

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

## **A. PROPOSED LAND USE PLAN**

### **1. Introduction**

The proposed land use plan of the Town of Webster's Local Waterfront Revitalization Program (LWRP) translates the policies of the program into a cohesive and comprehensive physical plan for the Town's waterfront areas. The process used to develop the proposed land use plan consisted of an evaluation of the Town's policies for the use and protection of its waterfront resources, an assessment of the various land use needs of the Town and the consideration of development potential, and constraints of the Town's various waterfront areas. In addition, the potential impact of the proposed opening of Irondequoit Bay to Lake Ontario for unlimited boating access were also considered in the development of the land use plan.

Specifically, the steps that were utilized in developing the proposed land use plan for the Town of Webster's LWRP included an identification of generalized land use areas within the Town's LWRP boundary, the definition and description of the actual land use designations to be employed within the LWRP boundary, and the delineation of the uses on the map within the waterfront areas previously identified. Proposed waterfront land uses are consistent with the policies for use and protection of the Town's waterfront resources set forth in Section III.

### **2. Identification of Generalized Land Use Areas Within the Town of Webster's Local Waterfront Revitalization Boundary**

As part of the development of an appropriate land use plan, the LWRP area was divided into three subsections: Bayfront, Lakefront, and Sandbar.

Three types of generalized development situations were identified within each of the three land use subsections. These development situations include:

- \* Areas of existing stable uses where significant changes in the patterns of development are unlikely to occur, or vacant land where development projects are announced and proceeding through the Town review and approval process;
- \* Large areas of open space or undeveloped or inappropriately developed land suitable for a variety of land uses or suitable for land-banking and/or protection until land-use demand is more clearly identified;
- \* Areas of particular concern that require special protection or attention because of the unique and/or important natural or man-made resources found there.

Each generalized land use area within the Town of Webster's LWRP boundary is briefly described and evaluated below in terms of the three types of development situations previously outlined. The introductory descriptions summarize material presented in the Inventory and Analysis, 2: General Land Use and Outstanding Natural Features.

a. Bayfront

The Bayfront consists of that area of the Town of Webster located between Irondequoit Bay on the west, the Webster town line on the south, the LWRP boundary on the east, and Lake Road, excluding the Sandbar, on the north.

In general, this area consists of the shorezone or toe area immediately adjacent to the bay, a plateau to the east, and several environmentally-sensitive landforms that are located throughout the area.

Stable, residential uses dominate the plateau in the northern portion of this area. A former privately owned landfill is located in the central portion of the plateau. Some additional minor residential development, including a subdivision for single-family homes, is located in the southern portion of the plateau area. Access to the plateau is provided via Bay Road, DeWitt Road and the Route 104 Expressway.

Large areas within the bayfront subsection that may be suitable for a variety of land uses include (Inventory and Analysis, 7: Underutilized and Deteriorated Sites):

- \* Stony Point Landing, located along the northeastern shore of the Bay, just west of DeWitt Road (Site No. 2);
- \* An area bordered by DeWitt Road on the east, the Town landfill on the south, the Village of Webster water supply on the west and existing residential development on the north (Site No. 5);
- \* The Bay Bridge/Bay Road site (Site No. 3);
- \* The Bluffs Subdivision located at the intersection of Backus Road and DeWitt Road intersection (Site No. 6);
- \* Willow Point, located on the site of the former Willow Point Amusement Park, between Irondequoit Bay and Bay Road, just north of the Penfield Town line (Site No. 1).

Willow Point and Stony Point Landing have been identified as particular opportunity sites in Webster's LWRP.

b. Lakefront

The Lakefront consists of that area of the Town of Webster between the Sandbar on the west, the LWRP boundary on the south, Lake Ontario on the north and the Webster town line on the east.

In general, this area consists of a shorezone immediately adjacent to Lake Ontario that includes generally rocky, narrow beaches, small bluffs and some steep slopes, as well as

relatively flat, level land or plateaus to the south and several environmentally-sensitive landforms that are located throughout the area.

Stable residential uses dominate the western portion of this area. West of Nine Mile Point, residential development is scattered and rural in character, and is primarily located on large lots immediately adjacent to the Lake Ontario shoreline. Webster Park is located in the middle of the lakefront subsection, with most of the actual parkland situated south of Lake Road.

Large areas within the lakefront subsection that may be suitable for a variety of land uses include (Inventory and Analysis, 7: Underutilized and Deteriorated Sites):

- \* Nine Mile Point, located between Lake Road on the south, the Lake Ontario shoreline on the north, Phillips Road on the west and North Avenue on the east (Site No. 8); and
- \* A vacant parcel of land located at the northeastern corner of the intersection of Vosburg and Baker Roads (Sites No. 8).

Both of these sites have been identified as opportunity sites within the Town's LWRP boundary.

c. Sandbar

The Sandbar (Inventory and Analysis, 7: Underutilized and Deteriorated Sites, Site No. 9), consists of that area of the Town of Webster located at the northern end of Irondequoit Bay, between the Bay and Lake Ontario, just east of the Irondequoit Bay outlet to the Lake.

This area consists of residential uses, small commercial establishments, a marina facility, vacant land, and several vacant and/or deteriorated structures. The bridge at the mouth of Irondequoit Bay, which provided access between Irondequoit and Webster, has been removed. A permit to construct a new pivot bridge in its place has been issued by the NYS Department of Environmental Conservation to the Monroe County Department of Transportation. An abandoned railroad right-of-way parallels Route 18 on a raised road bed across the Sandbar, obscuring views of the Lake to the north. The north side of the Sandbar, immediately adjacent to the lakefront, is lined with single-family development.

### **3. Summary and Assessment of the Project to Open Irondequoit Bay to Lake Ontario, and its Implications for the Town of Webster's LWRP Proposed Land Use Plan**

The United States Army Corps of Engineers has undertaken a project to open Irondequoit Bay to Lake Ontario that would provide for unlimited boating access between the Bay and the Lake. This project consists of the removal of the Lake Road (Route 18) highway bridge, now completed, at the Bay outlet, the construction of a new channel between the Lake and the Bay, as well as the construction of associated breakwalls and fishing jetties on either side of the Lake

Ontario portion of the channel. In addition, a State marina is proposed for the northwestern corner of the Bay in the Town of Irondequoit, with access to the Lake provided via the new outlet channel.

A replacement bridge to carry Lake Road over the Bay outlet, which would continue to provide vehicular access between the Towns of Webster and Irondequoit as well as to the Sandbar itself, is to be constructed as part of the overall project. The Monroe County Department of Transportation has been issued a permit to construct a replacement bridge.

For the purposes of developing the proposed land use plan for the Town of Webster's LWRP, it is assumed that the replacement bridge will provide for essentially unlimited boating access between the Bay and the Lake.

Providing for such boating access will obviously increase the pressures for new commercial and/or marina development in many locations along the Irondequoit Bay shoreline. However, site development constraints, such as bay water depth, ease of vehicular access, amount of land available for parking, provisions for utilities and various environmental factors need to be considered before this type of development can be allowed to occur around the Bay and on the Sandbar in particular. The proposed LWRP land use plan and public and private projects for the Town's waterfront areas were developed in consideration of these anticipated impacts.

#### **4. Assessment of Land Use Needs Within the Town of Webster's Local Waterfront Revitalization Boundary**

In general, land use needs within the Town's LWRP boundary were developed in consideration of the policies outlined in Section III, as well as the specific land use conditions and features that currently exist in the area. These land use needs include the following:

- \* The preservation and enhancement of various environmentally-sensitive and/or unique areas of special concern that include such land features as woodlots, floodplains and watercourses, steep slopes/bluffs, beaches, scenic vistas and fish and wildlife habitats.
- \* The development of appropriate water-dependent uses within the bayfront and lakefront, which take advantage of their proximity to the water, enhance the visual and aesthetic aspects of these waterfront areas, and help provide for the general economic growth of the Town.
- \* The enhancement of recreational opportunities provided by Lake Ontario and Irondequoit Bay which include fishing, boating, swimming and hiking, as well as other more passive recreational activities.
- \* The enhancement of stable residential areas, and the development of new residential districts that can provide adequate vehicular and pedestrian access, utility service and other essential public services without disturbing or destroying existing environmental conditions or features.

- \* The development of mixed-use areas within the waterfront revitalization area to take advantage of the proximity to the water, enhance the unique ambiance of the waterfront, provide for public access, and enhance public recreational opportunities in the area, without disturbing or destroying existing environmental features or conditions.

## **5. Definition and Description of Land Use Zones Proposed Within the Town of Webster's Local Waterfront Revitalization Boundary**

Before developing an actual and use plan for the three waterfront areas identified within the Town of Webster's LWRP boundary, it was first necessary to generally define the land use categories to be utilized in the plan, and to briefly outline the purpose or intent of each category as it related to the LWRP policies discussed earlier and to the generalized Town land use needs summarized above.

The Town Zoning Ordinance, Irondequoit Bay Plan, Irondequoit Bay Technical Committee Report and various State coastal management documents were used to develop and define these categories and to establish their overall purpose or intent with respect to the Town's LWRP.

The land use categories used in the proposed Town of Webster LWRP land use plan are listed below. These categories were developed in order to ensure that the proposed land uses within the LWRP boundary were realistic in terms of current land use trends and projections, appropriate in relation to existing natural features and environmental constraints, concentrated development in areas with existing public infrastructure and services, minimized environmental impacts, and protected important natural and scenic resources.

### \* Low-Density Residential

This land use classification is limited to residential development at a density of 1.5 to 2.4 units per acre. The purpose of this category is to preserve and enhance existing residential areas and open space within the LWRP boundary and to provide for new residential development at low densities.

### \* Medium-Density Residential

This land use classification includes single-family residential development as well as a variety of multi-family residential uses, such as townhouses, and condominiums and apartments with densities not exceeding 12 units per acre. The classification is designed to be utilized in those areas within the LWRP boundary where somewhat higher-density residential development opportunities exist and can be adequately accommodated given existing access, and utility and environmental conditions. An additional purpose of this category is to take advantage of particular areas within the LWRP boundary which, because of their size, and ability to accommodate higher-density development, should be utilized for this type of land use.

\* Public Land/Open Space

This land use classification includes all sites or parcels of land within the LWRP boundary which are publicly owned or proposed for public ownership, and/or will be utilized for public access to waterfront areas, public recreational activities, general open space areas or other public purposes. The intent of this land use category is to provide for public uses within the Town's waterfront areas, to enhance the quality and character of the waterfront areas through the maintenance of open space, and to ensure adequate protection of certain unique and/or environmentally sensitive areas in the waterfront zone.

\* Waterfront Development

This land use classification provides for the development of a cohesive and integrated mix of appropriate water-dependent and/or recreation-oriented uses within specific areas of the waterfront. Residential, commercial and/or public open space/recreational uses could be included within such areas. The mix of uses permitted within the area is intended to take maximum advantage of the unique assets and characteristics of waterfront location as well as to allow for creativity and flexibility in project design. However, because this designation will be assigned to significant waterfront locations within the Town, strict development regulations and site design criteria will be included as a part of the overall requirements for development within the district.

## **6. Environmentally Sensitive Areas**

Also included is an identification of environmentally sensitive areas. This identification covers unique, significant and/or environmentally-sensitive land forms or features within the LWRP boundary, including wetlands, steep slopes/bluffs, beaches, floodplains and watercourses, woodlots, scenic vistas, and fish and wildlife habitat areas. The purpose of identifying these areas is to provide for the strict and consistent regulation of development within them, in order to preserve and enhance the natural beauty of the waterfront, to discourage various environmental problems from occurring around the waterfront, and to generally protect the many natural resources found there.

Protection of wetlands within the LWRP boundary is important because these areas help reduce shoreline erosion, provide wildlife habitats and fish spawning and nursing grounds, improve water quality by acting as natural sedimentation basins, and provide general open space and passive recreational opportunities.

Protection of steep slopes bluffs within the LWRP boundary is important because these areas contain highly erodible and unstable soils. Slope disturbance contributes to water quality degradation through siltation and may also destroy attractive natural features and/or wildlife habitats.

Protection of floodplains within the LWRP boundary is important because they serve as water storage areas during periods of flooding or high water. Permitting development within floodprone areas can severely affect the flood handling capabilities of a given body of water.

Protection of woodlots within the LWRP boundary is important because these areas provide soil and slope stabilization and enhance the general aesthetic quality and natural beauty of the Town's waterfront areas. indiscriminate clearing of these areas would result in decreased slope stability and increased soil erosion and runoff, as well as the potential destruction of extensive wildlife habitat areas.

Protection of beaches within the LWRP boundary is important because these areas provide unique recreational opportunities, enhance the aesthetic quality and natural beauty of the waterfront and provide protection for steep slope areas from erosion caused by wave action.

Protection of scenic vistas throughout the Town of Webster's waterfront revitalization area is important in order to preserve and enhance the unique visual and aesthetic qualities and natural beauty of the Town's waterfront areas, and to ensure that development activity does not overshadow or dominate the natural landscape.

Protection of significant wildlife habitat within the LWRP boundary is important because these areas provide a substantial refuge for many ground animals and birds, and also provide fish spawning and feeding grounds.

## **7. Delineation of Proposed Land Use Zones Within the Town of Webster's Local Waterfront Revitalization Boundary**

Proposed land uses within the Town's LWRP boundary are illustrated on Map 3, Proposed Land Use, and are presented below in terms of the three generalized areas outlined in Part 2 of this subsection. A variety of land uses are proposed within the various portions of the LWRP boundary based on a review of existing land use patterns and the status of existing and proposed public facilities in the area, site development potential and environmental constraints, overall Town land use trends, the policies of the Webster LWRP, and the specific purpose and intent of each land use district.

### **a. Bayfront**

Within the Bayfront, there are several environmentally sensitive areas or unique natural resources, including:

- \* Steep slopes of 15 percent or greater measured over a linear distance of 10 feet, and areas within 50 feet of these slopes;
- \* Floodways, 10 year floodplains and 100 year floodplains, as designated by the Federal Insurance Administration as part of the National Flood Insurance Program;



- \* Natural and/or man-made streams and watercourses, and any area within 50 feet of the centerline of such streams and watercourses; wetlands designated as Class I, Class II, Class III or Class IV by the New York State Department of Conservation, including a buffer zone within 200 feet of the edge of the wetland area.
- \* Woodlots that include at least five or more contiguous acres of woodlands; and
- \* Major scenic vistas and significant fish and wildlife habitat areas as identified and mapped as a part of the Town's LWRP.







Development permitted as a matter of right within these areas is limited to miscellaneous activities required for the normal care and maintenance of property. All other development requires review and permit approval by the Town in accordance with strict development standards and criteria.

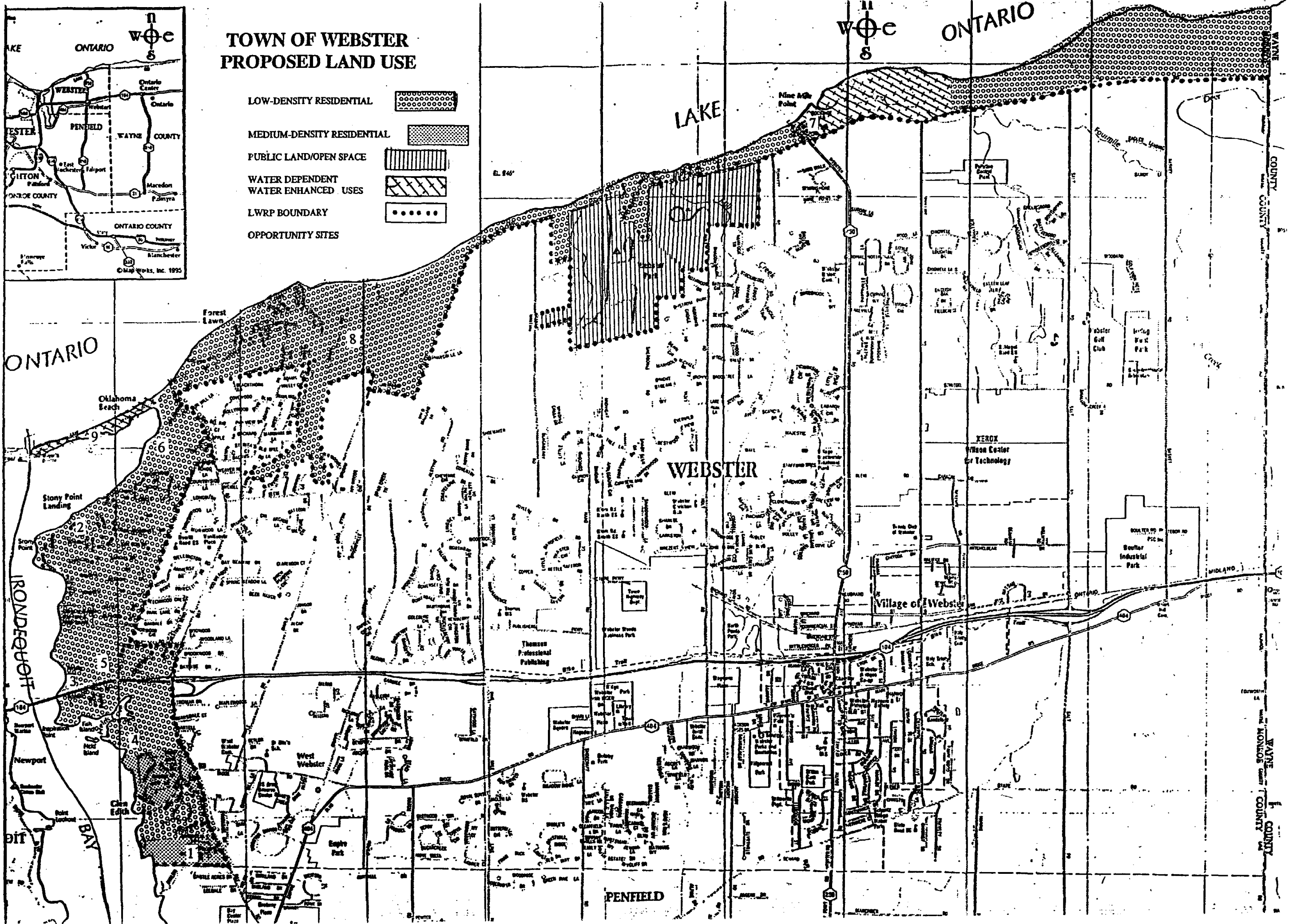
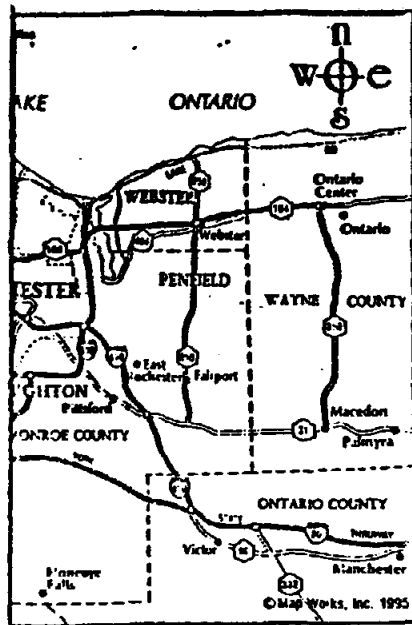
The sites identified in Section II, 7: Underutilized and Deteriorated Sites as underutilized and vacant will now be reviewed for land use and development potential. Three of the Bay sites have developments currently under various stages of construction. The size of the parcels, their configuration, location within the LWRP, and have access public facilities make them appropriate for development. A residential, recreational development, including townhouses and single-family residents within an overall density of 2.5 units per acre, has been proposed for Stony Point Landing. The site contains 63 acres and is located along the northern portion of Irondequoit Bay just west of DeWitt Road. The project includes 50 single-family residences and 109 townhouse units, as well as 159 boat slips located on floating docks at the bayshore. Tennis courts and a community center are also being planned for the exclusive use of project residents. The project is approximately 50% constructed.

Low-density residential is appropriate for the site. The low-density designation allows for the site to be developed without encroaching on the most sensitive environmental feature of the site, its steep slopes. There will be no construction on slopes greater than 15 percent or on transitional areas at the top of the slopes in areas of questionable soils.

A medium-density residential project (approximately 6 units per acre) has been proposed for Willow Point, which is located on 47 acres of land between Irondequoit Bay and Bay Road, just north of the Webster/Penfield Town Line. The project includes 263 residential units comprised of condominiums in one mid-rise and several low-rise townhouse structures. The site contains features similar to the Stony Point area in that it also has an extensive area of steep slopes, good access, and proximity to public sewer lines. Adjacent land uses are primarily single-family residences. The site has considerable frontage on Bay Road and is within a half mile of commercial development. Medium-density residential land use is appropriate for this area.

# TOWN OF WEBSTER PROPOSED LAND USE

- LOW-DENSITY RESIDENTIAL 
- MEDIUM-DENSITY RESIDENTIAL 
- PUBLIC LAND/OPEN SPACE 
- WATER DEPENDENT  
WATER ENHANCED USES 
- LWRP BOUNDARY 
- OPPORTUNITY SITES 



The project does not now include any shoreline development. Should it eventually propose a shoreline marina, as anticipated, such development would have to adhere to the requirements of the LWRP and other Town regulations.

Another development which most recently received Town subdivision approval and in the construction stage of Phase I is The Bluffs Subdivision which started in late summer of 1995. This development plans to utilize its bay frontage by the use of docking facilities and public access to the shoreline to the entire length of the project. Located near the intersection of DeWitt and Backus Roads is somewhat an irregular shape and contains steep slopes on three sides. This site was approved under the Cluster Development of the Town Zoning Code which provided 4.0 acres of parkland locating 48 single family units located in the plateau area outside sensitive environmental areas.

The remaining large areas of open space or undeveloped land within the bayfront that are suitable for a variety of land uses include:

- \* The Damascus Temple property, located between Bay Road and Irondequoit Bay, just north of the Hillsboro Cove;
- \* A large area of vacant land, bordered by DeWitt Road on the east, the former Webster Town Landfill on the south, and the Village of Webster water supply on the west;
- \* A vacant parcel of land located at the southwest intersection of the Irondequoit Bay Bridge and Bay Road.

For various reasons, the development potential of these sites will not be fully realized for several years.

- \* The Damascus Temple site is suited for medium-density development because of its location, size, and relatively flat topography and proximity to existing utilities. The site fronts on Bay Road and is immediately adjacent to Hillsboro Cove, which is designated for medium-density residential use. Development in the near future at the Damascus Temple site is unlikely, however, because of the nature of its present use and current ownership.
- \* The site on DeWitt Road which includes the former Town landfill presents a development opportunity for low-residential and/or public use in the long term. The site, although large enough to accommodate a variety of uses, does have one major environmental constraint: it is immediately adjacent to aquifers that supply the Town's water. Development potential may, therefore, be limited.

The northern portion of the site has been subdivided into several smaller parcels, and because ownership of these parcels is in the hands of many individuals, including the Town and the County, the acquisition and assembly of the site for development would

be very costly and time consuming. Public sewer and water lines could be extended to the site.

Prior to any redevelopment, extensive testing of the landfill portion of the site would have to be conducted to determine the viability and limitations of its reuse. Should site development prove feasible over the long term, the issue of access would also need to be addressed. Current access is limited to DeWitt Road, a residential street, with modest and stable single-family residences. Depending upon the scale of development, the option of providing access through the State rest area could be explored. If development does not prove to be feasible, the area's potential as a future passive recreation site controlled by the Town or the County should be explored.

The last site for discussion is the large vacant parcel at the intersection of Bay Road and the Irondequoit Bay Bridge. Because of the site's proximity to the access ramps for Route 104, its access to Bay Road, and its extensive bay frontage at the western border, it has development opportunities for uses other than residential. As much as 75 percent of the site, however, is in steep slopes and, therefore, nondevelopable. Also, the toe land that is included in the site is part of a significant wetland habitat. Because of these environmental constraints, a land use classification has not been designated for the site. Because of the site's location, however, the Town wishes to recognize its potential so as not to foreclose the possibility of a sensitively developed commercial or residential venture. The Town's current zoning map permits single-family residential as a matter of right, with the option of establishing a planned multiple family residential district. No changes will be included in the LWRP until such time as a specific proposal is in hand. Any proposal would proceed through the Town's established procedures for development reviews and approvals.

The remaining portion of the bayfront within the Town's LWRP boundary is proposed for residential use. It is anticipated that these areas will not be subject to any foreseeable changes in market conditions or other factors which would significantly alter their character. The proposed land uses for these areas will generally follow the existing pattern of development and are therefore designated a low-density residential area as outlined earlier.

b. Lakefront

Within the Lakefront, there are several areas of particular concern that involve environmentally-sensitive zones or unique natural resources. These areas are concentrated along the shoreline in Webster Park, and in the vicinity of Shipbuilder's Creek. In each case there are overlapping woodlots, steep slopes, and/or floodplains and watercourses. The areas that are identified represent the same environmental conditions as defined for the Bayfront, i.e., steep slopes, flood-plains, floodways, woodlots, and vistas. Development criteria similar to those applied to the Bayshore are applied to the Lakefront.

Within the lakefront shoreline, there are two previously identified opportunity sites:

- \* Nine Mile Point, located between Lake Road and Lake Ontario, and between Route 250 and Phillips Road; and
- \* The Vosburg Road site, located in the north-eastern corner of the intersection of Vosburg and Baker Roads, just south of Lake Road.

Nine Mile Point is currently the site of a well-established restaurant/party house, a small motel facility, several cottages and single-family residences. In addition, Four Mile Creek empties into Lake Ontario along the northern edge of the site. The general terrain of the site is relatively flat and is composed of several large, vacant parcels of land. Town water service and sanitary sewers are currently available at the site. In addition to its natural beauty and lakefront location, the site has the added advantage of having direct access, via Phillips Road, to the Xerox manufacturing complex located to the south. Portions of the site area suitable for medium-density residential development.

The Nine Mile Point site provides an excellent opportunity for additional public access to Lake Ontario for boating, swimming, fishing and other recreational activities. Any site development would require a thorough review to ensure that environmentally sensitive areas are properly addressed. There is, however, the potential for creating a unique waterfront area within the Nine Mile Point site to take advantage of its proximity to Lake Ontario and Four Mile Creek, and to provide for increased water-oriented recreational opportunities.

The Waterfront Development District is proposed for this area. The designation permits a variety of water-related commercial uses, as well as low-to-medium-density residential development. Potential commercial and recreational uses for Nine Mile Point could include a boat launching facility and/or small marina, marina-related retail sales, restaurants, a boatel, and public open space. Such uses will incorporate and make provision for public access to the waterfront, whenever feasible.

The Vosburg Road site is located inland from the actual lakefront and, therefore, involves no lake or bay frontage. The southern portion of the site is relatively flat and could be developed for low-density residential use, which would be compatible with existing, surrounding land uses. The northern section of the site involves a major woodlot, with rolling terrain and mature trees, and is recognized as an environmentally sensitive area requiring protection. Based on existing land uses in the area, existing access and sewer service, as well as the nature of site development constraints and environmental considerations, the Vosburg Road property is designated low-density residential, with the possibility of cluster-type housing being developed on the site.

The Town of Webster's Master Plan calls for the long-range development of Webster Beach Park, which is located in the approximate center of the lakefront shoreline within the Town's LWRP boundary. (See Exhibits IV-1-IV-3). Short-term development plans for the park include the repair and renovation of existing parking facilities and park facilities, including

shelters, restrooms, ball fields and access roads. Facilities will be made accessible to the handicapped and additional security lighting will be put in place. No physical expansion of the park is anticipated during the short-term (5-year) park development program. Long-term development plans for Webster Beach Park include the expansion of waterfront facilities. These park improvement proposals include the construction of a 4-ramp boat launch and protective jetty, the addition of approximately 160 new parking spaces, the development of new trails, walkways and picnic shelters, improvements to the main pier, and the construction of an additional lake overlook area. The entire Webster Beach Park site, including proposed new development and/or land acquisitions, is proposed for public land/open space use.

The remaining areas of the lakefront within the Town's LWRP boundary are proposed for residential use. It is anticipated that these areas will not be subject to any foreseeable changes in market conditions or other factors which would significantly alter their character. The proposed land uses for these areas will generally follow the existing pattern of development and are therefore designated for low-density residential use.

c. **Sandbar**

Within the Sandbar, there are several environmentally-sensitive zones or unique natural resources. The Sandbar represents the most unique land form within the Town of Webster's LWRP boundary and provides some opportunities for redevelopment that is consistent with LWRP policies. The Sandbar's location between Lake Ontario and Irondequoit Bay and the absence of any significant steep slopes make it ideal for the development of water-related commercial and recreational facilities and for the provision of new public access to the waterfront. Such facilities could include marinas, boat-launch areas, fishing piers (already in progress as part of the Bay opening project), promenades, public open space, swimming areas, restaurants, and various other types of water-related development.




Redevelopment of the Sandbar, however, is constrained by inadequate sewer and water systems, its classification as a floodplain and structural hazard area, and the present location and the future construction of the bridge that carries Route 18 over the Irondequoit Bay outlet.

It is assumed that a crossing will be established at the Irondequoit Bay Outlet. It is critical that the Town play a major and decisive role in the planning and design of a potential crossing and the accessways to the crossing. Any crossing should be designed in such a way so as to minimize the impact on existing development and on the development potential of the Sandbar, and to further the goal of its redevelopment. Construction of a four lane road should be avoided at all costs. Consideration should be given to the relocation of route 18 as part of the design of the crossing.

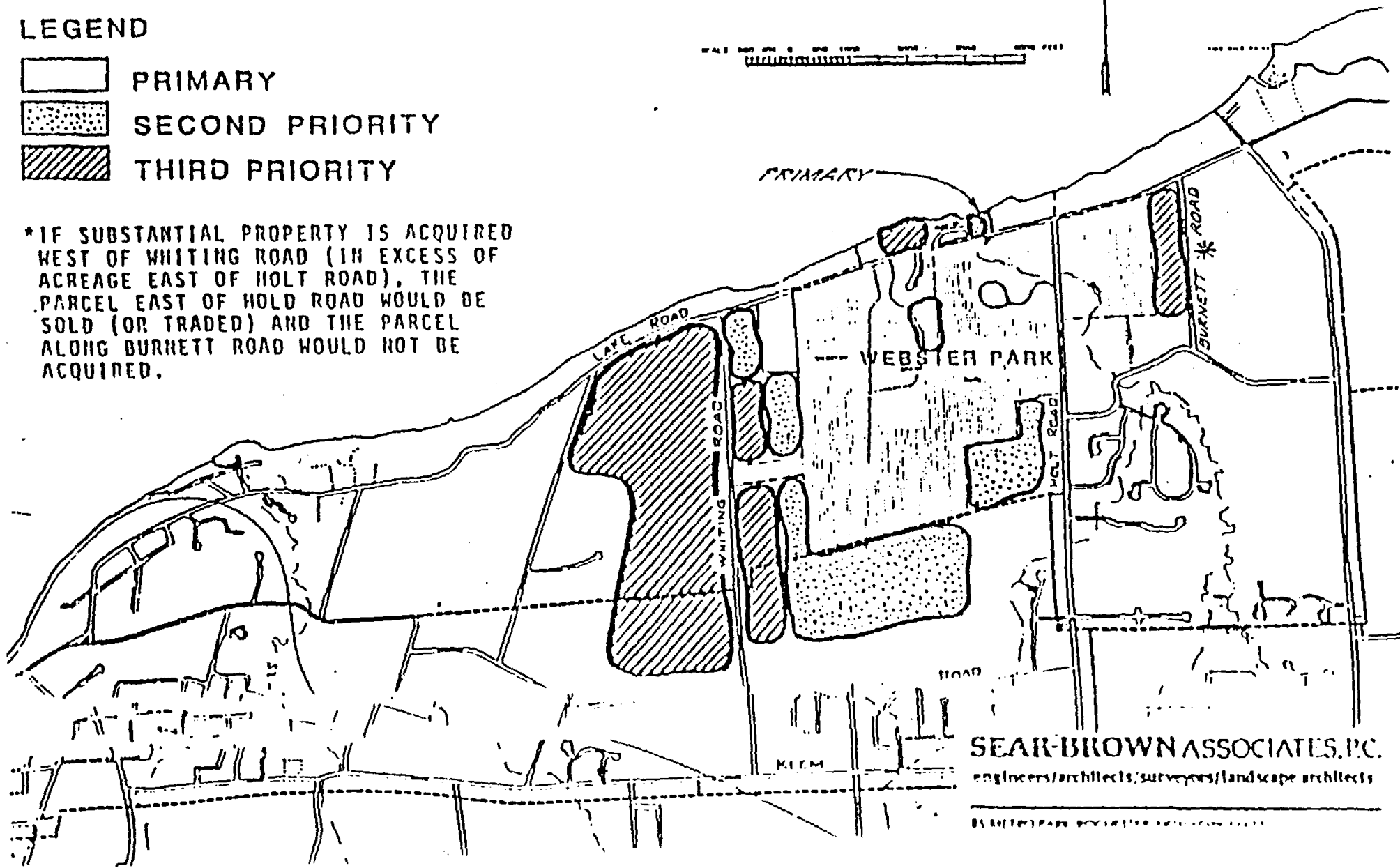
# WEBSTER PARK POTENTIAL LAND ACQUISITION MAP

## TOWN OF WEBSTER, MONROE COUNTY

### LEGEND

-  PRIMARY
-  SECOND PRIORITY
-  THIRD PRIORITY

\*IF SUBSTANTIAL PROPERTY IS ACQUIRED WEST OF WHITING ROAD (IN EXCESS OF ACREAGE EAST OF HOLT ROAD), THE PARCEL EAST OF HOLT ROAD WOULD BE SOLD (OR TRADED) AND THE PARCEL ALONG BURNETT ROAD WOULD NOT BE ACQUIRED.



**SEAR-BROWN ASSOCIATES, P.C.**  
 engineers/architects/surveyors/landscape architects

85 WEBSTER PARK POTENTIAL LAND ACQUISITION MAP

The configuration of the crossing will, in large measure, determine the redevelopment options available for the Sandbar. The Sandbar is composed of numerous existing residential uses on undersized lots. Many of these uses are in need of repair. These are close to the road which has effectively cut off public views of and access to the waterfront area. Because of the large number of these uses and the small number of large parcels in single ownership within the Sandbar, acquisition for redevelopment purposes will be slow and expensive. In addition, the Town intends to continue to respect the full ownership rights of current landowner residences.

The Sandbar is a good site within the Town of Webster's LWRP boundary for improving access to both Lake Ontario and Irondequoit Bay, for developing commercial and recreational uses that can take advantage of a proximity to water, and for creating a unique "maritime" environment that will help to increase tourism in the area and attract additional economic development activities within the Town. Bay (west end) and Lake water depths in the areas of the Sandbar can accommodate additional marina facilities. Vehicular access to the Sandbar is provided via Route 18 (Lake Road). Based on this information, the entire Sandbar area is proposed for waterfront development use.

The Town feels that private economic forces will eventually result in Sandbar redevelopment and that the bridge study will provide the guidance for that development.

## **B. PROPOSED PUBLIC AND PRIVATE PROJECTS**

As part of the development of the Town of Webster's LWRP, several public and private projects have been identified that are feasible, can be undertaken and/or completed in the near future, and appear consistent with the overall policies and purposes of the Town's LWRP. When completed, these projects will help to further enhance, upgrade and revitalize the Town's waterfront areas. These projects are as follows:

\* *Willow Point Residential Development Project:*

This is a private development project that involves the construction of 263 residential units on 47 acres of land adjacent to Irondequoit Bay. Project cost: \$30,000,000.

\* *Stony Point Landing Residential Development Project:*

This is a private development project that involves the construction of 50 single-family residences and 109 townhouses on 63 acres of land adjacent to Irondequoit Bay. Project cost: \$20,000,000.

\* *Webster Beach Park Redevelopment Project:*

This is a public redevelopment project to be undertaken within the existing Webster Beach Park by the County of Monroe, in cooperation with the Town of Webster. The project involves short-term rehabilitation of existing park facilities, as well as long-term park



improvement projects, including the construction of a boat-launch facility, a new parking areas, new trails, shelters and lake overlook, and the reconstruction of an existing pier. Project costs: \$750,000 to \$950,00 short term; \$5,500,000 to \$6,000,000 long term.

\* **Town of Webster Boat Launch Facility Feasibility Study:**

This is a public project involving the Town of Webster and the County of Monroe which will attempt to investigate the feasibility of locating a much-needed Town boat-launch facility in various waterfront areas within the Town's LWRP boundary.

In March of 1985, the New York State Legislature set aside a special allocation of up to \$100,000 for a detailed feasibility study of the construction of a public boat-launch facility within the Town of Webster. At the time funds were set aside, it was assumed that Webster Beach Park would be the site for such a facility. Preliminary design and engineering work completed by two consultant firms indicated that project costs for the development of a boat-launch facility within the park would range from between \$1,800,000 to \$2,500,000. The major reason for these substantial costs is the fact that breakwalls and jetties are necessary as part of channel construction within Lake Ontario.

The Town of Webster, in cooperation with the County, will undertake this feasibility study using State funds already set aside or new funds to be obtained from other sources. The feasibility study will investigate other potential boat-launch locations within the Town which may be less costly to develop than the Webster Park site. The study will include a complete engineering and design investigation and cost/benefit analysis of Nine Mile Point and the Sandbar location to determine if such a facility could be developed in either one of those locations at less cost. Project cost: \$50,000 to \$100,000.

\* **Sandbar Projects:**

(1) The New York State Department of Transportation (NYSDOT) currently owns the Penn Central Railroad right-of-way property that stretches from across the northern portion of the Sandbar, the Irondequoit Bay outlet to the mainland portion of the Town. The Town, in cooperation with Monroe County and the NYSDOT, will make every effort to maintain the right-of-way in public ownership and to develop property as a pedestrian walkway and bikepath for the use and enjoyment of all. This may require the Town and/or the County to participate in the purchase of some or all of the right-of-way land and in the development of the proposed pedestrian trail. In the interim, the State Department of Transportation should be charged with clarifying the current ownership of the R.O.W. and any encroachments which have occurred along the right-of-way. Any issues of title must be clarified by the State before transference to the Town or County occurs.

(2) The Town of Webster is investigating the feasibility of land desired for the park consisting of 6.5 acres, on a causeway about one mile long, with its widest point being 500

feet, and its height an average of 4 feet above water. If this land is available, it can be used as a boat launch, fishing and picnic area.

This is a prime location because it offers several desired recreational outlets: e.g. fishing, boating, picnicking, and a spectacular view of both the lake and the bay. In addition, with the boat launch on the bay side, it also provides a harbor of refuge and easy launch and retrieval for trailer carried boats.

In 1985, there were two bridges over the outlet to the bay, both of which had under sides about four feet above the water. Obviously they limited access to Lake Ontario. The US Army Corps of Engineers removed the bridges, opened the bay made it a harbor of refuge. Following the opening, the bay became a bonanza for the boating community. Business such as boat sales, slip rentals, tourism, derbies, regattas and lake fishing expanded. With access to the lake, a whole new industry opened and is available to anyone who has a boat and trailer.

Current plans call for contracts to design the park and write the DEIS to be let following receipt of the grant. If let out in January, they will be finished by mid March 1996, a total of two months. Attached is a map locating the site.

(3) The Town of Webster will enforce all existing building codes, zoning regulations and other Town Ordinances applicable within the Sandbar district in order to eliminate any violations that currently exist and to enhance the general aesthetic and visual quality of the area. This activity is seen as part of the Town's ongoing responsibility to eliminate any threats to public health, safety or welfare within the Town boundaries.