

SECTION 4

**PROPOSED LAND AND WATER USES
AND PROPOSED PUBLIC AND PRIVATE PROJECTS**

4.1 INTRODUCTION

The Newfane Waterfront Revitalization Area (NWRA) contains unique coastal resources that are conducive to water recreation and scenic development opportunities. At the same time, however, there are significant development restrictions that limit land availability and naturally focus on waterfront activities. The confluence of Lake Ontario and Eighteen Mile Creek have created a natural harbor for marine and fishing access. Yet, the steep bluffs along the rest of the coast have presented impediments to alternative access and development. As a result, the Hamlet of Olcott Beach has become the area of concentrated coastal activity for both land and water uses and has been subjected to conflicting pressures for residential, commercial and recreational development. To help resolve these conflicts and the competition for useful space, this program has understandably concentrated on the Olcott Beach area and ways to accommodate the needed range of uses for future development.

The NWRA is divided into four areas for evaluation and presentation of coastal uses:

- NWRA Target Area – Olcott Beach Hamlet from NYS Route 18 to Lake Ontario. This area is the focus of the LWRP development efforts.
- Eighteen Mile Creek (south of the Target Area) – This area, between West Creek Road and Route 78 from Wilson-Burt Road to NYS Route 18, generally contains commercial opportunities along NYS Route 18 and fishing and scenic opportunities along the creek.
- Keg Creek (east of the Target Area) – This area, between NYS Route 18 and Lake Ontario, possesses opportunities for recreational uses at Krull Park and agricultural uses (orchards) throughout. Keg Creek represents seasonal fishing opportunities.
- Hopkins Creek (west of the Target Area) – This area includes the Hopkins Creek flood zone and land from NYS Route 18 to Lake Ontario. Planned uses are mixed residential and agriculture with a focus on seasonal fishing along Hopkins Creek.

The land and water uses proposed in this section represent complimentary activities to facilitate water-oriented recreation and renovation of the waterfront. The mixture provides for protection of coastal resources through low-intensity use in critical areas while encouraging development where opportunities exist. The complete summary of these uses is depicted graphically in Section 4.3.5.

4.2 PROPOSED LAND USES

4.2.1 Target Area - Olcott Beach Hamlet

Land uses in Olcott Beach concentrate on the revitalization of the harbor and renovation of structures and facilities in the Hamlet. The outer harbor project, an 800 slip marina with associated breakwaters is also proposed for the Lake Ontario

shoreline between the mouth of Eighteen Mile Creek and Krull Park. Major changes include a commercial corridor between the harbor and Krull Park (East Main Street/Ontario Street) to tie together those two existing recreation facilities and the new marina. Commercial uses (marine oriented) are envisioned along both sides of Eighteen Mile Creek between the Lake Ontario shoreline and Route 18. Public access is planned for the new marina area, the west beach area and on the west side of the harbor.

The Town Marina is also indicated for expanded use to accommodate increased demand for marina services (launching, parking). The lower section of Krull Park is intended for recreation use including an amphitheater and a direct connection to the adjacent commercial services on Ontario Street that will create two recreation facilities along Lake Ontario (new harbor and Krull Park) to attract area visitors with commercial services linking the two.

Refer to the Master Land Use Plan and proposed hamlet rezoning plan for detailed proposed land use patterns.

4.2.2 Eighteen Mile Creek (South of Target Area)

New uses are in the Burt Dam area where the shoreline is proposed for public trails and facilities to enhance the scenic and fishing opportunities along the creek.

The rest of the area is planned for low-density residential and agriculture consistent with existing development. Rehabilitation of the Burt Dam for hydro-electric power generation and the Olcott Aviation (formerly Palmer Airport) for charter traffic/fishermen constitute the sole commercial uses in the rest of the area.

4.2.3 Keg Creek (East of Target Area)

There are no major land use changes in this portion of the LWRA. The area is planned to preserve the high-quality orchard land existing there and limit the development of public services (water, sanitary sewers, etc.) to restrict growth. The completion of Krull Park is proposed to provide a greater diversity of recreation facilities adjacent to the Olcott Beach Hamlet. Facilities include a golf course, swimming pool, parking and winter activities (cross-country skiing, ice skating) to extend the tourist season.

4.2.4 Hopkins Creek (West of the Target Area)

This portion of the NWRA is planned primarily for mixed residential-agricultural use. The existence of public utilities (sewer, water) and adjacency to Olcott make it a logical location for low-density residential units (12,000 square foot lots). New residential development is limited to the designated area (total 50 acres) and must be able to directly tie into existing sewers (no new collectors) and be part of a planned,

clustered subdivision to restrict the impact on agricultural land to every extent practicable.

The area along Hopkins Creek is proposed for public access for seasonal fishing. Public easement and/or acquisition will be pursued by the Town to resolve conflicts between existing property owners and seasonal fishing demand.

4.3 PROPOSED WATER USES

4.3.1 Target Area - Olcott Harbor

Olcott Harbor is the prime area of concentrated water activities in the NWRA due to the natural availability of land and water access and opportunity for marine shelter from Lake Ontario. As the rest of the coastal area has severe topographic restrictions to marine access, the major function of the harbor will continue to be the launching, mooring, navigation and servicing of boats. Current in water facilities are deteriorating, congested and vastly inadequate for demand and in need of improvement/expansion.

The inner harbor (NYS Route 18 to Lake Ontario) is planned for marine use, exclusively. This requires upgrading of existing facilities to accommodate anticipated use including:

- dredging of the navigational channel near the Town Marina and removal of the old submerged Main Street bridge abutment;
- expansion of launching facilities at the Town Marina, and possibly Lake Street (west shore);
- rehabilitation /redesign of existing dockage to accommodate increased mooring.

The above will increase dockage by approximately 125 slips to total of 250 in the harbor and provide for safe navigation.

The outer harbor/marina project (Federal Piers and area 600± feet into Lake Ontario) is planned for fishing, mooring and navigational transition to Lake Ontario. Some of the finest off-shore fishing occurs off the Federal Piers at the mouth of Eighteen Mile Creek. However, this area must also accommodate marine entry/exit to the harbor. This use must take first priority, but can be facilitated with expansion of dockage should the US Corps of Engineers Outer Breakwall project ever be implemented.

Immediately adjacent to the outer harbor along the Lake Ontario shore (west of the Federal Pier and in Krull Park) lay two beaches that are provided for in water use

plans. The near shore area and foreshore are retained for swimming for about 100± feet from the coast. The only conflict with this is the prospective restoration of the old hotel pier in Krull Park for fishing and scenic opportunities. Limitations on use of the pier may be required to accommodate both fishing and swimming in season.

This might be augmented by day, stacked launch retrieval systems that provide for land storage of small boats (25 feet and less) and launch via fork lift upon demand. Opportunities exist at Ontario Street and the Town Marina where shoreline profiles and land are adequate for equipment. The Town Marina is currently short on space (parking, launching, etc.), but could accommodate a single 20-30 boat covered stack unit if parking is expanded to land west of the marina (see project). The Ontario Street area at the end of Cooper Street is a better topographic location, but subject to winds/wave actions pending outer harbor improvements. Other parts of the harbor lack proper shoreline profile or adjacent land to be readily useful.

4.3.2 Eighteen Mile Creek (South of the Target Area)

The NWRA portion south of NYS Route 18 is composed of three different use areas:

- Section 1 – 800± feet south of NYS Route 18
- Section 2 – Section 1 to Burt Dam; and
- Section 3 – Burt Dam to Wilson-Burt Road.

The Eighteen Mile Creek Wetland provides three principal functions that are beneficial to the environment:

1. Provision of a fish and wildlife habitat that promote recreational use of the area.
2. Entrapment of upstream pollutants to restrict their further flow downstream to Lake Ontario.
3. Accommodation of periodic flood waters from storm run off.

These functions create the characteristics that help support sportfishing in the NWRA and must be preserved to insure continuation of this growing area industry. The various flats, vegetation and marshes provide cover, forage and protection for game fish and the fish they feed on. Salmon run the creek seasonally to Burt Dam and warm-water species feed and spawn in the protected shallows of the wetland.

- No permanent facilities for marine dockage or launching may be constructed in the wetland.

- No temporary/seasonal marine facilities shall be installed in areas of identified wetland characteristics, including shoals and flats.
- No dredge or fill shall be allowed in the wetland.

Section 3 of Eighteen Mile Creek, south of Burt Dam, is known to be heavily polluted. As a result, no active uses are planned due to potential health risks. The dam itself is deteriorated and in need of structural repairs. Any renovation or solutions that include release of impounded upstream sediments without pollution treatment could be disastrous to downstream uses and habitats (wetland). Restoration of the dam is crucial to area flood management and safety.

4.3.3 Keg Creek (East of the Target Area)

Keg Creek is a small stream subject to seasonal fish runs and inadequate for marine uses. Currently under private ownership, the creek is used annually for fishing access and is expected to continue under the waterfront program.

4.3.4 Hopkins Creek (West of the Target Area)

Hopkins Creek is seasonally open to the lake and silts closed during low flow. The primary proposed use is for bank fishing, fish habitat and flood control. The area has also been identified as an appropriate area for expansion of the existing USCOE installed fish reef (at the mouth of the creek in Lake Ontario). The reef will be provided by one of the fishing tournament sponsors as a promotion of local habitat improvement. Subject to NYSDEC review and authorization of a Protection of Waters Permit.

4.4 PROPOSED PUBLIC AND PRIVATE PROJECTS

4.4.1 Proposed Actions - Olcott Hamlet & Outer Harbor (area north of Route 18 including the proposed outer harbor development but excluding the existing inner harbor and immediately adjacent facilities.)

4.4.1.A Outer Harbor Breakwater Project

A series of planning and economic development studies have served both as an impetus and "basis" for specific project proposals and recommendations of the Olcott Hamlet Master Plan. The master plan is related to and evolved from the Town of Newfane Local Waterfront Revitalization Program. The "project specific" proposal most closely related to the master plan and marina project is the Army Corps of Engineers Outer Harbor and Breakwaters project.

- **Related Army Corps of Engineer Studies:**
 - **Olcott Outer Harbor Project:** Main report E.I.S. and supplemental environmental impact statement along with referenced supporting documentation. The A.C.O.E. report lists and summarizes the following studies of the Olcott harbor and immediately adjacent areas.

Prior to this Reevaluation study and report, several Corps studies of, and reports on, the harbor were performed to address the need for protection for lakefront residential, commercial, and public properties against both lake and rain storms. These study outlines are summarized from the ACOE Outer Harbor E.I.S.:

- The River and Harbor Acts of 1867 and 1913 authorized the construction of the existing project which provides for two parallel piers having an average length of 861 feet each and about 200 feet apart; and an entrance channel 12 feet deep and 140 feet wide. The existing project was completed in 1918.
- About 18 years later (1936) a study was conducted to consider further harbor improvement for the benefit of small-boat navigation and upstream channel extension into Eighteen Mile Creek. The study report concluded that these improvements were not warranted at that time because of the high cost involved.
- A 1951 report covering a study scope similar to that of 1936 reached the conclusion that further harbor improvement and channel extension could not be economically justified. The report recommended that no further Federal improvements be made at Olcott at that time.
- As a result of Congress authorizing the Corps of Engineers to review the existing project, a feasibility study was undertaken in 1969 and completed in 1978. The final feasibility report completed in November 1978 was approved by the Chief of Engineers in June 1980. This final 1978 report recommended that the existing Federal project for Olcott Harbor be modified to provide for construction of a system of east and west breakwater and pertinent jetties to create a marina basin, access channels, expansion of the entrance channel into Eighteen Mile Creek, construction of recreational fishing facilities, access facilities, and parking and sanitary facilities.
- In February 1981, "Forward Management Associates, Inc.", under contract to the Buffalo District, prepared a Reconnaissance Report which evaluated the feasibility of maintenance dredging at Olcott Harbor. The report found that adequate level of Federal maintenance of the harbor had been provided, and recommended future periodic maintenance. The report also recommended that consideration be given to the construction of protective structures beyond the

piers to mitigate wave and swells from entering the harbor under adverse lake conditions.

- In May 1981, under the authority of the National Flood Insurance Act of 1968 and the Flood Disaster Protection Act of 1973, a flood insurance study was conducted by the Federal Emergency Management Agency to investigate the existence and severity of flood hazards in the Town of Newfane. As a result, Newfane was converted to the regular program of flood insurance by the Federal Insurance Administration. The Town, recognizing the importance of flood plain management, adopted a flood control ordinance which would control future building construction within the flood hazard areas, particularly the lakefront areas.
- In June 1982, the Buffalo District Economics staff finalized the Forward Management Associates Reconnaissance Report on dredging operations. The report presented an economic evaluation of dredging with and without replacement of boats. This sensitivity analysis lead to the conclusion that maintenance of the authorized 12.0 foot channel is economically justified. However, the report also concluded that dredging of 4 feet of sediment every 8 years is the most cost-effective dredging scenario.

In December 1982, the Niagara County Department of Economic Development and Planning completed a Niagara County Fisheries Development Study. The study outlined the impact of the Lake Ontario and lower Niagara River salmonid sportfishery on Niagara County. The study identified existing facilities and was the basis for the development of a Fisheries Development Plan for Niagara County.

The Fisheries Development Plan for Niagara County was completed in January 1984 by the Niagara County Department of Economic Development and Planning. The plan outlined the capital projects that would eliminate the counties salmonid recreational fishing facility deficits identified in the December 1982 report. Capital improvements included \$4.8 million for construction 16 double lane launch ramps and \$150,000 for bank and pier access improvements.

The January 1984 Fisheries Development Plan was revised by Niagara County's Department of Economic Development and Planning early in 1984 to be consistent with Local Waterfront Revitalization Program Comprehensive Plans for Niagara Falls, Lewiston, and other communities. The revised plan was released in June 1984 as the Niagara County, New York Salmonid Fisheries Development Plan. The recommendations for capital improvements were essentially the same as the January 1984 report. The plan was endorsed by the Niagara County Fisheries Development Board, the Niagara County Economic Development and Planning Legislative Committee, and the Niagara County Legislature.

- In October 1986, the Town of Newfane completed a Draft Local Waterfront Revitalization Program Report (LWRP). This plan was included in the State Coastal Management Program and gave the Town the responsibility to manage and enforce coastal development in its community. The plan centered on development in the hamlet of Olcott Beach and Eighteen Mile Creek.

A range of capital improvement projects were proposed which would be consistent with the goals and objectives associated with coastal development outlined in the LWRP. There were 7 capital improvement projects with an estimated cost of \$18 million. The development of a basin area for recreational craft in Lake Ontario at Olcott was the major capital improvement project and had a development cost of \$12 million. A major component of the project was the development of breakwalls for the boat basin area in Lake Ontario. The Town endorsed the U.S. Army Corps of Engineers breakwater proposal outlined in its 1978 Olcott Harbor Feasibility Report.

- A Comprehensive Economic Development Strategy for Niagara County was completed for the Niagara County Industrial Development Agency and the New York State Urban Development Corporation in November 1986. It was prepared by the Arthur D. Little Company.

This eighteen month study identified the strengths and weaknesses of Niagara County's Economy, County goals and objectives, new and expanded programs to implement these goals, and steps required for implementation.

Six key short-term and long-term development projects were identified and would require \$50 million in public funds to implement. The major short-term project was development of a super marina project at Olcott. The two phase project would include a marina, a motel/hotel, a condominium complex, restaurant, stores, parking, and recreational and other support facilities. Full project development would require the construction of a breakwater in Lake Ontario to create a large protected harbor. The super marina would account for more than one-fourth of the \$50 million of public funds needed to implement the six development projects. This project would complement and be consistent with the Town of Newfane's Local Waterfront Revitalization Program.

The following studies have been developed specifically for the D.G.E.I.S. and are included in their entirety in the Appendix:

- Traffic Study - Prepared by EMS Consulting
Refer to Section XI
- Fiscal Impact Study - Prepared by Development Planning Services
Refer to Section X

4.4.1.B Olcott Hamlet Master Plan

The Olcott Harbor Master Plan was prepared by Wendel Engineers and Development Planning Services, Inc., assisted by the Niagara County Planning and Industrial Development Department. Preparation of the plan was financed by the Town of Newfane and a grant from the New York State Regional Economic Development Partnership Program. Additional support was obtained through the provision of "in kind" services by Niagara County. The plan was developed under the direction of a Master Plan Advisory Committee appointed by the Town of Newfane.

The plan builds on previous planning efforts including the Town of Newfane Local Waterfront Revitalization Program and the Arthur D. Little Comprehensive Economic Development Strategy prepared for the Niagara County Industrial Development Agency and the New York State Urban Development Corporation. The Olcott Hamlet Master Plan consists of recommendations for future land use, public and private physical development projects, infrastructure/traffic improvements, and waterfront access/marina development.

The recommended plan was developed based on review and analysis by the advisory committee of three alternative plans. Significant input from various concerned individuals, citizen groups, supplemental studies, the steering committee, involved agencies and the U.S. Army Corps of Engineers were obtained and incorporated in the decision making process.

The master plan consists of two basic components as follows:

- Master Land Development Plan (Exhibit 1)
- Master Use Plan (Exhibit 2)

Perspective sketches of proposed master plan projects are shown on Exhibits 3 and 4.

The following is a summation of the major components of the overall master plan.

- MARINA

Based on the Corps of Engineers cost-benefit analysis, only one marina basin is proposed and will be located on the east side of the hamlet. It will be designed for ±800 slips. The maximum number of financially feasible transient slips will be provided, with the balance for resident boats. The plan shows a control tower at the center of the marina accessible from the foot of Lockport Street. The control tower could serve as a public overlook and attraction in addition to its function in terms of marina operations. The plan calls for some marina services such as rest rooms, showers, laundry and lockers to be provided as part of the control tower. Other necessary services (gas, pump-out, repair,

ship's store) should be provided privately. If this is not feasible, essential support services will be included in the marina project.

The plan recommends two main drop-off areas for the marina – one at Franklin Street and one near Cooper Street on Ontario Street. Pedestrian access to the marina and waterfront is recommended in these locations, with a third pedestrian access way at the end of Lockport Street. Emergency access is planned at the Cooper Street drop off. The plan shows a continuous boardwalk from Krull Park to the federal pier. Premium marina parking is shown in lots at Franklin/Ontario (100± spaces) and Cooper/Ontario (50-75 spaces). Additional marina parking is shown off East Main Street at Krull Park (350± spaces), with overflow parking in the park south of Route 18. This parking concept was developed to satisfy Corps of Engineers' recommendations that around 400-500 spaces be provided north of Route 18, as close as possible to the marina.

- **HAMLET CENTER**

The proposed hamlet center land use pattern is designed to strengthen and upgrade this area. A town square is proposed on Lockport Street, connecting the marina to the hamlet center. Village commercial uses are indicated on Main and Lockport Streets. These uses should include retail stores, restaurants, offices, banks and similar businesses. Automotive, marine business, and highway commercial uses should not be permitted. A fairly dense development pattern is suggested, with building fronts at the sidewalk and parking behind buildings. The objective is to create a lively pedestrian environment with continuous retail frontage. As the area develops, additional parking may be required. It is recommended that this need be met by expanding parking now located off Albright Alley, behind buildings on Main and Lockport Streets.

On Ontario Street, small-scale retail, restaurant and gallery uses are recommended on the south side of the street, in keeping with the scale of the area and lack of nearby parking. On the north side, a waterfront commercial district would permit larger-scale similar uses while protecting views over the marina to Lake Ontario.

The project (Figure 5) incorporates a number of public and private elements. A hotel is planned of about 60 units with conference/seminar facilities for business meetings. The structure is oriented toward the lake and tiered to take advantage of scenic opportunities. It can be a brick/masonry facility of up to five stories adjacent to Lockport Street for entry visibility from Route 78 into Olcott. Its proximity to the old Olcott Hotel will attract area attention of residents who patronized the area years ago.

Complimentary facilities to the hotel include 10,000 square feet of retail shops and a 2500 square foot restaurant with an outdoor cafe overlooking the lake. All facilities would be linked via a path from Lockport Street to Krull Park and divert patrons from the harbor and the park to the development. A critical water-related element of the project is county restoration of the old hotel pier which is currently a hazard to boating in its deteriorated condition. This along with the beach and establishment of waterfront paths (grading, landscaping and gravel paths) will encourage use and development of the area. Adjacent parking for 90 cars to the rear of the project area can provide relief for area congestion and buffer the project from adjacent uses. The project requires the closure and abandonment of Ontario Street to allow lake orientation and efficient use of the site.

Total cost of the project is approximately \$5 million including design and contingencies. The project would require only two years to construction, but may be phased to enable proper market absorption and coordination with adjacent public facilities (pier renovation and Krull Park development).

- EAST SIDE RESIDENTIAL

The east side residential area around Franklin Street is shown on the plan as continuing in its present use. Mechanisms to discourage marina and commercial traffic on Franklin Street are recommended. To further strengthen this area and help develop a better image for the hamlet, it is recommended that the residential area be extended to Main Street east of Franklin, with some limited commercial uses (bed & breakfast, small shops, etc.) permitted.

- WEST SIDE WATERFRONT AND POND AREA

A public beach, cartop launch area, and boardwalk are recommended along the shore from the federal pier to approximately Wright Street. Parking for the beach and pier fishing is recommended in two lots off Beach Street, and on scattered sites in the residential area between Beach and Lake Streets. Assuming that the pond can be connected to Lake Ontario and used as a private marina, the area between the pond and proposed beach is recommended as a mixed use district where marina services, water-enhanced commercial uses such as restaurants, and both seasonal and year-round residences could occur. All new development in this area would have to be raised above flood elevation.

- WEST SIDE COMMERCIAL DISTRICT

West side commercial activity is now located on Main Street near and east of VanBuren Street. The plan recommends that future commercial development also occur in this area.

- JACKSON STREET AND JACKSON/MAIN AREA

Jackson Street is the main entry to the west side of the hamlet, and provides access to both the residential and commercial areas. To form an appropriate transition between commercial and residential areas, it is recommended that residential use and character continue, with small-scale limited commercial use (bed & breakfast, small shops, etc.) permitted.

- WESTERN HAMLET RESIDENTIAL AREAS

The western hamlet's residential areas along Main Street, the middle parts of VanBuren and Jackson Streets, Clinton, Crescent and Lake Avenue are recommended for continuation in their present use (see map). Maintaining the residential character and integrity of these neighborhoods is important for their continued viability and stability.

- EIGHTEEN MILE CREEK

North of Route 18, all property directly on Eighteen Mile Creek is proposed for water-dependent uses. On the east side, these consist primarily of marine businesses, public access and emergency access. On the west side, they include the Olcott Yacht Club, marine businesses and the Town Marina. Charter slips are recommended at the Town Marina. To accommodate growing demand and increase lake access, the plan calls for additional launch capacity and parking areas at the Town Marina. Expansion of adjoining marine business uses (Route 18 and Jackson area) is also recommended.

The demand for marine facilities and mooring in Olcott is expected to considerably exceed the ability of Olcott Harbor to accommodate mooring. There are approximately 250 slips currently in the harbor. However, demand is conservatively estimated at 400-800 additional slips. As a result, there will be no adequate space available to handle expected area growth within the Inner Harbor.

A water taxi is recommended to connect activity centers on the east and west sides of the creek, with the proposed marina and the major public landings at the foot of East and West Main Streets.

South of Route 18, the plan for lands along Eighteen Mile Creek indicates preservation of the wetlands. Trails are recommended to provide opportunities for environmental education and to link the hamlet with Krull Park to the south. Previous plans were revised to eliminate any construction (except trails) in the wetlands south of the Route 18 bridge.

- ROUTE 18

Between West Creek Road and Route 78, the recommended land use is principally highway commercial, with marine business near the Town Marina and expanded marina parking on vacant land across Route 18. Commercial development should not be permitted further west in order to concentrate such economic activity in the hamlet.

The Route 78 intersection now has public use on all four corners, three of which are currently vacant. The plan recommends further development of this land as open space to establish a clear image and identity at this important location. Existing commercial uses south and east of the intersection are appropriate for this location, but should not encroach further on adjacent residential areas.

The plan recommends the eventual relocation of Route 18 east of the hamlet, if necessary, to provide adequate site area for a resort/conference center, and to expand the waterside area of Krull Park.

- KRULL PARK

Krull Park is recommended to remain as open space, with phased development of a golf course, trails, playgrounds, ball diamonds, tennis and basketball courts, camping areas, a community center and other amenities. The agricultural land east and south of the park is recommended for residential development.

Two new entrances are recommended to relieve pressure on the intersection of Routes 18 and 78. These are at Transit on the east side of the park, and at Route 78 on the west. The entrance at Route 78 would also be a pedestrian connection to proposed creek trails. The plan shows a reconfigured connection from the eastern hamlet to the park which would improve vehicular and pedestrian access.

Other recommended improvements in Krull Park are summarized below.

Golf Course — An eighteen-hole golf course is recommended in the more remote area of the park, adjacent to proposed residential land use and easily accessible to the proposed resort/conference center area.

Camping — Camping is proposed in wooded areas close to the Route 78 entrance.

- Active Sports Area – Active sports, including multi-use playing fields, tennis courts and ball diamonds, are proposed in the center of the park, away from streets and residential areas on the park perimeter.
- Existing Park Area – This area is proposed to remain essentially unchanged except for possible circulation improvements and beach enhancement.
- Community Center/ – This area should be located south of route 18 but close to the hamlet to create a stronger relationship between the park and the hamlet center.
- Festival Commons Area
- Parking – Overflow parking for the marina, hamlet and park users is proposed in Krull Park. A shuttle service is also proposed so that use of this parking area is very convenient.
- Miscellaneous – Trails throughout the park are proposed for hiking, cross-country skiing and similar activities, and to link various park uses. Major landscaping should be installed to form spaces and screen activity areas.

it The project is estimated at \$8,137,000 to complete. However, it is suggested that proceed in phases as follows:

Phase I:	Trails and Playgrounds	(\$80,000)
Phase II:	Camping and Sports Complex	
	(\$2,057,000)	
Phase III:	Community Center, Ice Rink	(\$2,500,000)
	Golf Course	(\$3,500,000)

4.4.1.C LWRA - Wide Projects

A. Area Promotion

1. Creation of local chamber of commerce/tourism group to promote coastal activities, access and projects.
2. Establish map/brochures of area services, facilities and events to coordinate with tourism efforts of Niagara County, the Seaway Trail program and New York State.

3. Promote professional fishing tournaments in Olcott to expand awareness of fishing, recreation facilities and their use.
- B. Comprehensive study and recommendations for structural and non-structural solutions to retard shoreline erosion and protect coastal properties.

4.4.1.D Coastal Target Area - Olcott Inner Harbor (Existing Harbor)

A. Olcott Harbor Renovation

The marina was improved 1978 through 1989 to its present condition to provide public launching and transient dockage in Olcott Harbor. Existing facilities include launching ramps (three, double wide), 50-60 car parking, 57 seasonal slips and transient docks for 30± boats, shoreline stabilization, a fish cleaning station and public restrooms. However, during the fishing weekends and tournaments (six per year), the congestion and demand seriously overtax services. The marina offers the only public launch facilities in the harbor and often accommodates 300-500 launchings per day.

This project is for improvements to existing structures at the Marina. The launch ramps are in need of rehabilitation due to use and weather. Additional parking is needed along the north end of the project where Main Street dead ends. Additional site lighting and electrical hook-ups to the docks will also be designed.

The existing comfort station which is currently a single story, was originally intended to be a double story building housing the harbor master's office and county sheriff's patrol station on the second floor. State funds were obtained to only build the first floor of this building consisting of restroom and shower facilities for the general public. Slight design modifications will be made to accommodate preparation of the second floor.

The Town Board and Supervisor will oversee the completion of this design component. Wendel, the Town engineers, will carry out the design effort. The design team will consist of representatives from the Town Board, Town business association and/or the Town's Waterfront Advisory Committee, and Wendel. Agencies involved in the design permitting process include NYSDOS, NYSDEC and U.S. Army Corps of Engineers.

The Town has a marina crew who operate the marina from April 1 through mid-November. They are supplemented by members of the Town's Sewer Department and Highway Department.

4.4.1.E Eighteen Mile Creek - South of Target Area

- A. Commercial facilities expansion on NYS Route 18 to serve area tourism/recreation - campground, motel, retail (gasoline sales, convenience store).
- B. Burt Dam - Fishermen's Park Trail

Existing conditions in the Burt Dam area present an ever increasing hardship and danger to sport fishermen. Each year as the abundance of game fish increases, the volume of anglers scrambling up and down the gorge wall increases, as does the chance of injury. Hazardous roadside parking along Route 78 is also on the increase due to a lack of safe, adequate parking facilities in the area.

The entire project area (Figure 7) is composed of approximately 1500 ft. of Eighteen Mile Creek gorge, between Burt Dam and the Town of Newfane Fishermen's Park. The Park represents the only area large enough for safe, off-street parking and affords an existing cut in the high bank of the steep gorge suitable for development of safe walking access to the stream bed. The parking lot will be enlarged to 50 cars.

The existing park stair from high bank will be utilized for safe footpath access to the base of the gorge immediately to the south of the descent trail along the base of the high bank.

A small, concrete building (approx. 8' x 8') in this area will be demolished, and the broken concrete used to fill an adjacent dry-well pit. A wooden foot bridge, 24 ft. long, could span this gully and, by screening the outflow pipe at the top of the bank with suitable vegetation, the over-all aesthetics of the area would be greatly improved.

The remainder of the footpath will be constructed with minimal brush and tree clearance and grading. Path alignment and tree removal will be planned so as to preclude any stream bank erosion. It should be noted here that the entire gorge is wooded and the tree and brush removal will have to be accomplished along the entire length of the footpath. Much of this material will be run through a "chipper" and utilized as pathway materials.

It should be noted that there is significant historical value to the area at the base of the dam. Remnants of the VanHorn mills and dam still exist and are readily visible. The VanHorn mills were one of the very early 19th century industries to utilize the water power of Eighteen Mile Creek. Appropriate plaques will be erected to tell this historical story.

The old Hojack railroad trestle will be planked and railings erected for a scenic overlook of the gorge. Signs and a trail will link the trestle with Fishermen's Park.

The approximate cost of this project is \$55,000 for all facilities. It would require 4-6 months to construct and could be undertaken with Town forces which would reduce labor expenses. Any debris resulting from demolition will be properly disposed in an approved sanitary landfill. No dumping will be allowed in the floodplain or wetland. The result would be an attractive fishing and scenic trail to serve tourist and fishermen who visit the area.

4.4.1.F Keg Creek - East of Target Area

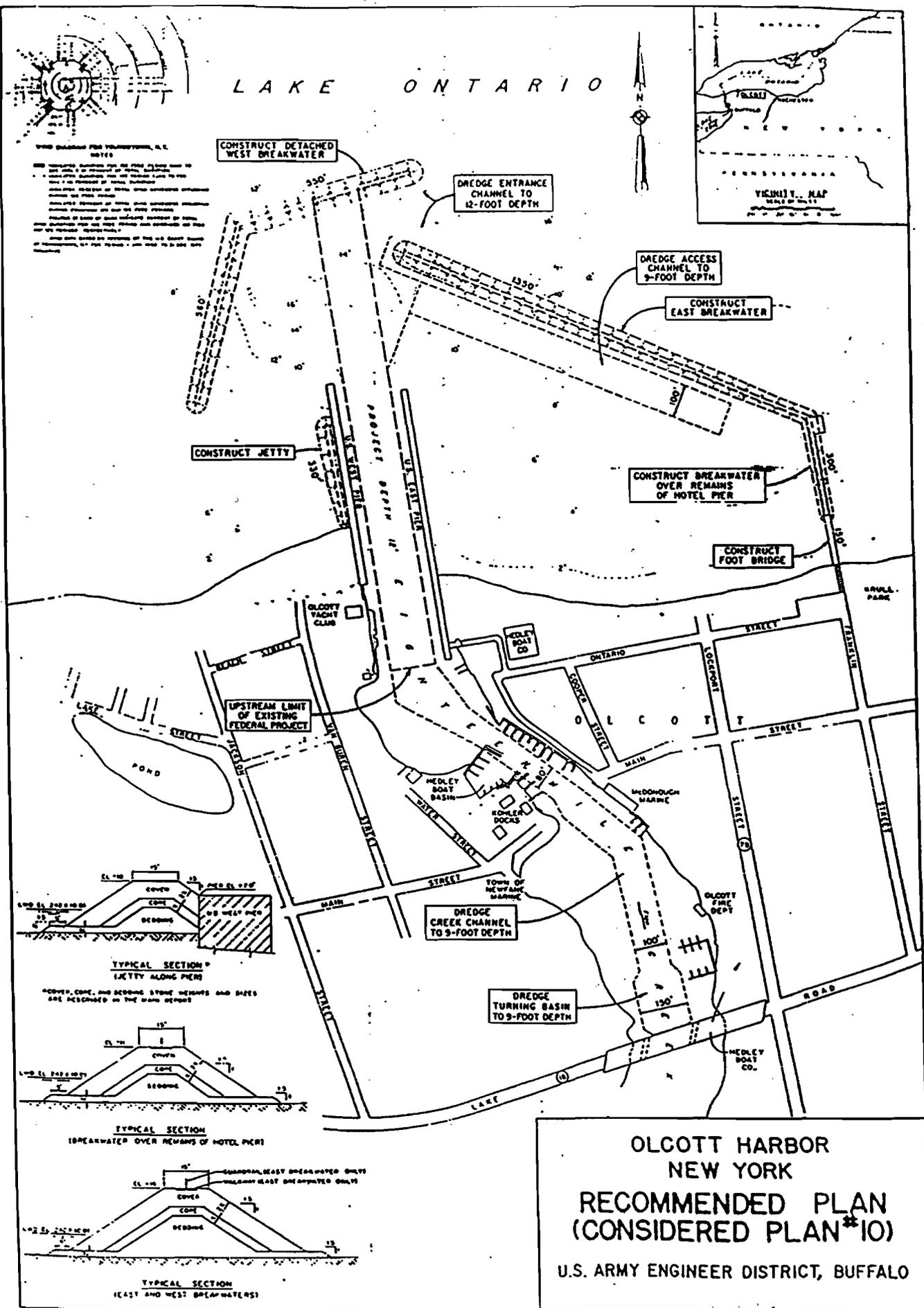
A. Keg Creek

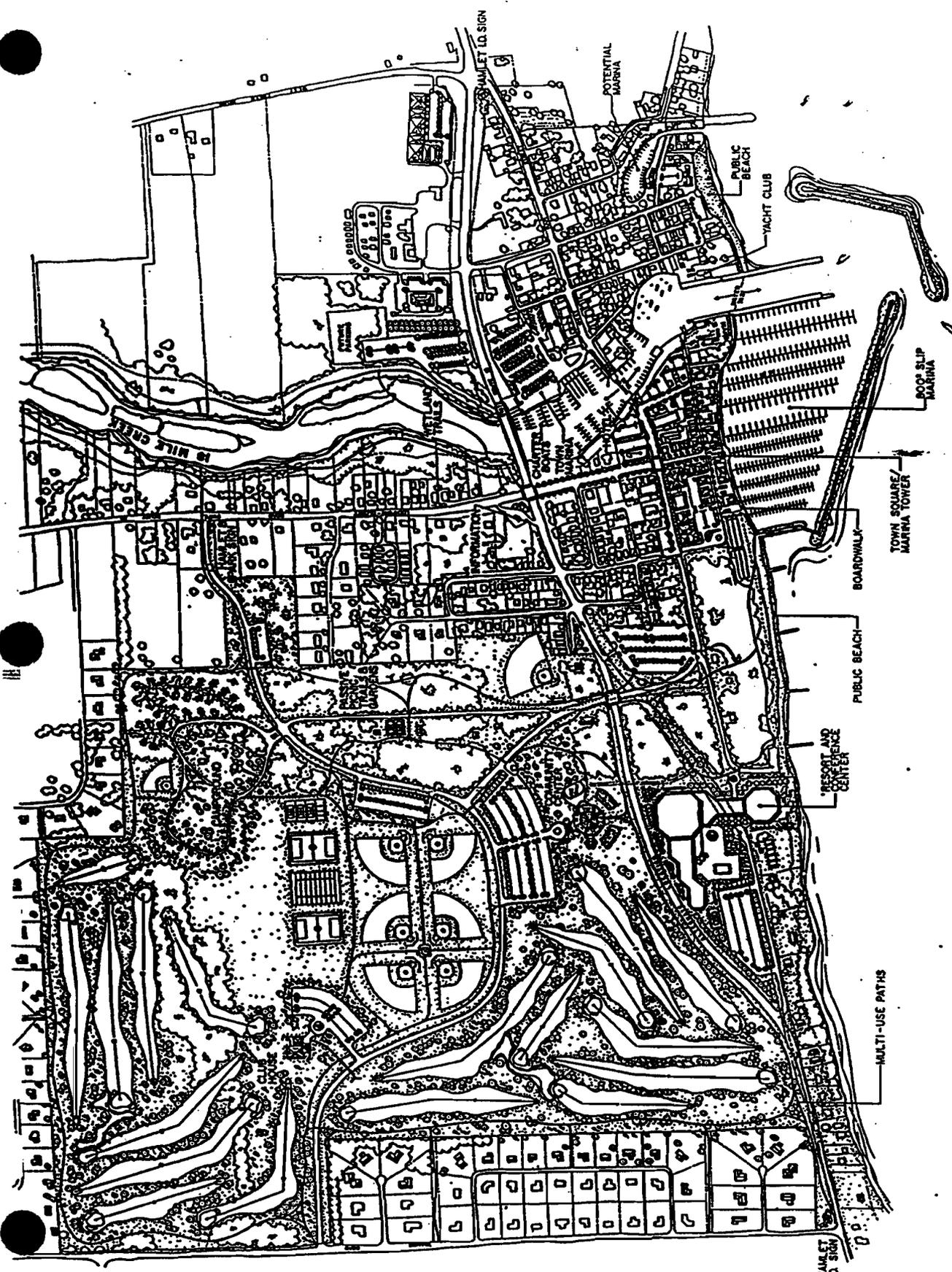
Provide signage for traffic safety and congestion control (parking limitations, line-of-sight/speed markings)

4.4.1.G Hopkins Creek - West of Target Area

A. Creek Bank - acquire easements/secure agreements for seasonal fishing access along both sides of Hopkins Creek.

B. Expand fishing reef off the mouth of Hopkins Creek to promote fish habitat development.

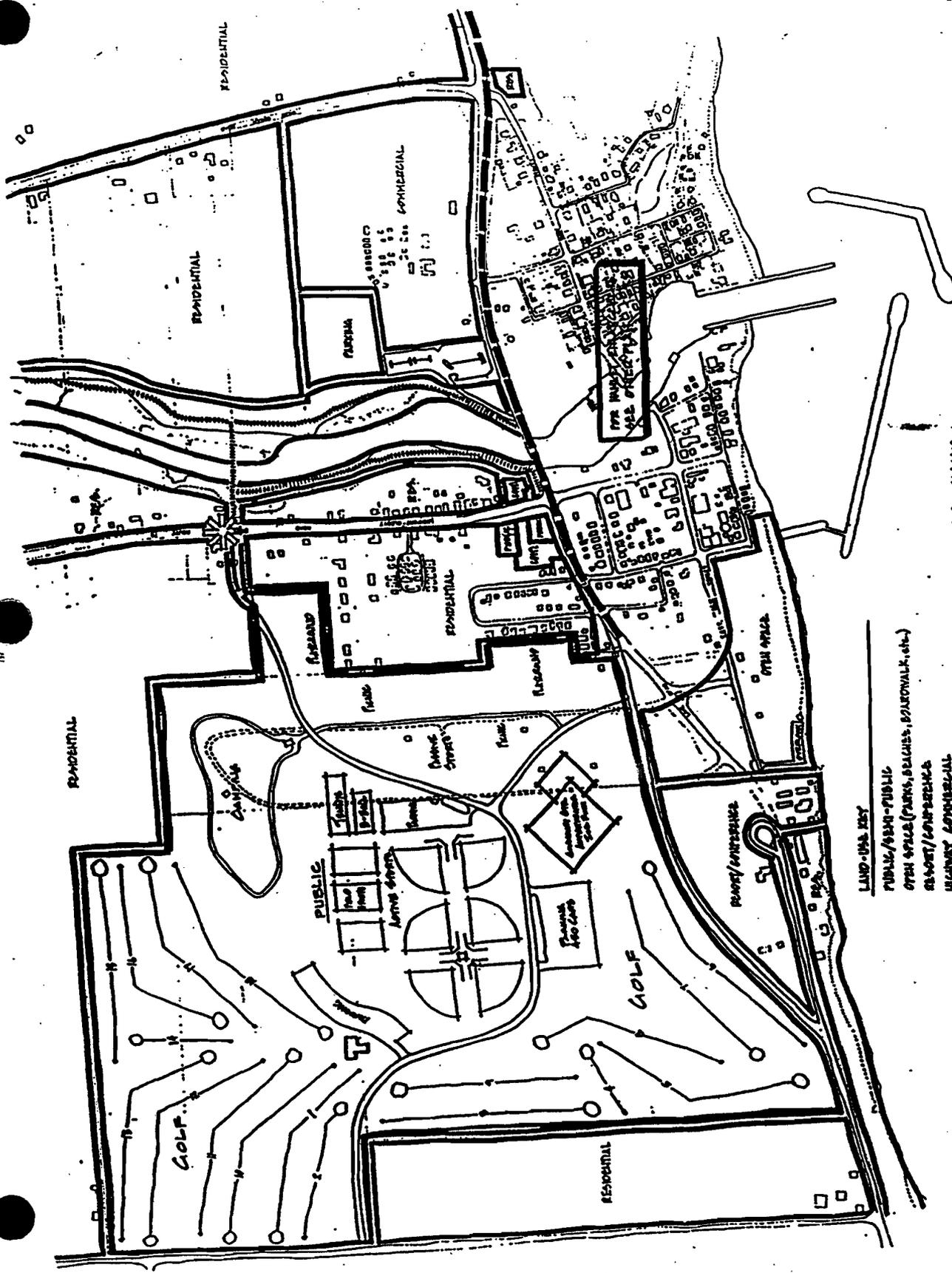




**OLCOTT HARBOR
MASTER DEVELOPMENT PLAN**

LAKE ONTARIO

WENDEL APRIL 1990
 DEVELOPMENT PLANNING SERVICES
 NIAGARA COUNTY PLANNING DEPT. 

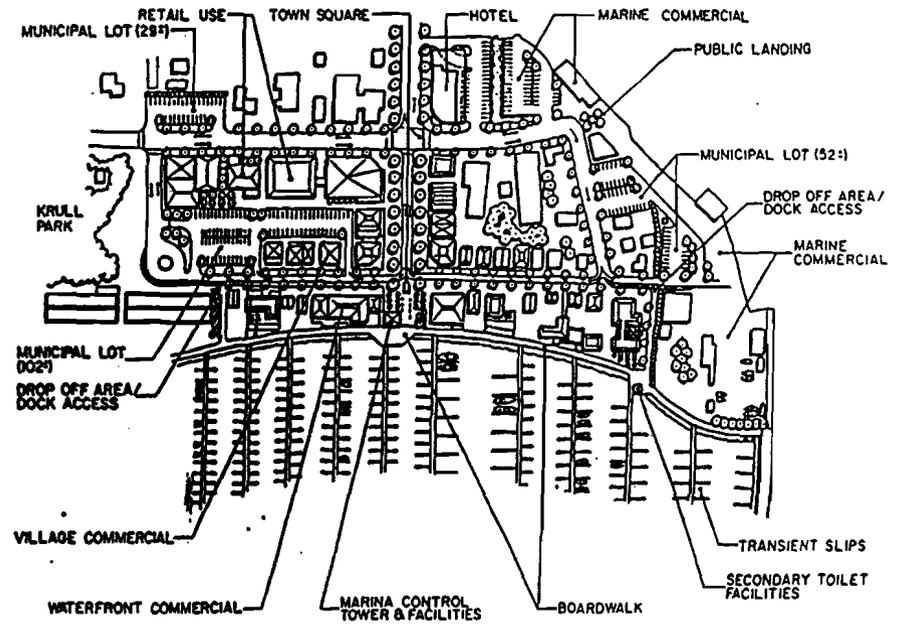
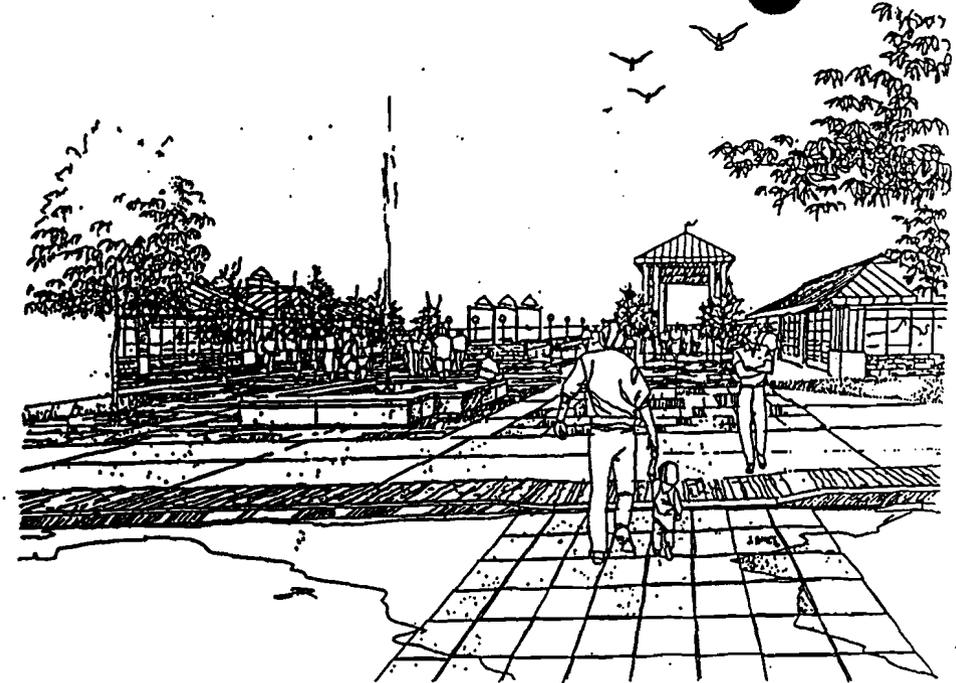


OLGOTT HARBOR MASTER LAND USE PLAN

- LAND-USE KEY**
- PUBLIC/PSM - PUBLIC
 - OPEN SPACE (PARKS, BEACHES, BOATWALK, etc.)
 - RESORT/CONFERENCE
 - HIGHWAY COMMERCIAL
 - GENERAL COMMERCIAL
 - RESIDENTIAL (R1A)
 - MUNICIPAL PARKING

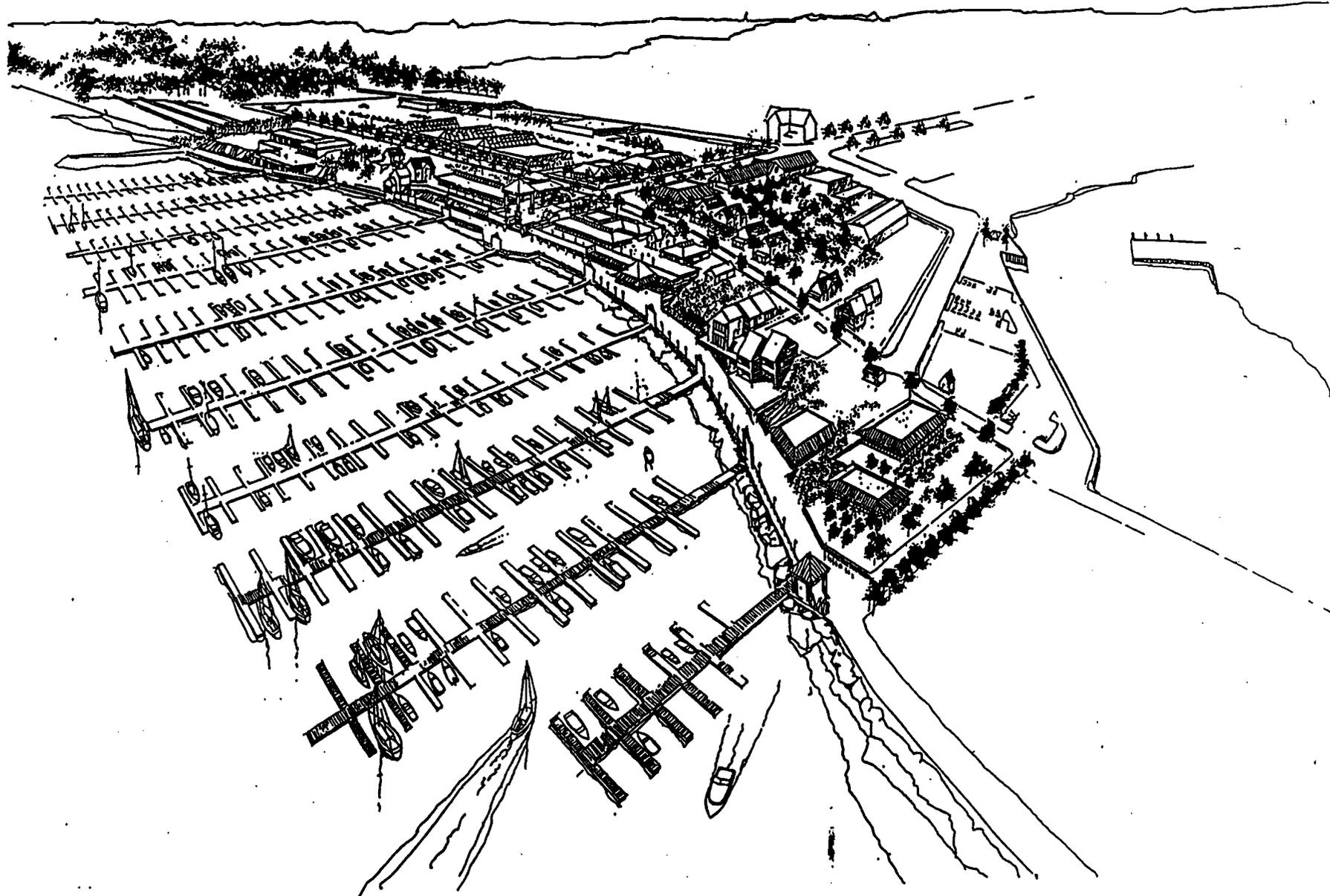
WENDEL
DEVELOPMENT PLANNING SERVICES
NTAGARA COUNTY PLANNING DEPT.

FEB. 70



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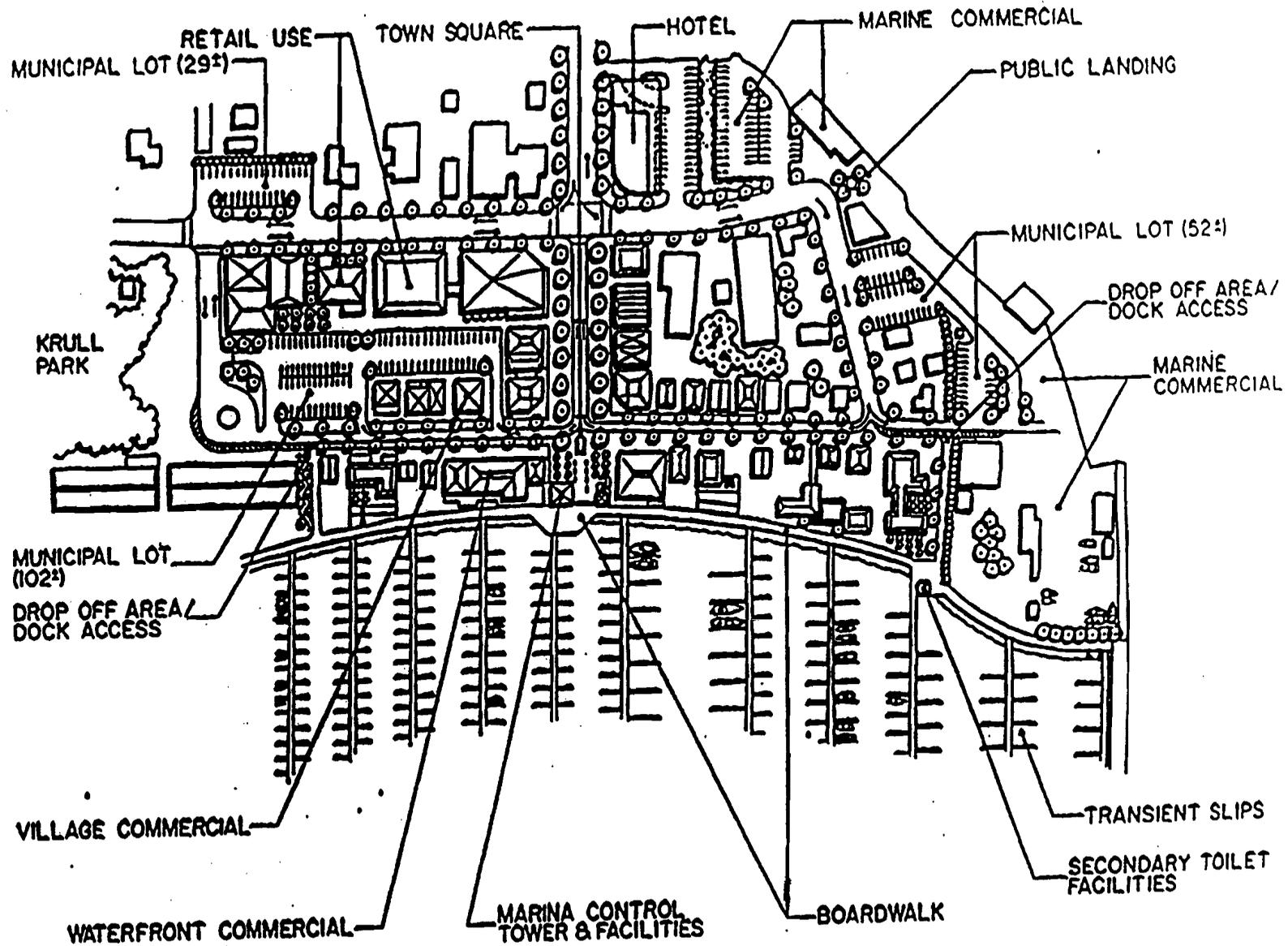
OLCOTT HARBOR MASTER PLAN



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NIAGARA COUNTY PLANNING DEPT.

OLCOTT HARBOR MASTER PLAN

MARINA PLAN ENLARGEMENT





OLCOTT HARBOR MASTER PLAN

LAKE ONTARIO

- LAND-USE KEY**
- PUBLIC/SEMI-PUBLIC
 - MARINA PUBLIC
 - OPEN SPACE (PARKS, BELGIUMS, BOULEVARDS, etc.)
 - HIGHWAY COMMERCIAL
 - GENERAL COMMERCIAL (GEN.COMM.)
 - VILLAGE COMMERCIAL (VILL.COMM.) COMBINED AS VILLAGE COMMERCIAL (VILL.COMM.)
 - MARINA BUSINESS
 - WATERFRONT COMMERCIAL
 - RESIDENTIAL/OVERLAY BUSINESS (RES.OVB)
 - RESIDENTIAL (RES)
 - RESIDENTIAL/TRANSITION PARKING (RES./TRNSP. PARK)
 - MUNICIPAL PARKING
 - WATERFRONT MIXED USE

GENERAL COMMERCIAL
OPEN SPACE

REMAINS R-5

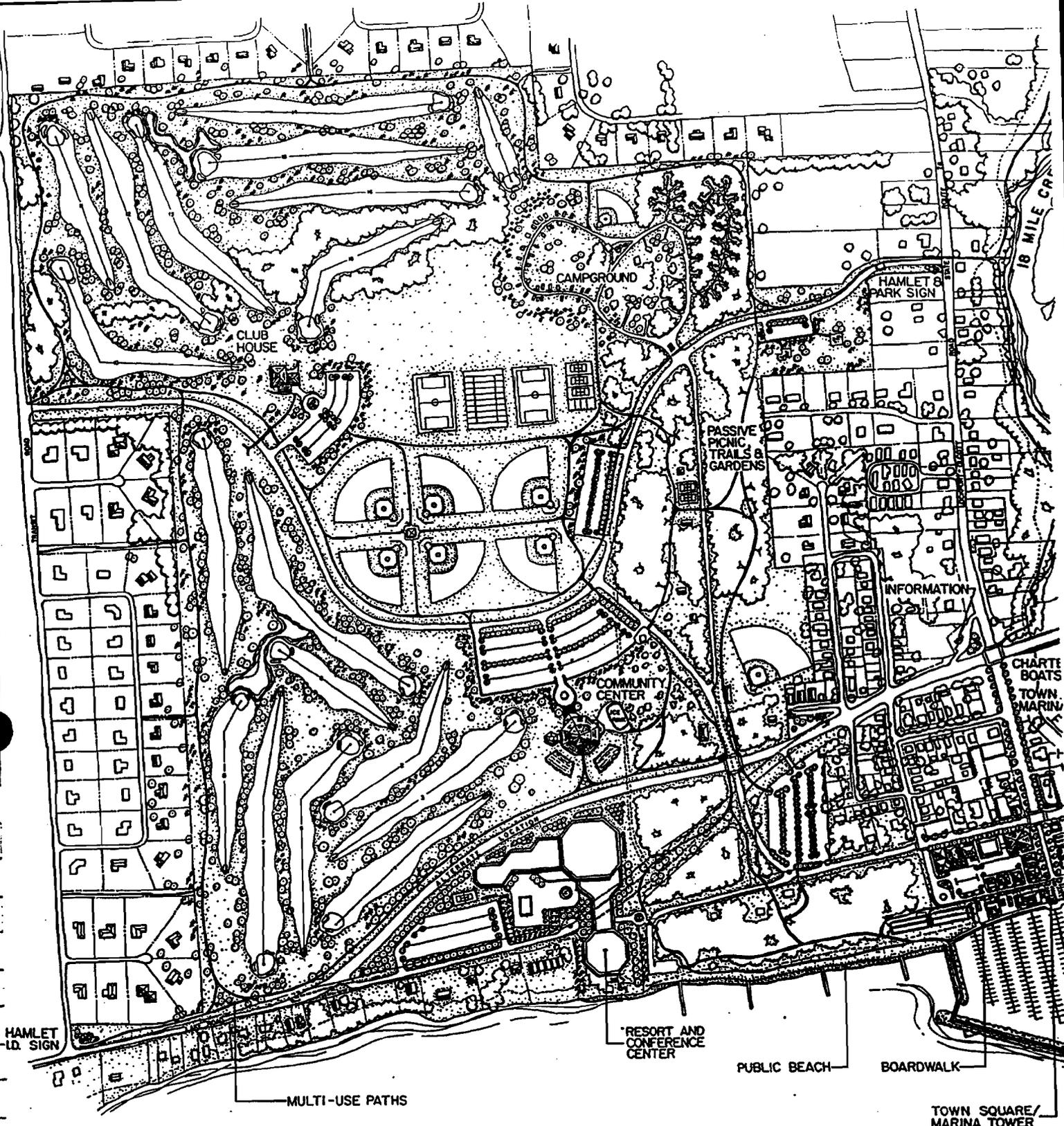
MARINE BUSINESS
TRANSITION PARKING

EXHIBIT 5.1

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NIAGARA COUNTY PLANNING DEPT.

FEB. 90



HAMLET LD. SIGN

MULTI-USE PATHS

RESORT AND CONFERENCE CENTER

PUBLIC BEACH

BOARDWALK

TOWN SQUARE/MARINA TOWER

LAKE

ONTARIO

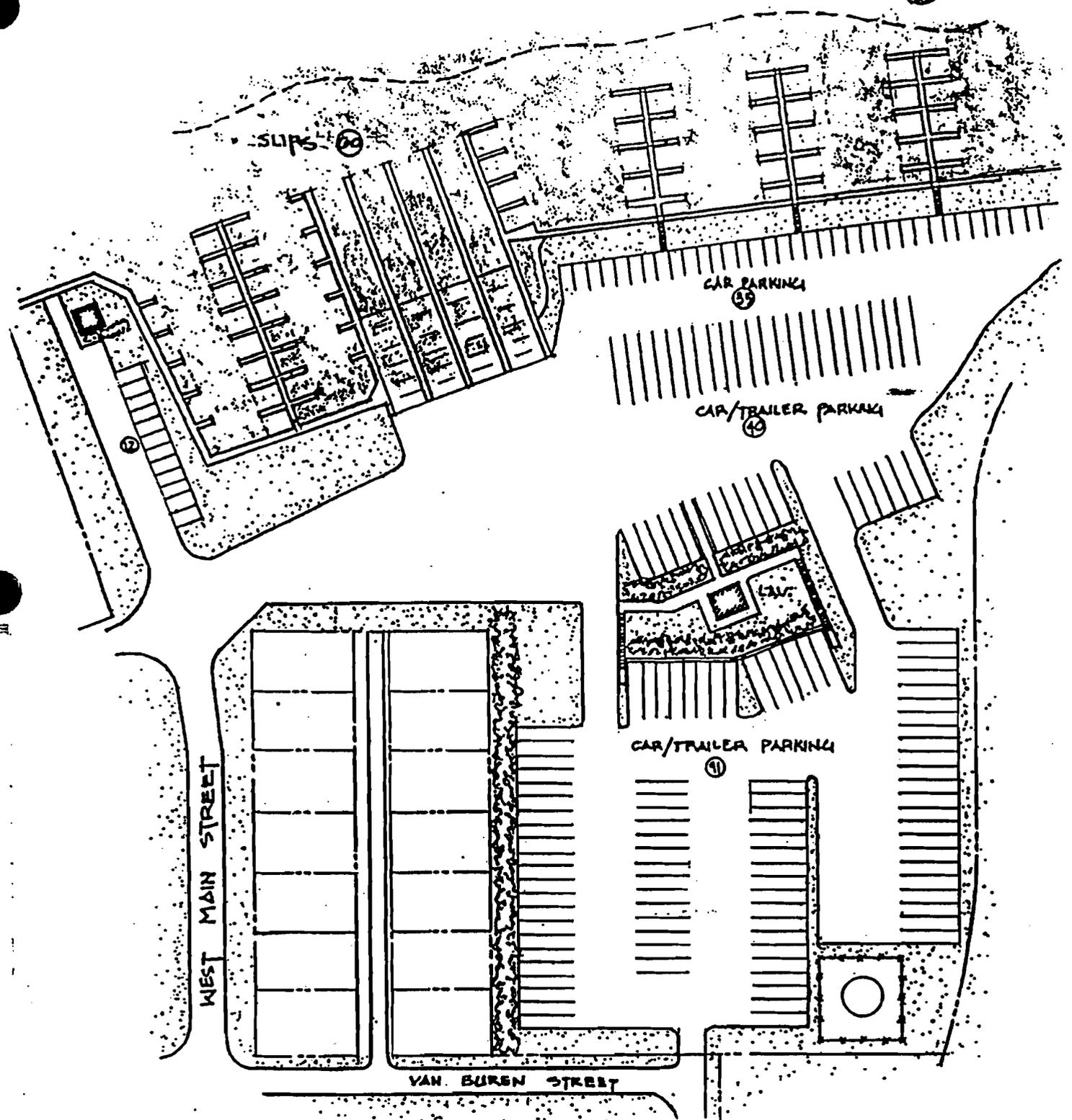
WENDEL
 DEVELOPMENT PLANNING SERVICES
 NIAGARA COUNTY PLANNING DEPT.

APRIL 1990



**KRULL PARK
 COMPONENT**

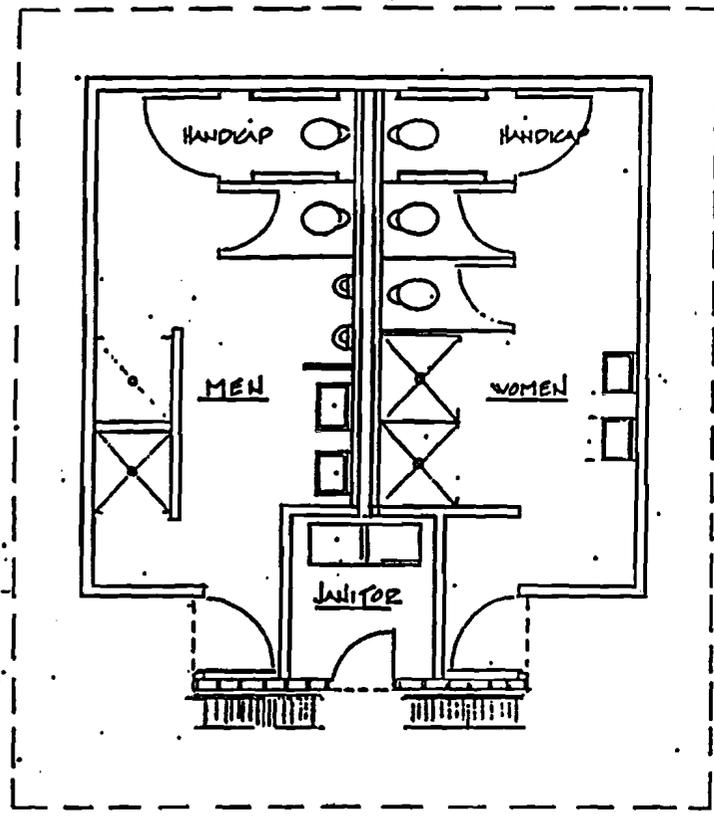
1" = 100'



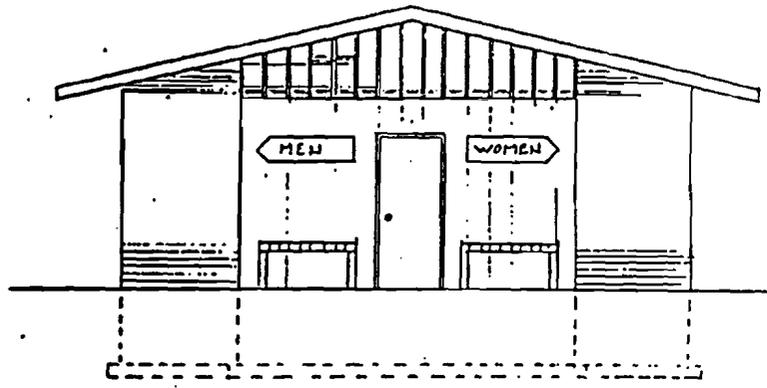
4-12

TOWN OF NEWFANE LWRP
SST/ARCHITECTS 6/19/85

NORTH

FLOOR PLAN



FRONT ELEVATION

OLCOTT MARINA AND PARK		
LAVATORY AND SHOWER BUILDING		
FLOOR PLAN : FRONT ELEVATION		
DWR. KFL	CHK. AVM	APPD.
 WENDEL ENGINEERS PC consulting engineers/planners/surveyors LOCKPORT N.Y. - BUFFALO N.Y.		DATE 9/30
		SCALE 1/16"
		JOB NO. 242
		SK-

FIGURE 7

PROPOSED PEDESTRIAN TRAIL

BURT DAM

FISHERMEN'S PARK

