

## SECTION IV PROPOSED LAND AND WATER USES AND PROPOSED PROJECTS

The intent of this LWRP is to rediscover economic development and quality of life, attract destination tourism, and protect the environmental qualities of the area. Proposals for the future use of Sodus Point's coastal area reflect the pattern of existing land uses, the observed and anticipated trends in development, the natural physical limitations to development, and the cultural and natural resources which should be protected or enhanced. See the [Proposed Land Use Map](#) and [Proposed Water Use Map](#).

### A. PROPOSED LAND USES

The uses proposed for the coastal area of the Village of Sodus Point reflect its character as a resort community and recreational harbor of regional importance.

#### 1. UNDEVELOPED INLAND AREA

Most of the undeveloped inland area and the lakeshore bluffs are designated for large lot residential or agricultural uses. Use of a large lot, low-density residential zone is appropriate for these areas, to avoid inappropriate development of marginal lands. The development needs of the Village can be partially met in these areas.

Several sites in this inland area should be utilized for other uses, which are needed to support the more intensive development of the shore areas. These include: parking lots, boat and equipment storage areas, campgrounds for tents, camp trailers and recreational vehicles. Parking for cars and cars with trailers is the greatest limiting factor to expanding public access, docking and commercial activities along the shore. These supportive uses would be subject to special permits and site plan review to ensure: compatibility with residential and agricultural uses; site design which accommodates physical site restrictions; appropriate visual buffering; and, provision for water, sewers, and road access.

The sites most suitable for this type of future parking are the two segments of the old railroad right-of-way running to the south and east of the tracks, one segment extending south of Margaretta Road.

## **2. EXISTING RESIDENTIAL AREAS**

Existing residential development in the Village will continue. These areas include the uplands, Sand Point, Sodus Point, and sections of the bay's shore. Since these areas are almost completely developed, new construction will either be compatible infill or disposal of a few smaller structures to make way for larger residences.

## **3. BAY'S SHORE AND NEAR-BAY AREAS**

Commercial land uses are proposed for the bay's shore and areas near the bay, located roughly from Sand Point to First Creek. Most of this area is already devoted to such uses, although there are some residential uses interspersed. The commercial uses along the shoreline are principally water-dependent, and include docking and marina businesses. A concentration of restaurants on Sand Point is an exception to this. Slightly inland are several lodging, gas and grocery stores, boat yards and restaurants. Some locations in this vicinity may be appropriate for hotel and/or town house development.

Private docks that exist in scattered locations along the bay shore will continue, pursuant to the 1986 Docks and Moorings Law, until such a time as these sites are redeveloped into water-dependent commercial or recreational and public access uses.

Water enhanced uses, such as a lodging facility or a store engaged in selling articles ancillary to water-dependent recreation would be encouraged in the area bounded by the bay, the railroad tracks and Margaretta and Sentell Street. Along the immediate shoreline, such uses would have next-highest priority, but not if they displace existing water-dependent uses or prevent reasonably anticipated new water-dependent uses.

## **4. RECREATION AND PUBLIC ACCESS THROUGHOUT THE COASTAL WATERFRONT AREA**

Existing public recreation and access facilities along the water are proposed to be maintained and where possible, enlarged and enhanced at the following sites: Wayne County beach, ramp and park; the Oscar Fuerst Ball Field; Willow Park; the North Ontario lighthouse museum and park; the South Shore Drive Sodus Bay Heights public reservation parcels, and the Town of Sodus ramp; and Harriman Park. Future sites with potential for access include: the municipal parking lot and the right-of-way from Bay Street along the southern side of Willow Park and the bay's shore to the county land. This also includes street end ROWs south of Maiden land and the North Fitzhugh viewing area.

Private recreation development in the form of camping areas is proposed to provide alternative overnight facilities for fisherman and boaters with tents or camper vehicles. Areas suitable for camping include: the wooded parcel west of Route 14, around the wetland; the track right-of-

way between Margaretta Road and Sentell Street; and, the area south of Margaretta Road to and including the undeveloped 25 acre parcel on the town line.

Future plans will consider increased use of the underutilized waterfront at the end of South Ontario Street, the boat storage on Greig Street and the boat storage off of Route 14.

## **5. OPEN SPACE AND CONSERVATION AREAS**

Wetland and erosion hazard areas are proposed to be preserved as open space and conservation areas. (See [Natural Features Map](#)) Because most of the undeveloped land in the coastal area possesses some development limitations, this category generally includes only those areas having significant environmental value or posing serious threats to life or property. Their designation also protects water quality and scenic values. State regulations limit development in these areas. They are: the lake shore bluffs between the western village line and the old lighthouse property; the lake shore beach east of the bluffs; and the two DEC - regulated wetland areas west of South Fitzhugh Street and adjacent to First Creek. Some limited Village - owned open space along South Shore Road is also included in this category. See [Proposed Land Use Map](#).

## **B. PROPOSED WATER USES**

The Village's jurisdiction over the water for regulation of docks, moorings and boat operation and any activities or construction not land-based, extends a distance of 1,500 feet from the shoreline. The Inter-municipal Group (Towns of Huron and Sodus, and Village of Sodus Point) has developed the *Greater Sodus Bay Harbor Management Plan* to manage activities in the harbor and near shore areas.

The water uses proposed reflect existing development and uses of the water. Areas which will continue to be used for recreational boating and fishing include: the waters around the channel entering the bay; the waters north of the residential area of Sand Point and immediately to the east; and the waters generally south of a line drawn from the east end of Sand Point to the southeast corner marks of the designated mooring area. The Corps of Engineers special anchorage areas occupying about 30 acres of water immediately south of Sand Point from the Sodus Bay Yacht Club east will also continue to be used predominantly by sailboats that have deeper drafts and are less able to use some dock areas. Expanded mooring facilities are appropriate and could be provided south of this area for approximately 500 feet and in a small area approximately 750-1000 feet east of the Town ramp, extending south of the Arney's Marina dock from about 300 to 1000 feet. The areas south of the Town ramp, to the south side of the mouth of First Creek and south of the eastward line drawn perpendicular to the south end of South Shore Drive (the wetlands at the mouth of the southern creek), should not be

disturbed by either land or water use development. Sodus Bay is a State-designated Significant Coastal Fish and Wildlife Habitat (SCFWH). Any activity and impact which could destroy or significantly impair the habitat will be required to remain consistent with the SCFWH and the Village of Sodus Point LWRP.

Public recreation and short-term mooring are proposed for the large shallow sandbar which is located near the breakwater at the mouth of the bay, thereby continuing a traditional practice of use by boaters and swimmers during the summer season.

The near shore waters of the lake will continue to be used for recreational boating, fishing and swimming. See [Proposed Water Use Map](#).

## **C. PROPOSED PROJECTS**

Throughout the Planning Process numerous studies, guidelines, plans, and design and construction projects were suggested by the public at large through focus group sessions and by the consultant by engaging in on-site observation and evaluation. The projects listed below are consistent with the policies outlined in Section III, and seek to restore and revitalize underutilized waterfront sites, improve existing public recreation facilities and provide additional public access to the waterfront area, link public sites along the waterfront, and protect and improve natural resources.

### **1. WAR OF 1812, INTERPRETIVE TRAIL**

It was observed that while the Village of Sodus Point figured prominently in the War of 1812 as the only significant harbor on Lake Ontario, little interpretation or recognition of that event is evident in the Village. The State of New York has included the Village in its brochure promotion of the War events; however, the only evidence of this in the Village is a standard State sign and some information on display at the Sodus Bay Lighthouse Museum. This project has its origins in reconstructing the sidewalk and tree lawn along Bay Street heading east through the Village Greens. Another site specific project was proposed for the Village Greens, providing a landscape edge defining the public and private property, installing period lighting to provide safe use of the greens at night and as well as creating a strong civic identity to this place and rebuilding sidewalks at street edge along all four greens.

It has been proposed to link the Bay Street and Village Green projects to make a more coherent whole. Simultaneously, the new project area would be themed as a War of 1812 Interpretive Trail. This should recognize the War effort in the Village and connect smaller projects and provide consistency as well as create a more fundable project.

## **2. SCENIC BYWAY AND GREENWAY TRAIL/ SEAWAY TRAIL**

The Village of Sodus Point has a lack of sidewalks, multi-modal trails and a formally designated greenway, despite the fact that the Village is laced with public lands which are both on and off road right-of-ways. The sidewalk system throughout the Village is incomplete, existing in one block and often absent on the next. There are informal trails that are used on occasion, mostly by residents, which follow old rail right-of-ways or just follow the shoreline. Numerous public points of access to the Bay and the Lake were identified during the search into the public owned lands. It is in the context of identifying the public need to move around the Village as pedestrians, combined with the definition of public-owned lands that lead to the proposed Greenway concept for the Village of Sodus Point.

One segment of the greenway is defined as a corridor running north to south. It begins in the Harriman Park, the Town -owned and -maintained Boat Launch on Route 14, and parallels the Bay Shore, ultimately intersecting Bay Street. This is significant in that the portion of the scenic byway and greenway occurs within the Seaway Trail and also intersects with the proposed War of 1812, Interpretive Trail. The scenic byway and Greenway Trail also would connect the Seaway Trail, information kiosk at the Town boat launch with a sidewalk (at the outer edge of the Route 14 right-of-way) that would have an unobstructed view of the Bay and marina activities for long uninterrupted stretches of the walk.

This proposed segment of the Greenway would visually improve the entrance to the Village from the south on Route 14; support the State's efforts to enhance the Seaway Trail; bring activity and life to this important corridor and connect future and existing development along this corridor. Existing commercial and restaurant operations and residents of the homes along Route 14 would all be served by developing this segment of the Greenway Trail.

NYS DOT advised that based on current shared use path design guidance (i.e. and 8' to 10' wide path) such a facility will not fit within the public right-of-way of State Route 14, and would likely impact adjacent buildings. It is recognized that drainage swales, utility poles, trees, mailboxes, building setbacks, guard rails, etc. within the available 12' of right-of-way on the east side of Route 14 present significant obstacles to design and construction and may force construction of a pedestrian only path with accepted sidewalk dimensions.

## **3. WICKHAM BOULEVARD GREENWAY TRAIL**

One of the most heavily used segments of the local-greenway spans the two Village Parks near Greig Street and the County-owned Sodus Point Park at the beach. Numerous pedestrians of all ages are regularly seen walking between the commercial activities on Greig Street and the sand beach area at Sodus Point Park. Wickham Boulevard, which parallels this segment of the greenway, is heavily traveled, especially in the summer, with traffic heading to the public

beach. In the past, pedestrians and vehicles used to share the same narrow road pavement, creating a dangerous condition.

A walkway developed on publicly owned land connects the Village Parks, Greig Street and Sodus Point Park and beach. This is a segment of the Village Greenway System. Pedestrians and vehicles are separated along Wickham Boulevard. The walkway serves visitors and residents of the Village.

This trail is a significant amenity for the Village, it provides safe access to the Village parks and associated lands and reduces the prospect of serious injury due to vehicle and pedestrian conflicts on Wickham Boulevard.

#### **4. PUBLIC PIER**

The Village of Sodus Point critically needs a public pier to accommodate transient boats of all sizes. This public pier would act to house boaters in search of refuge from Lake Ontario or who just wish to visit Sodus Bay. The public dock would give Sodus Point a sense of arrival (Gateway) for traveling boaters and would become essential to the character of the Village of Sodus Point and Sodus Bay in general.

##### **Desirable Location/Design Attributes**

###### Minimum Elements:

- Close (walking distance) to shops and restaurants.
- Adequate water depths to accommodate a range of vessel sizes. (Suggest a minimum of 4 feet relative to mean low water for at least a portion of the dock.)
- Tie-ups could be alongside or through the use of finger piers, depending upon location, width and water depths. A floating dock system or floating docks off a fixed pier should be utilized with room for a minimum of 10 vessels.
- Access to, or the provision of, public restroom facilities on the land side.
- Information board on the dock or an information kiosk to be located at the landside access point.

Approximate Cost: \$30,000 excluding site acquisition and landside support (restrooms).

###### Optional/Future Elements:

- Centralize all or a portion of the law enforcement vessel docking at the public pier. This would help with management and provide an information source.

- Linked to permanent, fixed pier providing pedestrian “promenade”. This would be a wider platform (12-20 feet) with lights and rails, along the lines of a boardwalk. The floating docking platform could be connected to this by gangways at the sides or off the end.
- Provide adjacent paved parking area to accommodate approximately 30 vehicles.
- Provide some transient, overnight vessel slips with hookups, perhaps under the direction of a Harbor Master. An alternative or complementary action would be to provide moorings for use by transient boaters with a small shuttle vessel.

Approximate Cost: \$87,000 for pier plus docks plus \$39,000 for parking lot for total \$126,000, excluding restroom facilities.

One time capital funding for site acquisition and initial development could be locally funded but is more likely to come from one of the potential external sources such as:

- Grant Programs such as those administered by the NYS Department of State (DOS) and the Office of Parks, Recreation and Historic Preservation (OPRHP) under the Environmental Protection Fund. These are generally matching funds granted to preserve, rehabilitate, restore or acquire lands, waters or structures for park, recreation, conservation or preservation purposes.
- One time Congressional appropriations or NYS Assembly/Senate “member items”. These are generally for one-time, high visibility expenditures meeting a community need.
- Bonding directly by local governments, perhaps utilizing a Section 190 Harbor Improvement District for repayment.

Operational funding and maintenance will be a local responsibility. These costs may be at least partially offset through a nominal fee for overnight docking at the pier, voluntary business contributions in recognition of the potential for increased sales resulting from the presence of the pier, the sale of advertising on the pier, nominal rentals for dock and office space for marine law enforcement agencies, and/or the operation of commercial enterprises on the pier via permit or lease.

## **5. PROMOTE THE VILLAGE OF SODUS POINT**

Promotion could occur through a series of marketing campaigns that might include spots on TV, ads in newspapers, trade magazines and could possibly include advertisement in the New York State Department of Economic Development “I love New York” publications. The “new” Sodus Point concept could convey the new image the Village is attempting to demonstrate.

## **6. DEVELOP CAMPING FACILITIES**

There is an opportunity to encourage the development of private campgrounds within the Village to accommodate fisherman and other visitors. The areas, which may be suitable for this activity, are located near Route 14, the track right-of-way between Sentell Street and Margaretta Road, and south of Margaretta Road.

Potential campground areas, if developed, will have to be reviewed and approved by the Geneva District Office of the Department of Health prior to construction, and receive a permit prior to operation.

## **7. HARRIMAN PARK LAUNCH IMPROVEMENTS**

Design and implement improvements that will increase the capacity of the Harriman Park launch. Reduce the existing peak hour congestion and provide increased capacity through the following steps:

- upgrade the launch ramp and associated docks to provide two full launch lanes
- expand and improve the parking lot
- institute on-site management, at least for weekend periods
- upgrade the entrance to the ramp and install an attendant's booth
- provide a marked and signed pedestrian crossing of Route 14

An additional desirable element of the proposed improvements to the Harriman Park is the installation of a restroom facility.

Implementation of the proposed capital and operational improvements at Harriman Park will require local action by the Town of Sodus, perhaps in conjunction with the Village of Sodus Point.

## **8. PLANNING & DESIGN FEASIBILITY STUDY FOR A PUBLIC PIER AND INFORMATION CENTER**

Study the potential to develop a public landing/pier as a gateway and information center for visitors arriving in the Bay by boat. The visiting vessels should be able to tie up for short-term visits to reach services and attractions. The information center could provide visitors with a list/map of the recreational resources and activities available around the Bay.

## **9. SODUS BAY OPEN SPACE PLAN FEASIBILITY STUDY**

Create a process that coordinates open space planning and acquisition through the Sodus Bay municipalities, and produce a plan that identifies areas around the Bay that are unsuitable for development, are highly sensitive to development impacts, provide scenic views of the bay or have high value for public use. This should also include areas currently designated for public access and recreation, and any developed pedestrian walkways/trails. Significant and valued

natural areas should be identified for preservation and development of low impact public access. Consider the conservation value and educational potential of each identified site, its accessibility for public use, and development costs and acquisition strategies if it is not in public ownership. Based on the feasibility study, prepare funding strategies for acquisition and development of the best-suited site.

#### **10. IMPROVEMENT OF WATERFRONT ANCILLARY FACILITIES AND LANDSCAPING**

The Village should identify ancillary facilities (restrooms, trash receptacles, benches, tables, covered shelters etc.) needed at the public boat launches, public beaches and waterfront parks. Also, areas where landscaping would help to screen certain uses along the waterfront should be identified.

#### **11. INCREASE ACCESS TO THE WATER**

The municipal parking lot and the right-of-way from Bay Street, along the southern side of Willow, are sites identified as possible future access points to the water of the Bay.

#### **12. IMPROVE THE INFRASTRUCTURE SUPPORTING WATER AND SEWER SERVICES**

a) The condition of the water lines varies throughout the Village. The majority of the existing water lines were part of the original installation and date back to 1925. The lines need to be updated as the service life has expired and water line breaks are frequent. The water pressure to the restaurants on the North side of Greig Street is low and creates some hardship. Residents approaching the east end of Greig Street also experience hardship through low water pressure and sediments that accumulate in household utilities and water filters.

b) A sewer pipeline from the Village of Sodus Point to the “Sand Bar” will allow for the collection of currently untreated sewage being discharged into Sodus Bay. The Village of Sodus Point Waste Treatment Plant currently operates at approximately a fifty percent capacity and can easily handle the additional effluent. This connection will eventually allow for the municipalities of Huron, and Rose to connect with the Village of Sodus Point Sewage Treatment.

The overall effect of cleaning the bay would take a big step with this action. In addition, with the reduction in phosphorus and nitrogen being dumped into the bay it may have a positive effect on reduction of weed growth.

Grants from HUD and other federal and State Community Grants are crucial to making this project happen. In addition, the Village of Sodus Point would have to agree to provide out of district services with appropriate water and sewer rents.

All fourteen of the Village's sewer pump stations have been upgraded in terms of control panel replacement, SCADA, and generator backup; natural gas generators have replaced diesel generators. The project was completed in January 2010, at a total project cost of \$825,000.

### **13. EXPAND AVAILABILITY OF OVERNIGHT ACCOMMODATIONS AND BANQUET FACILITIES**

Additional overnight accommodations are the key to the future success of the Village. Current conditions are unacceptable for any necessary growth. There are not enough available beds to effectively plan for any sizable water related activity. Weddings, for example that currently take place in the village, are forced to make accommodations in locations as far away as Newark, New York. In order for the Village to become a self-supporting community and attract viable businesses, the addition of at least fifty rooms (a hotel) and a meeting facility are essential.

### **14. PLACE UTILITIES UNDERGROUND**

As the Village is afforded opportunities in the future, overhead utilities should be placed underground in the Central Business District (CBD). This would improve the aesthetics of the Village and would improve the views to and from the water.

### **15. PROVIDE ON-WATER TRANSPORTATION**

With the powerful connection to the water that exists in Sodus Point and the opportunity to do more, the Village needs to provide a system of water transportation. This would be one more method to provide people who would not normally have the ability to get on the water a chance to get out on the water.

### **16. FIRE STATION**

The Village of Sodus Point Fire Station is located in what was once known as the commons. This historic section of the Village requires an architectural facelift to fit the character of the community. Cape Cod -style amenities such as clap board siding, a pitched roof with a cupola and shutters would help make the structure fit into the water side community.

### **17. PROPERTY ACQUISITION**

At some point it may be necessary to acquire parcels of property to make critical connections between pieces of unconnected trail systems. In addition, acquisition may be necessary to institute the master plan as well as to expand on points for access to the water.

### **18. HISTORIC DISTRICTS**

The Village of Sodus Point has potential historic districts. These areas should be further defined and formally recognized. These districts could then be mapped and used as part of a historic

Sodus Point Brochure or walking tour. In addition, funding or tax advantages may be available for those who qualify.

## **19. VILLAGE OF SODUS POINT DESIGN GUIDELINES**

Design guidelines should be prepared, including concepts for building design, new layouts for better pedestrian access to the water, design a walk of shops, move existing boat storage facilities to better locations and consider the idea of a “super store” for boat sales and combine all the various boat sales in one location with one general manger. This would allow for convenience in boat shopping and advertising dollars could be used to reach a larger audience. This same idea should be applied to a state of the art boat repair facility.

This would allow for several acres of prime waterfront acreage to be utilized for a more diversified purpose. Views to the water would be improved. New restaurants, stores and hotels could occupy this valuable real estate.

## **20. BRIDGE OVER FIRST CREEK AT THE ROUTE 14**

Improvements at this location are intended to be implemented with the eventual replacement of the existing culvert on Route 14 over First Creek, when the culvert will reach the end of its service life. There are currently two structures at this location, a culvert carrying traffic and a deteriorating structure, remnant of a previous narrow concrete culvert. Fishing occurs off both structures.

When the culvert currently caring vehicular traffic reaches the end of its service life, DOT will consider including sidewalks in the design of the new culvert, if they are warranted (i.e. if there are enough pedestrian generators nearby -schools, parks, residences, businesses) and if there is enough right-of-way to accommodate sidewalks in this location. NYSDOT does not encourage fishing off of any of its highways and structures, so it is unlikely to construct a new culvert with a double railing system.

Proposed improvements at this location consist of:

1. Add pedestrian walkways part of the eventual replacement of the existing culvert on Route 14 and removal of the older concrete structure.
2. Install pedestrian walkways on both the east and west sides of Route 14 connecting the bridge walkways to the east picnic/bench area and the west parking area of Harriman Park, respectively.

Costs for the recommended improvements cannot be estimated at this time as the suggested improvements would be incorporated into the bridge replacement at the time that occurs.

## **21. EXPANDED MARINA USE**

Given its location and features, Sodus Bay is uniquely positioned to host expanded, large scale commercial marine activities, as it did in the past. This includes potential research, marine commercial transport or expanded marina uses.

As discussed in detail in the Inventory and Analysis, water depths and landside support dictate that the shoreline area on the south and southwest side of the Village is the most advantageous for such growth. The primary reason is the existence of deep water access. It is also a reasonably sheltered area with good roadway access and undeveloped or under-developed land areas that could be used for marine expansion.

A good example of such use is the New Horizon Yacht Basin located on Route 14. This facility is a re-development of the docking area for the coal trestle, supplemented by support and ancillary facilities located away from the shoreline and across Route 14. There are several other facilities in this general vicinity that could similarly be developed to accommodate a variety of uses, including a large scale marine research station if such a facility is developed on the U.S. side of Lake Ontario.

The water area in the portion of the Village identified as the most appropriate location for large scale expansion of marine related development is already extensively occupied with docks. In addition, the shoreline in this area has a generally concave configuration, resulting in restricted access to adjacent parcels when docking facilities are extended significant distances offshore. Given this, it is unlikely that significant new boating facilities can be developed in this area unless extensive use is made of offshore moorings and/or dry rack storage.

## **22. DISSEMINATION OF INFORMATION**

There is an identified need to better inform boaters using the Bay - regarding local navigation rules, the location of the no-wake zone, and the locations and availability of services, including a public pier. This information need will expand as Sodus Bay grows as a destination for visitors. Better informed boaters will be less tempted to discharge sewage, garbage, rubbish, and other solid and liquid materials from the watercrafts into the Lake's and Bay's waters.

Several methods have been identified for getting this information out. While printed pamphlets can be utilized and are cheap to produce, the cost and efficiency of distribution is relatively high compared to fixed location displays. On the other hand, fixed signs would need to be large and prominent to be visually accessible from entry points, and can be costly to establish and maintain.

It is recommended that the primary method to be used on Sodus Bay is signage with a limited use of printed pamphlets. The signs would all have an identical look and format reflecting some

sort of “branding” for the Bay as a destination. At least one, very large version of the sign should be posted on the west jetty of the channel, near the Coast Guard Station location. Other, smaller versions of the signs could be incorporated into a kiosk, similar to that established at Harriman Park, which could also be utilized to post notices at marinas, launch ramps and at a public dock, when established.

The suggested format is a large, colored map of the Bay. On the map would be a prominent depiction of the no-wake zone as well as locations for services and facilities. The map key could contain space for brief advertising of services, the sale of which may be used to help fund the signs.

In addition to the signage, it is possible to use a low-power FM broadcast (LPFM). Signs announcing the availability of the broadcast could be posted at entries. The broadcast itself would be a looped announcement with Bay information. Donations may be utilized to fund a portion of the cost for this, even if in exchange for service information listings for boaters. The cost of establishing such a service can vary substantially depending upon the type and quality of equipment and the cost of constructing an antenna. A reasonable estimate of initial cost would be approximately \$10,000 with minimal operating expenses primarily associated with space for the broadcast equipment and electric power utilized.

It is recommended that the development, distribution, installation and maintenance of informational signage and brochures be delegated to a willing private, voluntary organization under the supervision of the Great Sodus Bay Watershed Intermunicipal Committee, or the future Harbor Master. Suggestions for appropriate organizations include the Coast Guard Auxiliary, the local Chamber of Commerce, or citizens groups such as Save Our Sodus (SOS), the Great Sodus Bay Association, or similar entity.

Initial and operational funding should be derived from advertising in the form of listings for goods and services that can be placed on the signage and in informational brochures. The intent is to have a uniform look to all signage and brochures with services in the form of a directory keyed to map location. Signage would be placed at the Bay entrance channel, the future public pier and at all public launches. Brochures would be placed in kiosks located at all public launches and at participating marinas and businesses.

If desired in the future, the same entity could also sponsor a low-power FM radio broadcast (termed an LPFM station). Licenses to broadcast at a maximum 100 watts are available from the Federal Communications Commission to non-profit educational, public safety and transportation entities. Details on applying for such licensure can be found at the FCC web site at: <http://www.fcc.gov/mb/audio/lpfm/>. Such broadcasts have the potential to reach a 3-5 mile radius. Thus, it is suggested that this eventually be operated out of the public pier (depending

upon its location), with initial operation from the Lighthouse museum site or a site within the County Park at the Bay entrance channel. The signage at the Bay entrance and public launches would announce the frequency and direct visitors to the broadcast. The broadcast could alternate informational announcements with a directory of available services. Funding would be via donations, most likely from local businesses.

### **23. HARBOR MASTER**

Complementary to the information dissemination is to have a designated Harbor Master. The Harbor Master position would also advance the concept of a coordinated intergovernmental approach to better manage the water activities that take place on the Bay. This is anticipated as a paid position with the responsibility to be available to greet boaters entering the Bay or at the public dock, to provide information directly and through hand-outs, and to manage the public dock facility, public launches and, perhaps, to be the administrative officer for the docking and mooring laws of the Sodus Bay municipalities.

This position is envisioned to be seasonal, May through September, if administration of the local docking and mooring laws is not part of the responsibilities. In this case, the following duties are anticipated for this position:

- Be a visible presence on the Bay particularly during peak boating times;
- Assist boaters and other visitors; conduct public relations and educational activities; arrange emergency assistance; offer guidance and information about local facilities, attractions, marinas, pump-out facilities, vessel repair, parts and equipment, recreation, restaurants and lodging; provide information about boating rules and regulations, including speed and wake restrictions;
- In conjunction with the hosting municipality, most likely the Village, manage the operation of the public pier including allocation of dock space, collection of fees if fees are charged, and the display and dissemination of educational materials;
- Manage the operations at the public launch facilities during the boating season. This is to initially include Harriman Park and, if developed, the new proposed launch site in the Town of Huron. The Harbor Master will manage the part time help at the launch site, oversee and be responsible for the financial transactions at the facility, manage and promote the large event permit program and, under the oversight and approval authority of the Intermunicipal Committee and the municipality owning the launch, set rules for use of the launch site and associated park.

- While not authorized to issue tickets for violations, it is anticipated that the Harbor Master will work closely with the Wayne County Sheriff's office, the US Coast Guard, and the NYS DEC enforcement officials to assist in monitoring compliance with boating rules and the enforcement of speed and wake restrictions;
- Assist the participating agencies and jurisdictions in implementing the Bay-wide LWRP(s) and Great Sodus Bay Harbor Management Plan and carrying out their responsibilities for the Bay;
- Meet at least twice annually with the Intermunicipal Committee, once in April or May and once in September or October;
- Conduct periodic surveys of boater types, times of peak activity and surface water usage;
- Help coordinate organized events to minimize conflicts among the various users of the Bay; and
- Prepare an annual report in the fall of each year for the Intermunicipal Committee detailing the Harbor Master activities during the boating season, the operations at the launch site(s), the observations of Bay use, and identifying any issues regarding Bay use and associated docking and mooring facilities.

Should the Village and Towns of Huron and Sodus decide to delegate responsibility for administration of the local docking and mooring laws to the Harbor Master, the position would increase to a full-time, twelve month paid position. In that case, the following additional duties should be included as part of the Harbor Master responsibilities:

- Administer the docking and mooring laws for the Village of Sodus Point and the Towns of Sodus (upon completion and adoption of a local law) and Huron, including initial review of applications, attendance at Zoning and/or Planning Board meetings where dock or mooring applications are being considered, inspection and enforcement and all other duties as specified under each of the local laws or as specified in implementing legislation at the local level.
- Meet monthly with the Intermunicipal Committee and provide a summary report on docking and mooring permits and issues as they arise.

As future use of the Bay by transient boaters grows, the Harbor Master could also be charged with installation and operation of temporary moorings, including the collection of a nominal usage fee.

A more detailed, but still approximate estimate of the cost of a part-time, seasonal Harbor Master position is presented in the following table:

Costs	One Launch Scenario	Two Launch Scenario
Harbor Master Salary	\$10,000	\$10,000
launch salaries (12 hr/day weekends plus 8 hr/day weekdays June, July and August @ \$10/hr)	\$9,120	\$18,240
vessel operation	\$5,000	\$5,000
<b>Total</b>	<b>\$24,120</b>	<b>\$33,240</b>
<b>Income</b>		
launch fees (50/day weekends + 15/day weekdays @ \$5)	\$12,125	\$24,250
permits (5 @ \$100.)	\$500	\$500
<b>Total</b>	<b>\$12,625</b>	<b>\$24,750</b>
<b>net</b>	<b>-\$11,495</b>	<b>-\$8,490</b>

As shown in the table, if seasonal it is estimated that the Harbor Master position for Sodus Bay will require approximately \$11,500 in annual funding beyond the income reasonably anticipated to be generated by charging a fee at a single launch site. This annual subsidy could drop by several thousand dollars if a second launch is developed and operated. These estimates include operating costs for a vessel, but not the initial capital cost for acquisition and fitting of the vessel.

Initiation of a Harbor Master position will require a cooperative effort by the three municipalities and, perhaps, Wayne County. It is recommended that this position be created within the Village of Sodus Point government or under the County government administration, within the public works department, the planning department or the Sheriff's office. Actions by the municipalities would be required to guarantee at least a portion of the operational funding for this position and, in the event that the Harbor Master administers the municipal docking laws, to grant such authority to the Harbor Master.

It is proposed that funding for capital start up costs for this position be obtained from external sources, as listed in the section under Funding. As also detailed under Funding, it is intended

that at least some of the operational costs for this position be met through user fees/contributions. However, the municipalities and the County may need to provide some base level of guaranteed support in the event that user fees do not fully fund the position. In addition, if the position entails administration of the municipal docking and mooring local laws, some base level of funding from the municipalities will be required.

#### **24. NAVIGATIONAL MARKINGS**

The two buoys designating the no-wake zone boundary are difficult to see and recognize. It is recommended that they be replaced with a continuous string of new buoys, four in all, that would better delineate the bounds visually.

As detailed under implementation, a preliminary cost estimate for this is approximately \$4,000.

Implementation of the improved navigation markings will require purchase of the new markers by the County, with annual installation being provided by the County Sheriff's office as is done now. This action involves a small capital expense, estimated at approximately \$4,000. This should be funded through an allocation to the Wayne County Sheriff's office budget.

#### **25. CHANNEL FOG HORN**

Replace, repair or re-activate the fog horn that formerly operated at the Channel. When operational, the fog horn provides a navigational aid and adds to the ambiance of the area as a harbor.

Implementation of this action requires an application to and approval by the U.S. Coast Guard for a privately maintained navigational marker. As funding becomes available for the replacement or repair, purchase, installation and maintenance of the fog horn could then be turned over the Harbor Master.

#### **26. PIER LIGHTHOUSE**

Due to settling and shifting of the outlet jetty, the navigational beacon within the existing lighthouse at the end of the west pier requires periodic leveling and adjustment. The responsibility for such maintenance rests with the U.S. Coast Guard, which checks and adjusts as necessary at the beginning of each boating season and more often if problems are reported.

Maintenance of the pier lighthouse is the responsibility of the U.S. Coast Guard. The Coast Guard schedules maintenance visits once per year at the beginning of the boating season. The only action that may be required is to notify the Coast Guard if operational problems are observed during the boating season. This could be an assigned responsibility of the Harbor Master. No further implementation actions or funding is necessary.

## **27. REGULATION OF LARGE SCALE EVENTS**

The purpose of this element is to reach out to organizers of large scale water events, such as fishing tournaments, to assure participants are aware of local regulations. A secondary outcome could be the provision of funds to help defray the costs of launch use and law enforcement during these events.

Implementation will require authorization by the operators of the public launches on the Bay. This includes Wayne County for the Sodus Point Park launch when open, the Town of Sodus for Harriman Park and the County or the Town of Huron in the event a new launch is developed at the south end of the Bay. It is recommended that that this activity be included as a responsibility of the Harbor Master and would be funded solely by user fees associated with permitting and/or launch fees.

The goal of this action is to make sure that boaters utilizing the Bay for large-scale organized events receive educational materials outlining the local navigation rules and common courtesy. To this end, it is recommended that a permit be required for any organized event that results in the use of one or more of the public launches for ten or more boats. These events will primarily be fishing tournaments but may also include kayak, small sailboat, jet-ski, or canoe races/tours as those uses mature on the Bay. It is recommended that this permit have a nominal fee associated with it based upon the number of boats expected. This could be calculated on the basis of 75% of the nominal fee for using the launch.

With the permit, the organizing entity would receive tags or coupons allowing entrants to utilize the launch and parking area. Along with the tags/coupons, the organizing entity would be required as a condition of the permit to distribute an educational brochure to all entrants. This brochure would show the location of no-wake zones, remind the user of safe boating practices and offer any other educational information as desired by the Harbor Master and Intermunicipal Committee. Production of this brochure could be underwritten by the sale of advertisement for services by local businesses in a portion of the brochure.

## **28. IMPROVE ACCESS FOR WINTER USE**

Winter use is a major activity on the Bay and has the potential for further economic and recreational development. However, the current access is inadequate to meet the demand under peak conditions and adequate services are not conveniently provided.

A key to enhancing winter use is in providing appropriate winter access locations, with support services, and to discourage the use of other, non-designated access points. It is believed that control of parking is the best way of encouraging participants to utilize designated access points.

On the basis of existing use patterns, it is recommended that new access points be created and/or enhanced. In the Village of Sodus Point these are:

- the municipal parking lot in the Village of Sodus Point; and
- Harriman Park

The access points would be plowed with a clear path to the ice surface. Trash receptacles and restroom facilities should be provided at these locations.

Improvements for winter access will require action by the three municipalities, perhaps in cooperation with Wayne County. Operations and maintenance of these facilities will continue to be provided by the municipalities and County forces under their normal DPW operations.

### **29. IDENTIFY ENTITY RESPONSIBLE FOR PERIODIC DREDGING OF THE CHANNEL**

The construction of the Channel connecting Sodus Bay to Lake Ontario and its protecting jetties was done by the Federal government through the US Army Corps of Engineers. While the U.S. Army Corps of Engineers has the formal responsibility for maintenance dredging of the Channel, funding for routine maintenance dredging of harbor entrance channels in the Great Lakes has been eliminated for all but harbors actively utilized for commercial shipping.

A study of dredging for small ports along the south shore of Lake Ontario was completed in 2000. The report, the Regional Dredging Management Plan (RDMP), recommended the creation of a new entity to take on this responsibility. Funding for the maintenance dredging would come from a variety of sources, including a proposed add-on fee for boat registrations. The program proposed under this plan would also have the potential to contract for maintenance dredging of interior areas of Lake Ontario embayment, including entrance channels to marinas and boat launches, under separate contract. An update to this study is underway and anticipated to be completed by 2012.

Implementation of such a plan can be achieved through several models, as detailed within the RDMP. It will require a cooperative effort of all the County governments along the Lake Ontario shoreline. Depending upon the implementation model utilized, it may also require new legislation by the State.

### **30. INTERMUNICIPAL COMMITTEE REVIEW MECHANISM**

It is recommended that the intermunicipal agreement establishing the Great Sodus Bay Watershed Intermunicipal Committee be modified by the participating municipalities to provide authority to the Committee to provide review comments to the municipalities regarding land use decisions proposed within the Sodus Bay Harbor Management Area. Such review comments would provide a regional, bay-wide perspective to the local officials to help inform their decision making.

As part of this review authority, the Intermunicipal Committee would commit to meeting on at least a monthly basis in order to provide responsive reviews to the municipalities, and the municipalities would commit to not issuing approvals for actions subject to referral until review comments are received, subject to a thirty day maximum from receipt of the referral by the Wayne County Planning Department. It would be the responsibility of the County Planning Department to coordinate the scheduling of the Intermunicipal Committee meetings, assemble agendas and application materials, prepare meeting minutes, and transmit review comments back to the municipalities.

It is recommended that any proposed land use change, construction or development requiring either site plan approval, subdivision approval, the issuance of a special permit or a waiver or variance from any of the substantive requirements listed above under a local docking and mooring law be referred to the Intermunicipal Committee for review and comment. All such referrals would follow the identical procedures as currently utilized for referrals to the County Planning Department under Section 239-m of the NYS Town Law.

The Intermunicipal Committee would also play an integral role in developing uniform docking and mooring laws, for the Village of Sodus Point, Town of Sodus and Town of Huron.

Implementation would require modification of the intermunicipal agreement establishing the Great Sodus Bay Watershed Intermunicipal Committee. The modifications would provide authority to the Committee to provide review comments to the municipalities, as detailed in Section 8.2.8. This new intermunicipal agreement would have to be adopted by resolution in the three participating municipalities. In addition, the Wayne County Planning Department would need to agree to coordinate the committee work.

Funding sources that could provide support for this action:

- General municipal and/or County tax revenues (general fund).
- User fees for launch sites, public pier docking and, as demand grows, transient-use moorings.
- User fee assessed on a per dock basis for commercial and/or residential docks.
- Section 190 Harbor Improvement Districts set up within each municipality.

### **31. ENHANCED PUBLIC EDUCATION**

Interpretive signage and brochures should be developed to heighten awareness of the significance of the natural resources present in the Village and the potential impact caused by conflicting uses and activities, particularly with regard to the values relating to the Sodus Bay Significant Coastal Fish & Wildlife Habitat.

## D. DETAILED PROJECT DESCRIPTIONS

Projects #1-4 described above are further detailed in the following pages. Each project is outlined in a format that should make it more suitable for use in grant writing. A map that characterizes opportunities and constraints, key features in the Village, site-specific connections and general proposals are provided. A detailed cost estimate for each project outlines unit costs as well as a complete summary. Site-specific sketches are provided where possible to help illustrate design intentions.

### 1. WAR OF 1812 INTERPRETIVE TRAIL

Geographic Area:	Village of Sodus Point Greenway, parallel to the shore of Lake Ontario and Sodus Bay, a spur of the Seaway Trail.
Functional Area:	Along Bay Street between the intersection of Route 14 and Lake Road and the Village Green of Sodus Point and Ontario Street.
Transportation:	Parallel to the primary regional highway, Route 14 is both a scenic byway and corridor for the Seaway Trail.
Recreation and Tourism:	This project proposes greenway development along Bay Street within the Right of Way and recognizes the War of 1812 Trail, culminating in an interpretive kiosk at the historic village green. The project is adjacent to historical Lake Ontario lighthouse and the maritime museum. Access to Lake Ontario and Sodus Bay are within one village block of the Greenway.
Commercial:	The extension of the Bay Street War of 1812 Interpretive Trail culminates in the commercial/retail center of the Village of Sodus Point. Access to all restaurants and stores is a 5-minute walk.
Residential Areas:	Bay Street and Ontario Street are lined with historic homes
Industrial Area:	Waterfront industry and maritime activities are within walking distance of Bay Street. These are accessible along Route 14, Ontario and Fitzhugh Streets.
Environmental:	A SEQRA document will be completed prior to the implementation of the project. Any environmental issues

will be reviewed and discussed for any negative and positive impacts.

Lead Organization:

Village of Sodus Point

Description:

The project involves the enhancement and interpretation of a segment of the War of 1812 Trail as it enters the Village of Sodus Point. This segment of the greenway would establish a handicap accessible walk through the historic district of the village. It would include a tree planting proposal and a historic period lighting scheme within the 42-foot wide tree lawn, which is now primarily paved over. The new walk in an historic landscape setting would include interpretive signage revealing the strategic location of Sodus Point in the War of 1812 and the individual settlers of the village who made a difference in this conflict.

Time Frame:

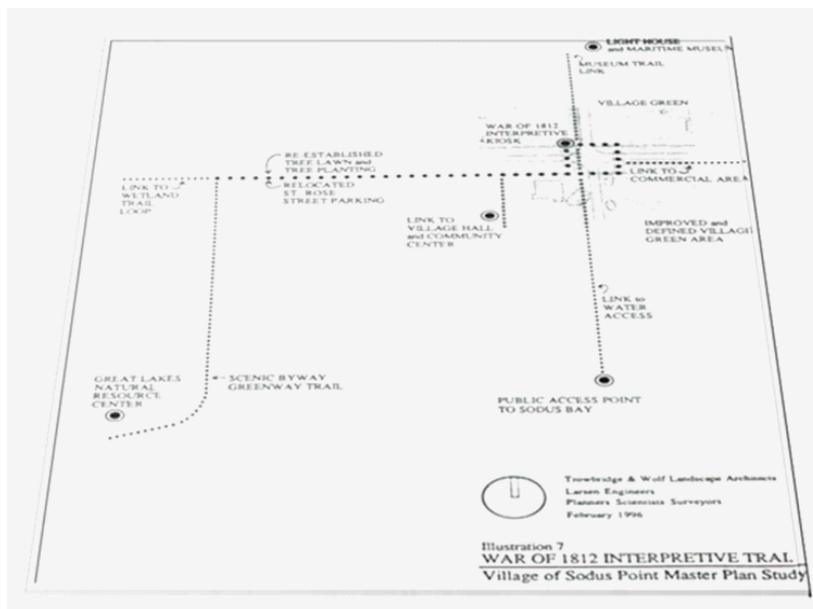
Completion – Spring 2013

Costs and Funding:

Project estimate for 2008 is \$90,631

Barriers to Implementation:

Relocation of Saint Rose’s Church parking, which now occurs in the public Right-of-way on Bay Street.



**WAR OF 1812, INTERPRETIVE TRAIL  
VILLAGE OF SODUS POINT, N.Y.**

Description	Qty	Unit	Cost/Unit	Subtotal	Total
<b>SITE WORK</b>					
<b>Demolition</b>					<b>\$12,808.93</b>
Remove asphalt parking and base	.4	SY	\$6.40	\$2,419.20	
Remove ex. concrete walk	60	SY	\$6.55	\$389.73	
Disposal (Budget)	1	LS	\$10,000.00	\$10,000.00	
<b>Pavements and Concrete</b>					<b>\$30,800.00</b>
Provide and set new curbing	770	LF	\$25.00	\$19,250.00	
New concrete sidewalk	4620	SF	\$2.50	\$11,550.00	
<b>Landscape</b>					<b>\$10,717.60</b>
Provide and install new tree	8	EA	\$275.00	\$2,200.00	
Install new lawn and topsoil (1' depth)	936	SY	\$9.10	\$8,517.60	
<b>Lighting</b>					<b>\$10,000.00</b>
New period fixtures	4	EA	\$2,500.00	\$10,000.00	
<b>Landscape Accessories</b>					<b>\$11,200.00</b>
New bench	4	EA	\$1,200.00	\$4,800.00	
Interpretive signage	1	EA	\$6,400.00	\$6,400.00	
<b>TOTAL SITE WORK</b>					<b>\$75,526 x .20 (cost update)= \$90,631</b>

**2. SCENIC BYWAY AND GREENWAY TRAIL/SEAWAY TRAIL**

**Geographic Area:** Village of Sodus Point Greenway, parallel to the shore of Lake Ontario and Sodus Bay, a spur of the Seaway Trail

**Functional Area:** Along Rte. 14 between Harriman Park/ Boat Launch (Town of Sodus) and Lake Road/Bay Street intersection in the Village of Sodus Point

**Transportation:** Route 14 Right-of-way within the Village of Sodus Point is also the Seaway Trail Corridor.

**Recreation and Tourism:** This multi-modal Greenway development along Route 14 links a recreational destination (Harriman Park and Boat Launch) and the historic center of the Village of Sodus Point. Several marinas front upon the proposed Greenway. Charter boats, boat launching, fishing and other related water-based activities would be accessed from the greenway.

**Commercial:** The commercial center for the Village of Sodus Point is within a 5-10 minute walk of the proposed Greenway. The commercial/retail center can be reached by the War of 1812 Interpretive Trail that parallels Bay Street.

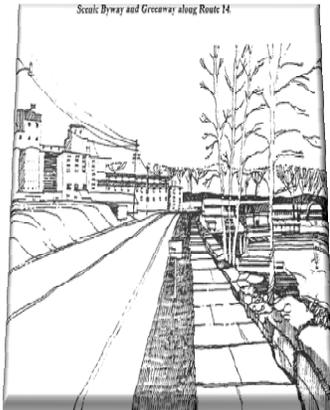
**Residential Areas:** The proposed Greenway terminates in the historic residential district of the Village of Sodus Point, which approximates the intersection of Rte. 14 and Bay Street. It is likely that the residential community of the Village will be significant users of the Greenway. The proposed trail will link two neighborhoods; the residential area and the more contemporary “heights” neighborhood.

**Industrial Area:** The Great Sodus Bay waters will edge the Greenway Trail.

**Environmental:** SEQRA documentation will be completed prior to the implementation of the project. Any environmental issues will be reviewed and discussed for any negative and positive impacts.

**Lead Organization:** Village of Sodus Point

**Description:** This project would provide a multi-use trail that connects the north and south sides of the Village of Sodus Point along Route 14. Currently, no sidewalks or trails exist for pedestrian or bicycle use other than the road shoulders along Rte. 14. The proposed Greenway will provide amenities such as lighting, street tree planting and rustic stone construction consistent with surrounding vernacular details. It will provide a safe walking surface for visitors and residents connecting residential, commercial, parkland and the Town of Sodus Boat launch at Harriman Park.

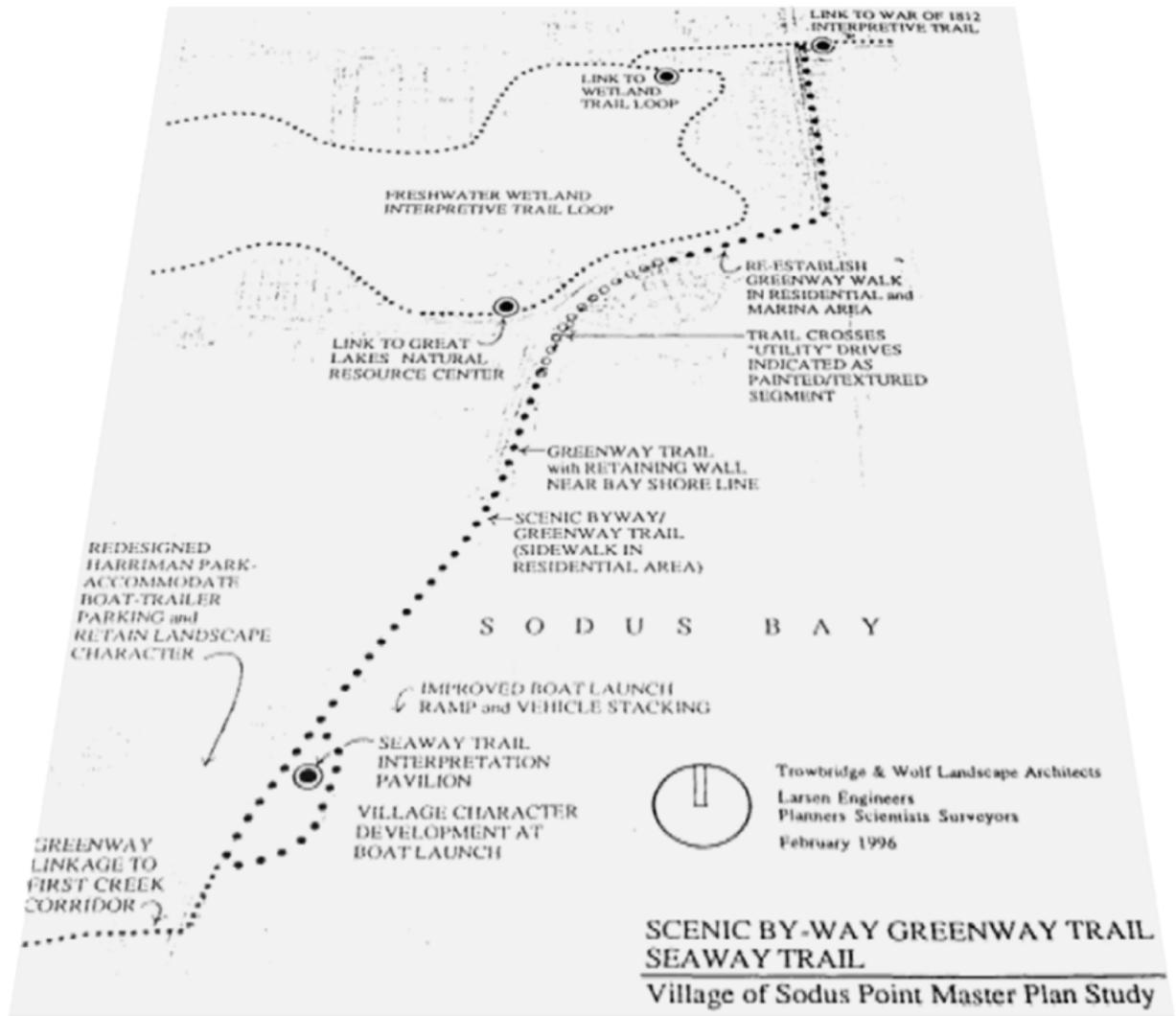


**Time Frame:** To be determined

**Costs and Funding:** Project estimate as of 2006 is \$131,740 (likely to become considerably higher)

**Barriers to Implementation:** Such a facility, based on current shared use path design guidance (i.e. and 8' to 10' wide path), will not fit within

the public right-of-way of State Route 14, and would likely impact adjacent buildings. Coordination with property owners along Route 14 is necessary. Sections of the walk/trail traverse marina functions which utilize public right-of ways. Subsequently, special site-specific details and agreements would need to be developed. Construction documents would need to be prepared to acquire competitive bids.



**SCENIC BYWAY AND GREENWAY TRAIL/SEAWAY TRAIL  
VILLAGE OF SODUS POINT, N.Y.  
February 1996**

Description	Qty	Unit	Cost/Unit	Subtotal	Total
<b>SITE WORK</b>					
<b>Demolition</b>					<b>\$2,196.50</b>
Remove ex. pavement	30	SY	\$6.55	\$196.50	
Disposal (Budget)	1	LS	\$2,000.00	\$2,000.00	
<b>Pavements and Concrete</b>					<b>\$54,350</b>
Pavement Stripping	1	LS	\$200.00	\$200.00	
Recycled Asphalt Walk: (8' width, 2" over 6" gravel)	3610	LF	\$15.00	\$54,150.00	
<b>Landscape</b>					<b>\$32,970.00</b>
Provide and install new tree	14	EA	\$275.00	\$3,850.00	
Install new lawn and topsoil (1' depth)	3200	SY	\$9.10	\$29,120.00	
<b>Lighting</b>					<b>\$36,224.40</b>
New fixtures	12	EA	\$2,500.00	\$30,000.00	
Cable and conduit (PVC)	3420	LF	\$1.82	\$6,224.40	
<b>Landscape Accessories</b>					<b>\$6,000.00</b>
New bench/ installed	5	EA	\$1,200.00	\$6,000.00	
<b>TOTAL SITE WORK</b>					<b>\$131,740</b>

\* Note: It is assumed that the proposed Seaway Trail Kiosk would be coordinated with a comprehensive state effort. Subsequently, no estimate for construction is given here.

**3. WICKHAM BOULEVARD GREENWAY TRAIL**

Geographic Area: Village of Sodus Point Greenway, parallel and adjacent to the Great Sodus Bay

Functional Area: Along Wickham Boulevard between the Village-owned Parks on Greig Street and the county owned park Sodus Point Park

Recreation and Tourism: The Wickham Boulevard Greenway is proposed within a primary non-marina based recreation area in the Village of Sodus Point. Two public beaches are linked to the

Wickham Boulevard segment of the Greenway. This section of the Greenway also links two significant Village Parks, which provide active recreation and a fishing dock. Wickham Boulevard is contiguous with this Greenway segment.

Commercial:

The Wickham Boulevard Greenway crosses the foot of Greig Street, the primary commercial street of the Village. This segment of the greenway is essential in that it is the only pedestrian link to the commercial area on Greig Street since this part of the Village is built upon a sand bar peninsula.

Residential Areas:

The Wickham Boulevard Greenway directly serves the most densely populated neighborhood in the Village. All of the Lakeview neighborhood streets feed into Wickham Boulevard. Subsequently, pedestrian traffic would do the same, being collected on the Greenway Trail.

Industrial Area:

The Wickham Boulevard Trail is unrelated to any industrial areas of the Village

Environmental Areas:

Just off-shore on the Bay, parallel to the greenway, is a submerged sandbar. This unique condition allows for shallow water and safe swimming, but also limits boat traffic in this area.

Lead Organization:

Village of Sodus Point

Description:

This project involves the development of a Greenway trail within an area that desperately needs a separate and safe pedestrian walkway. The Village with Wayne County owns contiguous land for this portion of the Greenway requiring no land purchases or extenuating negotiations with abutters. The wide paved trail will allow pedestrian use to be shared with bicycle riders, in-line skaters and other modes of non-motorized transportation.



<b>Wickham Boulevard Greenway Trail</b>					
Village of Sodus Point, NY, April 2005					
Description	<u>Qty</u>	Unit	Cost/Unit	Subtotal	Total
<b>D. Site Work</b>					\$7900
Remove asphalt parking and base	420	SY	\$7.5	\$3150	
Remove soil for walk base	1000	SY	\$2.75	\$2750	
Disposal (Budget)	1	LS	\$2000	\$2000	
<b>Pavements and Concrete</b>					\$40,000
Recycled Asphalt Walk (8' width, 2" resurface, 6" gravel)	1600	LF	\$25	\$40,000	
<b>E. Landscape</b>					\$45,140
Provide and install new tree	12	EA	\$275	\$3300	
Install new lawn and topsoil 1 to 3 inch depth AOB	2400	SY	\$9.10	\$21,840	
Masonry guide rail	400	LF	\$50	\$20,000	
<b>F. Lighting</b>					\$22,929
New fixtures	6	EA	\$3500	\$21,000	
Conduit and Cable (PVC)	1060	LF	\$1.82	\$1929	
<b>G. Landscape Items</b>					\$9000
New Bench	6	EA	\$1500	\$9000	
<b>H. Total Site Work</b>					<b>\$124,969</b>

1