



Rye

Community Reconstruction Plan Planning Committee Meeting #9

October 28, 2014 – 6:00 PM

Rye City Hall

1051 Boston Post Road, Rye, New York



Welcome and Introductions

Committee and Team

- Rye Committee
 - Co-Chairs, Holly Kennedy and Bernie Althoff
 - Committee, Mack Cunningham, Frank Gadeleta, Rex Gedney, Sara Goddard, Gregg Howells, Josh Nathan, Richard Runes, Tracy Stora, and Birgit Townley
- Governor's Office of Storm Recovery
- Consultants
 - AKRF
 - Sasaki



Agenda

- Welcome and introductions
- Mitigated Risk Assessment Process & Findings
- Public Engagement Event #3
- Looking Ahead



Schedule



Geographic Scope
Storm Damage Inventory
Critical Issues
Vision Statement



Asset Inventory
Risk Areas
Risk to Assets
Needs and Opportunities



Strategies
Projects and Management Measures
Operational Arrangements



Schedule for Implementation



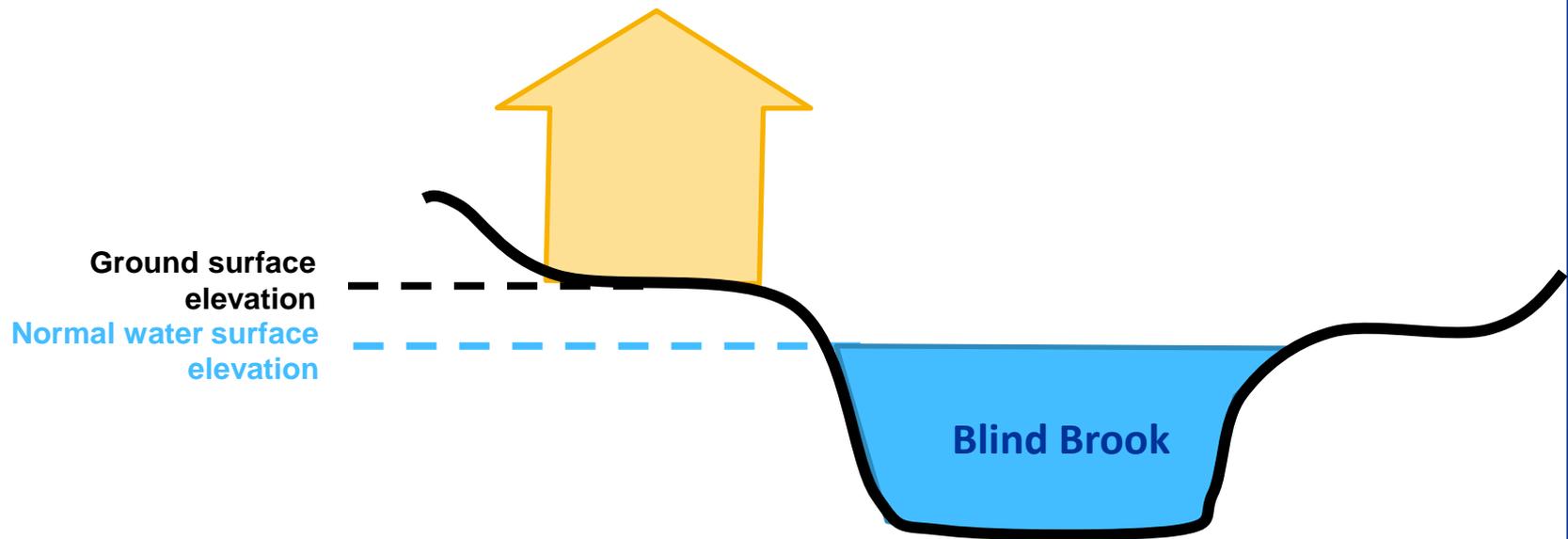
IN-PERSON COMMITTEE MEETINGS (roughly twice monthly)



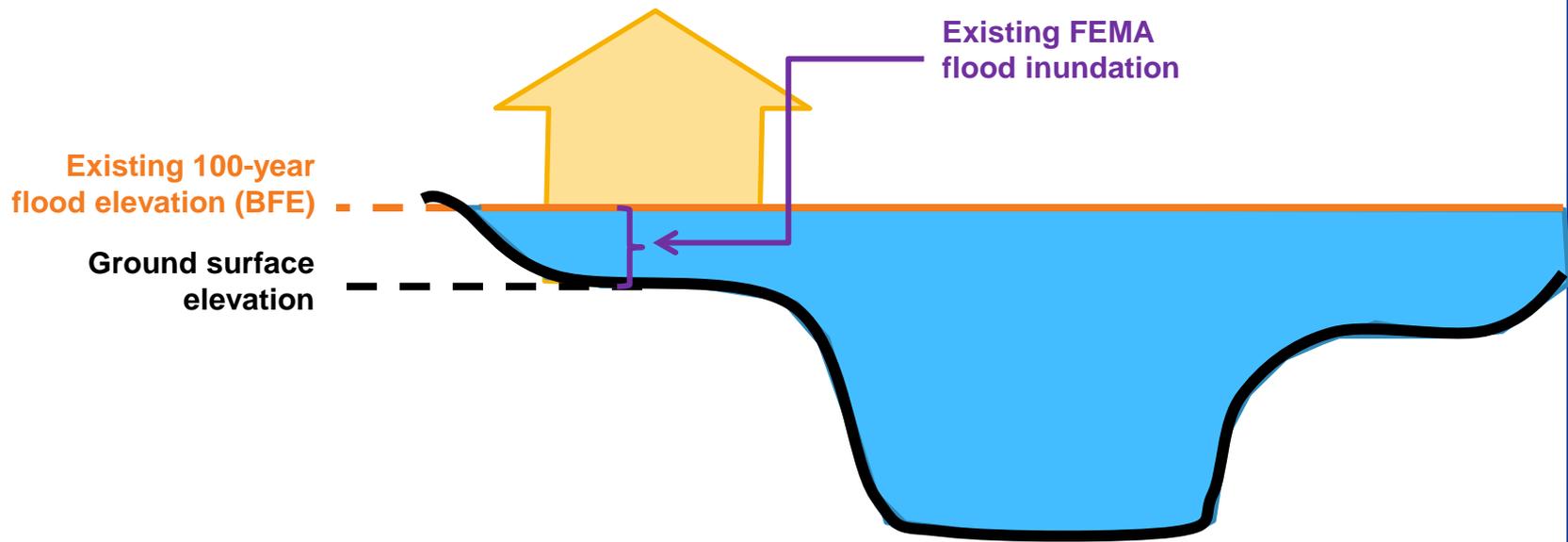


Upstream Projects

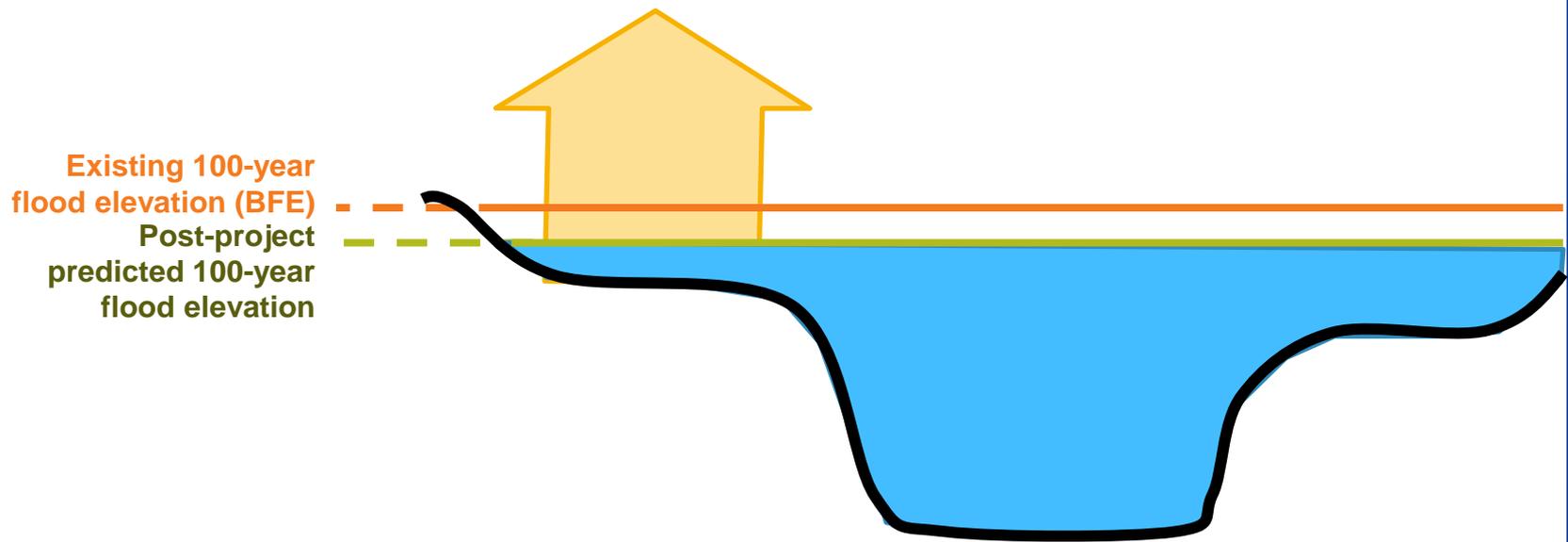
Flood Plain Schematic



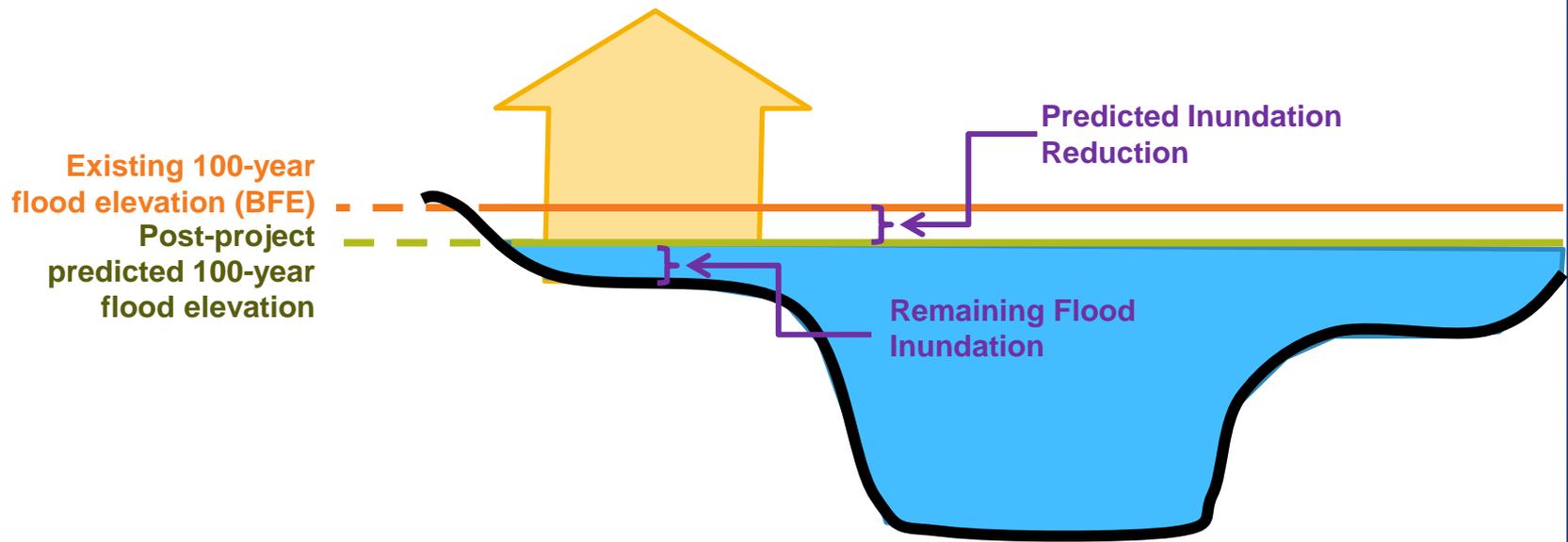
Flood Plain Schematic



Flood Plain Schematic



Flood Plain Schematic



Upstream Projects: 100-year storm WSE Predictions

Asset	Ground Surface Elevation (feet)	Predicted WSE (feet)				
		Sluice gate optimization	SUNY stormwater ponds	Airport stormwater pond	Lower Pond	Upper Pond
Ridge St. Homes	33	36.41	36.23	36.53	35.67	36.49
Indian Village Neighborhood	25	31.16	30.67	31.67	31.55*	31.29
Wappanocca Ave. Neighborhood	26	31.16	30.67	31.67	31.55*	31.29
Apts. Off Wappanocca Ave.	25	31.11	30.62	31.62	31.51	31.24
Medical offices off Purchase St.	26	31.11	30.62	31.62	31.51	31.24
MNRR parking lot	29	30.09	29.56	30.65	31.06	30.24

*Value approximated based on nearby locations

Upstream Projects: 100-year storm WSE Predictions

Asset	Ground Surface Elevation (feet)	Predicted Inundation (feet)				
		Sluice gate optimization	SUNY stormwater ponds	Airport stormwater pond	Lower Pond	Upper Pond
Ridge St. Homes	33	3.41	3.23	3.53	2.67	3.49
Indian Village Neighborhood	25	6.16	5.67	6.67	6.55*	6.29
Wappanocca Ave. Neighborhood	26	5.16	4.67	5.67	5.55*	5.29
Apts. Off Wappanocca Ave.	25	6.11	5.62	6.62	6.51	6.24
Medical offices off Purchase St.	26	5.11	4.62	5.62	5.51	5.24
MNRR parking lot	29	2.09	0.56	1.65	2.06	1.24

*Value approximated based on nearby locations

Upstream Projects: 50-year storm

Asset	Ground Surface Elevation (feet)	Predicted WSE (feet)				
		Sluice Gate Optimization	SUNY stormwater ponds	Airport stormwater pond	Lower Pond	Upper Pond
Ridge St. Homes	33	35.90	35.81	36.29	34.50	36.04
Indian Village Neighborhood	25	29.45	29.51	30.71	27.23*	29.70
Wappanocca Ave. Neighborhood	26	29.45	29.51	30.71	27.23*	29.70
Apts. off Wappanocca Ave.	25	29.39	29.44	30.65	27.16	29.64
Medical offices off Purchase St.	26	29.39	29.44	30.65	27.16	29.64
MNRR parking lot	29	28.26	28.32	29.60	26.12	28.53

Bold: predicted WSE below ground surface elevation

*Value approximated based on nearby locations

Upstream Projects: 50-year storm

Asset	Ground Surface Elevation (feet)	Predicted Inundation (feet)				
		Sluice Gate Optimization	SUNY stormwater ponds	Airport stormwater pond	Lower Pond	Upper Pond
Ridge St. Homes	33	2.90	2.81	3.29	1.50	3.04
Indian Village Neighborhood	25	4.45	4.51	5.71	2.23*	4.70
Wappanocca Ave. Neighborhood	26	3.45	3.51	4.71	1.23*	3.70
Apts. off Wappanocca Ave.	25	4.39	4.44	5.65	2.16	4.64
Medical offices off Purchase St.	26	3.39	3.44	4.65	1.16	3.64
MNRR parking lot	29	✓	✓	0.60	✓	✓

*Value approximated based on nearby locations

Upstream Projects: 10-year storm

Asset	Ground Surface Elevation (feet)	Predicted WSE (feet)				
		Sluice Gate Optimization	SUNY stormwater ponds	Airport stormwater pond	Lower Pond	Upper Pond
Ridge St. Homes	33	35.31	34.40	35.18	32.68	34.84
Indian Village Neighborhood	25	27.55	26.50	27.67	24.26*	27.12
Wappanocca Ave. Neighborhood	26	27.55	26.50	27.67	24.26*	27.12
Apts. off Wappanocca Ave.	25	27.46	26.37	27.58	24.66	27.02
Medical offices off Purchase St.	26	27.46	26.37	27.58	24.66	27.02
MNRR parking lot	29	25.80	24.53	25.97	23.33	25.23

Bold: predicted WSE below ground surface elevation

*Value approximated based on nearby locations

Upstream Projects: 10-year storm

Asset	Ground Surface Elevation (feet)	Predicted Inundation (feet)				
		Sluice Gate Optimization	SUNY stormwater ponds	Airport stormwater pond	Lower Pond	Upper Pond
Ridge St. Homes	33	2.31	1.40	2.18	✓	1.84
Indian Village Neighborhood	25	2.55	1.50	2.67	✓	2.12
Wappanocca Ave. Neighborhood	26	1.55	0.50	1.67	✓	1.12
Apts. off Wappanocca Ave.	25	2.46	1.37	2.58	✓	2.02
Medical offices off Purchase St.	26	1.46	0.37	1.58	✓	1.02
MNRR parking lot	29	✓	✓	✓	✓	✓

*Value approximated based on nearby locations

Upstream Projects – Key Takeaways

- Individually, projects don't significantly reduce exposure to flood risk
- Combinations of projects could potentially result in greater reductions. Example:
 - Increasing the lower pond volume in conjunction with optimizing the openings of the automated sluice gate:
4.44 ft WSE reduction for 50-yr storm U/S I-95
- Effects of project combinations are not necessarily additive
- Consider combinations of upstream projects with downstream protective measures (e.g. SUNY stormwater ponds + sluice gate optimization + small berms in Indian Village)



Strategies → Projects

Projects

Strategies





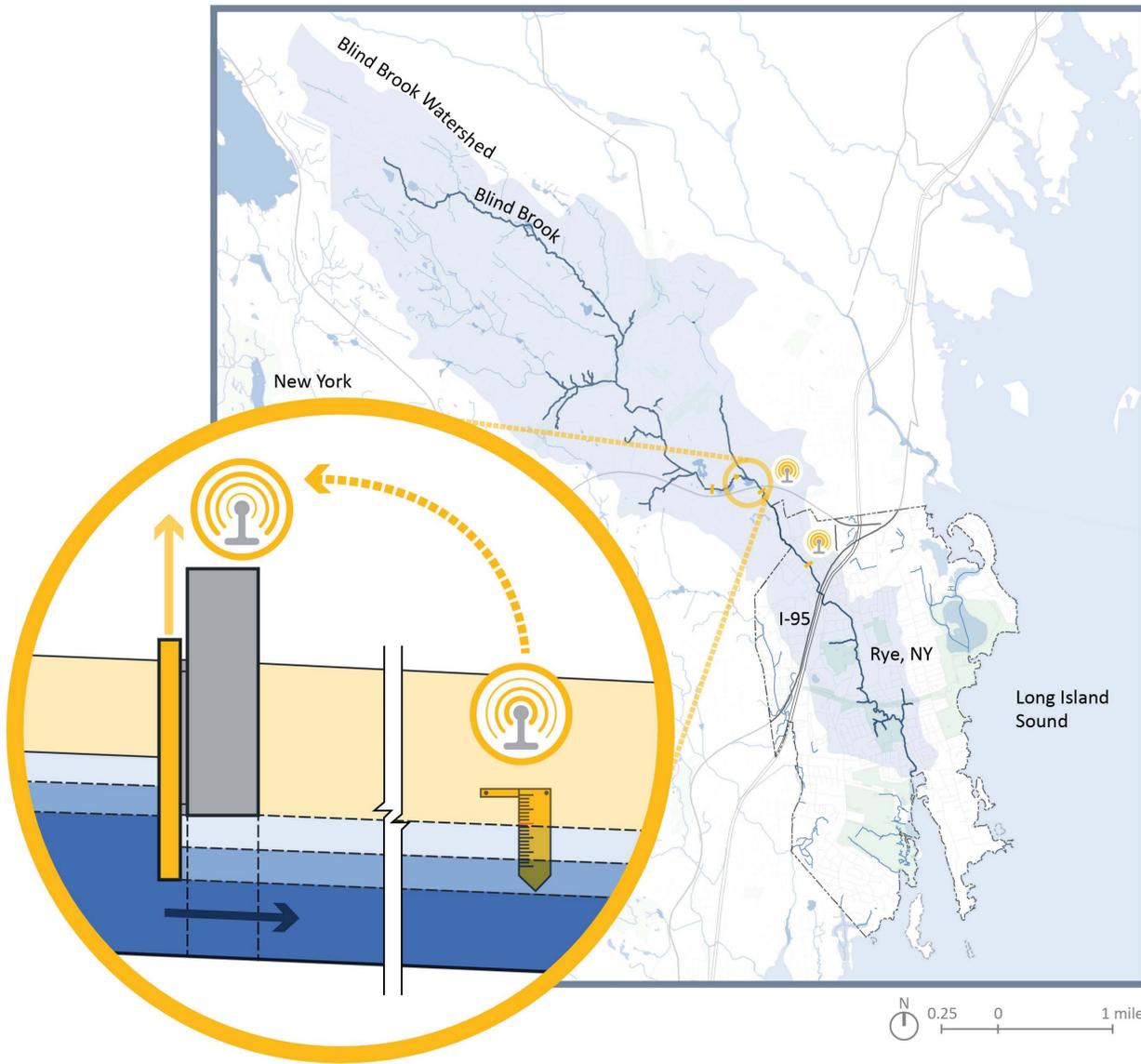
Public Engagement Event #3

Format: Open House

- Attendees will be given a passport to record feedback about each project
- Committee, GOSR, Consulting Team to answer questions
- Updated tri-fold with NY Rising information to be provided



Modifications to the Sluice Gate at Bowman Avenue Dam



Recovery Support Function



Strategy



Collaboration Within the Watershed to Address Riverine Flooding at its Source

In 2013, the City of Rye installed an automated sluice gate at the Bowman Avenue Dam, located in Rye Brook but on property owned by the City of Rye, to provide immediate relief from flooding downstream. The initial sluice gate construction project is one of several proposed upstream flood mitigation interventions analyzed in a Hydrologic and Hydraulic Analysis Report completed by Parsons Brinckerhoff in 2014. Based on the findings in the Hydrologic and Hydraulic Analysis Report, modifications to the sluice gate could increase its efficacy.

Modifications include moving the water gauges that trigger the gate's automatic functions further downstream, and changing the operational rules of the gate to adjust for the gauge's new position in relation to the Bowman Avenue Dam. The required engineering studies for these improvements have already been funded and are underway, but implementation has not yet been funded. This is a high priority for the City of Rye.

Cost Estimate

\$1 million

Target Areas

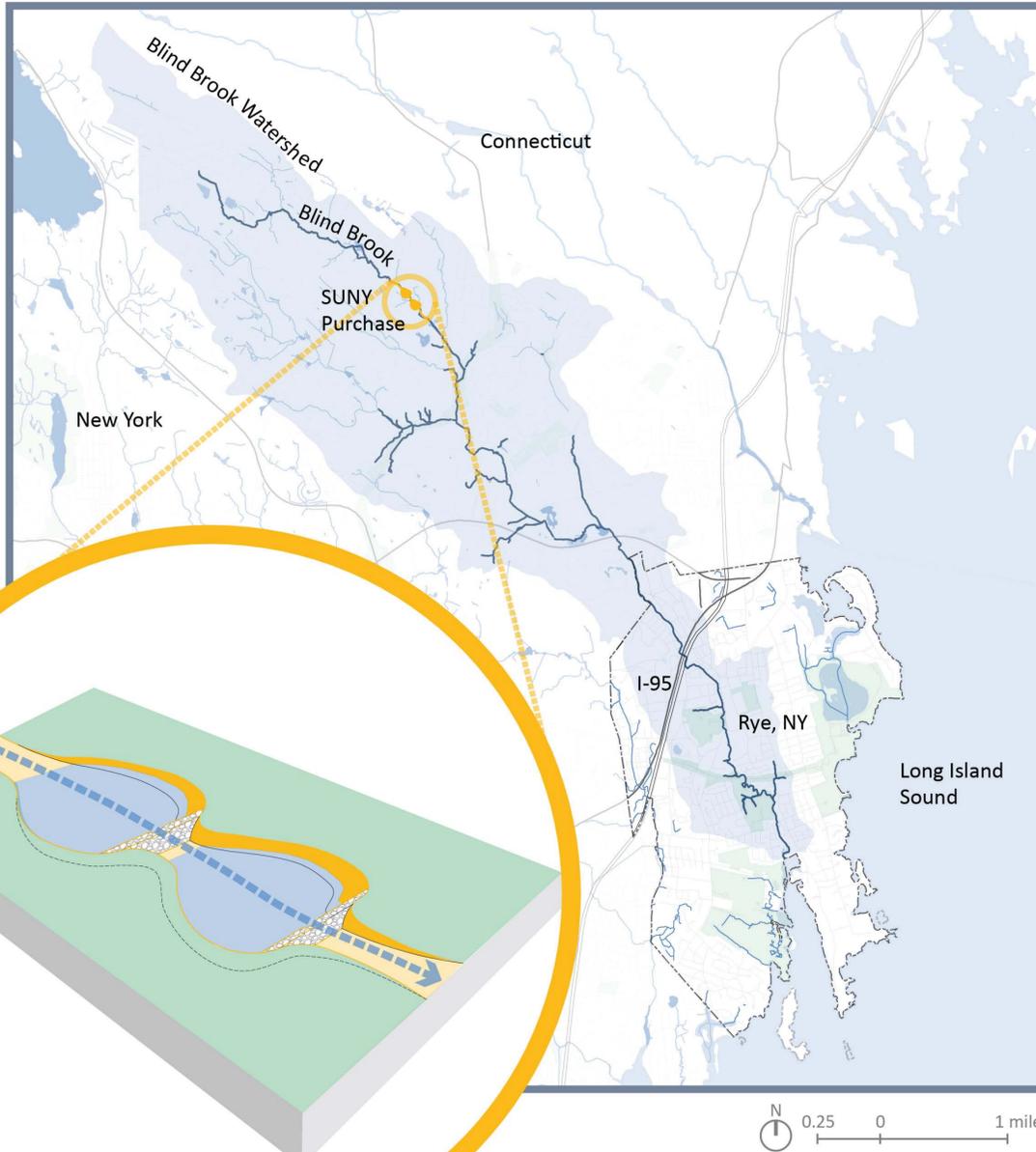
Indian Village, Business District, Mendota Avenue, Highland Road

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Stormwater Pond at Anderson Hill Road



Recovery Support Function



Strategy



Collaboration Within the Watershed to Address Riverine Flooding at its Source

A significant amount of the flooding in Rye occurs along Blind Brook. Rye is located at the bottom of the Blind Brook watershed, but there exist opportunities to mitigate flooding by implementing interventions upstream. Upstream interventions such as detention ponds benefit all of the communities downstream of the proposed intervention by reducing the flood risk and reducing the siltation of the channel associated with high water volumes and velocities.

Blind Brook runs along the east side of the SUNY-Purchase property. Two stormwater ponds could be created by building three low stabilized earthen berms across the Blind Brook floodplain, with openings at the channel. The berms would constrict the water flow through the channel, and would create spillways or detention ponds immediately upstream. Analysis from Parsons Brinckerhoff's Hydrologic and Hydraulic Analysis Report suggests that detention basins in this region can accommodate significant volumes, and would reduce the water surface elevation downstream during storm events.

Cost Estimate

\$511,000

Target Areas

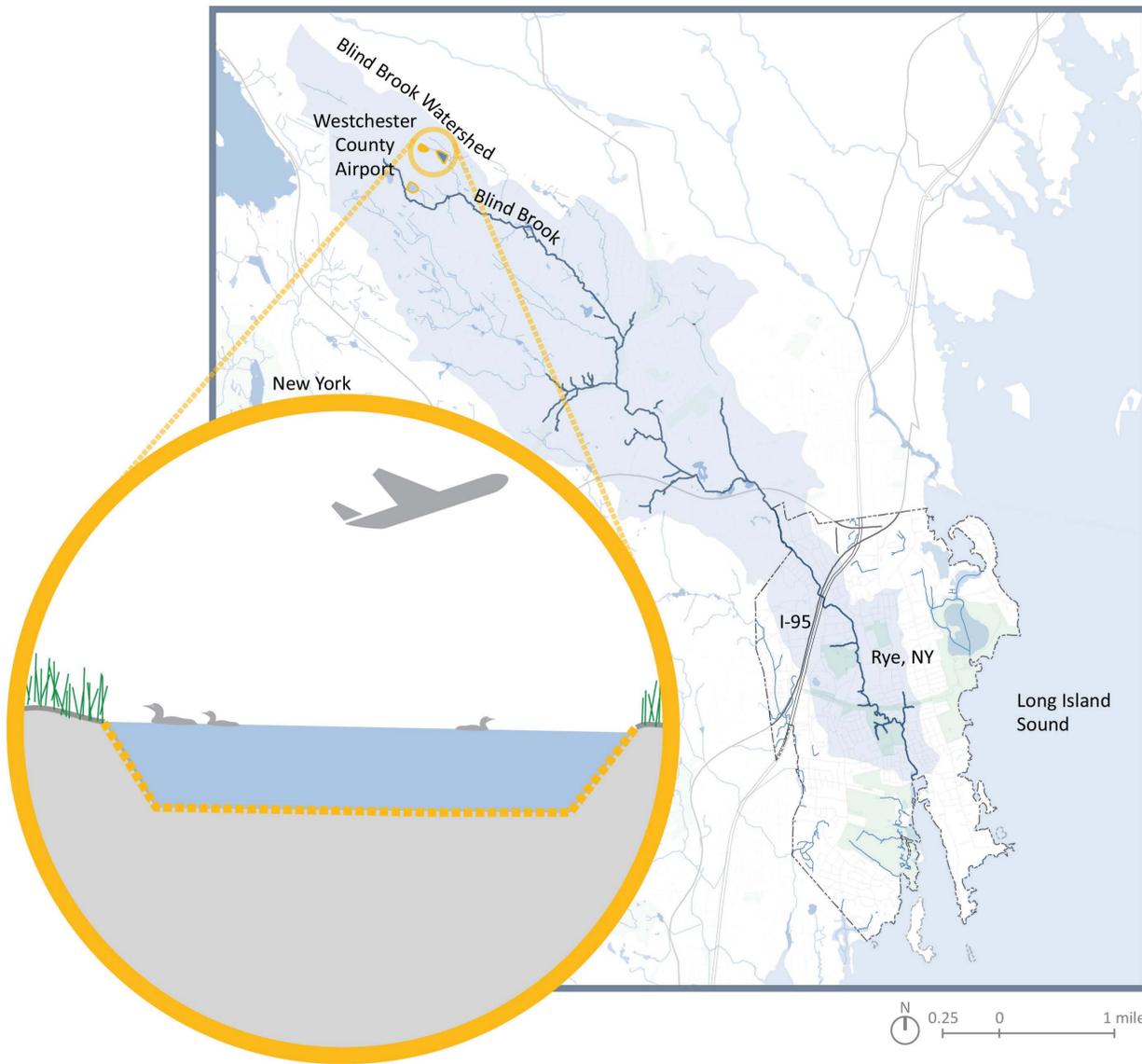
Indian Village, Business District, Mendota Avenue, Highland Road

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Retention Basins at Westchester County Airport



Recovery Support Function



Strategy



Collaboration Within the Watershed to Address Riverine Flooding at its Source

The Blind Brook headwaters are near the Westchester Airport. Two detention ponds currently exist on the airport site to mitigate runoff from the impervious surfaces on the property. An additional detention pond would increase the detention volume at the airport over what exists today. The airport property is located at the top of the watershed, so water retention benefits would be primarily limited to surface runoff from the airport runways. The additional detention pond is not predicted to meaningfully decrease water surface elevations downstream.

Cost Estimate

Greater than \$1 million

Target Areas

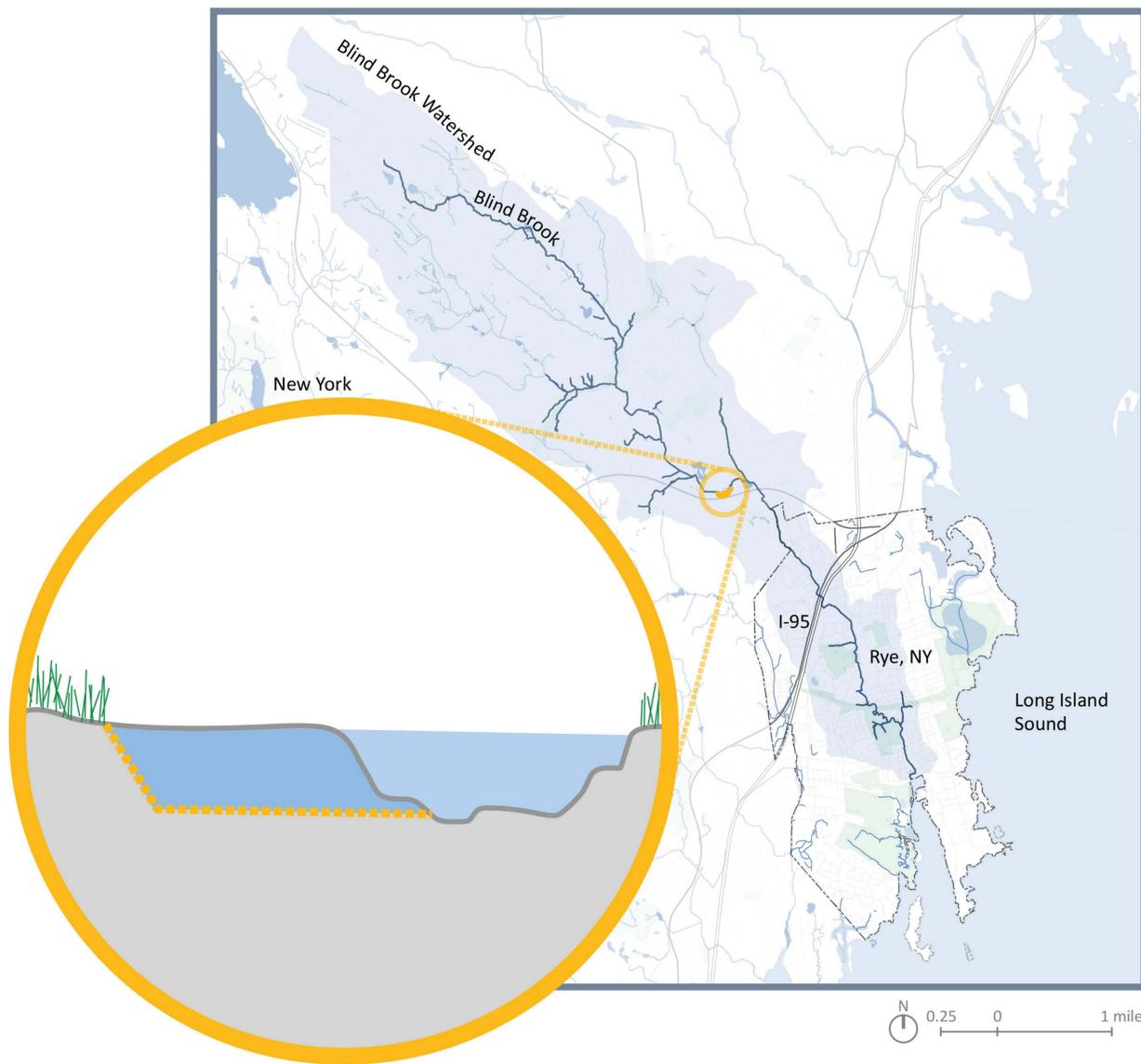
Indian Village, Business District, Mendota Avenue, Highland Road

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Bowman Avenue Dam Upper Pond Resizing



The Bowman Avenue Dam Upper Pond, located in neighboring Rye Brook on property owned by the City of Rye, was constructed in the 1900s and rebuilt in 1941. Originally used for ice production, it is now used for water retention. Over time, the volume of the Upper Pond behind the dam has significantly decreased due to siltation. This project proposes to expand the storage capacity of the Upper Pond at the Bowman Avenue Dam by excavating 104,000 cubic yards of material, creating a larger retention basin. This would reduce the water surface elevation downstream in Rye during storm events.

Recovery Support Function



Strategy



Collaboration Within the Watershed to Address Riverine Flooding at its Source

Cost Estimate

\$6.6 million

Target Areas

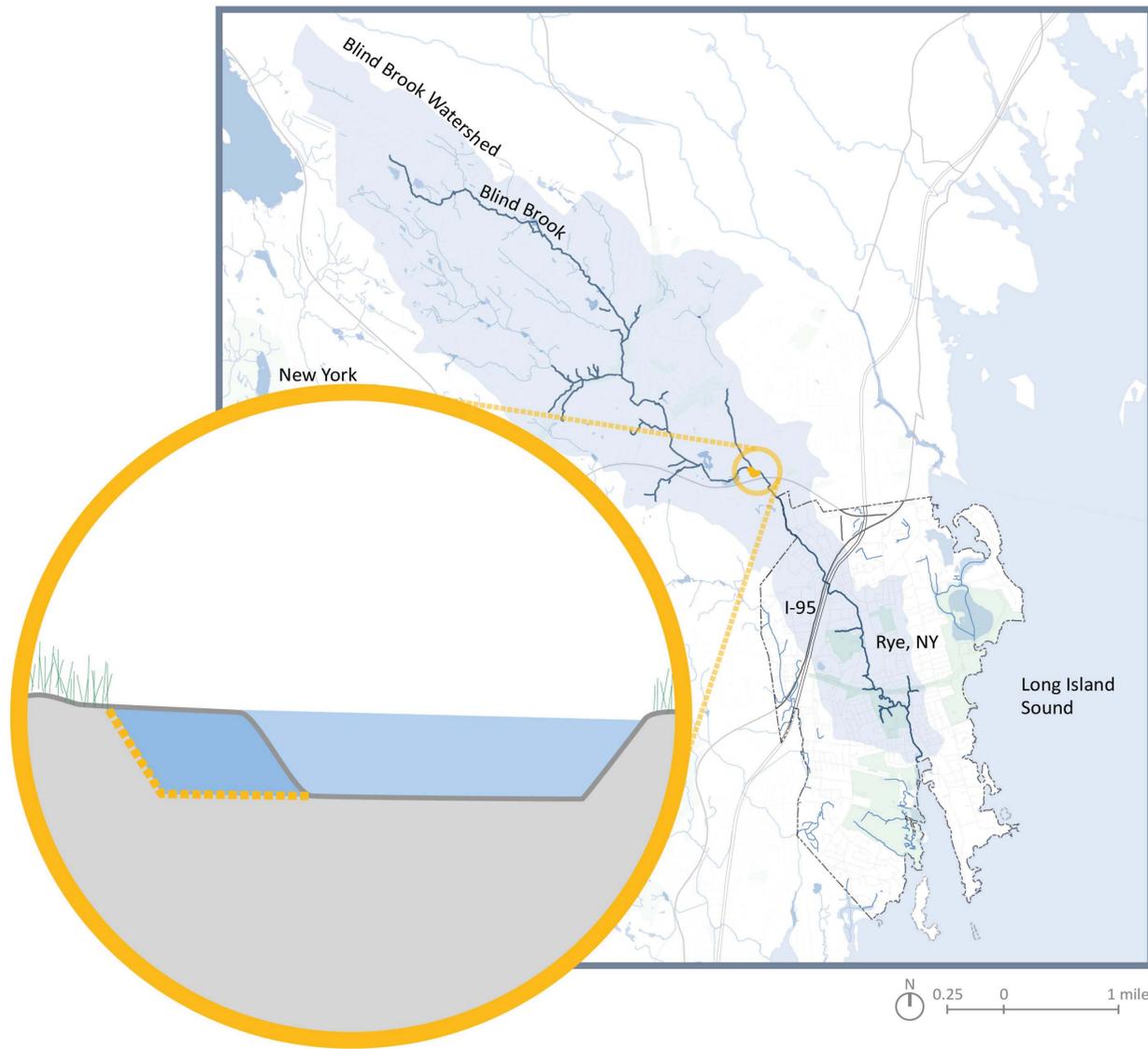
Indian Village, Business District, Mendota Avenue, Highland Road

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Bowman Avenue Dam Lower Pond Resizing



Recovery Support Function



Strategy



Collaboration Within the Watershed to Address Riverine Flooding at its Source

In 2008, Chas. H. Sells, Inc. proposed resizing of the lower pond below the Bowman Avenue Dam on Blind Brook in order to increase the pond's flood storage capacity. The lower pond sits on City-owned property downstream of the Bowman Avenue Dam. This project also proposes optimization of the sluice gate on Bowman Avenue Dam and the installation of a spillway as a flood control structure near Interstate 287. During 2-year, 5-year, and 10-year storm events, the lower pond was estimated to retain stormwater without creating backwater behind the dam. During storms of greater magnitude, the lower pond was predicted to be insufficient to store the stormwater, causing a backwater condition behind the dam that would flood adjacent properties. Additionally, in 2014, Parsons Brinckerhoff's analysis found that increasing the storage area at the Lower Pond would not have a great impact on water surface elevation reduction at critical points in Rye during 25, 50, and 100-year storms, and previous determinations of water surface elevation reductions were incorrect and the result of incorrect assumptions in the initial HEC-RAS model.

Cost Estimate

\$12 million

Target Areas

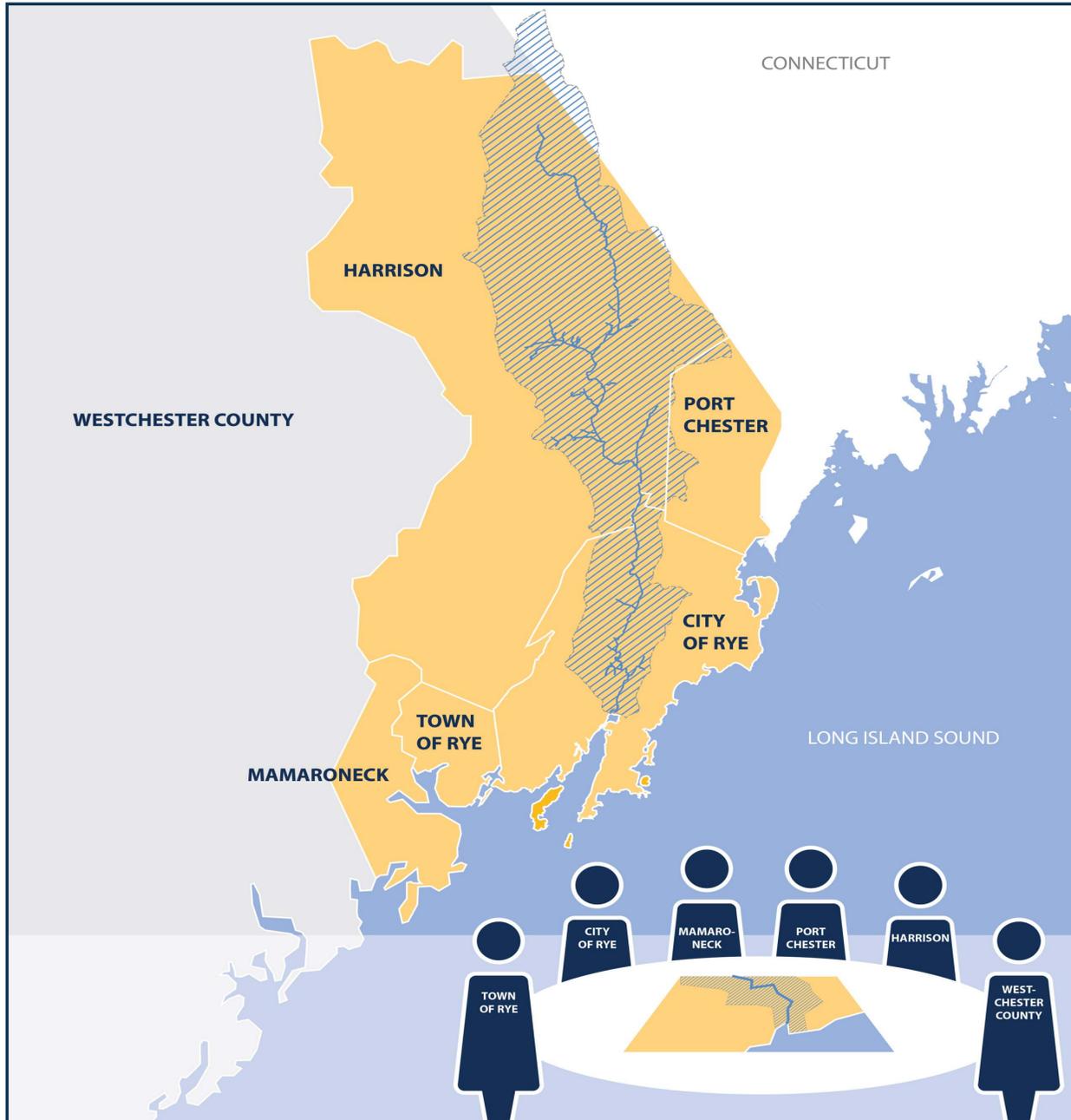
Indian Village, Business District, Mendota Avenue, Highland Road

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Form Watershed Conservancy and Green Infrastructure Program



Recovery Support Function



Strategy



Collaboration Within the Watershed to Address Riverine Flooding at its Source

The City of Rye is located at the bottom of the Blind Brook and Beaver Swamp Brook watersheds, and is affected by upstream engineering, infrastructure, and development projects that affect the geofluvial morphology of the brooks. Upstream activities along Beaver Swamp Brook have exacerbated the flooding in Rye, which has resulted in litigation with neighboring communities. This project proposes to form a watershed conservancy and green infrastructure program so that the City of Rye and neighboring communities can work together toward preventative solutions.

Cost Estimate

Staffing: \$50,000

Initial Study: \$200,000

Target Areas

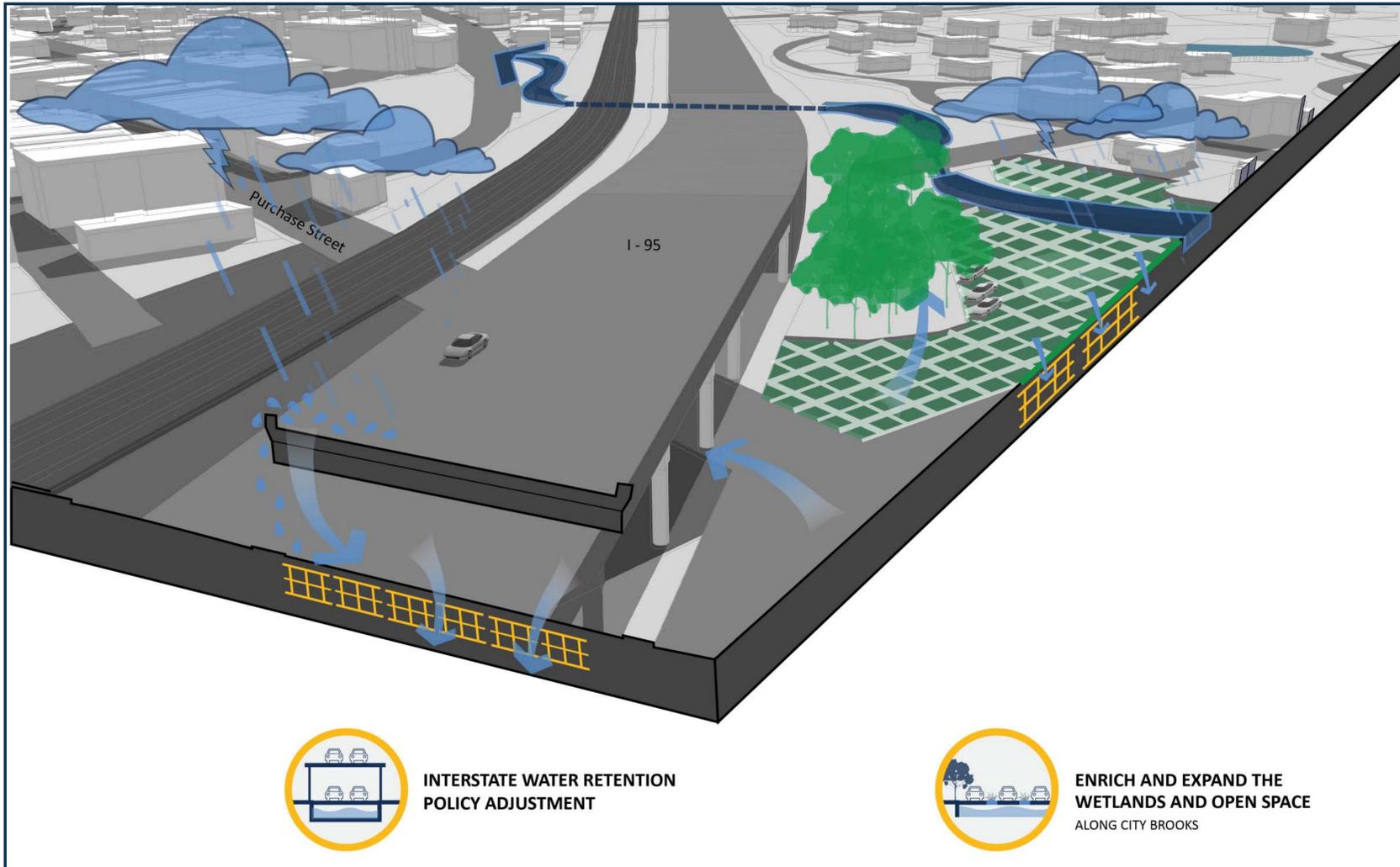
Blind Brook and Beaver Swamp Brook Watershed

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Stormwater Runoff Retention on Interstates Study



Two major interstates (I-95 and I-287) cross over Blind Brook as they pass through Rye. These roadways are comprised of significant spans of impervious material, and in many places are bordered by private property, the Metro North Rail Road, or geological features. This makes stormwater retention within the right-of-way difficult, if not impossible. There is a current policy that dictates runoff must be stored within the right-of-way, but this policy is not retroactive and was implemented after I-95 and I-287 were constructed. This project proposes a study be conducted to determine how much stormwater runoff contributes to the flooding problems in Rye. Once this is determined, Rye can propose the NY State Thruway Agency explore options for stormwater retention within the right-of-way, and explore local solutions, such as permeable paving for parking lots or other mitigation methods that can respond to local conditions. Recently, an innovative stormwater retention project was implemented along I-95 in Norwalk, Connecticut. That example could be used as a case study for retaining water on I-95 and I-287 in Rye.

Recovery Support Function



Strategy



Collaboration Within the Watershed to Address Riverine Flooding at its Source

Target Areas

City of Rye

Cost Estimate

\$200,000

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



New Entrance to Rye Nature Center



The existing entrance to the Rye Nature Center currently relies on a historic bridge that traverses Blind Brook. This bridge became compromised during recent storms due to repeated scourings of the banks. Returning the bridge to full service for automobiles would cost an estimated \$1.1 million (Capital Improvement Plan). In lieu of restoring the historic bridge, a new entrance to the Nature Center that does not cross Blind Brook could be created. The current historic bridge could be converted into a pedestrian bridge with more plantings along the roadway and around the brook (at significantly less cost than restoring full automobile access). The City of Rye is currently exploring the possibility of constructing a new entrance to the Rye Nature Center as part of a larger proposed traffic calming project on nearby Boston Post Road. Special consideration should be given to place the new Rye Nature Center entrance outside of the floodplain.

Recovery Support Function



Strategy



Infrastructure Resilience

Target Areas

Rye Nature Center

Cost Estimate

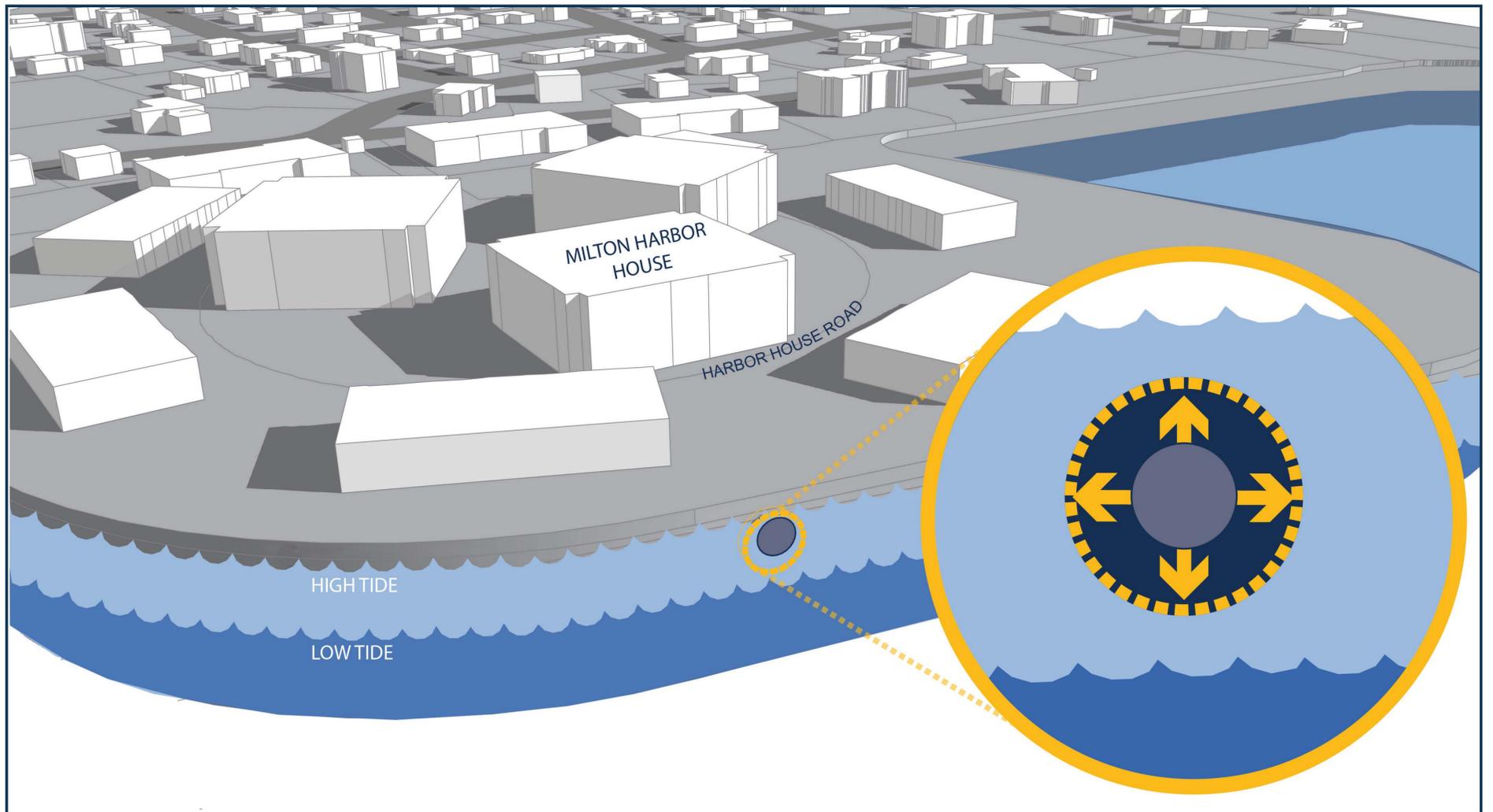
Between \$150,000 and \$200,000

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Improved Milton Road Drainage to Harbor



During major storm events, Milton Road often floods. This occurs in part because of limited capacity of the stormwater sewer system in that location. Should the storm event occur at high tide, the flooding is exacerbated as the sewer outfall in Milton Harbor is located below the high tide line. In an effort to alleviate some of the flooding in this area, drainage improvements on Milton Road on the south side of Milton Harbor House were completed in 2013. This has proven effective at reducing the strain on the sewer system, and reduces the instances of flooding at Milton Harbor House, a senior residential community. It has also reduced the flooding on Milton Road, though has not eliminated the problem entirely. This is of high concern due to the Milton Road Fire House's location in the vicinity. Though the firehouse itself does not flood, the surrounding roads are impassable to all non-aquatic vehicles, limiting emergency response during storm events. This project would install larger sewer pipes and a better tide gate on Milton Road north of the Milton Harbor House, and divert flood waters to the harbor.

Recovery Support Function



Strategy



Infrastructure Resilience

Target Areas

Area Surrounding Milton Harbor

Cost Estimate

\$250,000

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Renewable Energy Program for the City of Rye



During major storm events, areas in the City of Rye often lose power. Above-ground power lines are particularly vulnerable in Rye, where branches from large old trees overhang the power lines. Implementing a series of solar power pilot projects around Rye, including solar energy at community and municipal facilities, solar powered streetlights along critical roadways, and solar powered generators, can offset the disruption felt by residents and emergency responders during power outages at their homes. As operational costs for solar facilities continue to decline, this has become an increasingly viable option as a resilience measure.

Recovery Support Function



Strategy



Infrastructure Resilience

Target Areas

City of Rye, especially
Municipal Buildings

Cost Estimate

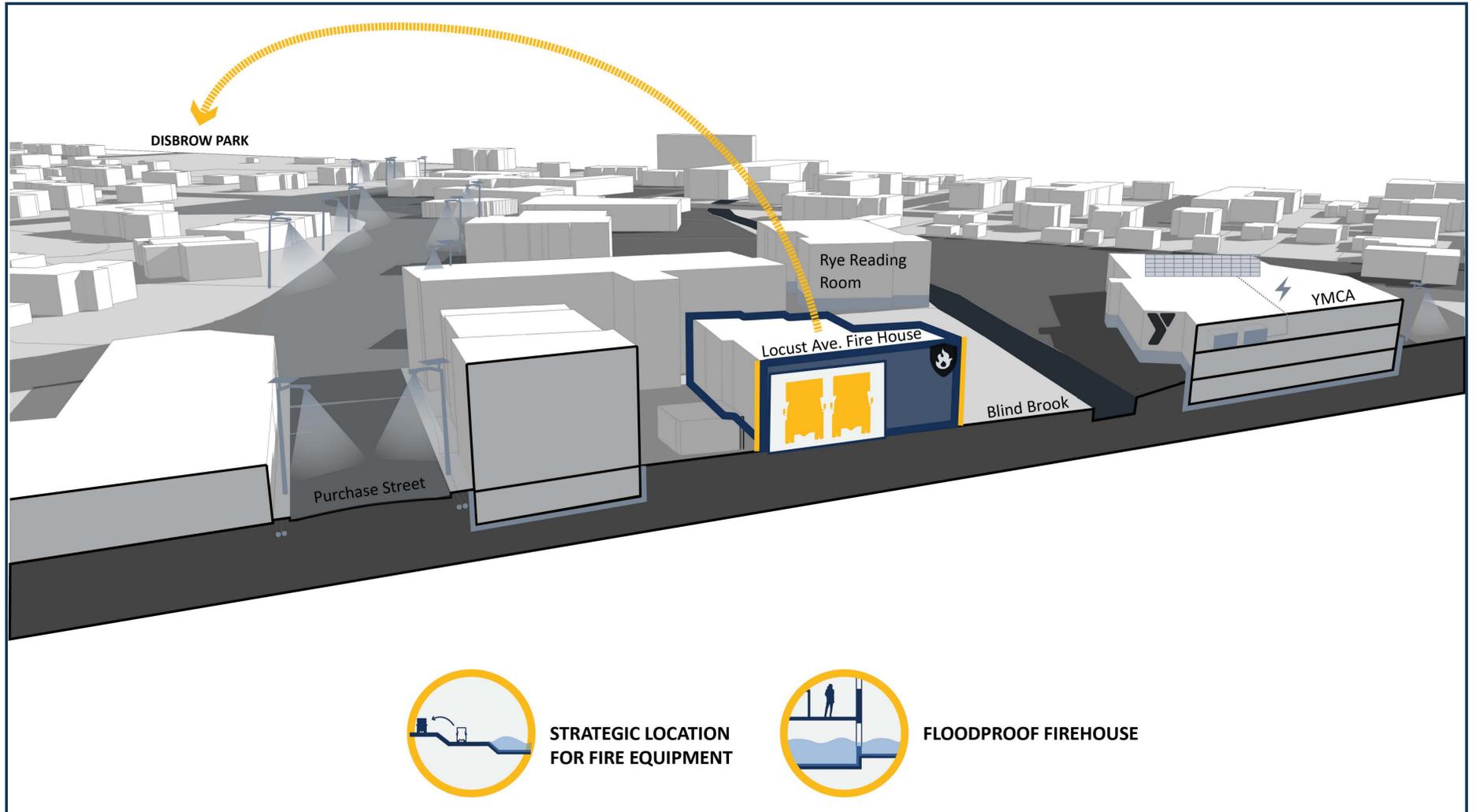
\$5 million to \$10 million,
depending on how many
streetlights are replaced.

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Floodproof the Locust Avenue Firehouse



The Locust Avenue Firehouse sits in a topographical bowl in Rye’s central business district. In order to protect the integrity of the emergency services in Rye during and after storms, flood mitigation measures must be taken. This project calls for floodproofing the Locust Avenue Firehouse and creating an official policy for the relocation of emergency vehicles and equipment prior to storm events. Floodproofing the firehouse would protect non-emergency equipment during storm events, and would reduce damage to the actual structure. Creating an official operational procedure to store emergency equipment at a designated high ground location would reduce the possibility that emergency vehicles would be stranded in the firehouses due to flooded roadways surrounding the firehouses. In practice, this equipment has been stored at Disbrow Park. By designating that location as an official storage location during storm events, that site would be eligible to receive funds to make necessary upgrades or repairs, if needed, to efficiently and effectively carry out emergency services.

Recovery Support Function



Strategy



Infrastructure Resilience

Target Areas

Locust Avenue Fire House,
City of Rye

Cost Estimate

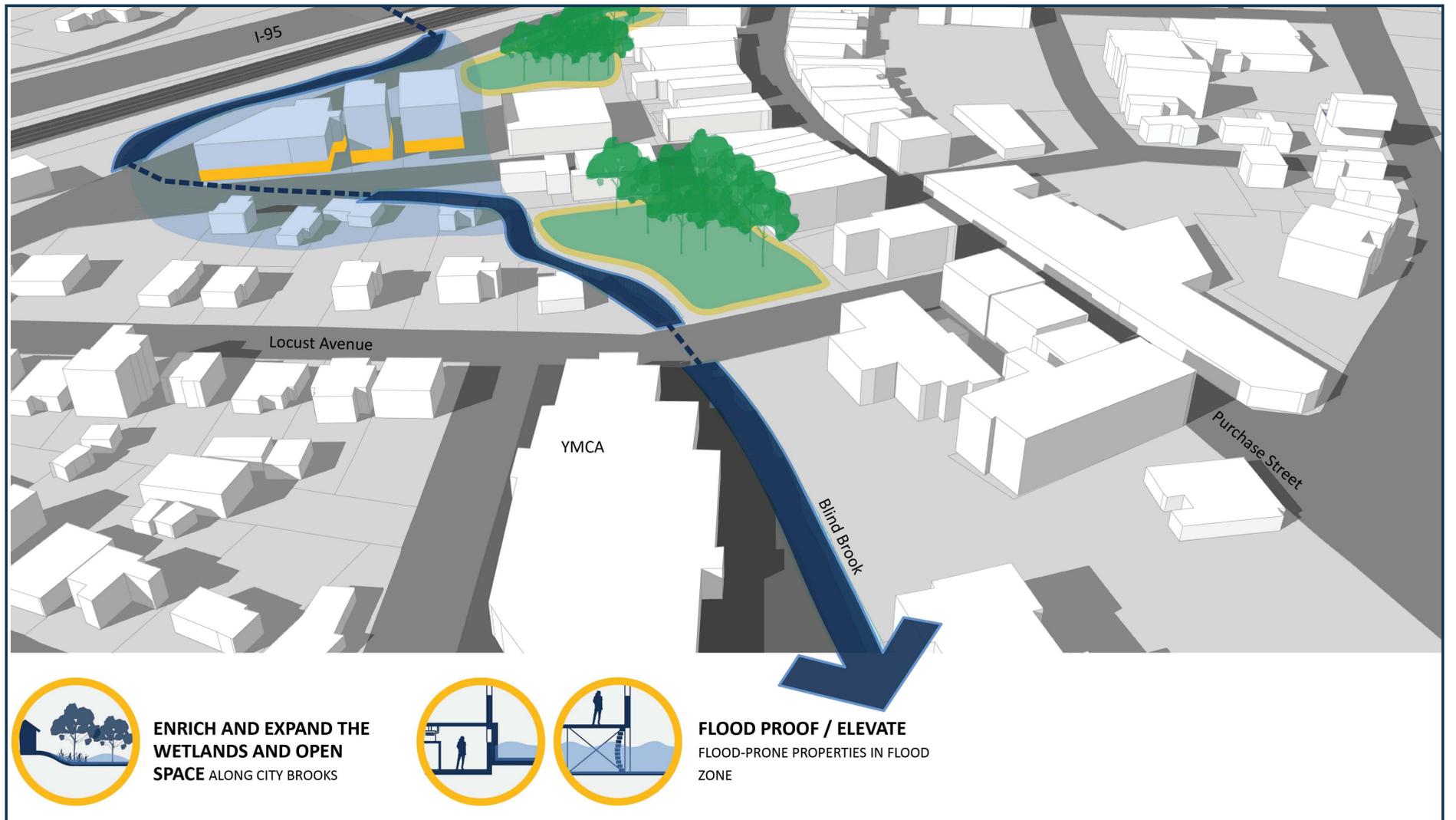
\$200,000

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Enrich and Expand the Wetlands & Open Space Along City Brooks



Wetlands and open space serve as absorptive buffers that naturally protect buildings and infrastructure from bodies of water. They have internal regenerative capacities that require little maintenance. Other times, they serve as a community amenity. Within Rye, there exist several opportunities to expand and enrich the wetlands and open space along Blind Brook and Beaver Swamp Brook over time. Several municipal parking lots located within the central business district could potentially be converted to open space along the brook. Centralized structured parking on high ground, near the train station, could replace the lost parking spaces and support the businesses within the central business district. Additional opportunities include the wetlands along Blind Brook near the Rye Nature Center and the Middle School and High School campus, the parking lot at the intersection of Cedar Street and Highland Street, and the Disbrow Park and Department of Public Works parcel. It is also possible that additional open space is built along the brooks outside of Rye as part of a larger watershed conservancy.

Recovery Support Function



Strategy



Infrastructure Resilience

Target Areas

Riverine assets along city brooks

Cost Estimate

Costs to convert parking areas to parkland: \$15 per SF

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Disbrow Park and DPW Circulation & Facilities Improvements



Recovery Support Function



Strategy



Infrastructure Resilience

The City's Department of Public Works and Westchester County Sewage Treatment Plant share operations within Disbrow Park, which is one of the City's most active recreational areas. These DPW facilities are compromised by the shared-use arrangement with public recreation. The resiliency plan would be implemented in phases. The first and most critical phase is the creation of a separate access drive to serve the DPW and County treatment plant. DPW is among the most important City operation in maintaining, protecting, and restoring City assets, residences, and businesses damaged by storm events. Also included in this phase is a new garage to protect City vehicles and equipment from exposure to elements, a community emergency response center, and parking. Phase II would serve to reorganize existing recreational and DPW facilities to create a safer park and more functional park environment.

Cost Estimate

\$5 million

Target Areas

City of Rye

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Power Line Stabilization Along Major Corridors Study



Rye's aboveground power lines are highly susceptible to damage from falling branches and wind. In cases of emergency, navigating the streets for evacuation or finding an emergency shelter can be difficult. While Rye's water table is high and many areas are proximate to saltwater making underground utility lines susceptible to corrosion, there may be major power lines and/or major road corridors where burying power lines would protect them and the larger city grid during a storm. Additionally, ConEdison is conducting a resilience study to determine if other capital improvements could improve the resilience of the power system in Rye. Rye should work with ConEdison to identify particularly vulnerable or critical power lines to ensure that they become a higher priority within the ConEdison improvement plan.

Recovery Support Function



Strategy



Infrastructure Resilience

Target Areas

City of Rye

Cost Estimate

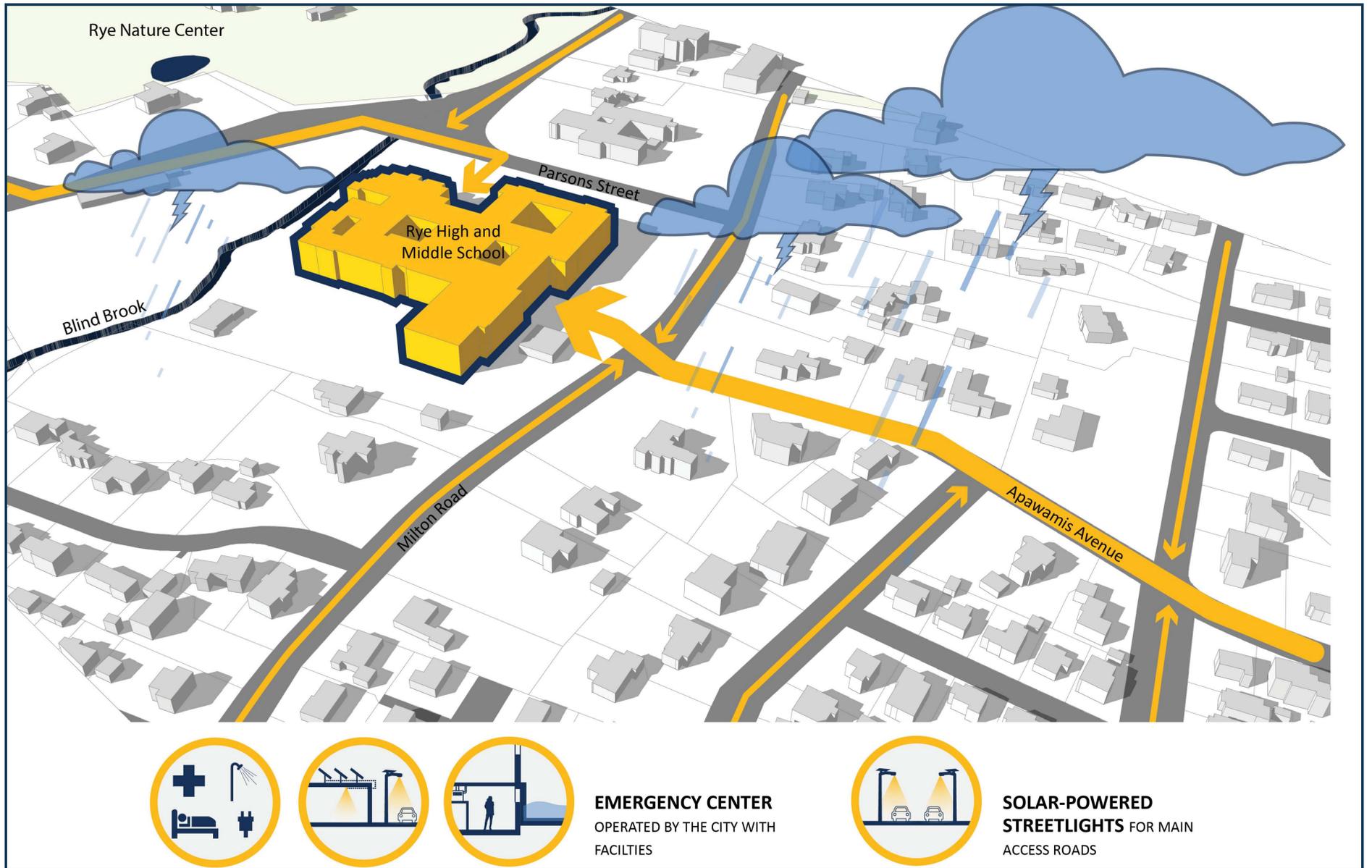
\$200,000

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Designate a City-Operated Emergency Center



During federally-declared emergencies, the Red Cross operates an emergency center at Rye Country Day School. During other emergencies, the Red Cross does not provide this service, and the City of Rye does not have the ability to operate the emergency center at Rye Country Day School. This project would designate a city-operated emergency center to provide residents a place to regroup during or after storm events which may have resulted in loss of power, flooding, and/or utility interruptions. This could increase Rye's resilience by reducing disruption to daily life functions during and following storms. The school district might be able to house this program.

Recovery Support Function



Strategy



Readiness for Future Storms

Target Areas

City of Rye

Cost Estimate

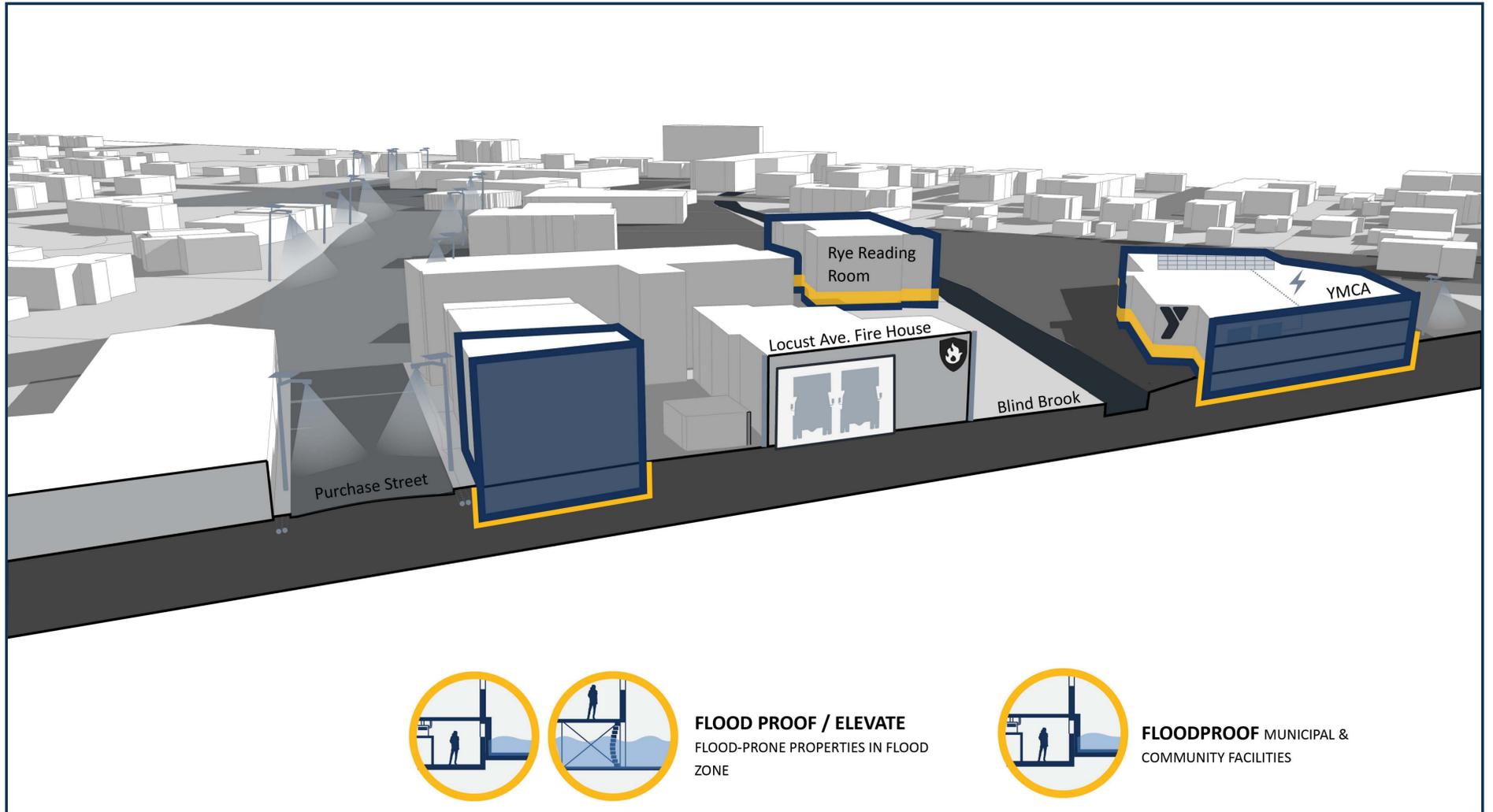
\$50,000 - \$500,000

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Floodproof Rye Reading Room, City Hall, YMCA, Public Schools



Several of Rye's municipal facilities regularly flood or suffer extended power outages during storms. Extensive repairs have drained budgets and exhausted donor bases who seek to improve resources rather than fund reconstruction projects. Floodproofing facilities that have suffered repeated damage during storms would protect important community assets and ensure continued philanthropy that enriches Rye. Floodproofing could be defined as any of the following:

Dry floodproofing ensures that a structure is watertight.

Wet floodproofing minimizes flood damage within the structure, which is allowed to flood.

Constructing a floodwall or barrier out of flood-damage-resistant material to keep floodwater out of a designated space.

Construct a barrier designed to contain, control, or divert the flow of water to provide protection from temporary flooding.

Recovery Support Function



Strategy



Readiness for Future Storms

Target Areas

Municipal Buildings

Cost Estimate

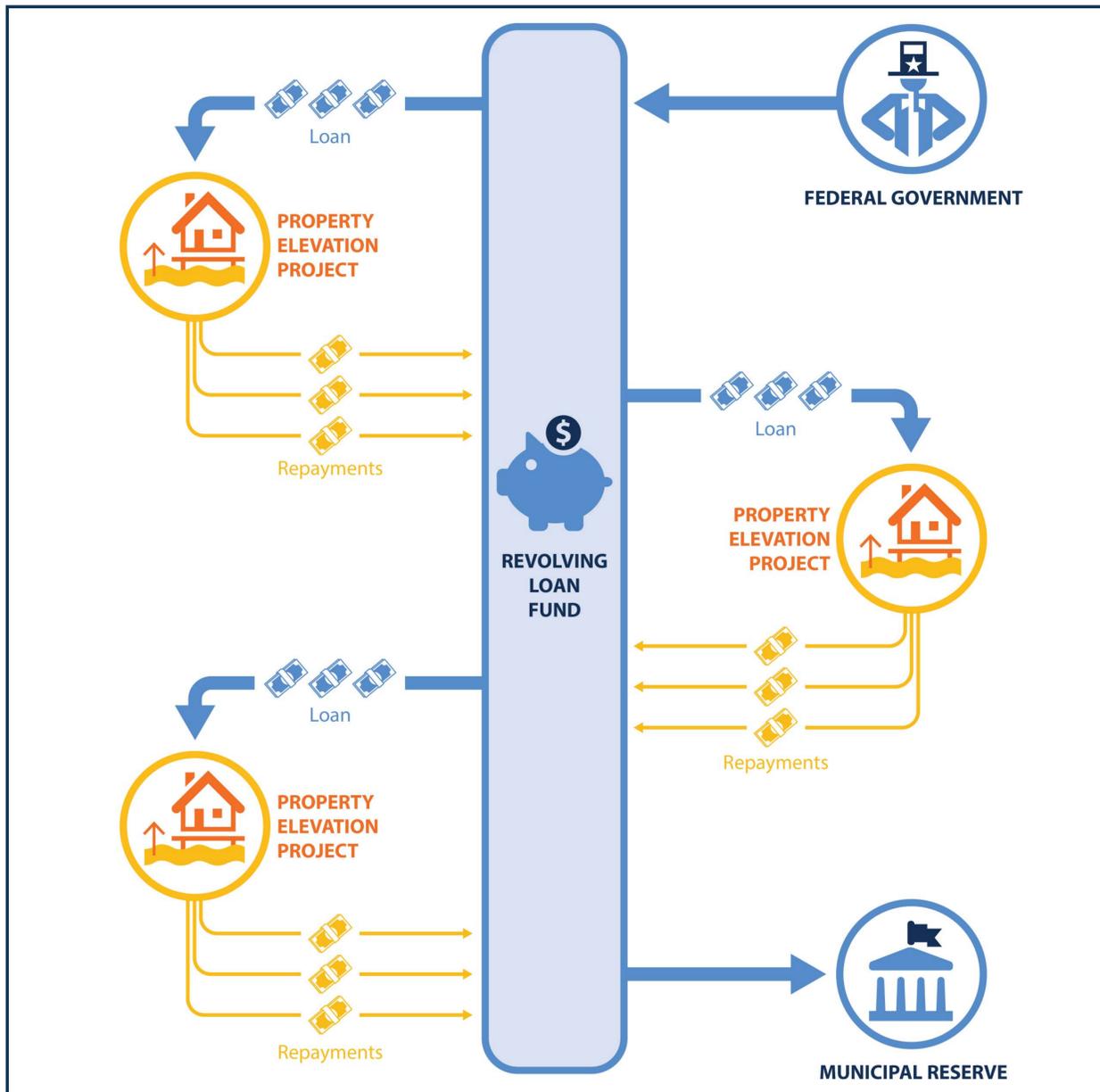
Between \$500,000 and \$1 million

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Property Elevating Program or Revolving Loan Fund



Recovery Support Function



Strategy



Design for Sea Level Rise, Coastal Vulnerability, and Tidal Impacts

Changes to the national flood insurance policy and an increasing awareness of flooding have incentivized property owners in floodplains to elevate their homes and businesses. This initial investment can offset the anticipated large flood insurance rate increases, but can be prohibitively expensive for property owners, particularly homeowners on fixed incomes. Homeowners in Rye typically do not qualify for existing home elevation programs administered by FEMA or funded by CDBG-DR grants, as property values in Rye typically exceed the limits set by FEMA or programs funded with CDBG-DR monies. A revolving loan program initiated with other funding sources could enable property owners to elevate their homes, either to sell their homes at fair market value and relocate outside the floodplain or to remain in their home and repay the loan over time.

Cost Estimate

Individual properties are estimated to cost \$200,000 to elevate above base flood elevation. In non-tidal zone areas, 260 homes are in the floodzone, some of which have already been elevated.

Target Areas

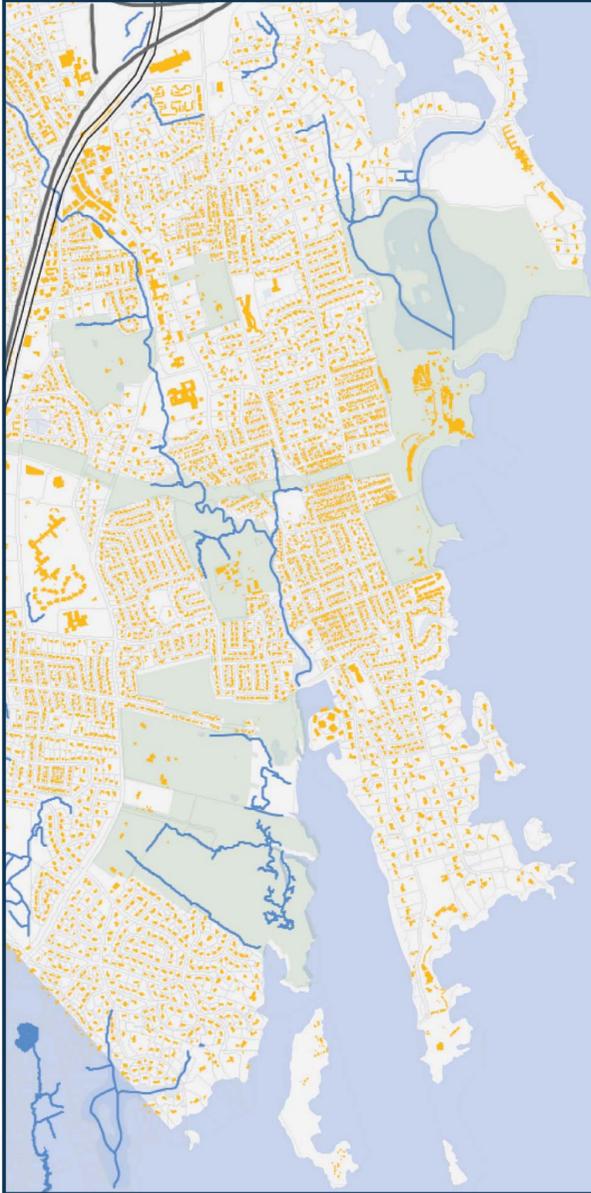
Riverine and Coastal assets in the floodplain

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



Participate in FEMA's Community Rating System (CRS)



FEMA COMMUNITY RATING SYSTEM ACTIVITIES

-  Assessing your community's flood problem
-  Developing and maintaining flood maps and data
-  Managing new development to minimize future damage
-  Developing a floodplain management plan for your community
-  Improving emergency preparedness and response
-  Implementing public information activities
-  Reducing flood losses to existing development

 City action  Individual action Already accomplished Suggested for NY Rising

Recovery Support Function



Strategy



Design for Sea Level Rise, Coastal Vulnerability, and Tidal Impacts

Flood insurance premiums have recently escalated due to changes in national policy. This has created hardships for homeowners, and has made it increasingly difficult to sell homes to buyers that require a mortgage. FEMA's CRS is a voluntary incentive program that encourages community floodplain management activities that exceed the minimum National Flood Insurance Program requirements. As a result, flood insurance premium rates are discounted to reflect the reduced flood risk, alleviating the stress to homeowners and prospective buyers.

Cost Estimate

\$100,000

Target Areas

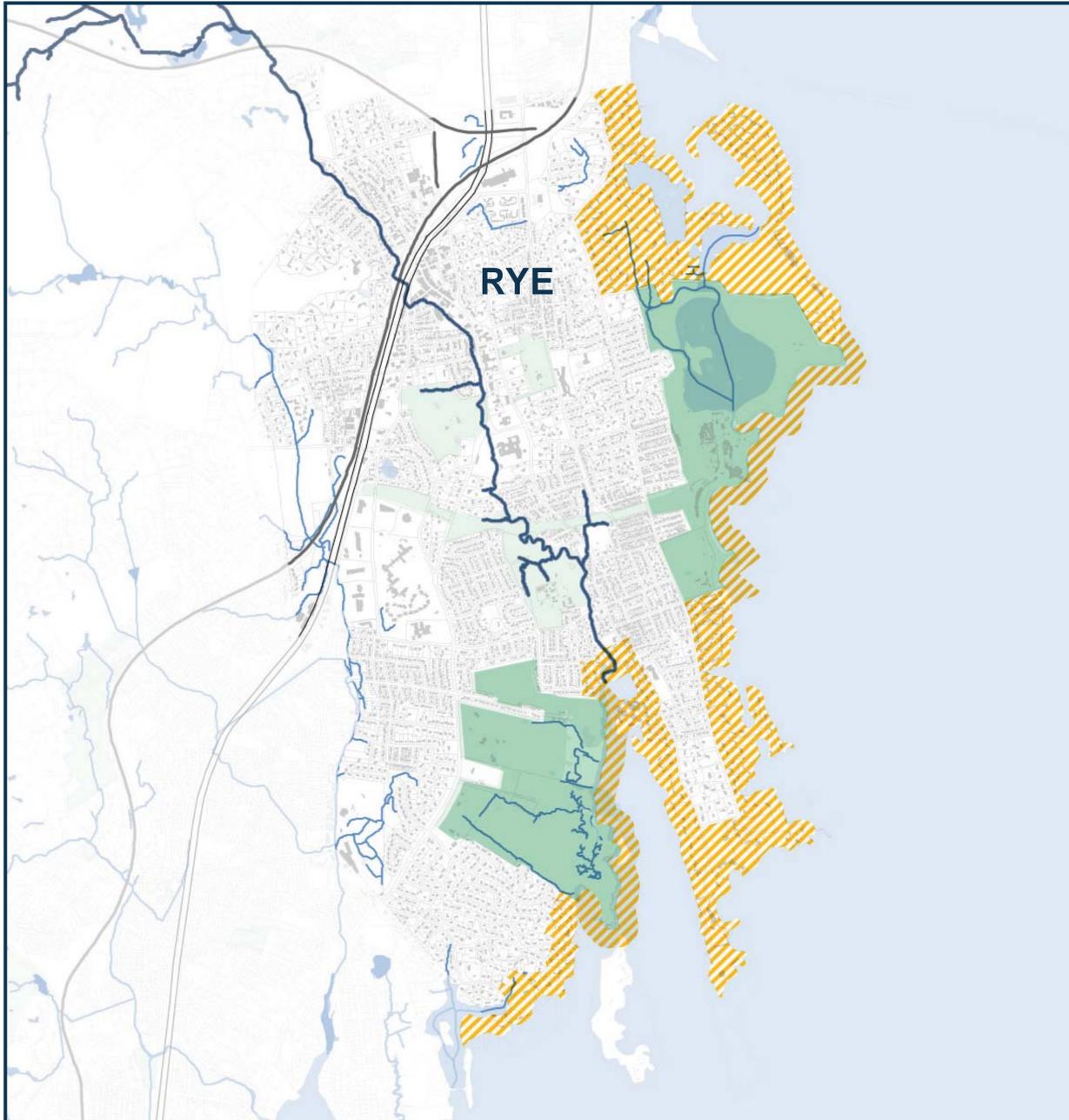
Floodplain properties

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.



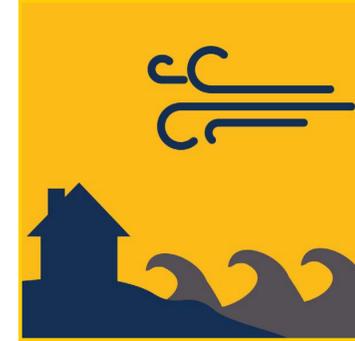
Coastal Zone Improvements Study



Recovery Support Function



Strategy



Design for Sea Level Rise, Coastal Vulnerability, and Tidal Impacts

Coastal structures in Rye are required by the zoning code to have basic floodproofing based on Base Flood Elevation. Despite this, some of these structures have been grandfathered in and still suffer repeated damage during storms. Occasionally, large scale public infrastructure projects are more cost-effective or protective than individual property improvements. This project suggests the creation of a coastal waterfront coalition, so that residential and commercial property owners along the Long Island Sound can take collective action and potentially achieve economies of scale when implementing flood mitigation projects. Vegetated buffers, oyster beds, and beach renourishment are a sample of infrastructure projects for which the coalition might consider sharing the cost.

Cost Estimate

\$200,000

Target Areas

Indian Village, Business District, Mendota Avenue, Highland Road

Do you have any information to add about this project? Would you support this project?

Please write ideas on your passport.





Project Prioritization

Project Categorization

PRIORITY PROJECT

Eligible for
CDBG-DR
Funding

(\$3 million)

FEATURED PROJECT

Other Funding
Sources
Needed

(identified later)

OTHER PROJECT

Polices or
Programs

(not capital projects)

BASED ON FUNDING ELIGIBILITY

NOT \$ BASED





Looking Ahead

Scheduling

- Public engagement event #3: November 3
- Draft NYRCR Plan: November 14
- Committee meeting #10: **TBD**



Schedule



Geographic Scope
Storm Damage Inventory
Critical Issues
Vision Statement



Asset Inventory
Risk Areas
Risk to Assets
Needs and Opportunities



Strategies
Projects and Management Measures
Operational Arrangements



Schedule for Implementation



IN-PERSON COMMITTEE MEETINGS (roughly twice monthly)



Draft Agenda for Next Meeting

- Public Engagement 3 Recap
- NYRCR Plan Presentation





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