

SECTION IV – Proposed Land and Water Uses and Proposed Projects

This section of the LWRP presents the proposed land and water uses for the Town of Somerset waterfront area. [Map 8 – Proposed Land Uses and Projects](#), illustrates the proposed land uses for this area, and identifies the location of proposed projects.

A. Proposed Land Uses

1. Waterfront Land Uses

Land uses in the Somerset LWRA are proposed in a manner that will continue the general patterns of existing development in the study area. Land use changes are proposed to protect waterfront resources, maintain the existing character of the community, and properly accommodate future development. In addition, the proposed land uses are partially based on the vision developed for the Town of Somerset as part of the Comprehensive Plan prepared in 2002. These land use recommendations are intended to support the policies promoted in Section III.

In general, the predominant land use along the waterfront is, and should continue to be, residential. The numerous in-fill lots (approximately 50) along Somerset Drive, Lakeshore Road, Huntington Beach Road and Lakeview Drive, should be developed for residential use, as allowed under the zoning code. New residential development outside the sewer district should occur at a low density to avoid the necessity of sewer extensions.

Existing vacant and underutilized properties situated east of the AES property, that are larger in size, should be developed or redeveloped for residential uses that are clustered near the shoreline. This would maximize access to the shoreline and preserve open space. It would also allow for development that is more in character with the surrounding community.

It is not anticipated that there will be a high demand in the future for commercial or commercial-recreation uses along the Somerset waterfront. Somerset has a strong residential character along its waterfront with few water-dependent or water-enhanced commercial uses. For these reasons, no new commercial uses are depicted on the Proposed Land Use map. Commercial uses should remain in and around the Village of Barker, which functions as the Town center and business district for Somerset.

While the Haight's Park Campground and Brown's Camp may be subject to development pressures in the future, it is recommended that these water-enhanced commercial campgrounds remain in use in some capacity as low intensity recreational uses, rather than being redeveloped commercially with permanent structures and associated site improvements. These sites provide open, unobstructed views and although privately owned, they provide a break between the denser residential developed areas. The Lighthouse Christian Camp should also remain as it is developed today, and should not increase its relatively high density of development. The area south of the access drive for the camp would be appropriate for low-density residential use.

The AES power station is the only non-recreational water-dependant use in the LWRA. AES owns vacant and agricultural property within the study area, including a 178-acre waterfront parcel that has approximately 2,000 feet of shoreline. There are no immediate plans for this parcel to be developed. In the future, should AES need to expand its power generation facilities, such expansion should occur in the area north of Lake Road. Any future expansion in this area should be situated so that the shoreline and bluff remain undisturbed and protected as open space, with building(s) located closer to Lake Road.

2. Upland Uses

It is anticipated and encouraged that existing agricultural lands within the LWRA remain in agriculture use. Agricultural lands strongly contribute to the rural character of the community and provide the backdrop for many of the scenic vistas that help define the LWRA.

Existing vacant upland parcels should be guided towards development as agricultural or low-density residential uses, which would be compatible with neighboring uses. As with the vacant waterfront parcels, development on larger upland parcels could be clustered in order to preserve large areas of contiguous open space and significant views of the lake.

B. Proposed Water Uses

As previously described in the Inventory and Analysis (Section II), due to existing geologic conditions along the shoreline, there are no marinas or permanent docks in

the LWRA. This limits the potential for recreational boating activities in the area. In general, there are few existing water related uses along the shore. The boat ramp in Golden Hill State Park is the primary location for recreational boating. There are no plans to expand those facilities. Because of the steep bluffs it is unlikely that construction or reconstruction of docks or boathouses in other areas along the shore will occur in great numbers.

C. Proposed Projects

[Map 8 – Proposed Land Uses and Projects](#), identifies the locations of several potential project sites that could further the LWRP policies set forth in Section III. These proposed projects are only conceptual at this time, but set the stage for further development in the future, as the need arises.

AES Multiple Use Site – Future Municipal Park

A multiple use plan, was prepared as part of the approval for the AES Somerset power generating station. The multiple use plan was adopted by the Town and New York State Electric and Gas (NYSEG) and various regulatory agencies. It sets aside this future parkland to meet the future recreational needs of the community. The multiple use plan provides for continued access to the lake and the implementation of a combination of active and passive recreational uses over the long-term. The Town of Somerset Planning Board has approved the multiple use plan, which reflects the policy of the Planning Board relative to the proposed future use of that portion of the power plant site (approximately 30 acres).

While there are no current plans to implement the multiple use plan, the Town wishes to retain its rights for the future recreational use of the site. The multi-use area was included in the recently completed comprehensive plan. The Town reaffirms this position by incorporating this plan into the LWRP and depicting it as a future municipal park on the [Proposed Land Use and Projects map](#).

Breakwall Repairs - Various locations

Shoreline protection for residential uses is in place along various portions of the waterfront, primarily east of Quaker Road. This shoreline protection consists of either large boulders armoring the bottom of the bluff or concrete seawalls. The seawalls, some of which include boathouses and stairways, are in various states of repair.

Some walls are cracked and leaning into the water. The majority of the seawalls and other shoreline protection structures are located on privately owned residential property.

Where existing erosion protection structures are in such disrepair that they pose potential safety hazards or create the potential to worsen or establish other erosion problems, they should be reconstructed or replaced in-kind, in conformance with New York State and Army Corps of Engineers permits and standards. These repairs would be the responsibility of the private property owners. Piers and jetties should not be encouraged, as they would result in long-term adverse changes in erosion/deposition patterns.

Golden Hill State Park – Secondary Access

Golden Hill State Park is one of the largest properties along the shoreline, with approximately 1.5 miles of waterfront. The park offers public access to the lake and includes an extensive trail system. There are two vehicular entrances to the park, each off Lower Lake Road.

A park sign/trail map and trailhead are located at the eastern end of the park, along its boundary with County Line Road, which is a Town of Yates road located in Orleans County. However, there is no formal parking lot, only a small grass/dirt parking area that can accommodate up to a maximum of three cars, forcing additional cars to park in the road. The Town should continue to support the further development of facilities in Golden Hill State Park, including enlarging and improving a secondary entrance on County Line Road.

Storm Water Collection and Discharge Improvements

There is an identified need for stormwater collection and drainage improvements as development or subdivisions occur within the LWRA. New subdivisions must be designed in order to manage storm water runoff in a manner consistent with Town and State standards.

Road Improvements

The extension of Lakeshore Road east of Johnson Creek Road is a private road, which provides access to Johnson Creek Road and the public highway network for waterfront

residences. At this time this private road is not constructed to town standards. If and when the property owners wish to dedicate this road to the Town, it must first be reconstructed to meet Town standards, including drainage.