SECTION II - INVENTORY AND ANALYSIS

A. REGIONAL SETTING AND COMMUNITY CHARACTERISTICS

1. LOCATION

The Village of Sodus Point is located in Wayne County, New York, approximately 35 miles east of the City of Rochester and 40 miles west of Syracuse. The Village is bounded on the north by Lake Ontario and on the east by Sodus Bay. On the west and south, the Village abuts the Town of Sodus. Covering two square miles or 960 acres, and sheltering a permanent population of approximately 1,200, the Village of Sodus Point constitutes the population and commercial center on Sodus Bay.

Village of Sodus Point

The Village of Sodus Point via Sodus Bay offers significant opportunities for access to Lake Ontario. The Village contains approximately 4.5 miles of shoreline on Sodus Bay and is adjacent to a maintained and marked navigation channel (the Channel), connecting Lake Ontario with the Bay. Parallel stone jetties protect the Channel, extending over 1,000 feet into Lake Ontario. The west jetty has a navigation-light at its lakeside terminus. With an area of over 3,050 acres

and draining a watershed of over 46 square miles, Sodus Bay is the largest embayment on the south shore of Lake Ontario and has a rich history as a port for small vessels. Fishermen from throughout of the Northeast and parts of the Midwest travel to Sodus Point and Sodus Bay for excellent Lake Ontario sport fishing. Swimming, water skiing, ice fishing, hunting, boating, bird watching, and sightseeing also draw vacationers from a large region. As a result, tourism plays a significant role in the Village's economy.

Although it is less than an hour from metropolitan Rochester, the Village has managed to retain much of its historic rural character. Additionally, because of the Bay's importance and its visitor population, the Village's waterfront includes several commercial marinas, restaurants, and specialty shops. The active recreational waterfront on Lake Ontario and Sodus Bay is a counterpoint to the less developed upland neighborhoods, and areas of wooded and hilly land at the outer perimeter of the Village.

2. POPULATION AND HOUSING

The following statistics about the Village of Sodus Point from the 2000 Census highlight some characteristics of the community. The community residential population varies throughout the year. Year-round homeowners make up approximately 50% of the total home ownership. Thirty-five percent of all homes are seasonally unoccupied, with 15% of the housing units being rented. 60% of the residents lived in the same household in 1990 as they did in 1985, with families making up 70% of total households. Twenty-two percent of the families have children under 18 years old, resulting in over 264 children in the Village of Sodus Point attending primary and secondary schools.

Sixty-two (62%) percent of the work force commute between 10 minutes and one hour to work. Twelve (12%) percent commute longer than one hour, and four (4%) percent work at home.

Median family income and housing prices are higher than other Wayne County communities. The median household income is $41,272 and the median owner occupied home value is $84,900. The housing stock has a median age of 54 years. Five (5%) percent of the housing units were built between 1985 and 1990. Fifty-six (56%) percent were built before 1939, with ninety nine (99%) percent connected to public sewers.

3. GOVERNMENT

The Village of Sodus Point is an incorporated village. An elected Mayor and four-members Village Board of Trustees govern it. There are five Village Departments: Clerk/Treasurer, Highway, Water, Sewer, and Recreation. Parks are managed by the Highway Department. State law provides for the Village Board to approve Comprehensive Plans, adopt or amend Zoning Laws, and enact special regulations to protect community health, safety and welfare.

In this regard, the Village has appointed Planning and Zoning Boards. The Planning Board is responsible for long-range planning and development review. The Zoning Board of Appeals (ZBA) hears appeals regarding zoning regulations and may vary development and design standards for reasons of practical difficulty and undue hardship. The ZBA also issues special use permits for development activities which can only be approved if found to be appropriate and compatible with their surroundings. There is a code enforcement officer who inspects construction for compliance with zoning and building codes. The Village also has adopted other land use related laws covering: outdoor entertainment, noise, dock and moorings, flood protection, parks, sewer use, vehicles and traffic, fire and building codes.

4. LAND USE AND ZONING

The first Village ordinance, enacted in 1958 regulated various types of land use, public safety, and health, but did not include zoning or other types of planning legislation enabled by State laws. In April of 1964, a Planning Board was created. The first Zoning Map and Zoning Laws were adopted in November of 1969. A zoning map was updated and modified in 1998 and again in 2006. (See Zoning Map) The original zoning map and zoning law was initiated by the completion of a Comprehensive Development Plan and Model Zoning and Subdivision Ordinance, by the Planning firm of Brown and Anthony in February 1968. For the Zoning Law of the Village of Sodus Point, New York, go to http://www.soduspoint.info/wp-content/uploads/2010/04/Chapter-190-Zoning.pdf .

The 1968 Comprehensive Development Plan contained individual plans for the Town of Sodus, and the Village of Sodus Point. The Development Plan contained the following recommendations for the Village of Sodus Point, many of which continue to be appropriate today:

1. No development should occur in flood plains, or wetlands.
2. Conversion from a seasonal to year-around economy was desirable.
3. Promotion of tourism.
4. Development of commercial frontage along Bay and Greig Streets.
5. Industrial development of lands west of First Creek and Second Creek, south of Sentell Street to the Village line.
6. Upgrading property maintenance, controlling signs, and improving the aesthetics of existing and new development with landscaping.
7. Planting street trees along Village rights-of-way.
8. From Clover Street to the (then) Railroad Trestle, proposed water enhanced commercial development.

The current Zoning Law closely resembles the model prepared by Brown and Anthony. The Zoning Board of Appeals was created to administer the Zoning Regulations, when adopted in

1969. A Building Code Administration Law was adopted in 1970. The current Zoning Law was readopted in 1979 and modified again in 1998 and 2006. The new zoning law was designed to accomplish certain goals, including the following: (1) to give priority to water-dependent uses within the Village, (2) to promote a healthy commercial center which maintains a mix of uses and a suitable scale for the Village, and (3) to protect the traditional scale and characteristics of the residential areas. (See Zoning Map).

The existing zoning designations for the shoreline areas of the Village are primarily R (Residential) and WC (Waterfront/Commercial) with some smaller shoreline areas in P (Public) and LCR (Limited Commercial/Residential) zoning. A general description of these zoning districts, as derived from the Village Zoning Law, is as follows:

R (Residential): Conventional single-family housing at development densities consistent with existing development in the Village.

LCR (Limited Commercial/Residential): Allows multiple uses of dwellings in areas on major thoroughfares along with various low-intensity uses such as small retail shops, crafts, professional offices, personal services and home occupations.

WC (Waterfront/Commercial): Allows for water-dependent, water-enhanced, professional, general retail, tourist accommodations and visitor service businesses. This classification has special requirements for off-street parking, view protection, pedestrian circulation, dockage and architectural design.

P (Public/Institutional): Land to be used as parks, walkways and/or for public access. Upland areas within the Sodus Bay Harbor Management Plan Study Area include areas with two additional zoning designations: I (Industrial) and N (Natural Areas). A general description of these areas is as follows:

I (Industrial): Allowed uses include conventional processing, manufacturing, storage, repair of raw materials and fabricated items. Also allowed are recreational vehicle parks, boat storage, agriculture, research facilities, and several other similar uses.

N (Natural Areas): The designated N zoning districts generally coincide with the State-regulated wetland areas occurring within the Village. Any development within this zoning district requires approval by the Village Planning Board.

5. LOCAL, COUNTY AND REGIONAL PLANS

The Village of Sodus Point adopted its current Master Plan in April, 1996. The Master Plan specifically addresses several issues related to Sodus Bay, including waterfront development. It is recommended in the Plan that the Village should enhance the waterfront by strategically

locating and developing public piers, and through the identification, protection, and promotion of public landings and view sites. The Plan also recommended that the Village provide services and amenities to support waterfront development, promotes the wise use of all remaining developable lands near the waterfront, and maintains effective harbor management.

There have been several plans and studies of the County and region, which have addressed the development of the Village of Sodus Point. A separate Wayne County Trails Master Plan has tentatively identified enhancement of recreational opportunities in the Village of Sodus Point as a primary goal. The Village was also included in a regional study of the Seaway Trail.

Wayne County performs several coordinating functions, which may affect future development in the Village. The County has prepared an Agricultural Preservation Plan and a County-Wide Economic Development Strategy. The County has ongoing responsibilities to develop parks and trails, promote tourism and economic development, obtain grants, review development proposals, coordinate sewer and water improvements, and improve water quality. The Village is also a part of the Wayne County Water Quality Initiative. Since 1991, the Wayne County Water Quality Coordinating Committee (WQCC) has been identifying water quality impairments throughout the County. A monitoring station has been installed in Glenmark Creek to test water quality entering the Bay. A cooperative effort between the WQCC, Soil and Water Conservation District, Save our Sodus (SOS) and SUNY Brockport has also been monitoring water quality and fisheries in Sodus Bay.

The *Great Sodus Bay Harbor Management Plan* was developed as a cooperative effort by the Village of Sodus Point, the Towns of Huron and Sodus, the Wayne County Planning Department and the NYS Department of State. The purpose of the Great Sodus Bay Harbor Management Plan is to provide the vision and tools that will enable the Village and Towns to manage the activities on the surface waters of Sodus Bay and the adjacent shoreline in a comprehensive and coordinated manner. The harbor management elements, incorporated into the Village of Sodus Point LWRP, are based on the findings and recommendations of the Great Sodus Bay Harbor Management Plan.

6. RECENT LOCAL INITIATIVES

Questionnaires have been sent out by the Planning Board over the past ten years to solicit opinions from residents and property owners about such issues as expanded commercial and industrial development, historic preservation, public docks, noise regulations, property maintenance, tourism promotion, recreational opportunities, and revenue generation. In addition, several focus groups related to residential and commercial development, parks and recreation and fishing/boating activities were initiated as part of a Village Master Plan in 1995-96.

Several of the most successful projects have been the result of local initiatives. The Lighthouse Museum originated from the interest of a Sodus Point Museum Committee in 1972. In 1979, this group incorporated as the Sodus Bay Historical Society. In 1984, the Society entered into a 25- year renewable lease with the Town of Sodus for the Lighthouse, which became its home and has been maintained and enhanced for the benefit of the public since. The society sponsors concerts, with the financial support of local merchants and foundations. They also help sponsor the 4th of July celebration, Arts and Crafts Shows and other related events. The Fire Department, Methodist Church, Town Chamber of Commerce, Neighborhood Association of Sodus Point and the Yacht Club have annually sponsored other events such as the Carnival, Sportsman Show, Antique Boat Show, and regattas.

The Neighborhood Association of Sodus Point raised the necessary funds then organized the community to participate in the installation of a state-of-art playground system in Willow Park.

The Greater Sodus Bay Association (GSBA) participated in the Sodus Point Movie night held at Oscar Fuerst Park (Sodus Point Ball field). 2002 was the first year for the movie night, but based on public feedback it may become an annual event. The movies are geared for children and are run at dusk. Karaoke and vendors add to the charm of the event.

Save our Sodus (SOS) has grown to over five hundred members in the year 2002. As one of their many deeds they recently purchased a weed harvester for the control of weeds in Sodus Bay. GSBA and SOS have been involved with the evolution of the Inter-municipal Harbor Management Plan. They have been working with the municipalities surrounding the bay, Syracuse University, State and County Officials and the various regulatory agencies with the primary purpose of making the bay a cleaner/better bay for our children.

7. RECENT DEVELOPMENT ACTIVITIES

There has been recent investment in marinas, restaurants, hotels and recreation. Although, there has been some new housing, principally along the shorefront, the majority of building is reconstruction of existing structures or complete teardowns of one or more structures to build a larger home. The Town of Sodus with the Village of Sodus Point and funding from the Department of State recently completed the development of improved parking, an informational kiosk, landscaping and signage associated with Harriman Park. Harriman Park is a facility jointly managed and owned by the Town of Sodus and the Village of Sodus Point, respectively. The Park provides an important boat launch for recreational fishing for the Bay. The Village installed historic style lights throughout the village from 1996-2003. In addition, the village completed a project, which made improvements to the Village Greens. Boat storage facilities have expanded off Margaretta Road along the old railroad corridor.

B. EXISTING LAND AND WATER USES

1. LAND USE

Former agricultural land and scattered residential land use occupies the greatest proportion of area in the Village. This land use category includes forestland, brushland, wetlands, and inactive farm fields. This type of land use is generally located along Lake Road, with scattered residences as well as in the area bounded by the former Penn-Central railroad corridor, Route 14, Bayless Road, and Morley Road.

Residential uses occupy the second largest proportion of land in the Village. Residential uses are located on both Sand Point and Sodus Point. Homes line the shoreline from the mouth of First Creek, south to the Village line. They are also located in upland areas along Lake Road, Margaretta Road, and Route 14 in the Bayless Road area, in the Ontario Street - Fitzhugh Street area, and in Sodus Bay Heights.

The water-enhanced commercial uses and seasonal businesses along the Sodus Bay area are primarily located within the Village of Sodus Point and provide services for tourists and residents.

Taverns and restaurants are concentrated in the central business district, along Greig Street. Combined land uses of residential and commercial occur in several areas including Route 14, Bay Street and Greig Street (See Existing Land Use Map).

Marinas and boat sales are the predominant commercial uses directly on the shoreline, and occupy over 10% of this area. Boat storage areas are located on large parcels scattered throughout the waterfront area.

Lodging is another important element of the Village's commercial land use. These consist of seasonal cottages, tourist homes, and bed and breakfast establishments.

Public parks include the Wayne County Park on Sodus Point; Oscar Fuerst Park (Village of Sodus Point ball field) located near the Greig Street commercial district; Willow Park on Sodus Bay, (south of Greig Street), and the Lighthouse Park and Museum overlooking Lake Ontario.

The estimated size of each park or community owned parcels are as follows:

Parcel	Area	Public ownership
Oscar Fuerst Park	3.2 acres	Village of Sodus Pt
Willow Park	3.1 acres	Village of Sodus
Town of Sodus (green space)	2.2 acres (remaining from the original 2.9	Town of Sodus

Parcel	Area	Public ownership
	acres)	
Village of Sodus Water	4.3 acres	
Harriman Park	4.2 acres	Town of Sodus & Village of Sodus Point
Water tower in the Heights	23.0 acres	Village of Sodus Point
Lighthouse	1.1 acres	Town of Sodus
Village Park adjacent to Lighthouse	2.3 acres	Village of Sodus Point
Sodus Point Park	6.2 acres	Town, county & Coast Guard lands
Vista Sunset Park	0.2 acres	

In addition, there is Harriman Park, a Town of Sodus operated and maintained boat launch located near the mouth of First Creek and an associated (and recently improved) parking area off Margaretta Road.

Institutional land uses include public buildings, schools, and churches. The former Village water treatment plant is located between the bluffs overlooking Lake Ontario by Featherly Drive.

Water storage towers are located on the south side of Lake Road, a short distance west of the plant, as well as above Sodus Bay Heights. The sewage treatment plant is located at the corner of Seaman Street and Lake Road. The Village highway facility is adjacent to the sewage treatment plant at the corner of Lake Road and Seaman Street. Other significant public buildings include: the Village Hall and the Recreation Center, the firehouse on Bay Street, the U.S. Post Office on Bay Street, and the U.S. Coast Guard station.

Agricultural areas, which are primarily orchards, are located to the west and south of the Village. Inactive agricultural lands are located west of First Creek, and north of Morley Road.

Industrial uses in the Village of Sodus Point have declined over the past twenty years. In 1986, the Genesee Brewery Malt House ceased operation. The remaining industrial use parcel is a storage and construction company located by the bay between Willow Park and Lummis Street.

The intensity of residential and commercial development along Sodus Bay attests to the strong attraction and high value of the shore lands. Virtually all-bayside parcels large enough for a house, business, or boat docking or storage facility have been developed, and any land use changes will generally require redevelopment of parcels into different uses.

Inland areas can provide new development opportunities to complement waterfront uses. These areas include adjacent to the railroad right-of-way and, to a limited degree, the highland and the forest brush land south of Bayless Road. In other areas, development should be limited to redevelopment of existing developed parcels, such as the former Genesee Malt House.

Additional development should be planned carefully, to consider the impacts upon existing businesses and infrastructure, and perhaps on residential life and the quality of the recreational experience of visitors to the Village. Further development of Sand Point and Sodus Point, the bayshore and the lakeshore must be balanced with a concern for its effect on commerce, the quality of life, and the quality of recreation.

2. UNDERWATER LANDS

The historic understanding that the air, the running waters and the sea are common to all people is the main thrust of the Public Trust Doctrine. This Doctrine, dating from Roman times and based on common law principles, guarantees the public's right to reach and use tidal lands, waters and their living resources. Under the Public Trust Doctrine, the State of New York generally holds title to the foreshore, tidal waters, and submerged land under tidal waters below the mean high water line as trustee for the public, and must administer the use of these lands in the public interest.

In New York State, the courts have interpreted the Public Trust Doctrine to mean that the public has the right to use public trust lands and waters for bathing, boating, fishing and other lawful purposes when the tide is in; and when the tide is out, to walk along the foreshore to gain access to the water for these purposes and to lounge and recline on the foreshore. The courts have recognized that recreation is a valid and protected Public Trust purpose. The Public Trust doctrine applies on Lake Ontario and its connecting water bodies, bays, harbors, shallows and marshes.

Upland property owners whose lands abut public trust resources have rights. The public cannot access public trust lands across private land without the owner's permission. Additionally, these owners possess riparian rights to Lake Ontario and its connecting waters. These rights entitle the owner to access navigable water. These rights are limited as to the type of use which may be placed in the water, and they must be reasonably exercised. By the nature of location over the water, the exercise of these rights almost always interferes with public use of the water and lands subject to the Public Trust Doctrine.

In New York State, adjacent upland owners can also apply to purchase or lease underwater lands. In the 18th and 19th centuries, the State sold large expanses of public trust lands and waters to adjacent land owners to promote the development of commerce. In many cases these owners placed fill in Lake Ontario to create new land. In more recent years, private use of public-trust waters include: marinas, commercial fishing operations, and docks, piers for shipping and recreational boating. Many grants were limited and a public interest in the underwater land remains.

While the courts have consistently recognized the Public Trust Doctrine as a sovereign right held for the people, they have also recognized the validity of grants of public trust land to riparian owners. The courts have held that where some types of grants have been made by the State without any express reservation of the public rights, the public trust and accompanying public rights are extinguished, although the State may still regulate such lands under its police power and may authorize local governments to do so as well. The courts have also held that some grants may be invalid if the grant is not in the public interest.

The importance of the Public Trust lands for public access and as a recreational resource and the use of the Public Trust Doctrine to better protect New York's coastal areas, their living resources and the public's rights to access and enjoy them have recently been re-emphasized. The use of trust lands by the public generates billions of dollars for the State economy. The foreshore and underwater lands of the coast are used for recreation, boating, fishing, swimming, and visual enjoyment. The tidal areas provide habitat and breeding areas for shellfish and finfish of commercial and recreational importance. Private actions that interfere with these activities diminish the public's use and enjoyment of these commercially and recreationally productive areas.

In 1992, the legislature passed Chapter 791 codifying, in part, the public trust in underwater lands. The legislature found regulation of projects and structures proposed to be constructed in or over State-owned underwater lands to be necessary to responsibly manage the State's proprietary interests in trust lands. Additionally, the regulation would severely restrict alienation into private ownership of public trust lands owned by the State. The intent of the act was also to ensure that waterfront owners' reasonable exercise of riparian rights and access to navigable waters did not adversely affect the public's rights. The legislature stated that use of trust lands is to be consistent with the public interest in reasonable use and responsible management of waterways for the purposes of navigation, commerce, fishing, bathing, recreation, environmental and aesthetic protection, and access to the navigable waters and lands underwater of the State.

Before considering any development activity or land purchases in the waterfront area, prospective developers and owners are recommended to check on the ownership of the adjacent underwater lands. This must be done at the New York State Office of General Services (OGS) office, located in Albany. OGS is the administrator of State lands, including underwater lands, and maintains a series of "Water Grant Index maps" that identify lands within State ownership as well as grants, easements and leases previously issued by the State to various public and private areas.

According to tax maps, there are three parcels on Great Sodus Bay with deeded underwater lands. All three parcels are adjacent to upland properties located in the Village of Sodus Point.

The parcels consist of approximately 5.0 acres at the New Horizons Marina, approximately 6.5 acres at Katlyn Marine, and an area of unknown size at the Sills Marine Contractor site. The New Horizons and Katlyn Marine underwater properties are taxed by the Town of Sodus. The Sills Marine underwater land is taxed by the Village of Sodus Point as an extension of the upland parcel. With the exception of these three parcels, all other lands below the mean low water elevation of 243.3 feet (IGLD-85) are under the ownership of New York State.

It is important to fully understand the nature of the ownership of underwater lands as municipal, State and federal agencies should consider the public's rights under the Public Trust Doctrine during their regulatory review of development proposals. In many cases, it can provide a rationale for modifying or denying permits when an activity would impair public trust resources or if the use is inconsistent with the Public Trust Doctrine. Where areas have been illegally filled, both State and federal agencies can seek to have the area restored to its original condition or require the provision of compatible public trust opportunities elsewhere. Existing State grants, easements and leases to upland owners for use of public trust lands do not necessarily extinguish the public's rights to use these resources. Remaining public rights depend on the specific grant, easement or lease and in some cases require judicial interpretations. In addition, the federal government has tremendous powers under the Federal Navigation Servitude to regulate, and even absolutely prohibit, activities in the navigable waters of the United States.

3. ABANDONED, UNDERUTILIZED, AND DETERIORATED SITES

Abandoned, underutilized, and deteriorated sites in the Village coastal areas have been identified to focus efforts on structural, facade, and site improvements. Improvements should perform several functions, including enhancing the visual character of the Village, promoting the historic or nautical theme of the village, while addressing certain development or support needs (such as parking), and providing economic activity beneficial to a recreational and resort community. At the same time, they should protect and enhance the environmental resources, which support the area's economy and improve its quality of life.

Abandoned structures within the Village of Sodus Point

Genesee Malt House, located on the corner of Sentell Street, west of Route 14. The facility, which was closed in 1986 by Genesee Brewery, includes a stone warehouse, several masonry silos, a parking area along Sentell Street, and an abandoned railroad siding. A small part of the building is currently leased to the Great Lakes Freshwater Research Institute.

The building appears to be in a reasonable condition, but is somewhat specialized in function, and will likely require some structural alterations to be suitable for other uses.

The current owner plans to make the necessary structural modifications, while maintaining some of the building's original character, to make the building into a proposed series of specialty shops and boat storage facility.

Within the Village of Sodus Point, underutilized sites include the waterfront at the end of South Ontario Street, boat storage on Greig Street and boat storage off of Route 14.

Deteriorated Sites

Deteriorated structures were identified in the 1995 Master Plan study for the Village of Sodus Point. Subsequent improvements, such as renovation and new construction of commercial structures on Greig Street, renewed maintenance and improvements to several cottages and residences on Sodus Point, and considerable improvements and renovations to the marina facilities have been documented. Many of the structures in the Village have undergone substantial renovation and improvements. They are in good repair, and although some would benefit from façade work, maintenance and improvements of their grounds, there are no sites so deteriorated that they would critically affect the Village's vitality as a waterfront community. The visual environment of the Village, which is an important factor in attracting tourists, can be

enhanced by careful consideration of landscaping and well-designed fencing to screen some of uses of the waterfront, such as boat storage and boat repair.

Business signs in the Village can affect the visual environment. Most of the signs are in good condition, but a few are dilapidated or need paint, and several are poorly located and do not fit well with their surroundings. Repositioning of several signs would substantially improve the visual character of Greig Street, and Route 14.

Enforcement of the 1986 Sodus Point Docks and Moorings Law addresses the issue of unsightly and deteriorated residential and commercial docks, and boathouses. The Docks and Moorings Law provides for an annual inspection of docks and the issuance of a permit good for three years. The inspection includes construction, durability, and safety.

4. WATER-DEPENDENT AND WATER ENHANCED USES

In addition to the public facilities providing access to Village of Sodus Point waterfront, there are a number of businesses that provide direct access and services for waterfront users. Businesses that are directly located on the Bay's shoreline and are dependent on water access for a large portion of their business activity are termed water-dependent businesses. As in most shoreline communities, the waterfront area has many businesses that, while not directly on the shoreline and not directly engaged in marine-related trade, are enhanced by their shoreline locations. Such businesses are termed water enhanced.

Water-dependent Uses

In the Village of Sodus Point, water-dependent uses include: the many marinas, the docking and boat repair businesses, marine construction operations, the town and county boat launch ramps, the swimming beach, the Coast Guard station, the various navigation aids including the light at the end of the breakwater, and the sewage treatment plant. (See Existing Water Use Map) Marinas in the Village of Sodus Point tend to be full service and include activities such as boat sales, rental, service and repair, dockage, launching by ramp and by sling, ancillary sales, such as fishing, navigational and water skiing equipment, and fishing boat charters.

During the cold seasons, the Bay is used mainly for ice fishing. However, because of the abundant snowfalls and low temperature, the bay area provides the perfect setting for other cold season water-dependent recreational uses, such as skating, snowmobiling and ice sailing.

In general, commercial uses located along the Bay, especially those directly on the shoreline, are water-dependent or water enhanced uses. Most of the other commercial uses along the Bay, and all that are located on the shoreline, are water enhanced or are seasonal businesses that are dependent upon summer residents and visitors to the area.

The number of commercial and private club docks available along the Bay was inventoried in 2005 as part of an on-going study by the International Joint Commission. The results of this inventory, for the Village of Sodus Point, are presented in the table below.

Water-dependent businesses	Seasonal slips	Transient slips	Moorings
Arney's Marina	100	10	-
Carey's Cove Marina	30	20	-
Katlynn Marine	200	20	-
Krenzer's Marina	100	-	-
New Horizons Yacht Harbor	165	15	-
Sills Marine Contractors	-	-	-
Northwind Harbor	23	-	-
The Snuggery Marina	18	1	-
Sodus Bay Yacht Club	50	10	23

As shown, there are approximately 686 seasonal, 76 transient slips and 23 moorings available along the Bay, within the Village of Sodus Point.

An inventory of the private and commercial docks and moorings was conducted between August 2004 and July 2005. Counts were taken of the number of residences, docks, vessels, boathouses, moorings and swimming platforms present. For this inventory, docks were defined as structures extending out over the water with the ability to be used for the berthing of vessels. No distinction was made for the shape or configuration of the dock. It was observed that approximately 85% of the vessels berthed at private docks are small and most of them are powered boats, except those moored off the shoreline.

It should also be noted that very small vessels, such as canoes, kayaks and windsurfers, were not included in the counts. Jet skis were included as vessels, as were small fishing and row boats if located in the water or along the shoreline.

Inventory of Sodus Bay Shoreline

Homes	Docks	Vessels	Boathouses	Moorings	Swim platforms
189	187	214	27	9	3

The 189 residences along the waterfront have 187 docks - providing berthing to 214 vessels. The inventory was conducted for the entire Sodus Bay shoreline, with the highest density of development along the shoreline was determined to occur within the Village of Sodus Point.

Section 46-a (2) of the NYS Navigation Law Article 4, grants the Village of Sodus Point the authority for "the restriction and regulation of the manner of construction and location of boathouses, moorings and docks, in any waters within or bounding the respective municipality to a distance of fifteen hundred feet from the shoreline". The Village of Sodus Point assumed such authority through the adoption of the Docking and Mooring Law (See Appendix B).

The same inventory included collection of data on the services provided by the water-dependent businesses and the private yacht club. The table below lists the services and amenities available at each.

Inventory of Services

Name	Gas	Diesel	Pump Out	Toilet	Public Ramp	Private Ramp	Marine Repairs	Ship's Store	Bait & Tackle	Boat Rental	Restaurant
Arney's Marina	X		X	X	2*		X	X			
Carey's Cove Marina	X			X	1				X	X	X
Katlynn Marine	X	X	X	X			X	X			
Krenzer's Marina	X		X	X			X	X			
Northwind Harbor				X		X					
Sodus Bay Yacht Club**			X	X							
Sodus Marina			X	X							
The Snuggery Marina				X							
Totals	4	1	5	8	1-3*	1	3	3	1	1	1
* weekdays only ** private not-for-profit											

As indicated in the table, the waterfront offers four on-water locations to purchase gas and one for diesel, four pump-outs, seven locations with public toilets, three locations with marine repairs, and three with boater supplies for purchase. In addition, there is a bait-and-tackle shop, and a boat rental place. The ability of the Village's waterfront to support this level of marine-related services is indicative of its popularity with fishermen and recreational boaters.

Based upon the above inventory, as well as the results of the survey, it is found that:

- With the exception of launch capacity, the number of water-related facilities and the level and types of services provided are adequate to meet the needs of boaters utilizing the Bay, within the Village, as their home port and those arriving for short-term visits.

- There is a current shortage of publicly available boat launch capacity and associated parking, to meet the existing peak summer weekend demand. The lack of launch capacity results in an overload of the existing launch facilities, and sometimes an unsafe operating environment.

- The availability and location of the various boater services is not apparent upon entering the Bay, by water, from Lake Ontario. Some "gateway" to the Bay providing such information would be helpful and would enhance the use of the port by transient boaters.

Planning for Harbor Management

The Village is concerned about controlling possible future overuse of boating on the bay and recognizes the following issues that would result from overuse:

1. interference with existing navigation channels by structures such as docks, floats or anchored or moored vessels;
2. public health and safety, such as conflicts between operation of vessels in or near swimming areas, and general boating congestion;
3. substandard water quality and a need to improve water quality for a range of desired uses, such as fishing, or swimming;
4. degraded or threatened natural areas such as wetlands or significant coastal fish and wildlife habitats;
5. the need to protect important water-dependent uses in appropriate areas within the harbor;
6. the loss of public lands through allowing waterward extension of bulkheads/seawalls and/or the increase in height with resulting back(top)fill; and
7. regulate dry dock boat storage facilities.

As identified by enforcement agencies within the limits of the Village of Sodus Point, it might be necessary to limit the amount of boats going out of each private facility as well as possibly reduce the number of available parking spaces for trailer-launched vessels within the limits of the Village of Sodus Point.

The opportunity for communities to addresses conflict, congestion and competition for space in the use of a community's surface waters and underwater land has been provided by Executive Law, Article 42, which provides local governments with the clear authority to comprehensively manage activities in harbor and nearshore areas by developing comprehensive harbor management plans and laws to implement those plans. A harbor management plan provides consideration of and guidance and regulation on the managing of boat traffic, general harbor use, optimum location and number of boat support structures, such as docks, piers, moorings,

pumpout facilities, special anchorage areas, and identification of local and federal navigation channels. It also provides the opportunity to identify various alternatives for optimum use of the waterfront and adjacent water surface, while at the same time analyzing the probable environmental effects of these alternatives.

The *Great Sodus Bay Harbor Management Plan* considers many uses of Sodus Point's water area. These uses are examined throughout this section and include:

1. recreational boating
2. recreational fishing
3. waste management
4. dredging
5. public access
6. recreation
7. habitat and natural resource protection
8. water quality
9. open space
10. aesthetic values
11. riparian values
12. public interest in land underwater

The harbor management issues of local and regional importance, opportunities to resolve these issues, and the overall goals and objectives of the *Great Sodus Bay Harbor Management Plan* are discussed in this section.

Water-enhanced Uses

An inventory of all commercial water enhanced uses along the Bay, and within the Village, was conducted for the creation of the Sodus Bay Harbor Management Plan. The results for the water enhanced uses are summarized below.

Boat repair:
Art Ertels Auto and Marine Repair
Bill Kallusch Marine Repair
Great Lakes Yacht Works

Lodging:
Silver Waters Bed and Breakfast
Sodus Point Lodge

Shops & Stores:
Bay Haven Gift Shop

Gallery at the Point
Schirtz Grocery/Gas
Sodus Point Canvas Repair
Sodus Point Trading Company

Restaurants:

Captain Jack's Tavern
Cooper's Café
Hots Point (take-out restaurant)
O'Riley's Waterfront Bar and Grill
Papa Joes Restaurant
Stephens Harborside Restaurant
The Sand Bar
Zoot's Restaurant

Sodus Bay Area

Wayne County Soil & Water Conservation District reports that a large number of tourists, bathers, and anglers are attracted to Sodus Bay on an annual basis. Although exact figures are not available, the significant numbers of marinas (11), dockage and users seen on the bay indicate its heavy use. The most active time of the year is from Memorial Day through Labor Day. Sodus Bay has been rated as the primary site (statewide) for angler boat access during the ESLO fishing derby (Empire State Lake Ontario, Trout and Salmon Derby). During the 98 -day peak summer season, marinas, cottages, restaurants and other water related facilities fill to capacity in the bay area.

Bay-wide Usage:	Statistics
Government owned public access areas----------	2
Marinas with misc. facilities----------	11
Average boats launched per day (weekends/marina)-----	16
Average persons per boat----------	2.6
Number of public parks----------	3
Number of public beaches----------	1
Number of waterfront restaurants----------	12

The Bay is the largest on Lake Ontario's south shore. It draws recreational boaters from far and wide. These visitors are important to the region's quality of life and vital to the Village's economy. In recent years, use of the Bay for recreational boating has grown rapidly as indicated by the increased numbers of docks and marinas along the Bay. However, there has been a reduction in charter boats for fishing due to the reduction in most fish stocks in the lake. The Bay, because of its size and location, also unofficially serves as a harbor of refuge.

Recreational boating occurs predominantly in the more open waters of the Bay. Sailboats and cruisers use deeper bay areas and the lake. Water skiers will often use areas, which are protected from wind, waves, and boat wakes, as well as more open areas. More sheltered areas are used for temporary anchoring for swimming, sunbathing, picnicking, wildlife observation, fishing and overnight mooring.

Wayne County and the Town of Sodus operate boat launch facilities in the Village of Sodus Point, providing additional water access. The public parks and boat launches located in the Village are important public access facilities to the Bay and Lake Ontario.

Docks, marinas and the Coast Guard mooring/anchorage area effectively use much of the Bay from First Creek to the end of Sand Point. Speed and movement of boats in this area are affected by this waterside use. Similarly, the small bay north of Sand Point has many docks. A large submerged sandbar extends parallel to the main channel, just west of the county ramps. The sandbar protrudes about 500 feet out, and is used frequently by boaters for undesignated mooring and as a swimming area. No accident history is associated with this area; the 5 mph speed and the shallow depth work well as traffic calming for boats.

Navigational breakwaters are situated near the mouth of the Bay and include the two jetties and the breakwall which protect the channel between the Bay and Lake Ontario, as well as several marker buoys and the lighthouse on the north end of the western jetty. The outlet of Sodus Bay has been reduced to a narrow, stabilized channel, by the construction of concrete and steel jetties. Condition surveys performed within this Federal Navigation Channel during July 2006 indicated shoaling has reduced depths, from the 14-15 feet depth previously measured - resulting from the dredging performed by the U.S. Army Corps of Engineers in 2004. Periodic dredging will be required to maintain the necessary depth of the channel.

The U.S. Army Corps of Engineers constructed the sea wall extending east from the Channel east jetty, and has the formal responsibility for maintenance of this structure. This is done on an as-needed basis as reports of damage are received. The Corps of Engineers also has the authority to respond to emergency situations involving breaches in the sea wall that may result in public safety threats.

Boat Movement in Sodus Bay

As the Bay becomes more heavily used, there is a greater likelihood of conflicts among competing uses. Initial steps have been taken to control conflicting activities, which pose safety hazards. These steps include: regulation of boat speed in the inner harbor, use of navigation aids, and enforcement of the Village law, which regulates the location, and size of docks and moorings within 1,500 feet of the shoreline. The current usage is not problematic even during the peak use weekends of the year.

A principal purpose of a Harbor Management Plan is to provide a mechanism to reduce any existing surface water use conflicts and avoid such future problems. In order to identify any existing problems, and the potential for future conflicts, the current water surface use patterns were observed and documented. These observations included an inventory of all existing docks and moorings (presented previously in this subchapter) and observations of use patterns and direct counts of vessel traffic during peak periods of demand, as detailed further in this subsection.

The observations were made directly on the water by boat by the project consultant team that prepared the *Sodus Bay Harbor Management Plan*, supplemented by landside observations from shoreline locations, as necessary. Boating use patterns on the Bay were determined through an examination of primary navigation channels, destinations and sources for movements and direct observations over the period from August 2004 through July 2005.

The primary vessel movement patterns and the areas in the Bay that were observed regularly to be used for anchoring and for fishing, as well as the Federal mooring area located south of Sand Point, are illustrated on the Primary Movement and Anchoring Patterns Map. It should be noted that fishing and anchoring occur in all areas of the Bay, but the highlighted areas shown on this map were found to be regularly and/or heavily utilized on a consistent basis.

As shown on the Primary Movement and Anchoring Patterns Map, the primary vessel movement pathways all converge at a single point on the Bay located just east of the eastern terminus of Sand Point, within the Village boundary. This was observed to be an area where vessels of widely varying speeds encounter each other, with cross traffic coming into the primary north-south movement from three different directions. This location is a high traffic area and is relatively restricted in size. Just north and west of this location, vessels enter a “no-wake” zone with a 5 mile per hour (mph) speed limit. As discussed in a later section of this report, the markings for this no-wake zone are not obvious.

Of particular note, with respect to use patterns, is the anchoring area located just south and west of the Channel entering from Lake Ontario. This area is shallow with a sand bottom and is very popular for anchoring and swimming. Over 100 vessels have been observed anchored in this small area on peak weekend afternoons. As this area fills, a second anchoring area located immediately south of the breakwall, west of Charles Point, is utilized for the same purpose.

The other anchoring areas indicated on the Primary Movement and Anchoring Patterns Map, located behind Newark Island and to the east of Thornton Point, are in deeper water and are utilized by larger vessels for protected anchorage. These areas are frequently utilized for overnight stays by transient vessels.

The fishing areas indicated on the Primary Movement and Anchoring Patterns Map show where fishermen are consistently found. Fishing occurs in other areas as well, but these generally shallow, near shore zones were almost always occupied by generally small fishing vessels.

One common Bay use not apparent on the Primary Movement and Anchoring Patterns Map is sail boat racing. These are organized by the Sodus Bay Yacht Club with some events catering to members only and others bringing visitors from other areas. As is common with sail racing, the actual event course is established on the day of the race based upon weather conditions. In fact, some races intended to be run on the Lake may be moved into the Bay, and vice-versa, depending upon the wind conditions forecast. When in the Bay, the course is usually established in the area well south of Sand Point to Thornton Point. In this area, the racing does not interfere with any primary traffic movements. On at least one occasion, however, a sail race course was observed to be set up so boats had to traverse east almost to Newark Island, traversing across a primary fairway for Bay vessel movements.

Boat Traffic in Sodus Bay

It is noted that there is no general methodology for conducting boat traffic counts or determining the degree of congestion or saturation of use for water bodies. F-E-S Associates, consultant for the Great Sodus Bay Harbor Management Plan, developed and utilized a methodology in which the level of Bay use is obtained as a series of instantaneous snapshots over the course of the day. The use level at these discrete times could then be analyzed and evaluated.

The vessel counts on Great Sodus Bay were obtained during four peak weekend days and one typical summer weekday. The weekend day counts were conducted on Sunday, September 5, 2004; Saturday, July 2, 2005, Sunday, July 3, 2005 and Sunday, August 7, 2005. The first three dates were holiday (Labor Day and July 4th) weekend days, and the fourth a summer Sunday - all with hot weather and ideal for boating. The weekday counts were conducted on Tuesday, June 28, 2005. School was out at this point and it was in the middle of an extended heat wave in Central and Western New York. Temperatures on that day were in the low nineties with calm winds. Given the dates and weather conditions, it is felt that the dates for which counts were obtained represent peak weekend and weekday summer conditions.

In addition to the dates when detailed counts were taken, the vessel traffic levels and use patterns on the Bay were checked and verified for consistency on at least ten other occasions, weekend and weekday. The vessel counts obtained were found to be consistent with those other periods.

The detailed traffic counts were obtained over the course of the day at two-hour intervals. At the beginning of each two-hour period, a total count of all vessels on the Bay, and what

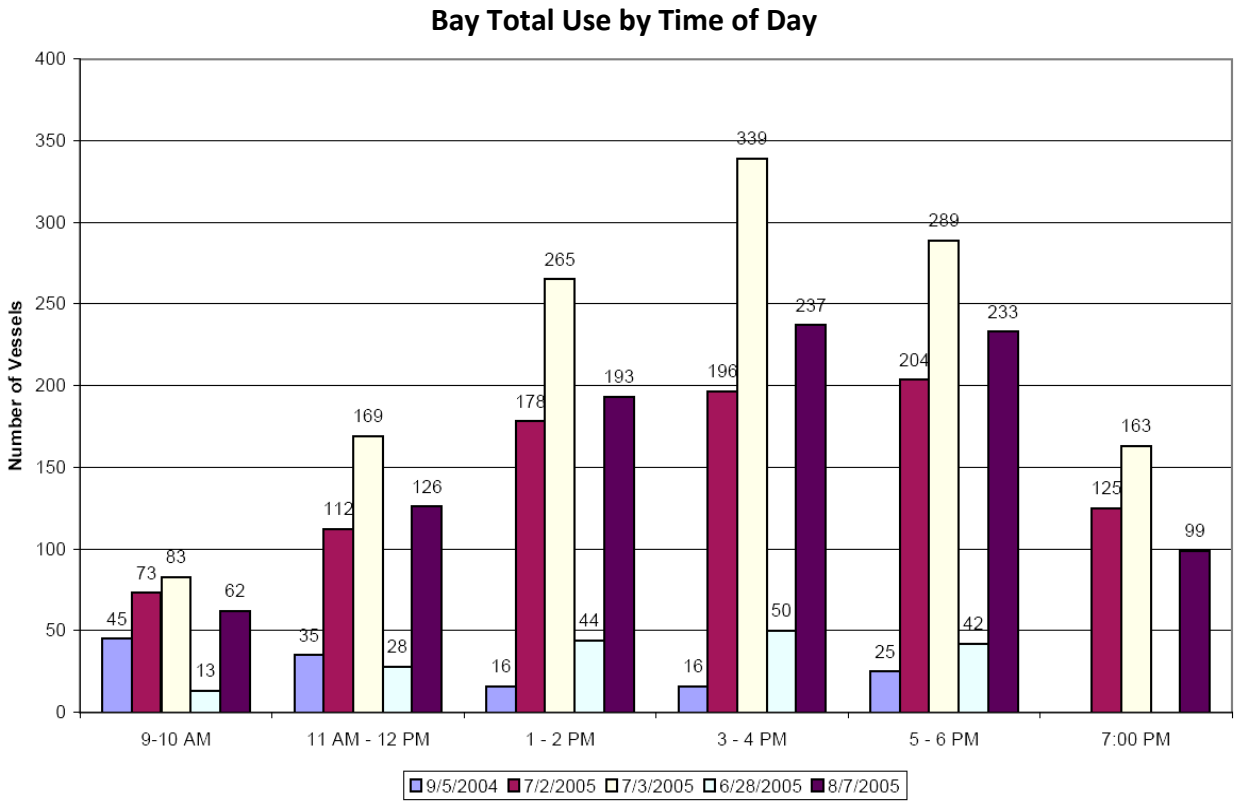
activities they were engaged in, was obtained by sweeping the entire Bay, generally from north to south. The data so obtained represent instantaneous activity levels for the sampling times. It was felt that this is the most meaningful measure of Bay use in that it shows the "density" of vessels at any one time. In addition, this type of data lends itself well to the concepts of use as developed by the NYS Office of Parks, Recreation, and Historic Preservation, as discussed later in this section.

The Bay was broken into eight different sectors for the counts and subsequent analysis, as shown on the Bay Surface Use Sectors Map. The sectors were chosen on the basis of the use patterns observed in the initial stages of the Study.

Sector 1: The Channel connecting the Bay to Lake Ontario.
Sector 2: Area bounded by a line from the east end of Sand Point to the inland terminus of the Channel west jetty.
Sector 3: Area bounded by a line from the east end of Sand Point to Thornton Point.
Sector 4: Central portion of the Bay west of the Islands and north of Nicholas Point.
Sector 5: Southern section of the Bay from Nicholas Point to the Bay Bridge.
Sector 6: Area bounded by Newark and Eagle Islands on the west, Crescent Beach on the north and LeRoy Island on the east.
Sector 7: Narrow area between LeRoy Island and the mainland to the east, north of the LeRoy Island Road bridge.
Sector 8: Area bounded by a line from the inland terminus of the Channel east jetty and the southeastern terminus of Charles Point.

The entire Bay count for all sectors was generally completed in 50 minutes or less depending on the level of activity and weather conditions. All vessels were counted except those tied up at a permanent dock or permanent mooring. Each was also characterized by placement into different categories: power underway, power at anchor, sailing underway, sail at anchor, jet ski and row, canoe or kayak. For power vessels underway, a note was made if they were engaged in skiing or tubing and for anchored boats whether they were engaged in fishing.

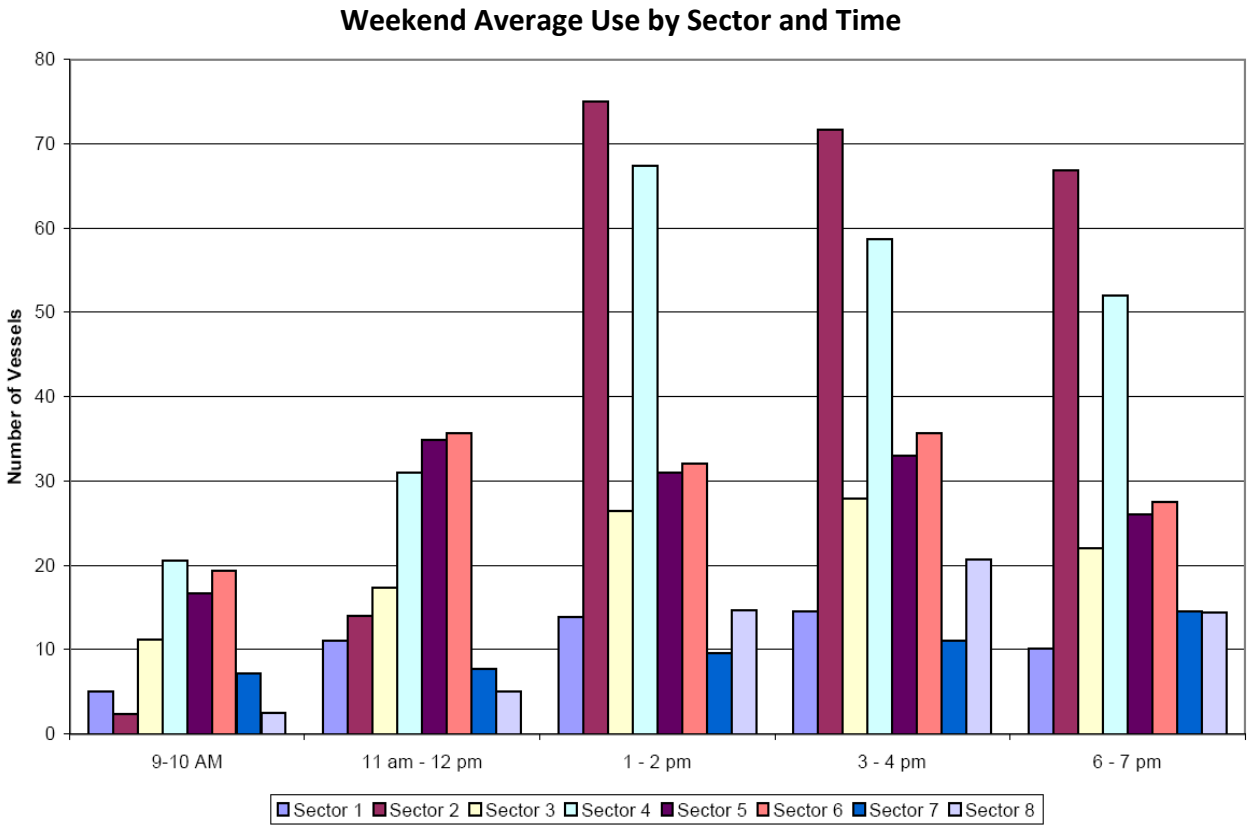
The total number of vessels simultaneously utilizing the Bay versus hour of day is shown in the Bay Total Use by Time of Day graph below, for the four weekend and one weekday measurement days. It should be noted that these counts do not show the total number of vessels which are using the Bay in total on any day, only the total number using the Bay simultaneously at a given time.



As expected, the weekend use (9/5/04, 7/2/05, 7/3/05 and 8/7/05) is generally above the weekday date (6/28/05), although this is not true for all times and days. As also expected, the 3rd of July holiday use, the date of fireworks in the Village, is significantly higher than during the other weekend days or the summer weekday counted.

To illustrate the distribution of vessels around the Bay, the average weekend vessel use by sector and time is shown in Weekend Average Use by Sector and Time. As seen, Sectors 3, 4 and 5 generally exhibit the maximum total number of vessels throughout the day with the exception of the afternoon hours when Sector 2 use exceeds all others. Sectors 3, 4, and 5 represent the bulk of the Bay open water and it is expected that a large number of vessels would be present in these locations. Sector 2 is the relatively small area just to the west of the Channel that contains the shallow sand bottom. The large number of vessels in that sector during the afternoon hours directly illustrates the use of this area for anchoring and swimming.

Interpretation of the Bay use inventory in terms of the "degree of saturation" or, analogous to motor vehicle studies, in terms of "level of service" is very difficult due to the lack of any standards by which vessel activity level can be evaluated. This is especially true for Great Sodus Bay which functions as both a body of water suitable for recreational use itself and as a launch and/or docking harbor for the use of Lake Ontario.

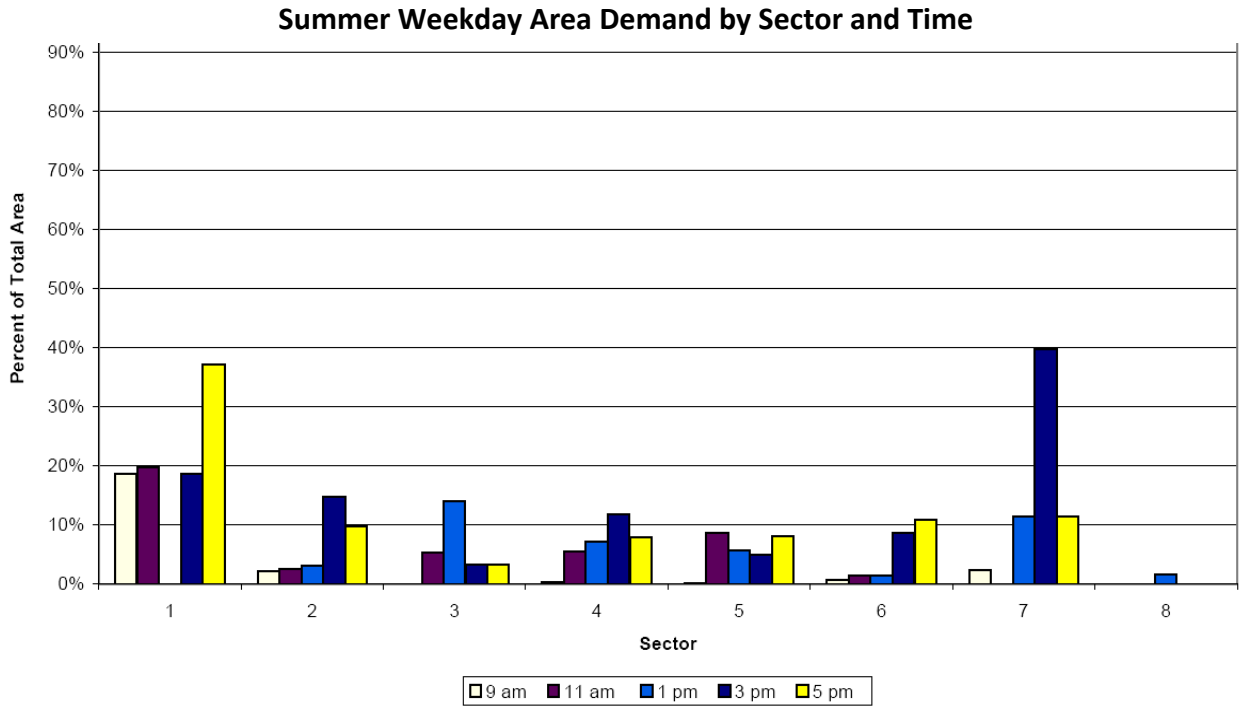


In order to get some benchmark evaluation of the degree of vessel traffic saturation in the Bay, use is made of recreational boating facility development standards prepared by the NYS Office of Parks, Recreation, and Historic Preservation (OPRHP). These standards give guidance values for the amount of water surface area required for various vessel use activities. It should be noted that these planning standards are intended for use on enclosed waterbodies and, hence, are not directly applicable to Great Sodus Bay, which also serves as a launch and harbor for Lake Ontario.

The OPRHP standards as applied in this study are as follows:

- power and sail underway----------7 acres per vessel
- water skiing (here including tubing and jet skiing)-----17.5 acres per vessel
- rowing and canoeing----------1 acre per vessel
- anchored and moored vessels----------0.2 acre per vessel

In recognition of the fact that vessels located in Sectors 1 (the Channel), 2 and 8 are traveling in the “no-wake” zone, the required areas for both power/sail underway and jet skis underway was set to 1.5 acres per vessel. This represents an area one-hundred feet wide by six-hundred, sixty feet (one-eighth mile) long, which is thought to be a reasonable and safe operating clearance area for slow moving vessels.



Utilizing the OPRHP planning factors, as modified above for Sectors 1, 2 and 8, the total number of acres necessary to accommodate the observed vessel activity within each Great Sodus Bay sector was calculated. This was done for the maximum and average of the weekend days and for the weekday counts. The resulting total vessel demand acreage for each sector is then compared to the available surface area in each sector.

The sector areas were determined by digitization of US Geological Survey base maps and found to be:

Sector	Acres
1	16
2	67
3	655
4	1236
5	523
6	487
7	62
8	12
Total	3058

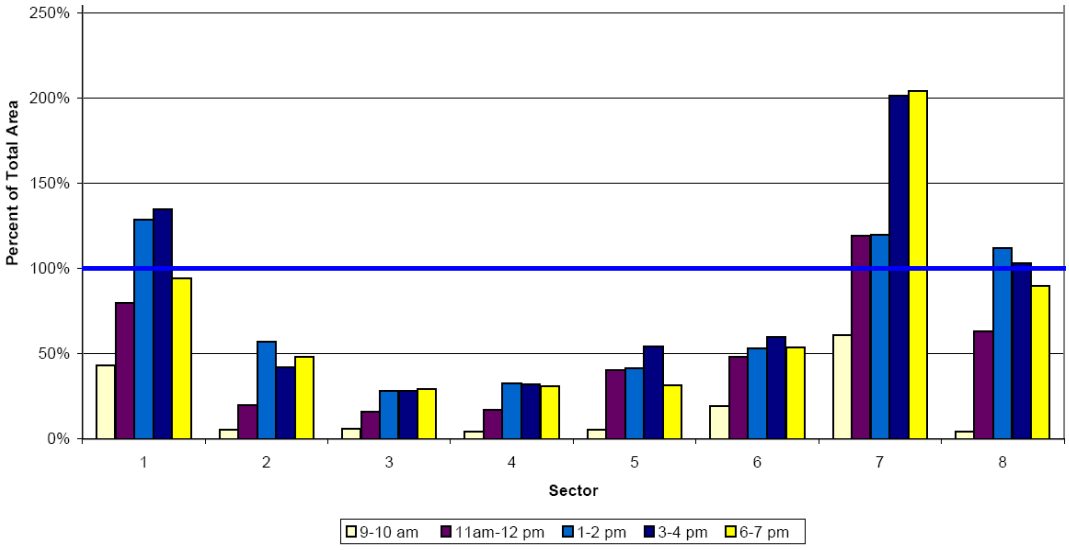
The Summer Weekday Area Demand by Sector and Time graphic shows the area demand within each sector as a function of time for the weekday counts. The plot shows the fraction of the available area, as a percentage, within each sector that is being utilized by operating vessels. The weekday use, even for a hot summer day, is well within the capacity of the Bay.

The bulk of the Bay area, encompassing Sectors 3, 4, 5 and 6, are generally within capacity under both average and peak weekend use.

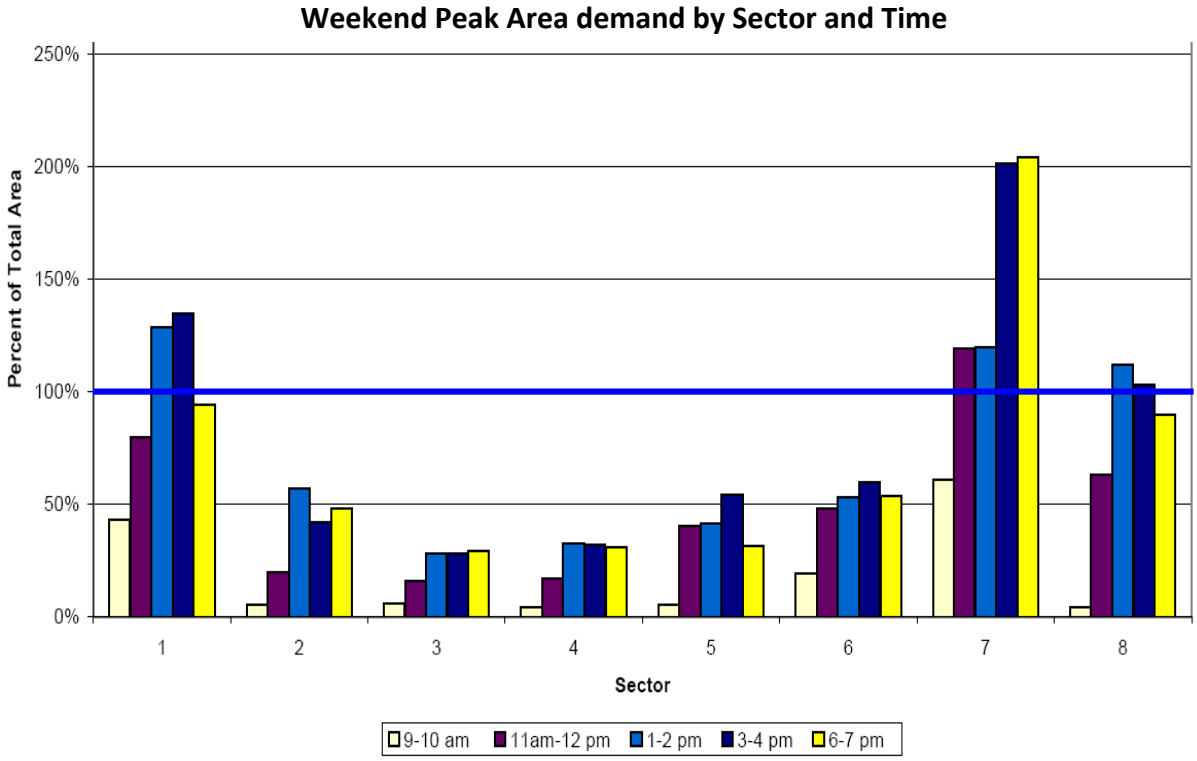
The Channel to Lake Ontario (Sector 1) has heavy weekend traffic, exceeding the theoretical capacity for some hours. However, since the vessels generally move through the channel in only two directions, in or out of the Bay, and generally segregate by traveling on the right in each direction, the Channel does not experience delays or significant congestion that might affect safety.

The Weekend Average Area Demand by Sector and Time and the Weekend Peak Area Demand by Sector and Time graphics, below, also indicate that Sector 2 does not reach its capacity, even under peak conditions.

Weekend Average Area Demand by Sector and Time



However, this is due to the fact that the area contained in Sector 2 is much larger than the sand bar areas in which most of the vessels anchor. This sand bar itself does reach capacity and this is reflected in the large numbers seen in Sector 8, which generally serves as an alternative anchoring and swimming area when the sand bar in Sector 2 is full. Under both peak and average weekend conditions, Sector 8 is at or above the theoretical capacity during the afternoon and late afternoon hours.



The Weekend Average Area Demand by Sector and Time and the Weekend Peak Area Demand by Sector and Time graphics show the same type of data for the average of the four weekend days counted and for the peak counts obtained over the weekend days at each time of day, respectively. Note that the vertical scale in Figures 12 and 13 goes to 300% with the horizontal blue line at 100% indicating the theoretical maximum capacity.

One surprising result is the large use observed in Sector 7. This is the narrow area contained between LeRoy Island and the mainland to the east. As seen, this area is over capacity under both the average and peak weekend periods, with this condition occurring throughout the day with the exception of the earliest morning measurement period. This result is due to the fact that this area is small and narrow combined with the relatively high traffic utilizing it at relatively high speeds.

The results of the use surveys are utilized to identify issues regarding Bay surface use that are contained at the end of this section.

5. PUBLIC ACCESS TO WATERFRONT AND PUBLIC RECREATION

Open Space

There are several publicly accessible areas that provide access to the shoreline of Sodus Bay, within the Village boundary, and are regularly utilized for that purpose. Some are specifically designed for such access, such as public parks, and others are ad-hoc or unofficial, but are used to the extent feasible within the confines of the space and access available.

Oscar Fuerst & Willow Parks

The Oscar Fuerst Park is located near the Greig Street commercial district, east of Bay Street Extension. The entire park is periodically used for major events sponsored in the Village and various community organizations.

Willow Park, located on Sodus Bay south of Greig Street, has a developed play and picnic area, and public parking convenient to the business district.

Public access to the Bay shoreline is provided from the parking areas of the Oscar Fuerst and Willow Parks. Both provide visual access to the Bay and, with a short walk, access for fishing along the shoreline. These parks also provide ball fields and a playground that are not associated with water access use. The municipal parking area adjacent to Willow Park, on the south side of Greig Street, also provides winter access to the Bay with sufficient room for vehicles with trailers. The winter use of trailers is relatively new and coincides with the increased use of All Terrain Vehicles (ATVs) in support of ice fishing.

Lighthouse Museum & Park

The Village, in conjunction with the Town of Sodus and the Sodus Bay Historic Society, has developed a museum and park overlooking Lake Ontario at the Old Sodus Point Lighthouse. The park occupies a large parcel east of Ontario Street, on the lakeshore bluffs. The old lighthouse has been rehabilitated and has a live-in caretaker. The grounds are suitable for picnicking and passive recreation, enhanced by views of Lake Ontario and the boats using the near shore waters.

The Old Sodus Lighthouse is a three-story stone block structure whose central section is approximately 35 feet square. The tower of the Lighthouse is also made of stone block, and is about 15 feet square appended to the east wall of the central structure. On the west side of the structure, a 20 x 30 foot, two -story addition was constructed in about 1900, built of wood framing and clapboard siding. A front porch extends all along this front side of the building facing the very north end of Ontario Street at the Lake.

The grounds of the museum consist of approximately four acres - owned by the Town of Sodus and the Village of Sodus Point. This is a mowed area of grass and was the location of the original Keeper's house and the first Lighthouse Tower.

Picnic tables and grills are available, and park benches are located in the best scenic areas looking out over the Lake Ontario shoreline. A small gazebo provides shelter for small groups of performing artists, and is used for other functions associated with the museum, including many seasonal weddings.

The use of the Museum Lighthouse for navigation was terminated in 1900.

Sodus Point Park

Wayne County maintains Sodus Point Park which provides a large parking area, two swimming beaches (one on Lake Ontario and one on Sodus Bay), access to the Channel west jetty, and a two-lane boat launch - available prior to Memorial Day and after Labor Day. The park also has picnic areas, a pavilion, and public restrooms. The boat launch at the County Park is not available during the months of June, July and August due to the inability to provide sufficient parking for vehicles with trailers in addition to those associated with visitors to the other Park attractions. The boat launch, when available, does not have a fee associated with its use. The jetty is heavily utilized for fishing and for visual access to the Lake and Channel.

Wayne County has committed to improvements at this Sodus Point Park, which commenced in 2006. The improvements include a new bathhouse, curbing and striping to promote better pedestrian and vehicle circulation and parking, enhanced landscaping and an enhanced access and parking for the Channel jetty.

The park shares the end of Sodus Point with a U.S. Coast Guard Station, which occupies a narrow parcel on the bay side of the point. Adjacent to the Coast Guard Station and docks is a double boat ramp and dock, which is part of the County Park. The parking at the site can accommodate approximately seventy vehicles. (See: Public Land Use and Waterfront Access Map)

Other Open Space

There are parcels owned by the Town of Sodus and maintained by the Village on three of the four corners of the Ontario-Bay Street intersection. Three are public green spaces; the fourth corner is occupied by the Village firehouse.

Other designated open space parcels have been set-aside in the Sodus Bay Heights subdivision. This includes an access way to the Bay Shore. There are also various street-ends with right-of-ways near the lake or the bay, including North Fitzhugh, North Ontario, and Eighth through First Streets on the lake and several on the Bay. These street ends are currently unimproved and only provide limited parking along the road edges. One of these street ends, Ontario Street, was specifically recognized as a potentially important access point to the Bay in the 2001 Sodus Bay Waterfront Initiative. As such, several conceptual designs and improvement recommendations were presented in the study.

A small fishing access site and roadside parking area is provided on Route 14 at First Creek in the Village. This access point provides access to fishing in First Creek from both sides of Route 14. This area appears regularly, but lightly, utilized and could be improved to provide safer access, safer use and better connections to the adjacent Harriman Park and its parking area.

Additionally, the Village former water supply facility is situated on the lakeshore and provides some visual access to Lake Ontario. There is a beach at the base of the bluffs below the old water supply plant. (See Public Land Use and Waterfront Access Map).

Harriman Park

Harriman Park, owned by the Town of Sodus, is located on Route 14 just north of First Creek. The park contains a one-lane boat launch, launch stacking area and a sitting/view point on the east side of Route 14, and a parking area nominally sufficient for 38 vehicles with trailers on the west side of Route 14. Some fencing, a kiosk and other visual enhancements are in place. There is no protected or marked cross-walk across Route 14 from the parking area to the boat launch. This boat launch has no fee associated with its use and the park is unmanned. The concrete launch at this location is wide enough to support two launch lanes, but a dock is only present on one side of the launch, effectively limiting the use to one launch lane.

The level of use of this facility was spot-checked at several times and monitored regularly over the course of one peak summer weekend and another Sunday, in 2005. Based on this survey, it was noticed that the additional vehicles were accommodated through the use of grassed areas, parking in vehicle drive aisles by individual users and the unhitching of trailers with vehicles parked alongside. It was also noted that several vehicles without trailers utilized spaces sized for vehicles with trailers. As a result of the over capacity situation, a significant number of vehicles parked along both sides of the Route 14 frontage, primarily south from the launch. This parking resulted in an unsafe roadway condition, with pedestrians having to walk in the travel lanes and vehicles on the road having limited passage width. On the second monitored Sunday, vehicles with and without trailers were parking on grassed park areas on the east side of Route 14.

To summarize the observations, the use of Harriman Park is well within capacity for weekday periods and most weekends. However, the demand for boat launching causes this facility to be overloaded during the peak summer weekends in the afternoon when the weather is good. In addition, the lack of supervisory personnel results in the inefficient use of the existing launch and parking capacity.

Recommendations for Open Space

The following areas should be retained as open space and to provide access and recreation:

1. The Wickham Boulevard right-of-way, extending east from Third Street to Sodus Point Park;
2. The Village of Sodus Point Parks and community spaces previously listed as community owned parcels, boat ramps and beaches;
3. The U.S. Army Corps of Engineers breakwater on the east end of the county park, defining the channel between Lake Ontario and Sodus Bay;

4. Willow Park, with 50 feet or less of waterfront;
5. A short stretch of Route 14, where the right-of-way runs parallel to the bay shore, between Margaretta Road and Sentell Street;
6. Harriman Park, the Town-maintained boat ramp and picnic area occupying about 400 feet of bayshore north of the mouth of First Creek, and east of Route 14; and the area west of Route 14 adjacent to First Creek (a newly rehabilitated parking area);
7. The right-of-way at the end of North Fitzhugh Street that can only be used as a lookout point to Lake Ontario;
8. The Commons - the remaining three corners of the original four corners defining the original; and
9. Community commons. The remaining parcels shall be protected as community green space.

Recreation Activities

Swimming

The only marked and guarded swimming area in Great Sodus Bay is at the southern side of the Wayne County Park and west of the boat launch and Coast Guard Station, the no-wake area designation for vessel operation. This area is primarily used by families with small children during hot summer days. The area is well marked and, with shallow water, the presence of law enforcement nearby, and the no-wake designation, there is no evidence that conflicts have occurred between vessels and swimmers at this location.

With good water quality, swimming does occur in other areas along the Bay. This primarily occurs off boats anchored on the sand bars. There is the potential for conflict and injury in these areas, given the congestion and the lack of segregation of swimmers from boats.

Other areas utilized for swimming are located along the shoreline near docks and privately owned swim platforms. These areas are within 100 feet of the shore and, therefore, within the no-wake zone established under State Law. Given the adequate open areas available in the Bay, conflicts between boaters and swimmers near the shoreline have not been reported as significant.

While the primary identity and use of Great Sodus Bay is as a water-based recreational asset, winter use of the Bay is a growing and seasonally important element. The period of winter-use is defined as any use of the Bay surface during the time when ice is present and stable. It varies from year to year in response to weather conditions, but generally entails approximately three months of use beginning in late December and extending through the end of March.

Ice Fishing

Current winter use is dominated by ice fishing. The ice fishing is supported by the growing use of all terrain vehicles (ATV's) and snowmobiles. With use of these vehicles, the ice fishermen are able to bring more equipment onto the ice, including portable shelters, extending the time they can spend during a single visit.

Other Winter Activities

Other current and potential future uses are for cross-country skiing, snowmobiling without fishing, ice skating, ice sailing, ice motorcycle racing, and snowshoeing.

To assess the peak use of the Bay during the winter, a direct survey was conducted on a day expected to bring out many users. This is expected to occur on a weekend day with good ice and good weather. Given the vagaries of the winter weather, only one such weekend day was identified during the 2005 season: Saturday, February 5, 2005. The winter use survey consisted of direct counts of the number of fishermen, vehicles on the ice, support structures (ice shelters) and other users over the entire Bay. The counts were taken between the hours of 10:15 am and 4:30 pm, thought to represent the peak use period. In addition, notes were taken detailing the places where access to the ice was gained, the number of vehicles present and the locations where they are parked. In conjunction with the survey, a review was made of the support facilities present at all access points and parking areas such as restrooms and trash receptacles.

Winter surface use was observed to occur throughout the Bay, with the exception of the area north of Sand Point, for which the ice was not smooth and stable, thought to be due to wave action and resulting forces from Lake Ontario.

The following table contains the counts taken for the bay area within Village of Sodus Point boundary.

Sodus Bay Area	Fishermen	Vehicles (ATV, Snowmobile)	Shelters
Northwest – south of Sand Spit and east of Harriman Park to Thornton Point and Newark Island	112	17	30

It is noted that only ice fishing, and vehicle and individual movements in support of ice fishing, were observed on the ice during this weekend survey. Primary access points to the ice were observed at several locations, generally where direct access could be obtained from public spaces or rights-of-way and where at least some parking is available.

The following table lists the primary access points in the Village and details the number of vehicles, and the number of those vehicles with trailers, observed within formal parking lots and along roadways.

Location	Vehicles	# w. Trailer
Municipal Parking Lot	26	2
Harriman Park & Parking Lot	26	4
Total in Parking Lots	52	6

In terms of support facilities, only the municipal parking lot in the Village of Sodus Point and Harriman Park had portable restrooms and garbage receptacles available.

Issues Regarding Surface Water Uses

On the basis of the inventory of water surface use, the following conclusions were reached and issues identified:

1. No vessel congestion or significant conflict problems are occurring on weekdays, even under the best of conditions.
2. It appears that access to the water (launches and fishing space) are adequate to meet weekday use demand even during peak summer weekday periods.
3. Under peak summer weekend conditions, congestion is evident in the Channel and in the narrow portion of the Bay between LeRoy Island and the mainland shoreline.
4. The sand bar area to the west of the Channel is heavily utilized for anchoring and swimming. This area tends to fill by mid-afternoon of peak weekend days with an overflow utilizing the area just south of the breakwall for the same purposes.
5. Most open areas in the Bay function adequately now, even during peak weekend periods. However, further growth in traffic may result in some additional areas reaching capacity.
6. There is an obvious conflict point for vessel traffic located just east of Sand Point. At this location, vessels of varying speeds intersect cross-traffic from several directions in a relatively small area.
7. On water markings for the no-wake zone located north of Sand Point are not obvious, especially for transient visitors to the Bay.
8. Present launch capacity and support parking are inadequate to meet the demand under peak conditions. In addition, the lack of supervisory personnel at the only public launch, Harriman Park, results in an inefficient use of the available parking and launch capacity.

9. Winter use of the Bay is popular with over 350 fishermen observed utilizing the ice during one afternoon. Adequate parking and support services for winter use are available at two locations in the Village of Sodus Point. Other access points, especially at Saw Mill Cove and the Lake Bluff Road/LeRoy Island areas, are inadequate to meet the peak parking demands and offer no services to support the winter use. In some areas, individuals utilize private property to gain access to the ice.

Despite the number of existing and potential opportunities for physical and visual access to the water, there are two key factors which limit recreational use and public access in the Village: insufficient parking and the absence of public docking facilities. Opportunities to address the needs are limited, and should be pursued whenever possible. Additionally, there is a demand for expanded public launch capacity on the Bay, especially for weekend periods. Increasing the capacity of the Harriman Park launch would entail several elements, including: upgrade the launch ramp and associated docks to provide two full launch lanes; and, expand and improve the parking lot. The Bay has sufficient capacity for expanded use during non-peak periods. Thus, the growth of weekday and week-long tourism during the summer and expanded winter activities can be accommodated with little further infrastructure improvements.

In order to provide the greatest benefit to the Village, the design of parking and docking facilities should involve careful siting, with landscaping that will reduce impacts on residential areas and improve or maintain the aesthetic quality of the Village. The density of development on Sand Point and along much of the Bayshore is an incentive to consider alternatives to locating parking in these areas. Greig-Bay Street area development would allow better accommodations of pedestrians and would result in an environment that will attract more commerce.

6. TRANSPORTATION SYSTEMS

Primary road access to the Village from the south is by State Route 14. Route 14 is a 55 mph, two-lane road from the New York State Thruway (I-90), twenty-five miles away. East-west access is provided by Lake Road, part of the Seaway Trail, which is a 454-mile recreational and scenic road stretching along the Lake Erie, Niagara River, Lake Ontario and St. Lawrence River shorelines. Both of these main routes are in good condition, and provide direct vehicular access to the Village's primary commercial areas.

When industrial activity in the Village was a strong presence, the Ontario-Midland Railroad Line/Conrail tracks brought freight trains into the Village. However, with the closing of the Genesee Brewery Malt House, there was insufficient business to make the line profitable, and it was discontinued. Wayne County now owns the right-of-way and the tracks. Since it is unlikely that rail service will be re-instituted, the tracks and right-of-way are currently considered a high

priority corridor to be redeveloped as a multi-use bicycle and hiking trail between Wallington and the Village.

7. PUBLIC UTILITIES AND SERVICES

Water & Sewage Services

The Village of Sodus Point provides municipal sewage collection and treatment, and water service within its corporate boundaries. The Village sewage treatment plant has a capacity of 685,000 gallons per day. There are 13 pumping stations and 7 miles of sewer line. An outfall deposits treated effluent in Lake Ontario. There are no on-site septic systems within the Village of Sodus Point as specified in the Village Code.

The Village's water system has been connected to the Town's, via a new line on Lake Road. This water system is composed of 11.7 miles of water mains, and two water storage towers of 500,000 and 250,000 gallons. Capacity is 430,000 gallons per day.

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

Any public system modifications or other activity regulated by the Department of Health must be reviewed and approved by the Geneva District Office of the Department of Health, and granted the appropriate approvals and permit, if applicable, prior to operation.

Gas & Electricity

Rochester Gas & Electric Corporation provides electrical service to the entire Village. Approximately 85 percent of Village residences use natural gas. The Lake Road area is the only part of the Village not served by gas lines.

Solid Waste

Commercial haulers who contract with individual businesses and residents for solid waste disposal serve the Village of Sodus Point.

Fire Protection and Law Enforcement

Fire and police protection are provided in the Village. The Village maintains its own part time police force, and the Wayne County Sheriff and the New York State Police provide full time service. The Wayne County Sheriff also patrols the waters of Sodus Bay and Lake Ontario using

two patrol boats. The U.S. Coast Guard Auxiliary provides additional emergency services to boaters. The Sodus Point Volunteer Fire Department provides fire protection, as well as ambulance and marine rescue services.

On-water law enforcement is provided by local and US Coast Guard personnel, based at the Coast Guard Station and adjacent Sheriff's substation, located adjacent to the Channel at the Wayne County Sodus Point Park.

In general, the Coast Guard concentrates on security, inspections, safety checks, and search and rescue, leaving enforcement of boating use regulation to the local and State agencies. The Coast Guard auxiliary assists the Coast Guard personnel on duty during peak periods.

The principal enforcement agency is the Wayne County Sheriff's office, which operates two patrol vessels out of the Park facility. Cutbacks in funding to the Sheriff's office have resulted in a reduction of enforcement activities during some years to only a few peak traffic days during the boating season. Assistance to the Sheriff's office is sometimes provided by the NYS DEC police unit through its Region 8 office.

Additionally, the presence of law enforcement is a necessary element during peak winter activity periods. Such enforcement could encompass patrol and enforcement at the winter access points, as well as patrol on the ice via snowmobile or ATV. The Wayne County Sheriff's office, which has authority for such patrols, has indicated that it has the ability and the equipment to conduct such patrols, but lacks a dedicated and assured funding stream for this. Thus, the implementation of this action hinges upon funding. Recommendations for such funding are outlined in the section under implementation.

Health Services

The Newark - Wayne Hospital, in the Village of Newark, is about 20 miles away. Several critical care hospitals are located in the Rochester and Syracuse areas, 45 minutes to 1 hour away. Mercy Flight Air Transport is also available for critical emergencies throughout the Village.

C. NATURAL RESOURCES

1. GEOLOGY

Sodus Bay and the Village of Sodus Point are underlayed with fine sands and silts of a glacial beach ridge, which formed during the Wisconsin stage of the Pleistocene ice age. Glacial water flowed into this area from the south, forming a delta of fine sands and silts, which were later deeply cut by small streams.

The action of wind, waves, and groundwater has augmented this recent geologic activity to form the topography and soils, which characterize present day Sodus Point. These physical forces are ongoing, and can be seen in the eroding lakeside bluffs, and in the shifting sands on the beaches and the sandbars at the mouth of the Bay.

There are three general physiographic features in the Sodus Point coastal area: the steep bluffs along Lake Ontario shoreline; the beaches on Lake Ontario, lying at the base of the bluffs and at the entrance to Sodus Bay; and, the uplands, cut by gullies which slope steeply to the Bay.

The two peninsulas at Sand Point and the Sodus Point County Park are composed of beach sand and gravel. These areas are subject to erosion from winds and storm overwash, especially when lake levels are high.

Just west of the two peninsulas, between Eighth and North Fitzhugh Streets, the land rises gently to an elevated area of shallow silt loams purportedly overlying a clay layer. West of Fitzhugh Street and north of Lake Road, extending to the trailer homes at the western edge of the coastal area, is an area of complex hills of erodible silt and fine sand with steep slopes, interspersed by lower areas of less erodible, loamy fine sand. These loamy fine sands are subject to wind erosion if the vegetative cover is removed. The soil of the uplands is fine sands, silts and silt loams. The sands and silts are generally well-drained and easily eroded when located on a slope.

The bluffs overlooking Lake Ontario are forty to sixty feet high and are comprised of very erodible silts and fine sands. A combination of fluctuating lake levels, wind, waves, groundwater seepage, and vegetation loss result in severe erosion problems on the bluffs. Whenever the narrow beach at the foot of the bluffs is reduced or covered by high lake levels this buffer to wave action loses effectiveness. Waves can then attack the base of the bluffs. Further aggravating erosion is the relative quickness with which water moves through the upper soil layers, especially when a fragipan layer in the subsoil creates a perched water table and a lateral flow, resulting in seepage out and over the face of the bluff. In recent years, the lake level has been high and a very wet summer in 1986 caused bluffs to slump in several areas, resulting in large land losses. It should be noted, however, that bluff slumping is a principal means of replenishing protective beaches. Consequently, actions to prevent slumping must take into account the need to maintain a sand supply for the beaches along Lake Ontario.

There are also isolated areas of wetness, including two freshwater wetlands designated by the NYS Department of Environmental Conservation (DEC), as well as wetlands, which fall under the jurisdiction of the Army Corps of Engineers in the Village limits. Development within one hundred feet of the DEC designated freshwater wetlands is prohibited unless a permit is obtained.

All regulations specific to DEC regulated wetlands or Army corps of Engineers -designated wetlands will affect future development in these areas.

2. COASTAL EROSION HAZARD AREAS, SEDIMENTATION, DREDGING AND NAVIGATION

In the Village of Sodus Point, critical erosion problems occur along the Lake Ontario bluffs. See Natural Features Map. As mentioned above, the stability of the soft sandy bluffs is undermined by wave action, frost, wind, rain, and overland runoff. In addition, there are colonies of cliff swallows, which burrow into the face of bluffs.

The entire Lake Ontario shoreline in the Village has been identified as a coastal erosion hazard area and mapped pursuant to the Coastal Erosion Hazard Area Act, Article 34, and Environmental Conservation Law.

Two distinct characteristics define the Village shoreline: (1) the sandy beach, from the breakwater at the entrance to Sodus Bay west to the point where the land slopes upward to the bluffs, just east of the old lighthouse, identified as a "natural protective feature"; and (2) the eroding bluffs, west of the lighthouse to the western boundary of the Village, designated as a structural hazard area.

The most rapid erosion occurs in the central section of the Village's bluff area, beginning approximately 1,200 feet east of the Town of Sodus/Village boundary and stretching east for about 4,200 feet. This area has an average erosion rate of 1.5 feet per year. See Natural Features Map. On either side of this area, from the Village boundary on the west, to the lighthouse property on the east, the erosion rates have been determined to average one foot per year.

Observations of ongoing bluff erosion, however, indicate that there are localized areas of slumping, which can greatly exceed the estimated average loss. These areas include the Camp DeMolay area and bluffs located at the end of North Fitzhugh Street running to the eastern side of the water treatment plant. Losses of 15 to 30 feet have been noted in these areas over the last 15 years.

The Bay is protected from the most severe wind and wave events. Prevailing winds are from the southwest. The Bay is also protected from northerly and westerly winds, but has little protection from infrequent but often-severe southeast storms.

Water Depths, Navigation Channels and Dredging on Sodus Bay

Water depths for boating use are determined by the elevation of the bottom, combined with the elevation of the water surface. Both of these are generally measured and displayed relative

to a fixed plane or datum. The datum used for the Great Lakes is the mean sea level as measured at Rimouski, Quebec, termed the International Great Lakes Datum 1985 (IGLD-85).

Bay bottom elevation contours, relative to IGLD-85, are shown on the Bay Bottom Elevations Map. These are based upon the latest National Oceanic and Atmospheric Administration (NOAA) soundings and charts. It is noted that a parallel planning effort on Bay water quality, being conducted for the Wayne County Water Quality Coordinating Committee, includes the preparation of a new, more detailed bathymetric mapping for the Bay.

As seen on the Bay Bottom Elevations Map, the Bay has a deep basin running down its centerline in a northwest to southeast direction from the Channel to a location past Nicholas Point, approximately four thousand feet north of the Bay Bridge. Based upon a low water elevation of 243.3 feet (IGLD-85) on Lake Ontario, this deep basin has a depth in excess of 20 feet throughout with a maximum depth in excess of forty feet. Shallower water occurs along the entire periphery of the Bay, in the southern area of the basin, north and west of Sand Point in the Village of Sodus Point, and in the large area between Eagle and LeRoy Islands and the eastern shoreline of the Bay. Remnants of the dredged channel south of Sand Point leading to the former coal trestle location, now the New Horizons marina, are apparent in the bottom contours. This feature provides deep water access to several large marinas in the area.

Maintenance of the Channel for good navigation is critical to the functioning of the Bay. Although constructed originally by the US Army Corps of Engineers as a Federal navigation project, the Corps of Engineers no longer maintains navigation channels regularly unless used for commercial shipping purposes. The Sodus Bay Channel is only dredged when a problem with water depth occurs or is imminent, and where sufficient political support can be brought to find funding for the maintenance. The Sodus Bay Channel was last dredged in 2004. Regular maintenance dredging of this Channel at a frequency of approximately once every five years is desirable to assure proper functioning. More frequent dredging of the Channel may be required if larger vessels, such as research or tour boats, begin to access the Bay.

The other factor affecting navigation depths is the water surface elevation. The water surface elevation of Great Sodus Bay varies directly with that of Lake Ontario. The Lake Ontario water levels vary on three time scales. Short-term changes, persisting on the order of hours and days, result from meteorological changes in winds and barometric pressure which can physically tilt the surface of the lake. The lake level also varies on an annual basis due to seasonal precipitation and temperature changes, generally peaking in June and with a minimum in December. Finally, the lake water level varies on a long-term, approximately 10 to 20 years basis, due to persistent drought or over average precipitation conditions on the entire Great Lakes basin. The magnitude of the variation is generally 0.5 to 1.0 feet for the short term fluctuations, approximately 1.5 feet for the annual cycle, and 4 to 6 feet for the long-term

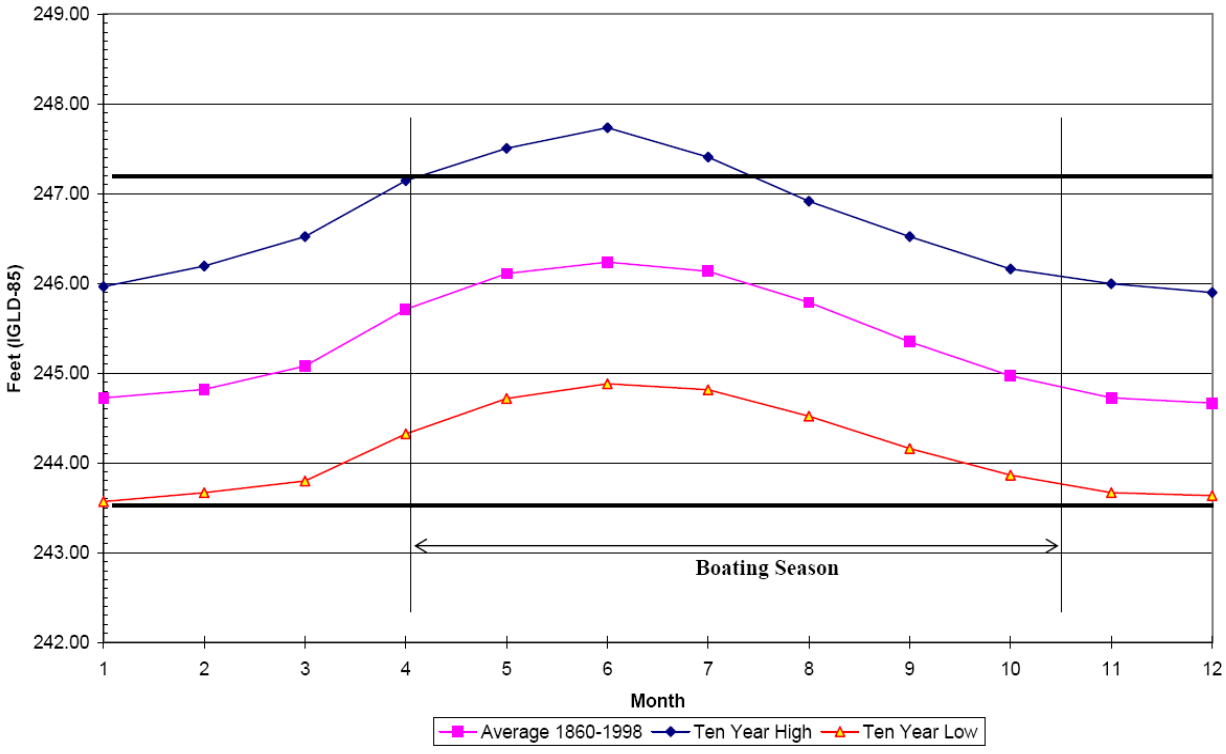
variations. On the basis of both the magnitude and persistence of the variations, it is found that the annual and long-term fluctuations are the most important in terms of vessel use and the consequent need for dredging.

There are several recommendations regarding design depths for boating activities based upon safe vessel operation. These have been summarized in a 1994 American Society of Civil Engineers' guidebook.

A safety clearance, the depth below the bottom of the deepest draft vessel, is recommended by the US Army Corps of Engineers at 2 feet for soft bottoms (sand and mud) and 3 feet for hard bottoms. The corresponding Canadian government recommendation is 1.6 feet (0.5 m) for sandy bottoms and 2.4 feet (.75 m) for rock bottoms. The State of California recommends 2 feet below the deepest vessel or 4 feet, whichever is greater, for interior channels serving recreational boating facilities.

For the Great Lakes, the State of Michigan recommends a minimum bottom elevation at the end of recreational boat launches at 240.3 feet above sea level (IGLD-85) in Lake Ontario, in order to provide a minimum 3 foot depth for trailered vessels below a mean low water elevation assumed at 243.3 feet (IGLD-85).

Lake Ontario Mean and Ten-year Return Levels



In addition to boating safety clearance, water depths must be considered in terms of water quality and natural resource impacts of boating activities. Of concern is the potential for an increase in turbidity and the re-suspension of pollutant laden sediments if power boats are operated in shallow water.

Any such impact will depend upon the engine power, the depth of the water, and the type of bottom sediments present. It has been found that turbulence from motor props will cause a re-suspension of bottom sediments when water depths are less than 30 inches or when the prop is within 12 inches of the bottom. In addition, rooted aquatic vegetation will not develop in heavily used boat channels if props are generally within 12 inches of the bottom. Much of Sodus Bay has dense beds of submergent aquatic vegetation – their protection is imperative for the highly favorable conditions for spawning nursery use by the many warmwater fish species present.

In general, power boats up to approximately 25 feet in length will draw approximately 18 to 24 inches of water. Larger power boats expected to utilize Great Sodus Bay for docking, generally 42 feet in length or less with some exceptions, will draw from 30 to 36 inches of water. Thus, to assure that props remain over 12 inches from the bottom, it is necessary to have a minimum of 36 inches (3 feet) of depth in areas to be utilized by small boats and a minimum of 48 inches (4 feet) of depth in areas to be utilized by larger power boats.

On the basis of the above factors and discussion, safe and environmentally sound recreational boating on Sodus Bay will require a minimum water depth of 3 feet for power vessels up to approximately 25 feet in length and a minimum of 4 feet for larger recreational power boats. Fixed keel sailboats, on the other hand, will require a minimum of approximately 8.0 feet for sailing and 6.5 feet for sailboat docking and mooring. It is assumed that a 25 foot length is the upper limit for vessels launched via trailer on a daily basis with larger vessels generally launched via hoist on a seasonal basis and stored in water for the boating season.

In light of the above minimum recommended depths, and the expected seasonal and long-term water level variations, minimum bottom elevations for various use activities should be as follows on Sodus Bay, based upon annual average and extreme (ten year return period) water levels:

Type of Vessel/Facility	Minimum Water Depth (feet)	Required Bottom Elevation (Annual Average Water Level Basis)	Required Bottom Elevation (Ten Year Extreme Water Level Basis)
Power Boats up to 25 ft and Launch Facilities	3.0	241.9 (IGLD-85)	240.8 (IGLD-85)
Larger Power Boats	4.0	240.9 (IGLD-85)	239.8 (IGLD-85)

Type of Vessel/Facility	Minimum Water Depth (feet)	Required Bottom Elevation (Annual Average Water Level Basis)	Required Bottom Elevation (Ten Year Extreme Water Level Basis)
Fixed Keel Sailboat Docking	6.5	238.4 (IGLD-85)	237.4 (IGLD-85)
Fixed Keel Sailboat Use	8.0	236.9 (IGLD-85)	235.9 (IGLD-85)

Comparison of the bottom elevations recommended for various uses with the bottom elevations occurring in Sodus Bay leads to the following conclusions:

- The deep central basin of Great Sodus Bay and the dredged Channel to Lake Ontario are well suited for all vessel use. Docking facilities located along the shoreline in these areas will generally provide adequate water depths for all power vessels with the exception of cove areas. Fixed-keel sailboats may not be able to dock along some shoreline areas and are more suitably berthed with a mooring located near the shoreline.
- It is imperative that the Channel be maintained through regular dredging to provide access to the Bay for all resident vessels, for visitors and for vessels seeking a harbor of refuge. No funding mechanism is in place to assure this occurs.
- The area north of Sand Point and west of the Channel to the Lake does not have suitable depths for access by fixed-keel sailboats and may not have adequate depths for larger power boats during times of low water levels on Lake Ontario. Significant expansion of commercial marina facilities in this area, especially if anticipated to serve visiting vessels traveling the Great Lakes could not occur without extensive dredging.
- The area south of the commercial area of Sand Point, the western end, has adequate depths to provide access for all recreational vessels under most lake level conditions, except for areas immediately adjacent to the shoreline. Due to previous dense development of this area for marinas, there are only one or two areas available for further use by commercial marina enterprises with shoreline docking. However, the two federally designated anchorage areas are not yet fully occupied and further expansion of these areas may be feasible to meet future needs. This area also has the potential to provide a docking or mooring area for much larger research vessels or tour boats, especially with limited dredging to rehabilitate the channel into the area formerly maintained to service the coal trestle site. In terms of water depths, the area south of Sand Point has the most

potential for the economic expansion of Great Sodus Bay as a "port" serving the recreational and commercial fleet of the Great Lakes.

- Some areas with sufficient landside space to support commercial marine operations – outside of the Village - are present along the southern and eastern Bay shorelines. These include some properties with active or former commercial marinas, such as the site of the former Gilligans restaurant near the Bay Bridge. However, the water depths leading to these sites and those close to the shoreline docking area are not suitable for such operations without extensive initial and regular maintenance dredging. Without such dredging, these areas will not be able to operate successfully, even if only small power boats are housed in them, during periods of low Lake Ontario water levels.

3. WATER RESOURCES

The character, and to a large extent, the economy of the Village of Sodus Point is tied to its location on Lake Ontario and Sodus Bay.

Two small creeks are also located within the Village, and flow into Sodus Bay. First Creek flows roughly parallel to the abandoned railroad lines, and empties into Sodus Bay near the Town boat ramp. Second Creek forms a small part of the Village's southern boundary.

It is noted that good water quality is the basis of all uses of Sodus Bay. The New York State Department of Environmental Conservation has established water quality classifications for streams and lakes in the State. Lake Ontario has been designated as a Class A waterbody. This means that the lake is suitable for the widest range of uses including water supply, bathing, and fishing.

First and Second Creeks are designated Class D streams. Their waters are suitable for fishing but not fish propagation. Although First and Second Creeks are only minor watercourses, it is important to prevent further degradation of these and other small tributaries to Sodus Bay. Increased nutrient loads from these tributaries can contribute to weed growth, turbidity, and lower oxygen levels, all of which can adversely affect fish and wildlife, which depend on the bay. It appears that water quality of these two creeks is affected by land use outside the Village limits.

Sodus Bay is a Class B waterbody. While the bay's waters are suitable for swimming and fishing they are not clean enough for use as a municipal water supply or for food processing. Based upon the water quality measurements made to date, the Bay waters have been classified as "stressed" with respect to use impairments for bathing, aesthetics and boating. A stressed water body is defined as one in which degradation is occasionally evident and the intended

uses are intermittently or marginally restricted. Clearly, the macrophytic weed growth and algal blooms intermittently impact swimming, boating use and aesthetics. In addition, the anoxic condition that develops in the deep waters of the Bay during some summer periods affect fish propagation and survival. An analysis of water quality trends in the Bay over the past decade indicates that this condition is stable, not improving or getting worse.

Phosphorus has been determined to be the key limiting nutrient for Sodus Bay. Studies have shown that the primary source of phosphorus is the input received from its tributaries. Of the tributaries, the east branch of Sodus Creek (Glenmark Creek) has been found to be the major contributor. Recent results have also indicated that the release of phosphorus from bay sediments during anoxic conditions can be the dominant source of nutrients during the dryer months when runoff and stream flow is minimal. Other suspected sources of nutrients are failed or inadequate septic systems and/or contamination by illegal discharge of sewage from boats. It has not been determined that boating use is a significant contributor of pollution to the Bay.

The Wayne County Soil and Water Conservation District, under the auspices of the Wayne County Water Quality Coordinating Committee (WQCC), has taken the lead in assessing water quality in Wayne County and offering strategies for dealing with identified problems.

Building upon past efforts to assess the Sodus Bay water quality, the WQCC has secured federal funding for the Great Sodus Embayment Resource Preservation and Watershed Enhancement Project. This on-going project is aimed at providing for both in-water and watershed measures to assess sources of pollution and identify and implement remedies. It is anticipated that the results of this effort will be utilized along with the results of this LWRP/HMP for the comprehensive and coordinated management of both the Bay and its watershed areas.

Investigations of the Sodus Bay water quality have shown that the Bay is culturally eutrophic, often experiencing algal blooms, extensive macrophytic weed growth, and anoxic conditions in the deeper waters of the Bay. These conditions are the result of elevated levels of nutrients, principally phosphorus and nitrogen, introduced to the Bay waters principally from non-point sources.

On-going efforts by the WQCC, under the Great Sodus Embayment Resource Preservation and Watershed Enhancement Project, are investigating means to limit non-point sources of pollution from the contributing watershed, limiting the release of phosphorus from the bay sediments, and managing weed growth in the Bay waters.

4. FLOOD HAZARD AND FLOOD PRONE AREAS

Bluff and escarpment topography along Lake Ontario and Sodus Bay generally confine flooding to areas immediately adjacent to Lake Ontario and Sodus Bay. This includes the densely developed Sand Point peninsula that is subject to periodic flooding. Localized flooding does occur inland along First Creek and nearby wetlands and low-lying areas. (See Natural Features Map).

The Flood Insurance Rate Map (FIRM) also designates the large wetland lying between Lake Road and Sentell Street as a flood prone area, shown as a 100-year flood plain.

5. FRESHWATER WETLANDS

Wetlands are important components of the overall Sodus Bay ecosystem. They provide spawning and feeding areas for many species of fish in certain stages of their life cycle as well as feeding and nesting areas for waterfowl and other bird species. Wetlands connected or adjacent to the Sodus Bay are shown on the Natural Features Map.

With few exceptions, New York State regulates only wetland areas that are 12.4 acres or larger pursuant to the New York Freshwater Wetland Act (Article 24). These wetland areas are mapped and classified by the NYS DEC and a permit is required for most activities occurring within the wetland boundary or within a minimum 100-foot wide adjacent area. However, they are vulnerable to disturbances such as contaminated runoff from roads and nearby development or from indiscriminate access. The state -regulated wetland areas shown on the Natural Features Map are those found on the official NYS DEC wetland maps.

Almost all wetland areas, including those under 12.4 acres in size, are also regulated by the US Army Corps of Engineers under Section 404 of the Clean Water Act. These wetland areas are not officially mapped, but a good indication is provided by the US Department of Interior National Wetland Inventory (NWI) mapping.

There are two freshwater wetlands in the Village of Sodus Point, which have been designated by the Department of Environmental Conservation. One is a linear wetland system along First Creek; the second is located behind the old Genesee Malt House, south of Lake Road. These wetlands serve several important functions including storm water retention, wildlife shelter and breeding areas, and open space benefits.

Wetland areas occurring around the Bay are a combination of deep and shallow emergent marsh ecological communities, as defined under the New York Natural Heritage Program. The deep emergent marsh community is present at the lower elevations giving way to the shallow emergent marsh community further upgrade from the Bay shoreline.

Deep emergent marsh communities occur in areas where the substrate is flooded by waters that are not subject to violent wave action and with water depths ranging from 6 inches to over

6 feet. The water levels may fluctuate seasonally, but the substrate is rarely dry, and there is usually standing water in the fall.

The most abundant emergent aquatic plants are cattails, wild rice, bur-weeds, pickerel weed, bulrushes, arrowhead, arrowleaf, rice cutgrass, bayonet rush, water horsetail and bluejoint grass. The most abundant floating-leaved aquatic plants are fragrant water lily, duckweeds, pondweeds, spatterdock, frog's-bit, watermeal, water-shield, and water-chestnut. The most abundant submerged aquatic plants are pondweeds, coontail, chara, water milfoils, pipewort, tapegrass, liverwort, naiad, water lobelia, waterweed, water stargrass, and bladderworts.

Shallow emergent marshes occur in areas that are permanently saturated and seasonally flooded with water depths ranging from 6 inches to just over 3 feet during flood stages. The water level in shallow emergent marshes usually drops by mid to late summer and the substrate is exposed for an extended period during an average year.

The most abundant herbaceous plants occurring in the shallow emergent marshes include bluejoint grass, cattails, sedges, marsh fern, manna grasses, spikerushes, bulrushes, three-way sedge, sweetflag, marsh St. John's-wort, arrowhead, goldenrods, eupatoriums, smartweeds, marsh bedstraw, jewelweed, loosestrifes. In disturbed areas, reed canary grass and/or purple loosestrife enter and may become abundant.

Sedges may be abundant in shallow emergent marshes, but are not usually dominant. Other plants characteristic of shallow emergent marshes include blue flag iris, sensitive fern, common skullcap, begger-ticks, water-horehounds, bur-weeds, swamp milkweed, water-hemlock, asters, marsh bellflower, water purslane, royal and cinnamon ferns, marsh cinquefoil, rushes, arrowheaf, purple-stem angelica, water docks, turtlehead, water parsnip, and cardinal flower.

The upland limits of the shallow emergent marshes also contain scattered shrubs including rough alder, water willow, shrubby dogwoods, willows, meadow sweet, and buttonbush.

6. SIGNIFICANT COASTAL FISH AND WILDLIFE HABITAT

Sodus Bay was designated as a Significant Coastal Fish and Wildlife Habitat by the NYS Department of State in 1987. The basis for this designation is the fact that the Bay, despite considerable development and human activity, still serves as a highly productive fish and wildlife habitat. See Appendix C.

Significant Coastal Fish and Wildlife Habitats are evaluated, designated and mapped pursuant to the Waterfront Revitalization and Coastal Resources Act (Article 42). These designations are subsequently incorporated in the Coastal Management Program under authority provided by the Federal Coastal Zone Management Act. One specific policy under the Coastal Management Program is that: "Significant coastal fish and wildlife habitats will be protected, preserved, and,

where practical, restored so as to maintain their viability as habitats." State and federal government activities subject to review under the Coastal Management Program must be shown to be consistent with this and other policies.

As part of its designation of the Bay as a Significant Coastal Fish and Wildlife habitat, the NYS DEC conducted a review of its properties. Based upon this review, it was found that Sodus Bay has outstanding habitat values for resident and Lake Ontario based fisheries resources. This is based upon the presence of the dense beds of aquatic vegetation, good water quality, sandy substrates and freshwater tributaries, which create highly favorable conditions for spawning and nursery use by many species.

Warmwater fishes found in the Bay and immediate surrounding areas include gizzard shad, brown bullhead, white perch, yellow perch, largemouth bass, pumpkinseed, bluegill, rock bass, crappie, and northern pike. Sodus Bay is a major concentration area for yellow perch in Lake Ontario. Concentrations of white sucker, smallmouth bass, and various salmonid species occur in Sodus Bay prior to and after spawning runs in the major tributaries.

Wetland areas bordering Sodus Bay contribute significantly to the productive fisheries and support a variety of wildlife species themselves. These wetlands serve as nesting and feeding areas for a variety of waterfowl and other marsh birds, including green-backed heron, great blue heron, mallard, wood duck, belted kingfisher, marsh wren, red-winged blackbird, and swamp sparrow.

Other wildlife species found around Sodus Bay include white-tailed deer, beaver, raccoon, mink, muskrat, green frog, northern leopard frog, and painted turtle.

The open waters of Sodus Bay are also important feeding and refuge areas for concentrations of waterfowl wintering along the Lake Ontario coast. Mid-winter aerial surveys of waterfowl abundance for the period 1976-1985 indicate average concentrations of approximately 250 birds in the bay each year (1,380 in peak year), including scaup, common goldeneye, mallard, mergansers, black duck, and Canada goose. Waterfowl use of the area during winter is influenced by the extent of ice cover each year. Concentrations of many waterfowl species, as well as loons, grebes, gulls, terns, and occasional bald eagles (E) and osprey (T), also occur in Sodus Bay during spring and fall migrations (March - April and October - November, respectively).

According to the NYS DEC, no endangered or threatened species reside in the Bay or its immediately surrounding area. The presence of one species of special concern, the eastern spiny softshell turtle (Apalone s. spinifera) has been reported in the Bay.

No current aquaculture activities, commercial or amateur, are occurring on Great Sodus Bay, nor are there any known current plans or proposals for such activities.

Intensive aquaculture activity is known to have the potential for adverse water quality impacts. This results from the introduction of large quantities of nutrients, especially nitrogen and phosphorus compounds, to water bodies when aquaculture production is present. It is noted in this regard that, as described in the previous section, water quality maintenance and improvement is an important public goal for Great Sodus Bay and limiting further introduction of nutrients, especially phosphorus compounds, has been identified as critical to this effort.

7. ISSUES REGARDING ENVIRONMENTAL CONDITIONS

On the basis of the information contained in this section, the following issues were identified:

- It is imperative that the Channel be maintained through regular dredging to provide access to the Bay for all resident vessels, for visitors and for vessels seeking a harbor of refuge. No funding mechanism is in place to assure this occurs.
- The area north of Sand Point and west of the Channel to the Lake does not have suitable depths to allow for a significant expansion of commercial marina facilities. By contrast, the area south of the Village has adequate water depths and, hence, the most potential for the economic expansion of Great Sodus Bay as a “port” serving the recreational and commercial fleet of the Great Lakes. The two federally designated anchorage areas, south of the Village, are not yet fully occupied and further expansion of these areas may be feasible to meet future needs. This area also has the potential to provide a docking or mooring area for much larger research vessels or tour boats, especially with limited dredging to rehabilitate the channel formerly maintained to service the coal trestle site.
- Some areas with sufficient landside space to support commercial marine operations are present along the southern and eastern Bay shorelines. However, the water depths in this area are not suitable for such operations without extensive initial and regular maintenance dredging.
- Good water quality is the basis of all uses of Great Sodus Bay. In a parallel effort, the Wayne County Water Quality Coordinating Committee is addressing water quality problems. It is noted that boating use has not been identified as a significant source of pollutants for the Bay.
- A number of wetland areas border the Bay shoreline and have a direct hydraulic connect with it. These wetland areas are important components of the overall

Bay ecosystem. Their protection is vital for both water quality maintenance and for the fisheries and wildlife of the Bay.

D. HISTORIC RESOURCES

1. SODUS POINT HISTORY

Robert Morris, a wealthy Philadelphia land speculator, first purchased Sodus Point, part of the so-called Phelps Gorham Purchase. Mr. Morris had already been involved in extensive land operations in the Genesee Country, and had agents in all principal cities of Europe. His agent in London was Temple Franklin, son of Benjamin Franklin, who sold almost 1,200,000 acres including the Sodus Point area to an association consisting of Sir William Pultney, John Nornby, and Patrick Colquhoun. This association became known as the Pultney Estate and Charles Williamson was chosen to be the local agent for the estate in the Genesee Country. Charles Williamson, a British captain during the Revolution, first came to the Genesee Country in February of 1792, and it was during the next year that he chose the Sodus Bay area as the site for commercial development for markets to the north and east. In the spring of 1794, he had roads cut from Palmyra and Phelpstown to the Bay.

Charles Williamson planned for the Town to be located between Salmon Creek and Great Sodus Bay. It was to include spacious streets and a public square in the center, mills built at the falls on Salmon Creek, and an anchorage area in the Bay. He is quoted as saying: “as the harbor of Great Sodus Bay is acknowledged to be the finest on Lake Ontario, this town will command advantages unknown to the country”. Joseph Colt surveyed the area now known as the Village of Sodus Point at this time. The map showed in-lots of 1/4 acre, out-lots of ten acres, and was named Great Sodus.

In 1801, Great Sodus became the City of Troupville after Colonel Robert Troup, the new agent for the Pultney Estate. Mr. Williamson built a tavern and mills on Salmon Creek. Captain William Wickham built a general store, and the Town became a thriving fishing and boat building port. It was this accessibility that would eventually lead to the battle of Sodus Point during the War of 1812. When war was declared with Britain on June 19, 1812, the Village of Sodus, of which Sodus Point was a part, had a population of 150 resident taxpayers. Sodus Point became a busy supply center for government troops stationed at Fort Niagara and Sackett’s Harbor. Fort Niagara was located at the western side of Lake Ontario and Sackett’s Harbor was to the east. Sodus Point was conveniently situated in the middle of these two places. From the beginning of the war, it was the policy of British ships to travel along the shore of Lake Ontario and, if a village was found to be undefended, any available stores were taken, either by negotiation or force. At the onset of war, a local militia was set up consisting of men from Sodus and the neighboring towns of Williamson, Ontario, and Marion.

From time to time, these men, under the command of Major William Rogers, would meet at the Point in anticipation of an attack, whenever British sails were spotted on the lake. However, there were no full time troops regularly stationed at the Point. (Mulberry Sun and Record; August 12, 1999) It was during the War of 1812 that the British burned the Village after being unable to confiscate stores and ammunition (the people had moved these to safe hiding places).

The steamship era was an exciting time as the lake steamers came into the Point with coal for Canada and other lake ports, and there were passenger services on the bay with docks at Charles Point, Lake Bluff, Bonnie Castle Resort and all of the islands. In Sodus Point, the steamers had their docks located on the south side of Sand Point and were scheduled to meet all the trains and trolleys. The Village's name was changed to Sodus Point and it became a government Port of Entry.

Concern for the safety of shipping, fishermen and recreational boaters led to the federal government being petitioned to have a lighthouse established. The first lighthouse was built on the bluff in 1825. It was replaced in 1871 by the present lighthouse, which was in use until 1901 when the light was transferred to the tower on the end of the pier, a beacon light known as the Outer Light.

2. ARCHEOLOGICALLY SENSITIVE AREAS

The population in the Great Lakes area is estimated to have been between 60,000 and 117,000 in the 16th century, when Europeans began their search for a passage to the Orient through the Great Lakes. The native people occupied widely scattered villages and grew corn, squash, beans and tobacco. They moved once or twice in a generation, when the resources in an area became exhausted. (Source: http://www.epa.gov/glnpo/atlas/glat-ch3.html#Native%20People)

The area in and around what is now the Village of Sodus Point has been recorded as a favorite rendezvous area of Native American Indians. It was also the spot which first attracted European explorers and Jesuit Missionaries. Subsequently, the entire Village is considered an archeologically sensitive area by the NYS OPRHP. Therefore, prior to any ground disturbing activities, a Phase I Cultural Resources Survey should be conducted unless prior ground disturbance can be documented. See: Archeologically Sensitive Areas Map.

The Great Lakes are historic shipping routes of goods and materials and the site of many shipwrecks. The "2007 Shipwrecks of the Great Lakes Seaway Trail Project" put a spotlight on the maritime heritage resources of the 518-mile coastal region of the St. Lawrence River, Lake Ontario, Niagara River and Lake Erie in New York and Pennsylvania. (Source: http://www.seagrant.sunysb.edu/marina/article.asp?ArticleID=396)

3. HISTORIC STRUCTURES

Following consultation with Nancy Todd of the New York State Office of Parks Recreation and Historic Preservation (SHPO) three structures have been identified as being on the National Historic Register:

Place	Year added/ number	Location	History
LOTUS schooner (Also known as MISS GLOUCESTER schooner) 	added 1990 - Structure - #90000694)	Trestle Landing Marina, Co. Rt. 14 at Sentell Rd., Sodus Point	It has a maritime history; was designed and build by Ted Zickes and William H. Hand Jr.; was used for water transportation between 1900 and 1924; owned by local government.
Sodus Point **Lighthouse** 	added 1976 - Structure - #76001288	Off NY 14 at Lake Ontario, Sodus Point	It was used for defense and transportation between 1850 and 1899. It continues to be used for defense , and as a single dwelling (facility) by the Coast Guard.
Customs House (Also known as **Old Customs House)** 	added 1980 - **Building** - #80002787 Removed for safety reasons in 2000.	Sentell St., Sodus Point	Its builder is unknown, it functioned as a facility for commerce and trade between 1850 and 1899
Source: National Register of Historic places, New York, Wayne County http://www.nationalregisterofhistoricplaces.com/NY/Wayne/state.html			

Structures that are eligible for the register could only be identified following an in-depth analysis of the structures in the Village. These potentially historic eligible structures exist primarily on North Ontario Street. A historic district may be appropriate for properties on Ontario Street and would include the churches along Route 14. (See Historic and Significant Cultural Sites Map). Other possible sites include the Village Hall Complex and the Town Greens (Village Greens) at Bay and Ontario Streets.

E. SCENIC RESOURCES AND IMPORTANT VISTAS

Shoreline communities possess a variety of unique aesthetic characteristics and visual experiences. A water-side location offers opportunities for views over the water, as well as views of the shoreline from the water. In a small community such as the Village of Sodus Point, there are few locations where an awareness of the surrounding body of water, either Lake Ontario or Sodus Bay, is not present. The community's appeal, and its reason for existence, depends to a large extent on this relationship of land and water. The extensive shoreline of the Village provides many scenic resources that both attract tourists and directly influence the aesthetic character of the Village.

The lakeshore and Sodus Bay each offer a different visual experience. Lake Ontario is a vast body of water, which stretches to the horizon. Fishing boats, sailboats, many birds, and an occasional jumping fish are found close to shore. Waves vary from gentle swells to pounding surf on narrow beaches of sand and stone. Extensive, eroded bluffs rise above the beaches. Farther out, an occasional ship or lake barge can be seen, bound for Lake Erie or the St. Lawrence River.

The Bay, by contrast, is an enclosed waterbody, bounded by irregular green shorelines and islands. Resorts and cottages are located along its shores. Within the Village of Sodus Point, marinas, docks, and moorings line the shore. The rich diversity of fish and wildlife in the Bay contributes to its attractiveness.

Although the Village of Sodus Point is a densely developed community, there are areas where the public can enjoy the scenic resources of Lake Ontario and Sodus Bay. These viewing sites are shown on Natural Features Map. A brief description of each site follows:

Site 1: Wayne County Sodus Point Park
Wayne County Sodus Point Park is located at the eastern end of Wickham Boulevard. The northern side of the park is adjacent to Lake Ontario and offers a panoramic view of the beach and the lake. Charles Point, across the mouth of the bay, and the tree-lined shores of Newark and Eagle Islands in Sodus Bay, are also visible from the park.

Site 2: Willow Park - Greig Street

This small Village park located at the south side of Greig Street contains a gently elevated grassy picnic area. The park is set on a small inlet, and offers a view of the inner bay between Sand Point and South Shore Road. The waters adjacent to the park are used for docks and mooring. The park contains a skate board facility and recently added playground equipment.

Site 3: Old Sodus Lighthouse Museum and Park

The Old Sodus Lighthouse Museum is located in a Town park on the lakeshore at the end of North Ontario Street. The site is on the eastern edge of the bluffs, just west of the Sodus Point beaches. Views of Lake Ontario and the steep bluffs along the lakeshore are available from the site. The lighthouse itself, set on a grassy promontory with several mature trees, is a scenic resource for the Village.

Site 4: Sunset Vista

At the end of North Fitzhugh Street is a small, yet quaint area to view the sunset. Due to the layout of Sodus Point, viewing west for a sunset is a rather unique setting. This area is planned for some small park amenities to further convenience the viewing public.

Site 5: Town Boat Ramp and Picnic Area

The Town boat ramp and picnic area on Route 14, near Margaretta Road, offers a panoramic view of the Bay, and the shoreline of Newark and Eagle Islands. Recent site improvements include parking, a park entry sign, and information kiosk.

Site 6: Sand Point

Although Sand Point is densely developed with both commercial and residential land uses, larger lots at the eastern end of the peninsula permit views of the Bay to pedestrians and motorists. This area is valuable because it permits uninterrupted views of the bay. Some access points exist at street ends.

Site 7: The Sodus Bay Golf Course

Due to its location on an elevated area, the golf course offers an excellent vantage point from which to see both the Bay and the lake and is itself a visually attractive site.

F. GREAT SODUS BAY HARBOR MANAGEMENT PLAN

The Village of Sodus Point recognizes the need to manage its nearshore areas of Sodus Bay, and have integrated the Great Sodus Bay Harbor Management Plan within this LWRP. The Inventory and Analysis has discussed the many uses and issues associated with the Bay in the Village of Sodus Point. The key issues identified in this section relate to a number of harbor management issues. These include protection of habitats and wetlands, improvements to public access,

maintenance dredging of the Channel, and protection of water quality (through improved water and sewer utilities).

Sodus Bay is a State-designated Significant Coastal Fish and Wildlife Habitat (SCFWH). The Village of Sodus Point recognizes the need to review and incorporate the habitat documentation for the SCFWH into the planning and design of any proposed improvements, so as not to impair this highly productive fish and wildlife habitat. Similarly, freshwater wetlands in the Village of Sodus Point are important components of the overall Bay ecosystem.

The Great Sodus Bay has the location and features to make it a world class recreational boating resource. An issue associated with this status is the increased demand for boat launching access to the Bay, and the need to accommodate expanded marine use and facilities for transient boaters. Subsection II-C identified the potential of providing increased capacity at the Harriman Park launch. The Village identified that upgrading the launch ramp and expanding the parking lot could improve boater access to the Bay and reduce peak hour congestion and conflicts at the launch. In support of public access, the Village also proposes a public pier to accommodate transient boats of all sizes, including patrol and other harbor support vessels.

The Village has identified the need to develop measures to assure that marine-related public infrastructure is maintained. Routine maintenance dredging of the Channel connecting Sodus Bay to Lake Ontario is needed for continued recreational boat access. While the US Army Corps of Engineers has the formal responsibility for maintenance dredging of harbor entrance channels in the Great Lakes, it has been eliminated for all but harbors actively utilized for commercial shipping. Under the current situation, the Corps of Engineers will contract to dredge recreational harbors, but on an ad-hoc basis and is usually put off until there is a problem. The Regional Dredging Management Plan (2000), recommended the creation of a new entity to take on this responsibility.

The Village has identified protection of water quality, through improved water and sewer utilities, as a high priority. Proposed projects identified by the Village include upgrading sewage and water lines underlying the eastern end of Greig Street; and, installation of a sewer pipeline connection from the Village to Charles Point with the potential for future connections to other areas in the Towns of Sodus and Huron.

Winter use of the Bay is popular and adequate parking and support services for winter use are available at two locations in the Village.

There are no commercial shipping, commercial fishing, recreational fishing or underwater land issues of significance in the harbor management area of the Village of Sodus Point.

The opportunities to tackle these issues have been considered in the Inventory and Analysis and are discussed in more detail within Sections III, IV, and V.

G. ISSUES AND OPPORTUNITIES

Following are a number of key issues influencing the development and use of the waterfront area within the Village of Sodus Point:

i. Redevelopment and reuse of abandoned or underutilized sites and structures in the coastal area, particularly the Genesee Malt House, the end of South Ontario Street, the boat storage on Greig Street and the boat storage off of Route 14.
ii. Need for new or improved public sewer and water utilities, particularly the one underlying the eastern end of Greig Street, to deal with existing problems and the potential for some modest development and/or re-development.
iii. Conflicts between recreational activities and vessel anchorage or mooring areas, the operation of vessels in or near swimming areas.
iv. Insufficient public launch capacity and support parking at the only facility in the village, Harriman Park.
v. Shoreline erosion from boat wake.
vi. Boating congestion during peak periods, particularly in the area between Charles Point, Sodus Point and Newark Island.
vii. Need for boater education and better navigational markings (on water markings).
viii. Better landside support, such as enhanced access, restrooms, parking, trash receptacles, for winter water-dependent activities.
ix. Impacts of water surface use on water quality and the need to improve or maintain water quality for a range of desired uses, such as fishing, swimming, or domestic uses.
x. Lack of noise regulations for vessel use and associated land uses.
xi. Impacts of use on natural areas such as wetlands or significant coastal fish and wildlife habitats.
xii. Maintenance or provision of Sodus Bay infrastructure, such as roadways, navigation channels, aids to navigation, bulkheads, boat ramps, docks, sewage treatment and vessel waste pumpout facilities, but not to the detriment of natural resources.
xiii. Any appropriate limits on public access to the Bay or public use of the Bay area, to control overuse.
xiv. Demand for and supply of appropriate vessel support facilities, including sufficiently maintained navigation channels or basin depths.

xv. Dredging and dredged material disposal.
xvi. Protection of important water-dependent uses in appropriate areas within the Bay.
xvii. Improved scenic quality and visual access to the Bay.
xviii. Lack of shared management of the Bay resources.
xix. Existing non-water-dependent uses or zoning in areas appropriate for water-dependent uses.
xx. Inappropriate land uses or zoning of wetland areas, bay surfaces or coastal hazard areas.

Based on the inventory of existing conditions, the following opportunities have been identified:

i. Transform the Sodus Bay area in a world class recreational boating resource, and link compatible activities on and around the Bay to benefit both, residents and visitors.
ii. Partner with the other Sodus Bay communities to improve the infrastructure that supports the weekday and week-long tourism during summer and to expand winter activities.
iii. Organize a bay management/preservation commission with representation from each of the three municipalities to coordinate resource management programs on the Bay. Provide technical assistance to facilitate and guide local bay management.
iv. Market the bay management efforts, by using a variety of news-media.
v. Promote ecotourism in the Village and the surrounding area.
vi. Improve public education of the Bay as a significant coastal fish and wildlife habitat, and conflicting uses of the resource.
vii. Support private recreation development in the form of camping areas to provide alternative overnight facilities for fisherman and boaters with tents or camper vehicles.
viii. Protect the natural features of the area and promote them as a resource for world class environmental research.
ix. Increase the number of dry dock boat storage facilities and adopt associated regulations.
x. Build a public pier as a gateway to the Bay, to accommodate transient boats of all sizes and be available for patrol and harbor support vessels, and to provide information about available services.
xi. Create promotional and educational displays and fliers to promote the features of the Bay and educate the public regarding its use.

xii. Collaborate with the other Sodus Bay communities to develop an Open Space Plan for the Sodus Bay, which should identify and incorporate areas around the bay that are unsuitable or highly sensitive for development, provide scenic views of the bay or have high value for public use, and propose.

xiii. Conduct a feasibility study to identify significant and valued natural areas for preservation, and areas suitable for development for public access. Consider the conservation value and educational potential of each identified site, its accessibility for public use, and development costs and acquisition strategies if it is not in public ownership.

xiv. Continue to collaborate with the other Sodus Bay communities to establish coordinated management practices to guide and review future development along the Bay.