

• *Plan 2038* • Riverside



With special thanks to all members of the public who completed the survey, participated in the focus groups, and everyone who attended the public meetings.

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Carol Ferratella	Nick Ferratella
Kathrine Deal	Lyle Wasson
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Richard Wagar	William Cornell (Deceased)

Village Trustees:

Richard Wagar: Mayor
 Carol Ferratella
 Ray Underwood
 Ronald Childs
 Lacey Vosburgh



Figure 1. Village Officials outside the Village Hall

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Executive Summary

The Village of Riverside local government has sought an updated comprehensive plan for more than 10 years. The Village has participated in several NYS grant programs (BOA Pre-Nomination, BOA Nomination, and NYSERDA Cleaner Greener Communities program) in an attempt to achieve the goal of an updated comprehensive plan. This plan and the resulting Zoning Update are the culmination of that decade long process.

Through the initial data collection, visioning, and community survey process the residents clearly expressed their desire to “Keep their community the same, but better”. The existing small town feel, low taxes, and location near employment opportunities has attracted a loyal and committed group of residents. However, in the face of changing economic and demographic circumstances, the Villagers would like to focus on appropriately scaled economic development in the transportation-heavy ‘core’ of the Village, while also allowing improvements and modernization in the residential neighborhoods. The residents are open to implementing smart growth and ecological solutions in the neighborhood.

A message from the Comprehensive Plan Committee:

Riverside is a hidden gem, a little jewel in the community with low taxes, great services, and a nice suburban environment. The Village Government is managed well and appreciated by the residents. This Village is a bit of ‘an unknown’ in Southeast Steuben County; although it’s so centrally located that you can get on the highway in moments and be ‘anywhere’ in 15 minutes. The Bike Path through the Village is an amazing amenity. The Village is located near many potential employers. Long time residents really enjoy the community, have made friends in the community and feel that this is a very safe environment.



The Village supports an inclusive community of people with a thriving commercial district, and residential neighborhoods are being maintained and improved.

Community Vision, page 13

Homes in the Village are occupied and maintained in a good state of repair

Action Plan, page 19

“Sweet cozy Village where people can feel safe”

Community Vision, page 13

Plan Riverside 2038 is necessary to:

- improve the quality of life in the Village,
- update the 1980's zoning law & achieve compliance with NYS law,
- promote the types of development desired by the residents, and
- ensure orderly and sustainable revitalization for the long-term benefit of the residents.

Following the construction of I-86 through the center of the Village in the 1980's, the remaining development has occurred on a parcel-by-parcel basis; which is to be expected in a small and fully built out urban community. Plan 2038 Riverside is the Village's first comprehensive plan. Therefore, this is the first plan to guide parcel-by-parcel redevelopment as a part of a Village-wide economic development strategy.

The Village of Riverside government (elected officials, appointed officials, and staff) have worked toward this Comprehensive Plan process for more than 10 years with the continuous support of the Village's former Mayor William (Bill) Cornell. The Village was an active participant in the Erwin-Painted Post-Riverside Brownfield Opportunity Area (BOA) Pre-Nomination Study, which was conducted from 2005-2009. Subsequently, the Village participated in the 2011-2013 Erwin-Painted Post-Riverside Brownfield Opportunity Area (BOA) Nomination study process. The BOA nomination process was completed and finalized in early 2017, by the Town of Erwin. The Village actively sought NYSEERDA Cleaner Greener Communities funding to enable the development of this Comprehensive plan, the 2018 revised Zoning law, and the Eco-Friendly design guidelines.

This plan followed the traditional comprehensive plan process. A Comprehensive planning team was appointed by the Village board in 2015 with additional members added later. STC staff and the Comprehensive plan committee (in consultation with NYSEERDA) developed a rough timeline for data collection, survey distribution and collection, public input, data interpretation, and writing a draft plan. These initial data collection, survey, and draft writing processes took place during the 2016-2017 years. The draft plan was completed in 2017; official review and revisions of the plan took place in early 2018. Adoption of the plan was recommended by the Comprehensive Plan Committee on March 5th, following a successful public hearing. The Village Board reviewed the Plan on August 13th, hosted public hearings on the plan in September and October. The Board voted to adopt this final version of Plan Riverside 2038 on October 15th, 2018.

The public participated in developing the plan in several ways throughout the comprehensive plan process. The Committee received input from the community at the initial kick-off meeting, and the visioning meeting. Residents, business owners, and people who work in the Village were asked for their input during the 6 month long survey process, which included contact by mailing, email, hand delivery, and phone-call follow-up. The survey response rate was approximately 8%.

Plan Process

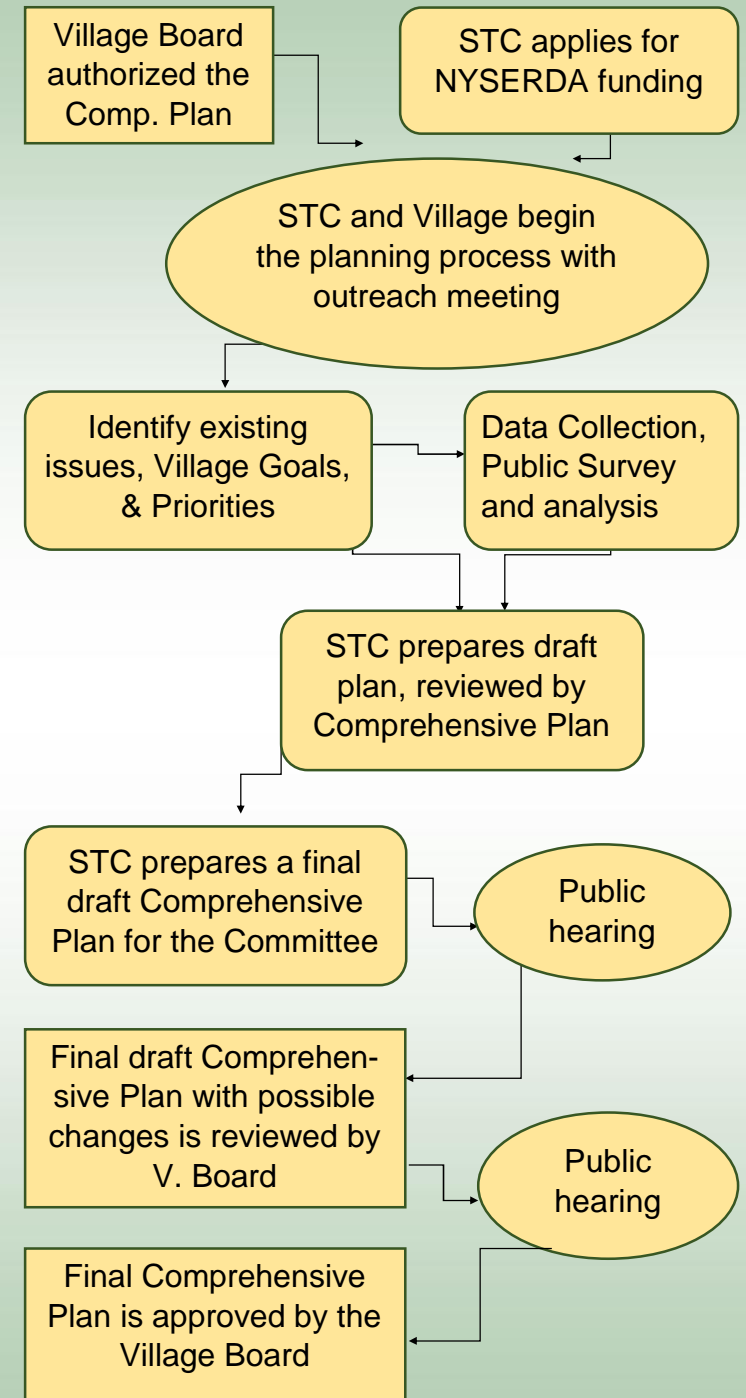


Figure 2: Plan adoption flow-chart

Demographics and Community Character

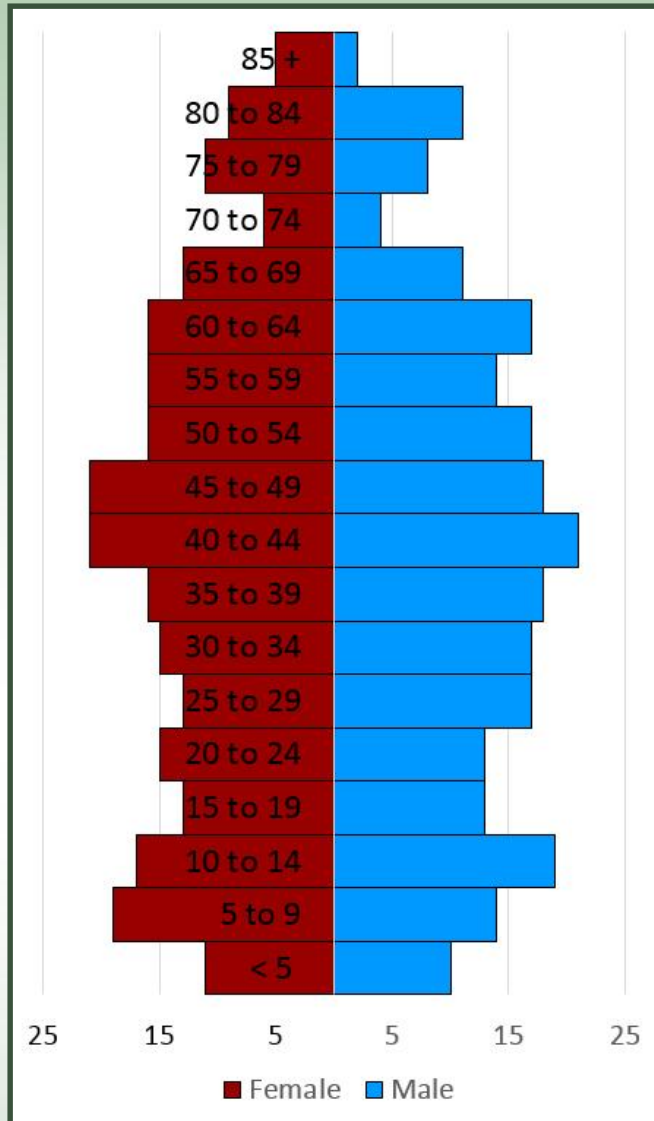


Figure 3: Village of Riverside Population Pyramid

The moderating influences of price, location, and re-development potential may result in long term population stability in the Village of Riverside.

The Village of Riverside was incorporated in 1922, out of the larger municipality, the Town of Corning. The Village has always served as a bedroom community for the greater Corning valley. Between 1940-1960 development shaped the Village: many new homes were built and family size increased following the Baby Boom. These effects are obvious on the population charts. Following de-industrialization of the 'rust belt' in the 1970's the population of the Village decreased quickly. Either population stabilization is necessary for the long term future of the Village or right-sizing the Village & associated infrastructure will be necessary in the next 25 years.



Figure 4: Residents outside the former Imperial Club

Major employers in Corning and Painted Post attracted residents to settle down in the small Village. The Village was founded on a strong 'Working class' ethic. The median household income (\$45,500) is below NYS's \$59,268, and the poverty rate in Riverside, 16.3% according to the 2015 ACS is slightly higher than the 12% poverty rate for NYS.

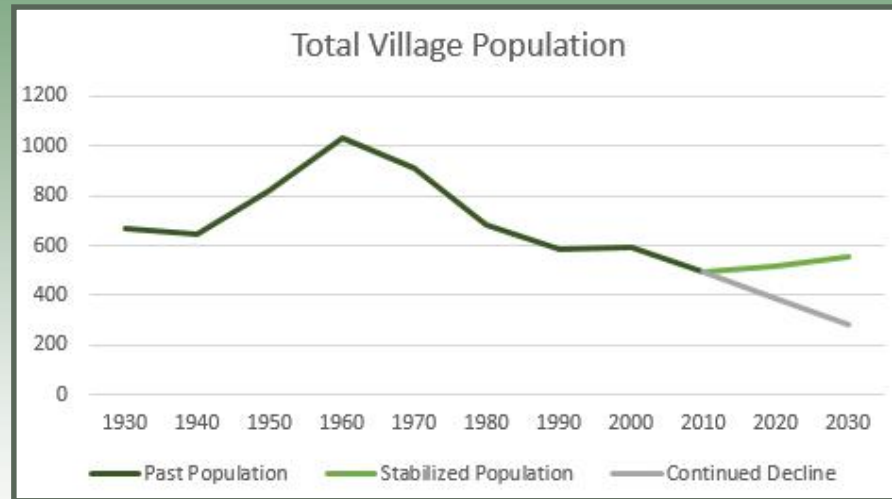
Within the last 50 years, the population of Riverside has fallen by more than half, from 1,030 in 1960 to a low of 497 in the 2010 census. The falling population follows the construction of an interstate highway through the Village in the 1980's, which resulted in the loss of 25% of the tax base and a substantial drop in the Village's population.

Substantial changes to the demographic and socioeconomic situation of the Village is ongoing. If the population continues to fall at the same rate, the Village may only have a population of 300 people by 2030.

According to the 2010 Census count, the Village population is well distributed through the age groups; although approximately 46 elderly individuals make up nearly 10% of the Village population. As the elderly population leaves Riverside in the next 20 years (due to migration or natural loss), a significant number of properties will come onto the housing market (See Housing Stock on page 7).

Demographics and Community Character continued...

Improvements to the Zoning Code are necessary to advance the community vision outlined in this plan and to stop the projected population decline. There is a significant opportunity to stop the population loss by modifying zoning law as necessary to permit: denser residential development, mixing land uses, and an increased commitment to ongoing property maintenance. Focused residential and commercial improvements, restoration, and redevelopment throughout the Village may create an opportunity for increased population growth (a rarity in rural upstate villages).



Natural decline of the Silent Generation (72-92 year olds), brain drain (outmigration of young people aged 18-30), and the Silver Tsunami (retirement and relocation of wealthier baby boomers) are the significant and ongoing demographic concerns for small villages throughout upstate New York and the broader rust-belt. Riverside is in a slightly better position than other rural villages due to the close connection between Riverside and the economic hub of the Greater Corning Valley. Economic growth from the surrounding major employers is an opportunity to stabilize and improve the demographics of the Village.

The Village of Riverside can become an attractive destination for two main groups.

- 1) Millennials and Gen-X families who would benefit from close proximity to a great elementary school and the high-achieving C-PP school district. Members of this younger demographic want affordable housing near schools, shopping, jobs, and the highway.
- 2) Retiring boomers from the surrounding rural communities or 'big city people' who want access to Riverside's impressive 'small town' way of life, shopping, and healthcare. These boomers want low maintenance (smaller) homes with modern upgrades. Few of the homes in the Village are ready for 'aging in place', modification to single story living and residential ADA accessibility will be necessary in the next 5-15 years.

Village Wide Asset Inventory:

Low Village taxes

Proximity to great schools

Proximity to Outdoor Recreation:

- Bike Path
- Hanshaw Park
- Cutler Creek
- Cohocton/Chemung River

Near Retail Establishments:

- Tops
- Wegmans
- Walmart
- Aldi

Close to Employment and Training Opportunities:

- Storflex
- Corning Inc.
- Dresser Rand
- Corning Com. College
- Corning Painted Post School District and
- BOCES

Housing Stock

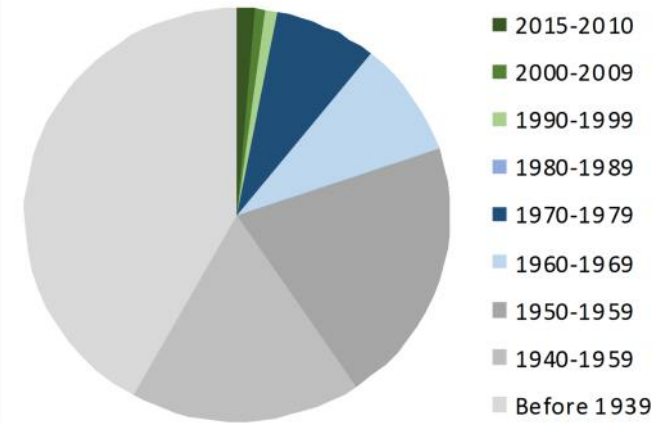
Housing in the Village is generally old; more than 75% of the units were built before 1959. The existing small one family homes are closely spaced on lots without driveways. Modern buyers prefer a home with a driveway or adequate parking. The residential areas of the Village are almost completely built-out; which has contributed to the slow-down in new construction. **The housing stock in the Village must undergo a significant change in the next 25 years to: maintain a healthy tax base, provide attractive housing options to modern buyers, and to improve the variety of housing available to future residents.** Given the demographic estimates for the County, the Riverside Village population is likely to shrink in the near future, which would create housing vacancies (which can be dealt with by remodeling or demolition).

According to the 2015 American Community Survey, 84% of homes in the Village are worth between \$50,000 and \$99,999. These small parcels with old homes are good candidates for parcel aggregation, demolition, and re-building in accordance with the revised Zoning Law. At this time, few significant redevelopment opportunities exist within the current lot lines. Parcel aggregation, demolition, and re-building could be a great benefit to the Village, particularly near N. Buffalo street, near the Bike trail, and along Pulteney.

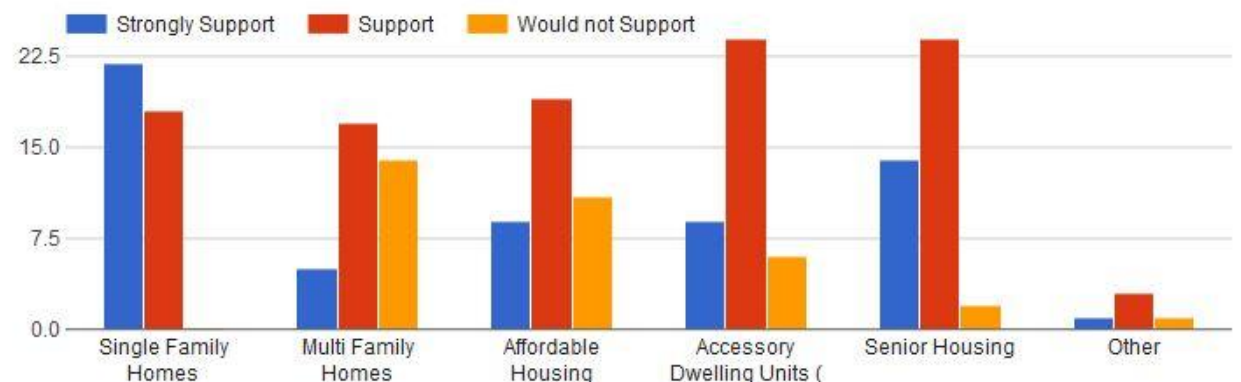
Most residential parcels in the Village have access to a rear alley. **Phasing out overnight street parking and incentivizing the construction of alley-access driveways and garages can resolve some of the on-street parking and streetscape concerns of Village residents.**

Village residents who responded to the survey strongly support the construction of new single family homes and senior housing; Constructing these types of properties will require demolition of existing structures and possibly aggregating parcels in the Village. Residents also supported multi-family units and accessory dwelling units ('mother-daughter' units). Affordable housing in the Village was supported by most survey respondents. **Support for all types of new housing indicates a strong desire for new residential development in the Village.**

Home Age



What types of housing would you support being built in the Village of Riverside?



Housing Stock continued....



Housing in the Village is currently very affordable, and is likely to remain affordable in the long-term. However, the overwhelming concern of the Residents (according to the survey results) was a need to increase the focus on code enforcement and property maintenance. All housing units in the Village should meet basic health & safety standards.



There is room for significant improvements at all price-points of the housing market, while remaining an affordable community. While some homes (pictured to the left) and the Fenderson Street neighborhood (pictured below) are maintained in a good state of repair, others remain substantially unchanged from when they were constructed. Unfortunately, these homes are not ideally suited to the modern buyer; increasing square footage, adding a 1/2 bath, or an upper laundry could make homes in the Village more attractive.

The demographics of the Village of Riverside are intricately linked to the housing stock in the Village. Seniors, singles, and smaller families are likely to be attracted to the small homes in Riverside; which will keep the Village's household size low. Households in the Village are small (around 2.27 people per household). Across the US, household size is decreasing and households in the Village are likely to continue that trend; a new low of 2.17 people per household could be possible by 2030. **Smaller households with a small**



and decreasing housing supply, indicates that the population of the Village will continue to fall until/ unless the Village initiates substantial land use, redevelopment, and infrastructure changes (upgrades to the streets, curbs, and possibly the water/sewer system).

Existing Land Use and Trends

Land use and development potential within the Village of Riverside is dominated by major roadways; specifically Interstate 86 and Rt. 415. The commercial core of the Village developed around Rt. 415; this high traffic road from Corning to Bath has always been the focus of economic development in the Village. In the 1980's Rt. 17 (now I-86) was routed through the Village, bisecting the East and West portions of Riverside. Approximately 100 residents were bought-out, and the Village population declined significantly. However, close proximity to the interstate has its benefits, the exit onto Rt. 415 is well traveled, many businesses have been attracted to and sustained by high traffic in the Village. The Village's only industrial zone is located near the highway and is the site of Riverside's largest employer: Storeflex.

South of the Village is the Chemung River. The river has flooded substantially in 1945, 1972, and 1975 (affecting different communities with each event) . The 1972 flood damage from Hurricane Agnes affected almost the entire Village. In the 1980's flood control structures in PA were built to reduce the risk of flooding to the Tioga River (which joins with the Conhocton at the south-West edge of Riverside to form the Chemung River). Flood control structures (levees) protect the southern edge of the Village from river flooding, but stream based flooding from a back-up along Cutler Creek is still a possibility. Flooding is the most likely substantial risk faced by building owners in the Village.

Homes in the Village are principally located north of Rt. 415. The residences are generally smaller: varying from single-wide mobile homes, to small cottages, and a few 3-4 bedroom houses. The Village must create an environment where residents and developers can make substantial improvements to existing structures or demolish and re-build housing to meet the demands of modern buyers.

The highly praised "Bike Path" is a defining feature of the Village, enjoyed by residents, visitors and neighbors from the surrounding community. Located along the Northern border of the Village, the Bike Path is part of the Wineglass Marathon Route and a part of a Safe Route To School for children attending Calvin U. Smith Elementary and CPP Middle School. The Villages of Riverside and Painted Post clear snow off the path for the entire length of the Bike Path in an agreement with the Village of Painted Post. The Village of Riverside clears snow from sidewalks between the Bike Path and Calvin U. Smith Elementary.



Existing Transportation Network

Riverside officials to seek ramp

People in the Village are able to move around in an efficient manner using the existing car-oriented transportation network, which has been supplemented with a complete sidewalk network and one very significant walking/bicycle trail. The existing exit (#45) off the highway is the main driver of commercial development in the Village. The interstate highway bisects the Village of Riverside. Neighborhoods on the east and west sides of the Village are somewhat distinct, they even have separate zip codes.



Rail access in the Village is limited, there are no rail sidings or industrial sites with rail access. The railroad bridge over Rt. 415 is a significant visual element of the Village. The Village Government has begun discussion about beautifying the bridge, specifically the possibility of painting “Riverside” onto the side of the rail bridge. The railroad is at ground level without soundproof barriers in the eastern half of the Village, but conflicts are minimal. If Norfolk Southern expects a significant increase in rail traffic, additional sound barriers may be necessary.

At this time, there are a sufficient number of gas stations in the Village and an electric vehicle charging station less than 3 miles outside of the Village. If the additional alt-fuel charging stations were to locate in the Village, it would be consistent with the existing character of the community and well accepted by the villagers.

Pedestrian infrastructure in the Village is acceptable; there are trails and sidewalks, however, the quantity, quality, and scope of walkable people-focused infrastructure could be increased. The Village survey responses indicate the villagers are committed to walkability (now and in the future) as a community amenity to attract new residents and visitors. Increased focus on the streetscape between the sidewalk, utility strip, curb and parking areas would eliminate mud and drainage concerns for people who walk/bike around the Village.

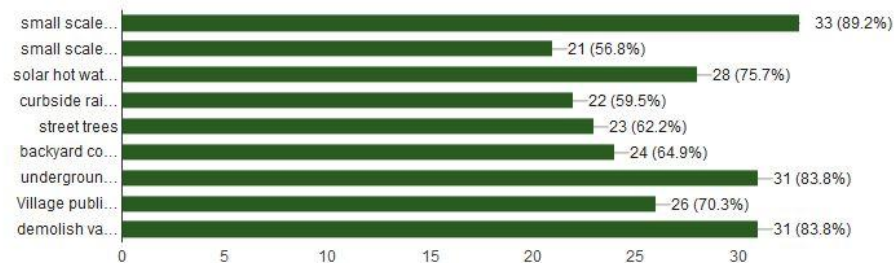
Existing Utilities and Infrastructure



There is complete utility coverage in the Village for electricity, water, sewer, natural gas, and broadband. Since the utilities are managed by larger entities (NYSEG, CNG, the Village of Painted Post, and the City of Corning), the utility capacity in the Village is generally adequate for development purposes. Size and availability of sites are the most significant development constraint, not the availability of utilities.

At the present time, the entire Village is covered by the full spectrum of utilities: NYSEG provides power (through a local substation), Corning Natural Gas provides the natural gas, the Village provides water and sewer services (sub-contracted to the Village of Painted Post and the City of Corning). Empire Access (fiber optic internet) is becoming available in the Village, for interested residents and businesses.

Are you willing to have these in Riverside? Check all that apply (37 responses)



Through the survey, residents expressed strong preferences for small scale solar, undergrounding utilities, and solar hot water heating. Small scale wind power was supported by more than 50% of residents. Residents also supported ‘green solutions’ like installing rain gardens to mitigate standing stormwater.

The remaining sites in the Village are smaller (urban infill), so the utility system will be able to handle increased demand for future re-development. If a sudden influx of redevelopment is expected to overwhelm the existing capacity “contracted” to the Village, then steps to increase the capacity or re-negotiate the contract are possible.

The road network is satisfactory and the villagers are very pleased with the maintenance services provided by the DPW on the water/sewer and streets. However, stormwater ‘ponding’ and curbing on roads throughout the Village are areas of concern to local residents.

However, some of the most important infrastructure in the Village is rarely mentioned or noticed by the residents: the levee system that protects them from flooding on the Chemung, Tioga, and Cohocton rivers. The 39 foot tall levees were completed in 1943.

Community Vision

Like so many other communities, the vision from the residents during the outreach process was that they wanted Riverside to “Stay the same, but better”

From this we can expand onto some of the more specifically actionable visions from the residents:

A sweet cozy Village
where people can feel
safe

Better street lighting
and home
improvements

More restaurants in
walking distance, possi-
bly some small business
would be great

A relaxing beautiful
place where all kinds of
people interact

A community of thriv-
ing middle class Ameri-
cans, maintaining their
modest homes

New families moving
into the Village and a
more diversified
business district



The villagers support an inclusive community for people of all ages, abilities; with a thriving commercial district, and residential neighborhoods that are being maintained and improved. Residents are pleased with the performance of the Village of Riverside’s local government and provided commentary on additional ideas for improvement (code enforcement).

Future Land Use Goals

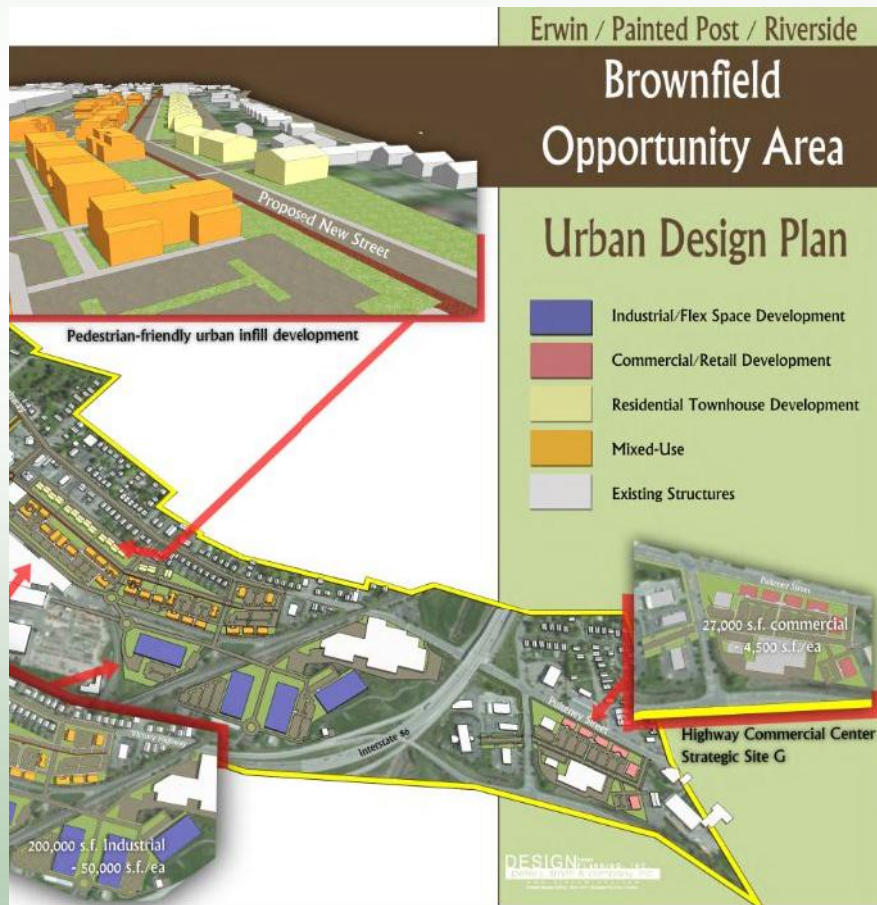
Future land development in the Village should focus on intensifying all types of land uses: allowing new home construction, construction of larger homes, attracting new business, and growing the existing businesses in the Village. The Village should also permit mixed use development where appropriate and economically feasible. Furthermore, the Village should prioritize property maintenance and redevelopment through code enforcement.

Core residential areas in the northern portion of the Village are likely to remain residential for the next 20-100 years. Uses compatible with residences (religious, educational, caring, low-intensity home businesses) are expected to continue and increase in the future depending on the Village population. Large scale residential parcel aggregation, demolition, and new construction is unlikely, but should be permitted wherever feasible to improve the housing stock and property tax rolls. The underlying question, is how to prevent excess vacancy and decay of the housing stock during the coming decades of demographic change. Flexibility of government, property maintenance, and attracting new residents are key elements of a sustainable plan for the future of the Village. The Village lacks a

large apartment complex. The large apartment complexes in the surrounding community are very successful. The City of Corning, Village of Painted Post, and the Town of Erwin all have successful apartment complexes that 'fit in' relatively well with the surrounding residential areas. The market for new apartments is strong, and this type of intense residential use would benefit the Village of Riverside.

For the long term benefit of the Village, commercial uses along Rt. 415 should be intensified and visually standardized. Rt. 415 is the main passageway through the Village. Design Guidelines in this area will improve the appearance and development potential of this important commercial corridor. Market Street and Denison Parkway in the City of Corning provide a good example of intense commercial development that remains walkable and inviting.

Several types of new businesses would be welcome in the Village of Riverside. Existing retail and restaurant space near I-86 exit 45 could be profitably reutilized. Several parcels along Rt. 415 could be aggregated into a larger developable acreage for commercial, ultra-light industrial, or residential senior living.



Village Wide Economic Development

Southern Tier Regional Economic Development Council Vision

Building on a strong foundation of existing businesses and higher education institutions, the Southern Tier region uses a collaborative approach to leverage its globally competitive advantages to attract talent and investment for the development of industry clusters. Our focus will be on increasing the size and prosperity of the region's workforce through new business creation based on high-technology discoveries and other entrepreneurship activities, while ensuring healthy communities and protecting the natural beauty and resources of the region.

Talent attraction is a component of the regions unified workforce development strategy. Through local placemaking efforts, the Village of Riverside can play a role in the attraction of talent to the area helping support long term economic growth in Steuben County.

-James Johnson, Steuben County IDA

I-86 Innovation Corridor Vision

The I-86 Innovation Corridor is recognized as a destination business development location, distinguished by its concentration of multi-national anchor companies, advanced infrastructure to support innovation and technology, rich educational and research resources, specialized and skilled workforce, and vibrant communities.

Economic Development in the Village is closely interconnected with development in the surrounding communities [Corning, Painted Post, Erwin] and the greater Southern Tier region, Ithaca, Elmira and points beyond). Unfortunately, there are few large developable sites remaining in the Village; future economic development projects will be in-fill projects, which can still have a substantial impact on the Village and nearby economy.

Redevelopment of the Ponderosa site, the lots between the Crystal Cleaners and the rail line, re-use of existing parking lots, and increased utilization of existing commercial space in the business district are the top economic development priorities for the Village. The Riverside Village government works closely with Steuben County, the Steuben County IDA, and the Three Rivers Development Corp to promote appropriate development and investment throughout the community.

Economic Gardening (growing and cultivating profitability and employment at existing small businesses) is an economic development strategy focusing on improving and expanding local firms. Due to the constraint of being fully built-out, the Village should focus on an incremental economic development approach to have the most significant impact on the Riverside Village economy.

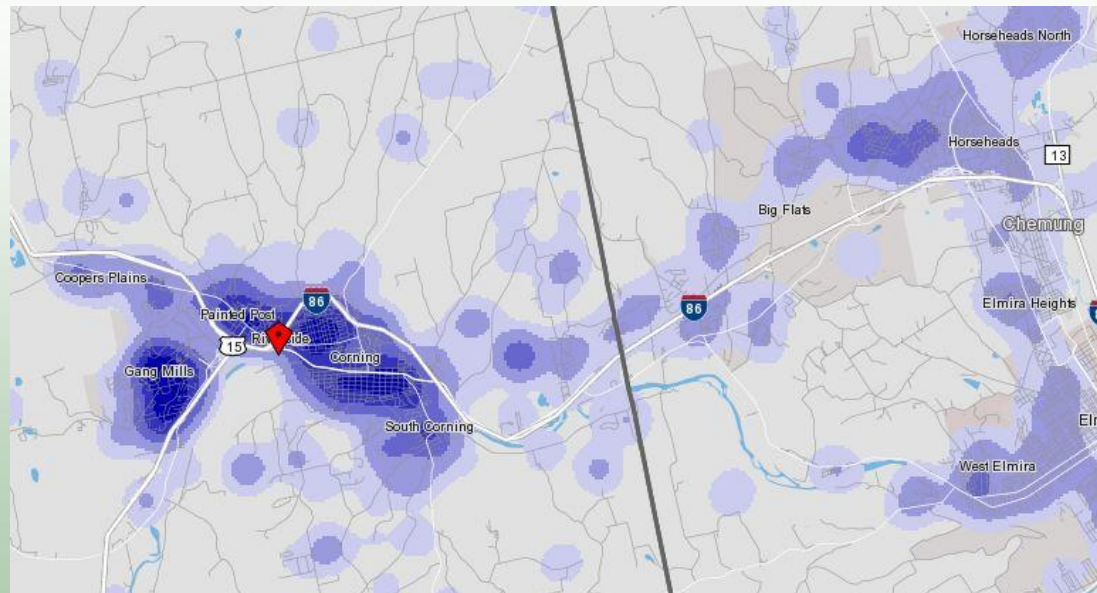
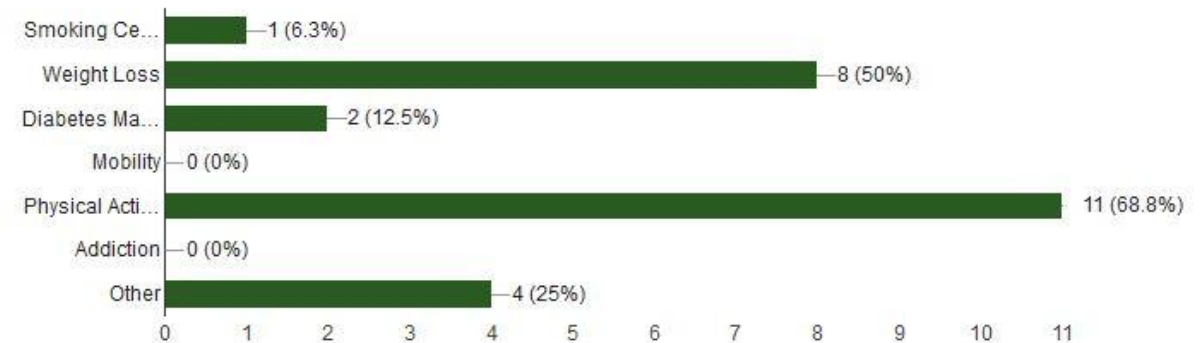


Figure 22: Commute-shed / work address for 'idealized' Village residents

Community Health

The survey results indicated that villagers were willing and able to support community health initiatives. The four main elements raised by villagers during the public outreach process were walkability in the community exercise opportunities in the Village, tobacco awareness and acceptance of the local foods movement/urban gardening. Each of these community health issues has become an element of implementing the comprehensive plan and these issues have guided the zoning recommendations.

Are you or (anyone in your family) interested in health opportunities like:
(16 responses)



Walkability was strongly supported in the community survey by many of the respondents. Walkability of the Village (as it is) was mentioned as one of the communities strongest points and improving walkability with: additional trail connections, pedestrian amenities, sidewalk maintenance, traffic enforcement and a focus on the handicapped accessibility were all well supported. These are recommended in the action plan.

Exercise opportunities in the Village are limited to self-directed activities. Given the demographics of the Village, and the positive survey response, there is an unmet need for structured classes to improve and maintain the physical abilities of Village residents. Partnerships with YMCA, county health, senior center and health providers will be important to developing a new activities for Village residents and visitors from nearby communities.

The Village has been on the forefront of tobacco harm reduction strategies, by establishing Hanshaw Park and the bike path as tobacco free zones. These initiatives have the support of residents and should continue with greater partnerships between Steuben County Health and the Southern Tier Tobacco Awareness Coalition (STTAC).

Urban gardening/local food production is an increasingly discussed issue nationally. Village residents were comfortable with and supportive of the main land uses associated with urban gardening: composting, front garden and curbside gardens. The zoning law should allow the production of produce on lots in the Village. This will reduce GHG (green house gas) emissions due to VMT's (vehicle miles traveled) to buy food, decrease GHG emissions due to decreased landfilling of household and yard waste, and improve the connections between residents and the local food network.

Flood Risks



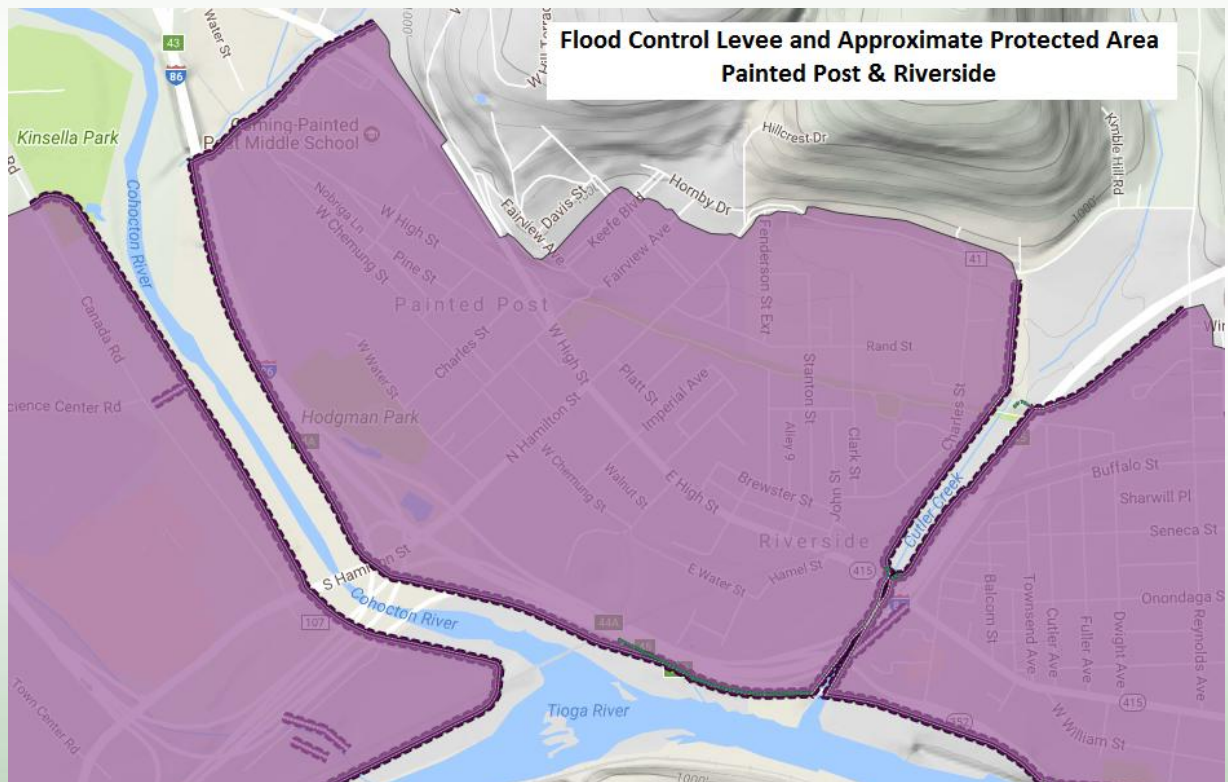
Riverside, NY, June 1972

Riverside has some poorly drained areas where heavy rainfall or rapid snow melt can overwhelm drainage ways and storm sewers, contributing to local flooding problems. Alteration of natural drainage patterns and land cover can significantly increase these drainage problems. Construction activities within the Village rarely disturb an acre of land and thus generally do not require a state permit for stormwater discharges. However, **the Village can reduce the impacts of runoff by working to improve street drainage, requiring runoff management for new construction, and encouraging use of green infrastructure practices** that protect natural features, minimize the amount of pavement,

Green infrastructure stormwater practices preserve or replicate natural drainage patterns to slow water down and allow it soak into the ground.

The Village of Riverside is situated in the floodplain of the Chemung River, which forms the southern municipal boundary. Cutler Creek also flows through the Village. Additional flood risks may result from poor drainage when runoff overwhelms the Village's stormwater drainage systems.

Flood protection is provided by levees along both the Chemung River and Cutler Creek, as well as channel realignment and a drop structure in Cutler Creek. This flood protection system was constructed in the early 1940s¹ and has provided valuable protection since that time. However, the Village did experience subsequent flooding in 1946, 1972, and 1975.² Additional flood protection is provided by the Tioga, Hammond, and Cowanesque reservoirs in the Tioga River watershed in Pennsylvania. These flood control dams, which were completed in 1979 and 1980, help to control flows in the Chemung River.³ Although these levees and dams significantly reduce flood hazards from the Chemung River and Cutler Creek, they cannot assure safety.



¹ Source: U.S. Army Corps of Engineers National Levee Database, <http://nld.usace.army.mil>, retrieved September 2017.

² Source: "Flood Insurance Study, Village of Riverside, New York, Steuben County," by Federal Emergency Management Agency, November 1979.

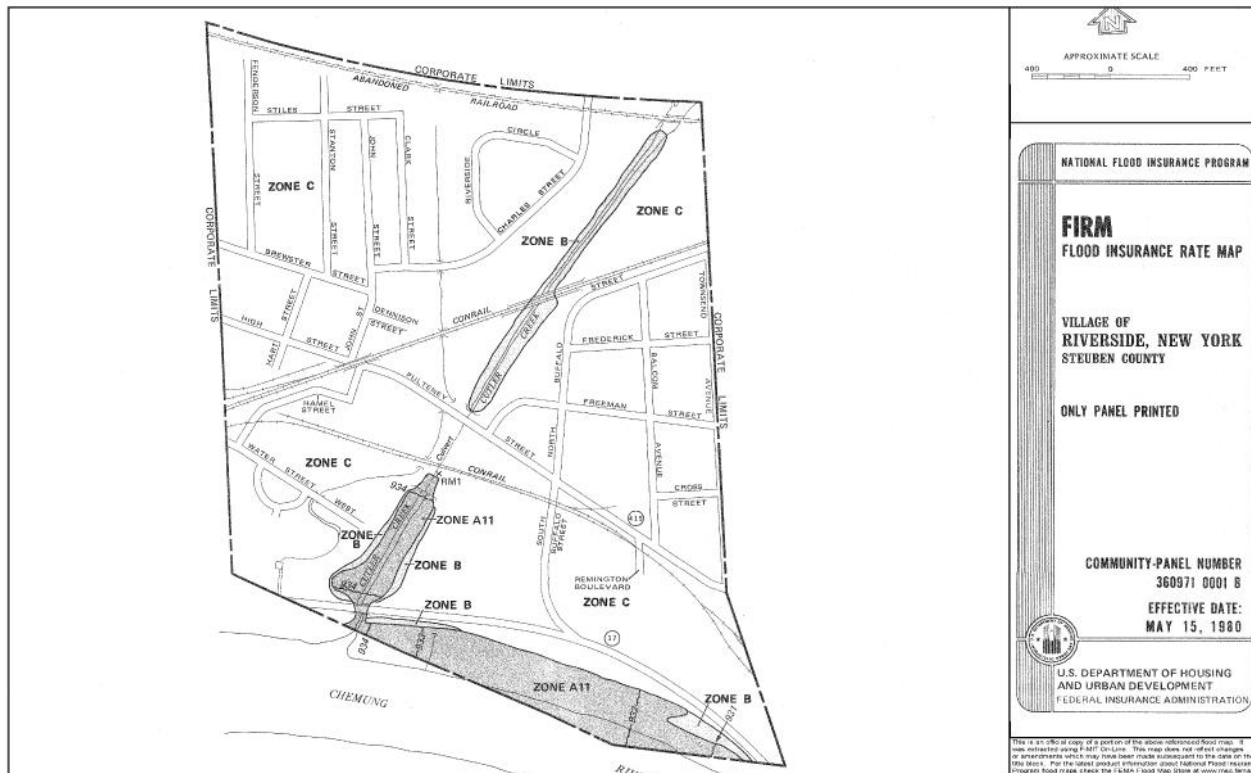
³ Sources: "Tioga-Hammond Lakes, PA" and "Cowanesque Lake, PA," U.S. Army Corps of Engineers Fact Sheets, February 2017.

Flood Risks (continued)

The Village of Riverside Flood Insurance Rate Map (FIRM; often referred to as the FEMA flood map) shows the floodplain areas with a 1% probability of flooding in any given year (the Special Flood Hazard Area or so-called 100-year floodplain) and additional areas with a 0.2% annual probability of flooding (the so-called 500-year floodplain). This mapping, published in 1980, shows flood hazard areas only on the river and stream side of the flood protection systems. However, this does not mean that areas outside of the mapped flood zones will never flood.

Development within the Special Flood Hazard Area (as shown on the FIRM) is regulated based on the Village's Local Law for Flood Damage Prevention (Local Law No. 1 of 1989) and the floodplain development requirements in the New York State Residential and Building Codes. However, developed and developable areas within the Village are located outside of the mapped flood zone where floodplain development requirements do not apply.

Flood control structures reduce—but do not eliminate—the risk of flooding.



Although flood control levees and dams protect the Village from most floods, it is possible for floods to exceed the design capacity of these structural projects (such as occurred in 1946, 1972, and 1975). It is also possible for levees and dams to fail (which has occurred in other parts of the country). When the Village's Flood Insurance Rate Map is updated, it will be necessary to evaluate the condition of the levee system to determine whether it should continue to be accredited as providing protection from the model flood (100-year event). The cost for this engineering evaluation is not included in FEMA's mapping budgets or in the New York State budget for levee maintenance. If the levee condition is not assessed or if the engineer conducting the evaluation is unable to certify that it continues to provide adequate protection, the protected areas—which encompass the entire Village—could be included in the floodplain on a future FIRM.

The effectiveness of the flood protection works in recent decades has engendered complacency regarding the residual flood risks within the Village. **Because levees protect the entire Village, it is beneficial for residents to have a better understanding of these hazards and strategies for reducing risks.** One recommendation would be to purchase flood insurance. Standard insurance policies do not cover flood damage and uninsured losses can bring financial hardship. Most structures in the Village can qualify for low-cost Preferred Risk

- Single family residential policies: 3
- 2-4 family residential policies: 1
- Non-residential policies: 2

⁴ Source: FEMA Region II, August 2017.

Regulatory Action Plan

#	Start	Milestone	Milestone	Goal
A	Improve Zoning law definitions and purpose to meet current legal standards and the plan's recommendations. Add land use and bulk density table to the law	Draft language is presented to the Village Board	Final language and the Revised Zoning Law is adopted by the Village Board	Develop a purpose in the Zoning law that is consistent with the Comprehensive plan and 'legally strong'
A	Set a 2 acre threshold for development that would require the use of the best practices outlined in the SGA- Smart Growth Implementation Toolkit	Draft language is presented to the Village Board	Final language and the Revised Zoning Law is adopted by the Village Board	The Village is protected in the case of large-scale redevelopment (due to parcel aggregation or disaster recovery projects)
A	Require 3d renderings of proposed construction for all applications, except 1-2 family residential.	Draft language is presented to the Village Board	Final language and the Revised Zoning Law is adopted by the Village Board	The Village Planning Board has an opportunity to visualize the bulk of new developments
A	Strengthen CEO's role	Move CEO to full time during 1st push of new zoning and compliances	Develop long term plan for CEO to remain connected and effective while working part time	Zoning law is fully enforced and housing stock in the village improves
A	Enforce the existing law, in preparation for revising and adopting a new law; particularly where current enforcement would ease the implementation of the new zoning.	Evaluate code compliance for all structures in the Village, identify a pathway to compliance for each	The Village pursues enforcement action against landowners that are not bringing their properties into compliance	All structures in the Village are safe and code compliant.

Regulatory Action Plan

#	Start	Milestone	Milestone	Goal
1	Develop a form based commercial zone with design standards, bulk density table, allowed heights up to 3 stories, and transit oriented development (the commercial zone is the transit hub of the village).	Workshop with the public, Prepare draft law for review.	Laws are reviewed, revised and adopted by Village Board for the benefit of the Village 8-24 months	Commercial development is easier while ensuring the Village's sense of place is preserved.
1	Revise the Zoning law: Permit development based on compatible density, regulate building scale by traffic intensity, permit Multi-use lots in certain zones, create a mixed use zone. Encourage mixed use and densification throughout the Village (where appropriate). Encourage multi-family development wherever appropriate throughout the Village. Allow residential development wherever appropriate. Allow 2 story construction throughout the Village.	Workshop with the public, Prepare draft Zoning law for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board for the benefit of the Village 8-24 months	Zoning law is an effective tool for maintaining quality of life in the Village and implementing the community vision of this comp plan. An increased number of households are able to live in the Village, and the population of Riverside increases.
2	Develop design standards for commercial and residential uses. Incorporate a design review function into the role of the Planning Board.	Workshop with the public, Prepare draft Zoning law for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board for the benefit of the Village 8-24 months	Design standards ensure all future development and re-development in the Village are consistent with the preferences of the community.
3	Improve accessibility in the village for the handicapped, aging, and families	The village commits to improvements of public roads, sidewalks and trails	Subsequent code enforcement prioritizes accessibility in commercial and public buildings (ramps and door openers)	The Village is welcoming and accessible to all
3	Prohibiting on-street parking in the Village (overnight?) after a 3-5 year period would solve some issues identified in the Plan: institute a driveway ordinance, require streetscape beautification, and maintenance on utility strips and curbs	Prepare laws for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board for the benefit of the Village 8-24 months	Street improvements are accomplished and traffic on narrow streets isn't impeded by on-street parking

Regulatory Action Plan

#	Start	Milestone	Milestone	Goal
4	Revise sections of the Zoning law about walkability and parking: identify safe pedestrian walkways through parking lots as a priority, require pedestrian and bicycle amenities for major projects, expand the pedestrian connectivity requirements, particularly near the Bike Path and in the commercial zone. Require crosswalks where needed. Re-iterate the focus on people who walk and bike in the purpose of the law and in the connectivity & street sections. Explicitly discuss and protect the Bike Path in the Zoning law. Require safe routes to school for people and bike-riders within 1 mile of a school. Require bike lanes that meet the best practices (along designated, well-traveled routes).	Workshop with the public, Prepare draft Zoning law for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board for the benefit of the Village 8-24 months	People are able to move safely and comfortably throughout the Village, on foot or by bike.
5	Change parking minimums to maximums or thresholds. Implement flexibility around parking needs for certain areas/ land uses within the Village. Allow parking reductions in exchange for increased pedestrian amenities. Landscaping and stormwater requirements for parking lots, require all lots to comply within 5-10 years. Implement the best practices for limiting impervious surfaces while remaining walkable and business friendly. Limit on-street parking (all the time or only at night?). Discuss flexibility about using shared parking or joint parking.	Workshop with the public, Prepare draft Zoning law for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board for the benefit of the Village 8-24 months	Parking is a land use to support appropriate development in the Village, not a barrier to people or future development.
6	Changes to the Mobile home section of the Zoning should follow NYS's mobile home law. Sections V, S, T, & W of the existing mobile home section could be combined.	Prepare laws for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board for the benefit of the Village 8-24 months	Mobile homes in the village are compliant with the law, safe and well maintained
7	Modify the law to require adequate (visual and audio) buffering between land uses, include railroad sound barriers	Prepare laws for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board 8-24 months	Rail noise is not a problem for the Village residents due to prompt action by Norfolk Southern rail lines

Regulatory Action Plan

#	Start	Milestone	Milestone	Goal
8	Allow accessory units with a permit (timed expiration?).	Prepare laws for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board 8-24 months	Based on their needs, temporary housing units are allowed on existing home lots
9	Fees for permits and licenses in the village should rise, to offset the cost of Code enforcement. Inspection of vacant buildings with a corresponding fee should be added to the law	Prepare laws for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board for the benefit of the Village 8-24 months	Homes in the Village are occupied and maintained in a good state of repair
10	Include a formal future road map with hierarchy, speed, parking, & radius table in the law (by zone). Set and enforce alley standards.	Prepare laws for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board 8-24 months	Future developments in the Village conform to the future road map.
11	Require human scale amenities such as benches and bus shelters, particularly to serve people in the 6 months of Upstate NY winter. Identify areas of the Village for public transportation improvements (a bus stop or two). Offer development incentives for park & ride/ ride-sharing.	Prepare laws for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board 8-24 months	Using public transport in the Village is comfortable and convenient, developments are well connected to alternative transportation
12	Expressly permit sharing use & time within school buildings.	Prepare laws for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board 8-24 months	The Village does not limit possible uses of school buildings.

Regulatory Action Plan

#	Start	Milestone	Milestone	Goal
13	Petition NYSDOT for Buffalo/415 road diet	Convince DOT that current road orientation is limiting pedestrian and bike movement in the village	Meet with NYSDOT and conduct a road diet study	Work with NYSDOT to modify the intersection for maximum community benefit
14	Street maintenance, walkability and community health	Prepare laws for review by the P.B. and Village Trustees in 6-18 months	Laws are reviewed, revised and adopted by Village Board for the benefit of the Village 8-24 months	Walking is an easy and efficient way to move around Riverside for all residents and visitors
15	Partner with USDA, Corning Inc, Habitat, Bishop Sheen, Arbor Housing to improve the housing stock	Meet with partners and collaborate on grant apps	Improve 5-25 homes in the Village	Preserve and improve housing stock for current and future residents
16	Rail bridge signage and beautification	Continue discussion with DOT and Norfolk Southern about rail bridge beautification	Cost estimates for Village to have "Riverside" painted on the bridge	The bridge is more attractive and contributes to the 'sense of place' in Riverside (as distinct from CNG and PP)
17	Improve enforcement of interaction at major pedestrian intersections	Notify NYS Troopers and Steuben Co. Sheriffs about difficult intersections	Modify signage, striping and crosswalks with DOT as needed	Roads in the village are safe for all users
18	Implement community exercise class	Identify project partners	Start with a pilot program	Residents have the opportunity to improve their own health and/or ability to care for themselves