Post-Flood Recovery Building Workshop for the Village of Sodus Point

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New York Sea Grant

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Senior Planner
Genesee/Finger Lakes Regional Planning Council

Dave McDowell
Mayor
Village of Sodus Point, NY

NY Upstate APA 2019 Chapter Conference
Hyatt Regency Rochester, October 4, 2019

Through funds provided by the Environmental Protection Fund under the authority of the New York Ocean and Great Lakes Ecosystem Conservation Act and by agreement with New York Sea Grant.

http://seagrant.sunysb.edu/articles/t/new-york-s-great-lakes-basin-small-grants-program-home
National Oceanic & Atmospheric Administration’s Community Climate Adaptation Initiative Program (2015)

Community Resiliency Tool Box

http://nyseagrant.org/ccd
2017 Lake Ontario flooding

Village of Sodus Point, Wayne County
Mayor Dave McDowell
249 feet ASL - May 2017, peak of 6 month event
249 feet reached in 1947 and 1870, both short events
Sand bag filling began April 10, 2017 Help from Town, County, Sheriff Department +
State of Emergency – April 20 – November 18, 2017
Home & Business sustained first floor & crawl space inundation
Several houses being elevated to avoid future flooding
28 break walls toppers, 9 new break walls. 12 new riprap. Permitting continues to be an issue.
7 – 6” pumps, 2 – 4” pumps, 2 – 3” pumps, 30 – 2” pumps worked to keep the village dry.
WWTP designed for .57 MGD, .95 MGD processed. Suspended solids discharge violated.
DEC Authorized direct discharge
Temporary force main required to meet demand
15–25 feet of shoreline lost
One house taken down to avoid collapse
Lakestones WW main, Featherly Drive WW outfall protected
Overall Impact
Sodus Bay, Wayne County
Post-Disaster Recovery

Research has long shown that, in the absence of some larger vision for the future, residents of disaster-stricken communities have an operative idea of their rebuilt community—almost invariably it resembles the community they already knew.

Effective visioning may help expand the window of opportunity to marshal support for change after a disaster.

Following a disaster, look for opportunities to properly plan for and mitigate hazards rather than to quickly rebuild back to “normal.” Such haste only serves to create disasters in the future.

After a disaster, opportunities to create greater resilience are only limited by the imagination of the community!

Speed of recovery is not always effective in building a more resilient community. Taking the time to do proper deliberate planning is more important. There are some compelling reasons why the vision behind a post-disaster recovery plan should take account of the existing community policies in the comprehensive plan. It makes sense to align those policies whenever possible.

However, a community stricken by a disaster may well have to venture into new territory not anticipated by its comprehensive plan and then find ways to reconcile that plan and its recovery vision, all in a compressed timeframe.

Figure 1: Water levels of Sodus Bay threaten shelter
Tenfoot Road at Third Creek.

Remember, the post-disaster window of opportunity lasts for a relatively short period of time.

Not all hazard mitigation solutions have to be million-dollar solutions. Higher codes and standards, prearranged agreements, and local collaboration are important tools that can be used for hazard mitigation.

Figure 2: Sodus Bay inundates shoreline properties.

Participation of the “Whole Community,” involving all stakeholder groups including underserved populations, is essential to long-term recovery.

Figure 3: Sodus Bay approaches homes on Wixham Boulevard.

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Jayme B. Thomann, AICP, CFM, Senior Planner, FLRPC; jbroshard@flrpc.org or (585) 454-0190 x12.
Project Goals

1. Define the flooding and erosion event
2. Identify existing and future vulnerabilities and strengths
3. Develop and prioritize actions for the community and broader stakeholder networks
4. Identify opportunities for the community to advance actions to reduce risks and build resilience
Community Engagement Workshop

https://www.communityresiliencebuilding.com/
Stakeholder Engagement
## Transportation issues

<table>
<thead>
<tr>
<th>Question</th>
<th>Yes</th>
<th>No</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Will flood-prone areas (roads, low-lying areas) be operational within one week?</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Will primary bridge(s) be out for less than one week?</td>
<td>X</td>
<td></td>
<td>First Creek</td>
</tr>
<tr>
<td>Will roads be locked by storm debris (trees, trash, etc.) be cleared in less than one week?</td>
<td>X</td>
<td></td>
<td>Village staff can't clear roads and respond to flooding</td>
</tr>
<tr>
<td>Will washouts (roads) be passable in less than one week?</td>
<td>X</td>
<td></td>
<td>Greig St</td>
</tr>
<tr>
<td>Will flood-prone areas (roads, low-lying areas) be operational within one week?</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Is public transportation available to assist evacuation of residents unable to evacuate on their own?</td>
<td></td>
<td></td>
<td>Not established in the Village but possible</td>
</tr>
<tr>
<td>Is there more than one evacuation route?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Is there a plan for post-storm/event traffic management?</td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Other (list): Boat traffic; no wake law; dangerous conditions</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Total number of Yes answers and No answers: 2 4
Visioning Workshop
Visioning Workshop
Deliverables

1. Three completed Risk Matrix structures that capture the community’s vulnerabilities, strengths, and actions (e.g., infrastructural, environmental, and economic development/tourism)

2. Summary of Findings report, to be presented at a general public meeting

3. An implementation agenda with timelines, possible funding sources, and estimated costs
## Summary of Findings Report

<table>
<thead>
<tr>
<th>Action</th>
<th>Description</th>
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<tbody>
<tr>
<td>A1</td>
<td>Develop a formal local marketing and communications strategy</td>
</tr>
<tr>
<td>A2</td>
<td>Develop a local emergency preparedness plan, upgrade from manual to electronic</td>
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<thead>
<tr>
<th>Implementation Schedule</th>
<th>Goal</th>
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</thead>
<tbody>
<tr>
<td>August 2019</td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>Outreach Action #5</th>
<th>Develop a communications strategy to reach new and existing property owners.</th>
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</thead>
<tbody>
<tr>
<td>Lead Department</td>
<td>Local Community Organization (e.g., Neighborhood Association of Skaha Points, Saugeen (not Saugeen))</td>
</tr>
<tr>
<td>Partners</td>
<td>New York Sea Grant, Wayne Lavency, and Water Conservation District #9 (WCD9)</td>
</tr>
<tr>
<td>Costs</td>
<td>None</td>
</tr>
<tr>
<td>Funding Sources</td>
<td>Grant Funding</td>
</tr>
<tr>
<td>Narrative</td>
<td>Develop and implement a comprehensive, engaging, and timely outreach and educational program for area residents. For example, create an outreach package for residents that includes a fact sheet on safe fueling, one--</td>
</tr>
<tr>
<td></td>
<td>“Welcome to Erosion.”</td>
</tr>
<tr>
<td>Implementation Schedule</td>
<td>N/A</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Concern-Identified Action #6</th>
<th>Seek Coarse Erosion Hazard Area (CEHA) Designation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lead Department</td>
<td>Village of Skaha Points</td>
</tr>
<tr>
<td>Partners</td>
<td>LRA, WCD9, WCD11, WCD12, WCD13</td>
</tr>
<tr>
<td>Costs</td>
<td>Moderate</td>
</tr>
<tr>
<td>Funding Sources</td>
<td>Grant Funding</td>
</tr>
<tr>
<td>Narrative</td>
<td>Citations to the U.S. Geological Survey (USGS) and the State of Ontario for their assistance in identifying and mapping the erosion hazards within the Skaha Lake watershed. The project was funded by the Great Lakes Fish and Wildlife Commission (GLFWC) through the Great Lakes Restoration Initiative (GLRI). The project involved the development of a comprehensive, multi-disciplinary approach to assessing the erosion hazards and implementing effective mitigation strategies. The project resulted in the identification of several critical areas for intervention and the development of a long-term management plan for reducing erosion hazards and protecting the water quality of Skaha Lake.</td>
</tr>
<tr>
<td>Implementation Schedule</td>
<td>N/A</td>
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Sea Grant
New York
GENISEE/FINGER LAKES
Regional Planning Council
### Shoreline Management

#### Action - #2
- **Conduct a shoreline management study:**
  - (A) Document existing techniques by shoreline reach,
  - (B) Investigate options for environmental permits, and
  - (C) Develop a set of recommendations for property owners.

#### Lead Department
- (A) Village of Skaneateles
- (B) G/FURPC and NYSG
- (C) NYSG and WCEWICD

#### Partners
- (A) None
- (B) and (C) Medium to High

#### Funding Sources
- (A) In-House Budget
- (B) and (C) Grant-Funding

#### Narrative
- (A) Documenting existing shoreline management techniques in plans.
- (B) G/FURPC and NYSG are pursuing a workshop/pedestal discussion with the various federal and state agencies that have jurisdiction for activities affecting streams, waterways, wetlands, coastal areas, and/or bodies of water.
- (C) Outreach targeting erosion management options and best practices for waterfront property owners.

#### Implementation Schedule
- Ongoing

### Shoreline Management

#### Action - #3
- **Develop local best management practices for breakwall constructions, link to hardened structures.**

#### Lead Department

#### Partners
- State and Federal Agencies, Researchers

#### Cost
- Medium to High

#### Funding Sources

#### Narrative
- Determination of what elevation hardened structures should be built to.

#### Implementation Schedule
- Not Action
<table>
<thead>
<tr>
<th>Transportation Action</th>
<th>Fund and implement Circulation, Accessibility and Parking (CAPP) study.</th>
</tr>
</thead>
<tbody>
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<td>Local Department</td>
<td>Village of Sodus Point</td>
</tr>
<tr>
<td>Partners</td>
<td>Genesee Transportation Council (GTC)</td>
</tr>
<tr>
<td>Cost</td>
<td>Medium</td>
</tr>
<tr>
<td>Funding Sources</td>
<td>Unified Planning Work Program (UPWP)</td>
</tr>
<tr>
<td>Narratives</td>
<td>The GTC has not recommended that a CAPP study be funded for the Village of Sodus Point. Instead, the current Active Transportation Plan (ATP) has been promoted for continued development. The purpose of this study is to develop an active transportation plan to guide improvement to the physical infrastructure for pedestrian and bicycle travel in the Village of Sodus Point. This includes connections to the Town of Sodus and beyond via the Bayway Trail and the NYS Route 219 Bicycle route. The plan will also provide recommendations for the transformation of the village into a community that safely and equitably accommodates bicycle and pedestrian transportation. This concept-sensitive plan will aim to preserve, enhance and connect the scenic, aesthetic, historic, community and environmental resources while improving safety, mobility and infrastructure conditions. By identifying both mixed-use on and off road trails and evaluating opportunities for a “complete highway” network along State Route 14 and Lake Road, the plan will provide recommendations that enhance the Village of Sodus Point as a livable community. As a representative Lake Ontario waterfront community, there may be opportunities to better integrate smart growth and hazard mitigation strategies for the Village of Sodus Point in the ATP.</td>
</tr>
<tr>
<td>Implementation Schedule</td>
<td>CAPP = Qtr 2022, ongoing</td>
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</tbody>
</table>
Governor Cuomo Announces Formation Of Lake Ontario REDI Commission

‘Lake Ontario Resiliency and Economic Development Initiative’ Multi-Agency Task Force to Develop New Plan to Harden Lake Ontario Waterfront Infrastructure and Enhance Regional Economies in Flood Prone Regions

Sodus Point, NY REDI: https://soduspoint.info/lake-ontario-redi-initiative-villageofsoduspoint
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(585) 454-0190 x12  
jbreschard@gflrpc.org

**Project website:**  
http://www.gflrpc.org/postfloodrecovery.html