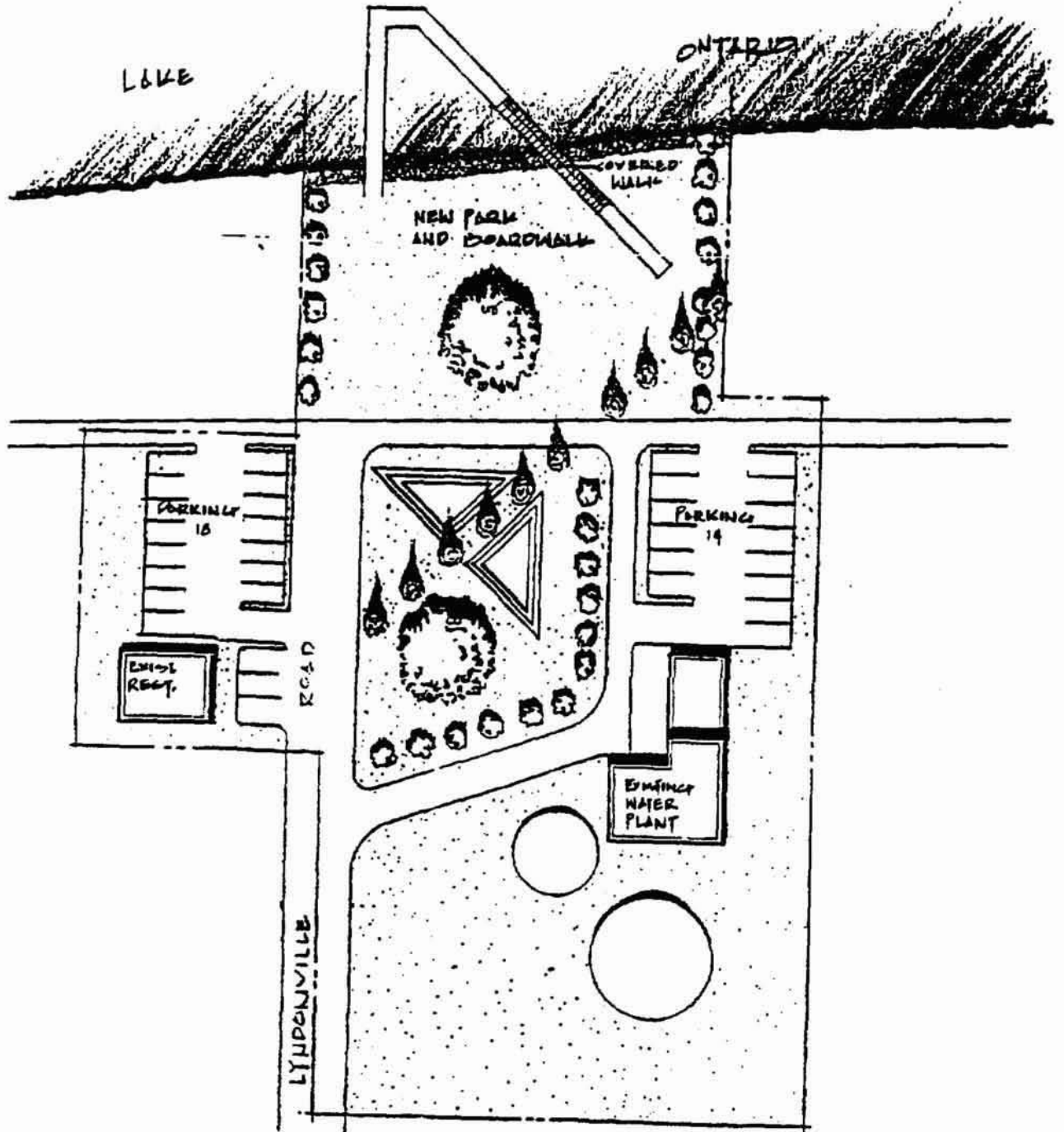


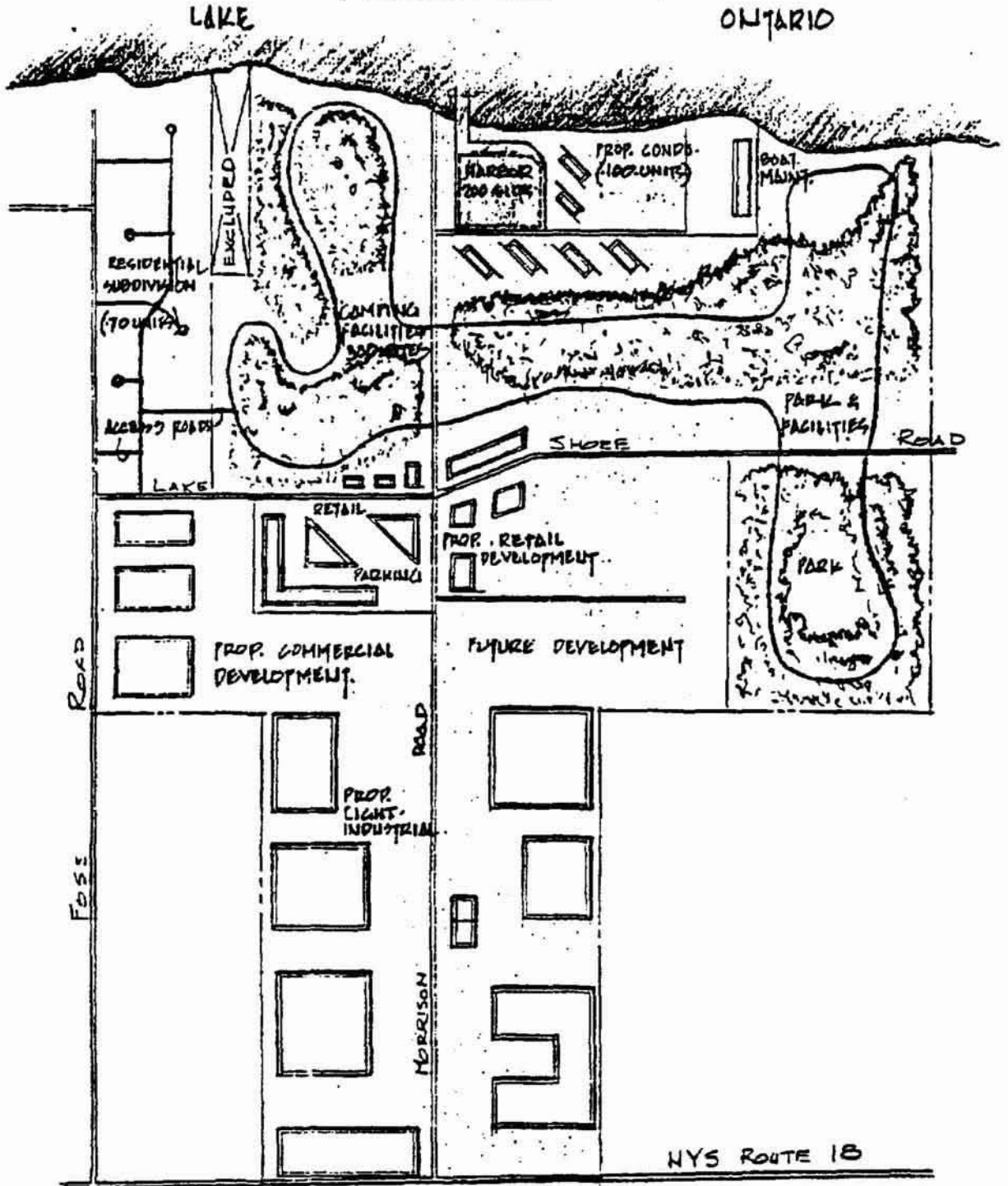
FIGURE 4.1



↑ N
1"=60'

SHADIGEE
K-Y-C LWRP

FIGURE 4.2



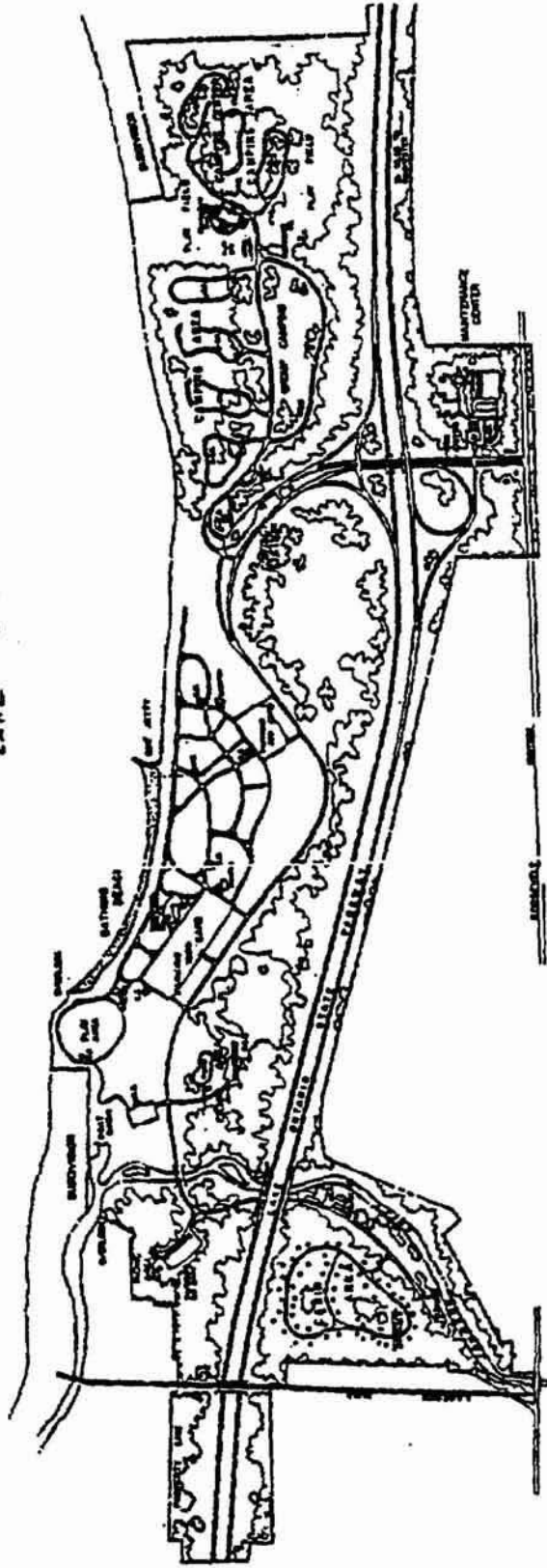
MORRISON SITE
K-Y-C LWRP

↑
1" = 1200'

FIGURE 4.3



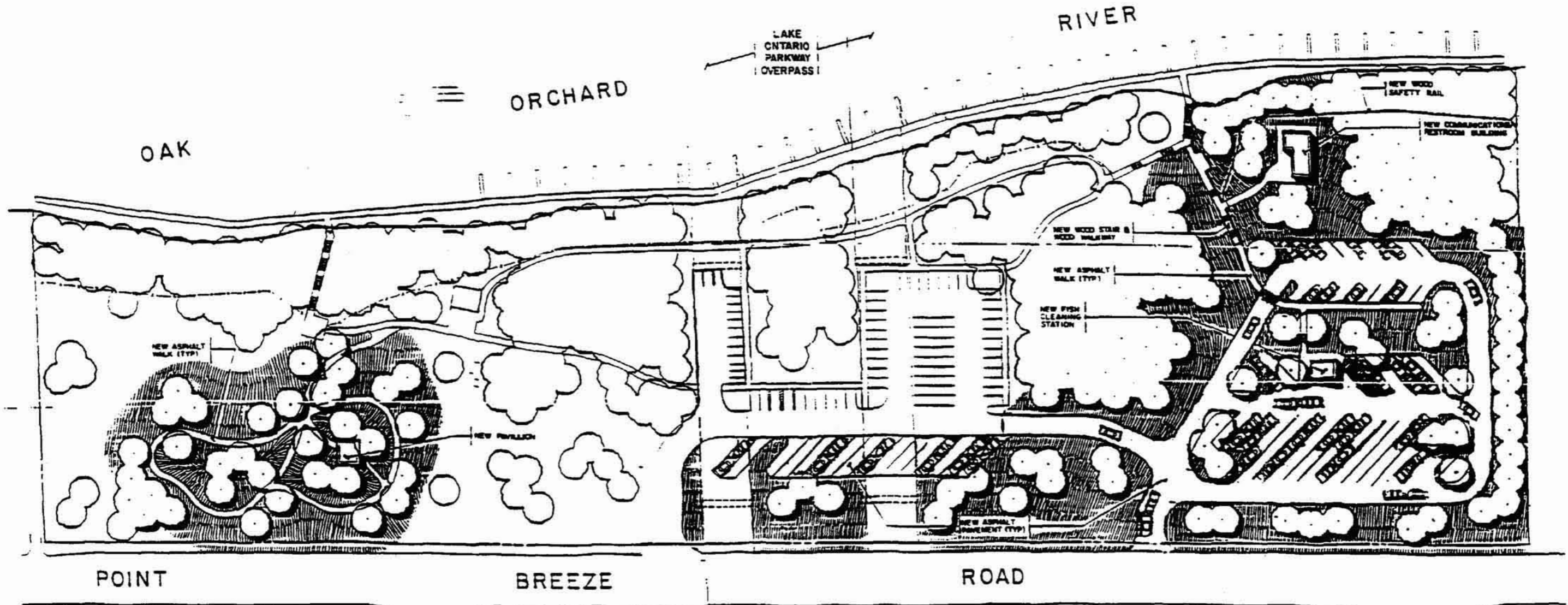
LAKE ONTARIO



LAKESIDE BEACH STATE PARK

MASTER PLAN

FIGURE 4.4



PARKING SUMMARY

CAR / TRAILER SPACES	- 50
CAR ONLY SPACES	- 21
TOTAL	- 71 SPACES




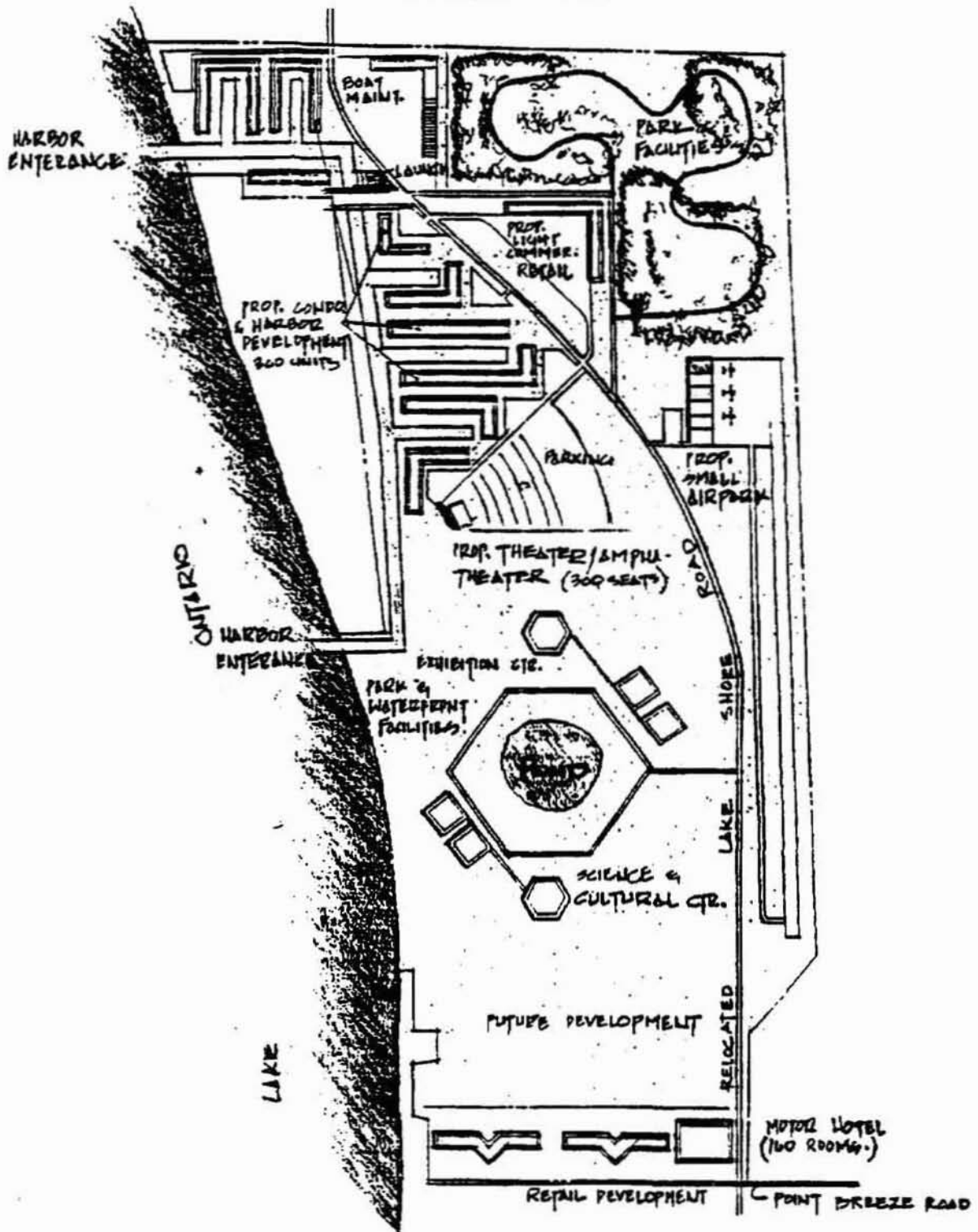
ORLEANS COUNTY MARINE PARK COUNTY OF ORLEANS, NEW YORK PHASE II		
PROPOSED SITE PLAN		
DATE	JOB	DRAWN
DATE JAN 1, 1989	SCALE 1" = 50'	JOB NO 2450-1
 WENDEL BUFFALO, NY • LOCKPORT, NY		SK-1

FIGURE 4.5

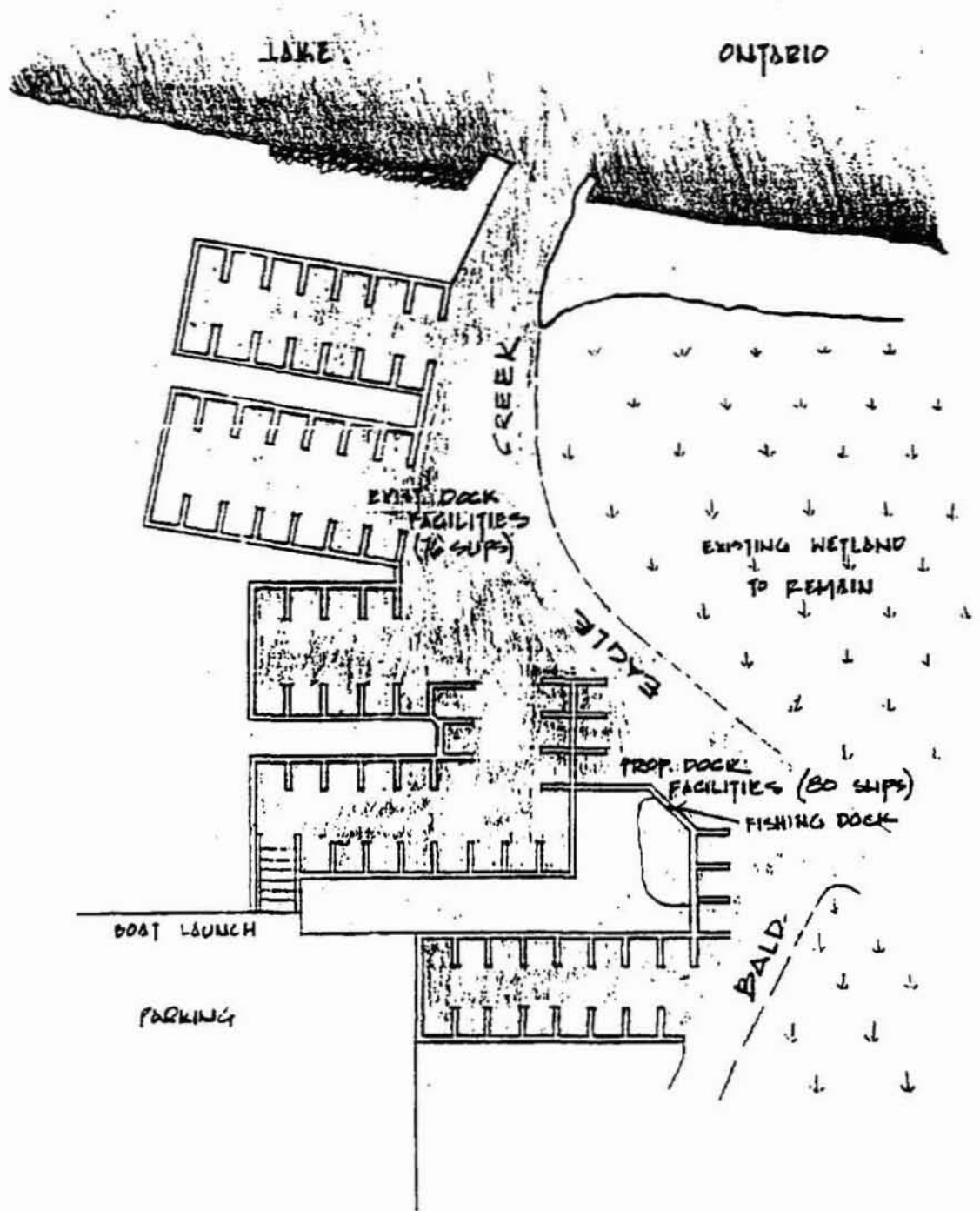


BENNETT FARM DEVELOPER

K-Y-C LWRP

← IN
1" = 875'

FIGURE 4.7



BALD EAGLE MARINA
K-Y-C LWRP

