

2017 COMPREHENSIVE PLAN

PAINTED POST, NY

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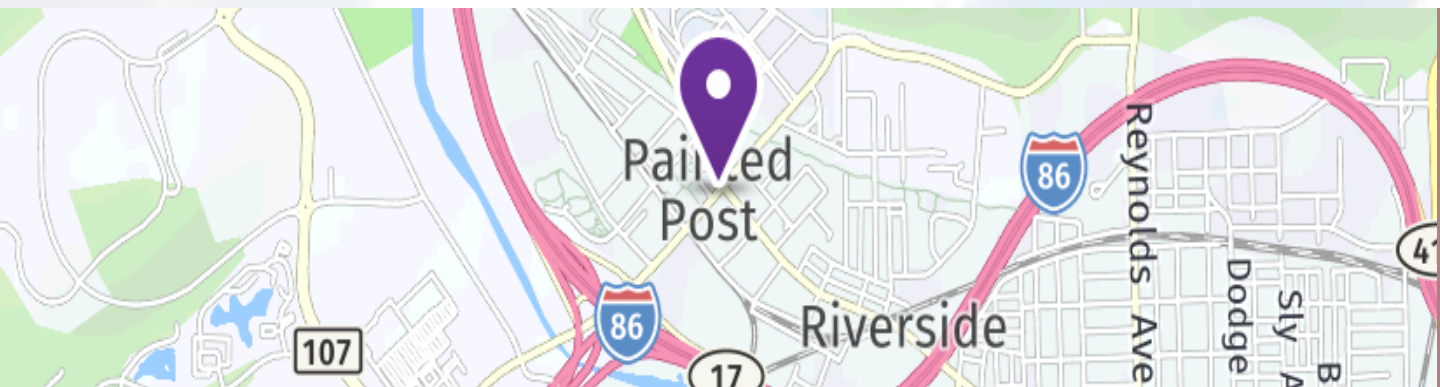
Southern Tier Central Regional Planning and Development Board

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INTRODUCTION

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CONTEXT

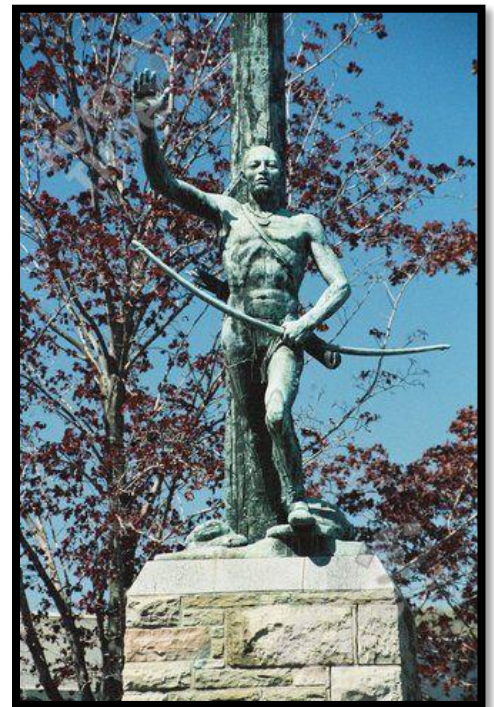
Location

The Village of Painted Post resides where the Cohocton and Tioga Rivers meet to form the Chemung River. Within Steuben County, NY, Painted Post lies west of Corning at the intersection of Interstate 86 (formally Route 17) and Route 15 (future I-99), and east of Erwin.

History

The Village of Painted Post begins with the history of its name as early settlers began exploring the area in the 1780s. Groups entering the Village noticed a carved, wooden post at the point where the two rivers converge. The post was first reported by General Freegift Pachen, who described carvings of 28 men that were painted red. Other accounts described the area as a favorite location for even earlier Native American tribes. Such claims were supported by stories of discovered skeletons and tribal relics as defined in the *History of the Town and Village of Painted Post, and of the Town of Erwin* written by Chas H. Erwin in 1874. The area was referred to as “The Lands of the Painted Post” and was later shortened to “Painted Post” when an organized municipality was established.

The statue located within the village square, at the intersection of Hamilton and Water streets, is another cherished characteristic of Painted Post. Though there are many folk tales of its origin, one of the first versions was erected in 1803 before it became weathered and destroyed by visitors. Another statue was then constructed in 1824 by John Wygant, described as a Native American “weather vane” made of sheet iron with a 30-foot shaft. This version brought folk art to life in the Village with its contemporary look and wealthy clothing. Wygant received one cow for payment for his work. A second sheet iron model was created in 1880 which only lasted 14 years until an updated cast version erected in 1894 representing John Montour, grandson of the well-known Catharine Montour. This representation included a 15-foot pedestal, all of which were destroyed in a storm in 1948. Finally, the most current statue was built by Norman Phelps, a former art teacher at Painted Post, in May of 1950. The statue resembled a warrior with an arm raised in greeting, standing in front of a representation of the original post. Phelps passed away in April of 2002, and with the development of the new business district, the statue was moved to a safer location on the same intersection.



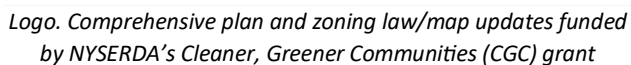
Current Statue created by Norman Phelps in 1950

Today, the Village of Painted Post embodies unity and social cooperation through the Colonial Days event and recreation involving the surrounding rivers.

The goal of a comprehensive plan is to determine the vision and aspirations of a given community in order to implement laws and regulations that move the municipality in its desired direction. Community engagement is imperative in order to determine the ambitions of the surrounding residents, business owners and elected officials. By gathering the aforementioned views, the strengths and vulnerabilities of the municipality can be further evaluated.

Any issues that arise once regulations have been implemented are then justified by the comprehensive plan, a document representing the vision of key public stakeholders and residents. Any future development will then be supported by this overall view of what is desired by the residents and other members of the community.

In 2015, Southern Tier Central Regional Planning and Development Board (STC) was awarded funding from New York State Energy Research and Development Authority (NYSERDA) to complete a project under the Cleaner, Greener Communities (CGC) Program. Funding for the project was allocated between the Villages of Painted Post and Riverside to update comprehensive plans, zoning laws, and zoning maps. The last update was completed in the Village of Painted Post over 10 years ago. With updated census data and knowledge of a community vision, the updated edition will address future growth and existing development goals.



STC has been working with the Village's Planning Board to discuss the current and future needs of the community in order to make amendments to the appropriate documents. The final comprehensive plan aims to provide Painted Post with the ability to meet NYS Cleaner, Greener principals as well as desires outlined by survey and focus group participants. Through community engagement and public comment, the new



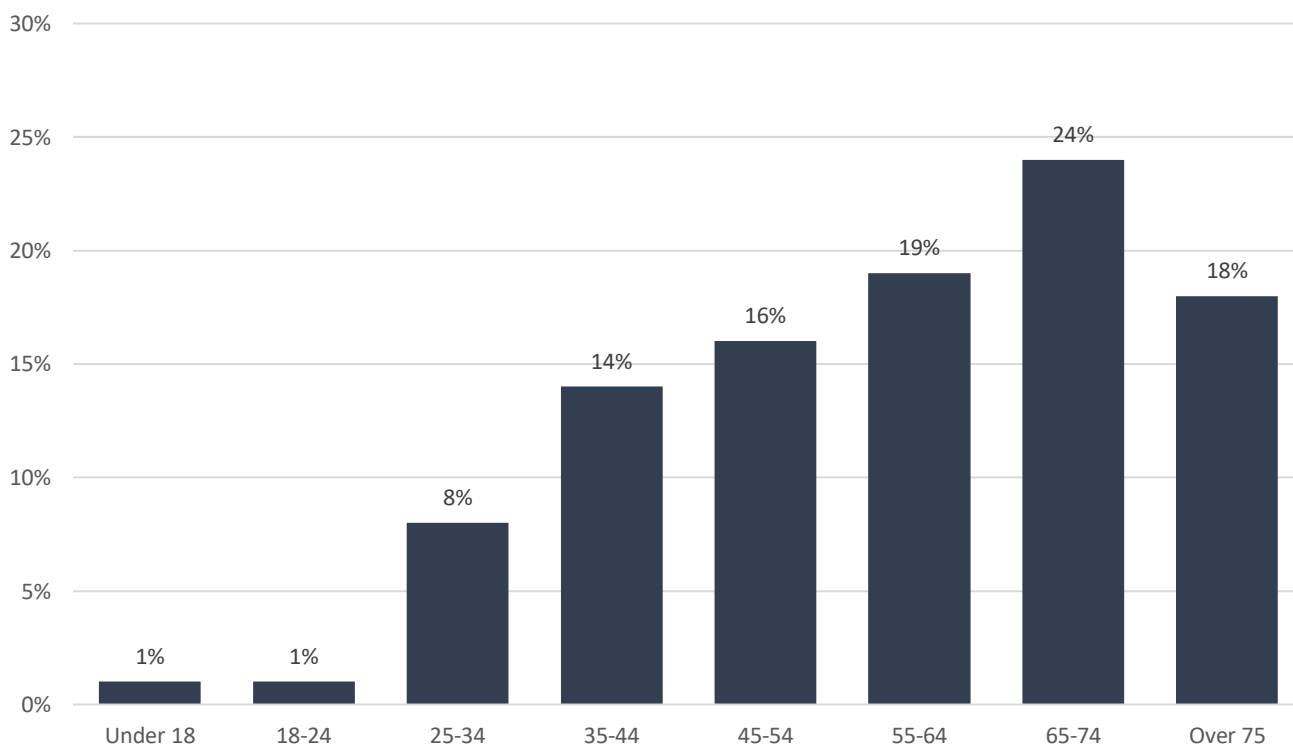
Community Engagement

A plan often undertakes a community-driven vision obtained through input from residents, business owners and local elected officials. Individuals involved in the planning process provide local and individualized expertise on various topics such as transportation, land use, economic development, housing, natural resources, energy, emergency management, and public services. Support from residents and other key constituents in the aforementioned areas often leads to updated policies, laws, and regulations that support and help to construct the overall community vision.

Survey

In 2016 the Village of Painted Post's planning board, in collaboration with STC, created a survey instrument to be distributed to residents in hopes to gain a better understanding of the current community values and concerns. The surveys were distributed to 840 homes with extra copies available at Village Hall. Another version of the survey was available online. One hundred forty-nine surveys (17.7%) were returned, yielding responses from just over 8% of Painted Post's total population. Although low, it is reasonable to assume those responding are most active and engaged in the community. The chart below indicates the age range of survey participants. Other current demographics and conditions of the Village can be found in succeeding sections.

Survey Respondent Age



The following table highlights the respondents' individual relationship with the Village. About 93% of respondents identified as either home owners or home/apartment renters while about 7% identified as business owners or other non-residents. The majority of the participants stated that they were homeowners, making up 88% of the responses.

In regards to the number of occupied housing units, data highlights that about 59% are owner-occupied while about 41% are renter-occupied. As stated in the following table, a much smaller number of renters responded to the survey.

Residency	# of Residents	Percentage
Home Owner	128	88%
Home/Apartment Renter	7	5%
Business Owner	8	5%
Other Non-Residents	3	2%
Grand Total	146	100%

TABLE 1 - RESPONDENT PRIMARY CONNECTION

Focus Groups & Interviews

The focus group meetings held from July to September 2017 included the Volunteer Fire Department, Local Government Employees and the Board of Trade. Meetings for families and youth and for new residents did not receive any participation. Common themes including fear of further consolidation, funding, revitalizing parks, maintaining the Village character and sense of community were discussed during all meetings.

One follow-up interview was held with the President of the Board of Trade, who outlined similar topics along with a need for improved communication between the business or private sector and the Village. By incorporating all community groups, it is reasonable to believe all community perspectives have been represented in the Comprehensive Plan.

Writing the Plan

Portions of the comprehensive planning process were completed as follows:

- March 2016 – First Steering Committee Meeting (with monthly meetings to follow)
- September 2016 – Survey Distribution
- March 2017 – Preliminary Analysis of Survey Data and Steering Committee Meeting
- August through September 2017 – Focus Groups, Summary and Thematic Analysis
- July through December 2017 – Draft chapters of Comprehensive Plan presented with full document provided in December for Steering Committee review

COMMUNITY VISION: THE VILLAGE OF PAINTED POST ENVISIONS A COMMUNITY WITH A STRONG VILLAGE CHARACTER, FOCUSING ON RETAINING EXISTING RESIDENTS, ECONOMIC DEVELOPMENT FOR VILLAGE SQUARE AND THE FOUNDRY SITE, AND AESTHETIC VALUE. BY IMPROVING ON AND MAINTAINING STRONG CODE ENFORCEMENT THROUGHOUT THE VILLAGE, CREATING A MORE WALKABLE COMMUNITY, AND PROVIDING SUPPORT AND ASSISTANCE FOR IMPROVING THE AESTHETICS OF THE COMMUNITY, THIS STRONG VISION CAN BE ACHIEVED.



DEMOGRAPHICS

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THE SETTING

Population

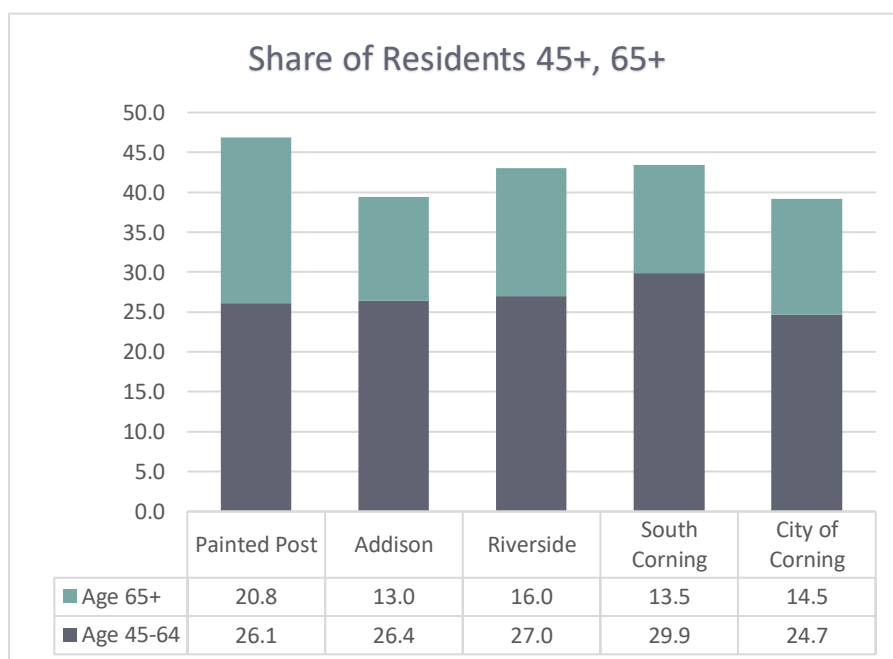
The Village of Painted Post has had a minor decrease in population from 2010 to 2014. Steuben County's overall population decreased slightly in this time period at -0.04%, as well. It is anticipated that the population in Painted Post may continue to fall, as children move out of their parents' homes and the aging population begins to leave. As more houses become available in Painted Post, there is an opportunity to see some growth, should new young families move in.

Villages	2014 Population	2010 Population	% Change
Painted Post	1,732	1,809	-4.26%
Addison	1,809	1,763	2.61%
Riverside	631	497	26.96%
South Corning	1,029	1,145	-10.13%
City of Corning	11,108	11,183	-0.67%

Source: U.S. Census 2010; American Community Survey 2010-2014

Age

Steuben County and the Southern Tier have an aging population. As is represented below, almost 24% of the population is over the age of 65. Further, the age charts clearly show young adults growing up and leaving the area, never to return. This loss of young families is a typical trend seen in upstate New York. Painted Post is a great small community with good schools and nice neighborhoods. Marketing itself as such may position Painted Post as a place where young families want to move to and return home to raise their own children.



Age	2014	%	2010	%	% Change
<5	72	4.2	92	5.1	-22%
5-24	645	21.6	419	23.2	54%
25-44	421	24.3	451	24.9	-7%
45-64	455	26.2	471	26.1	-3%
65-84	321	18.5	289	16.0	11%
85+	88	5.1	87	4.8	1%

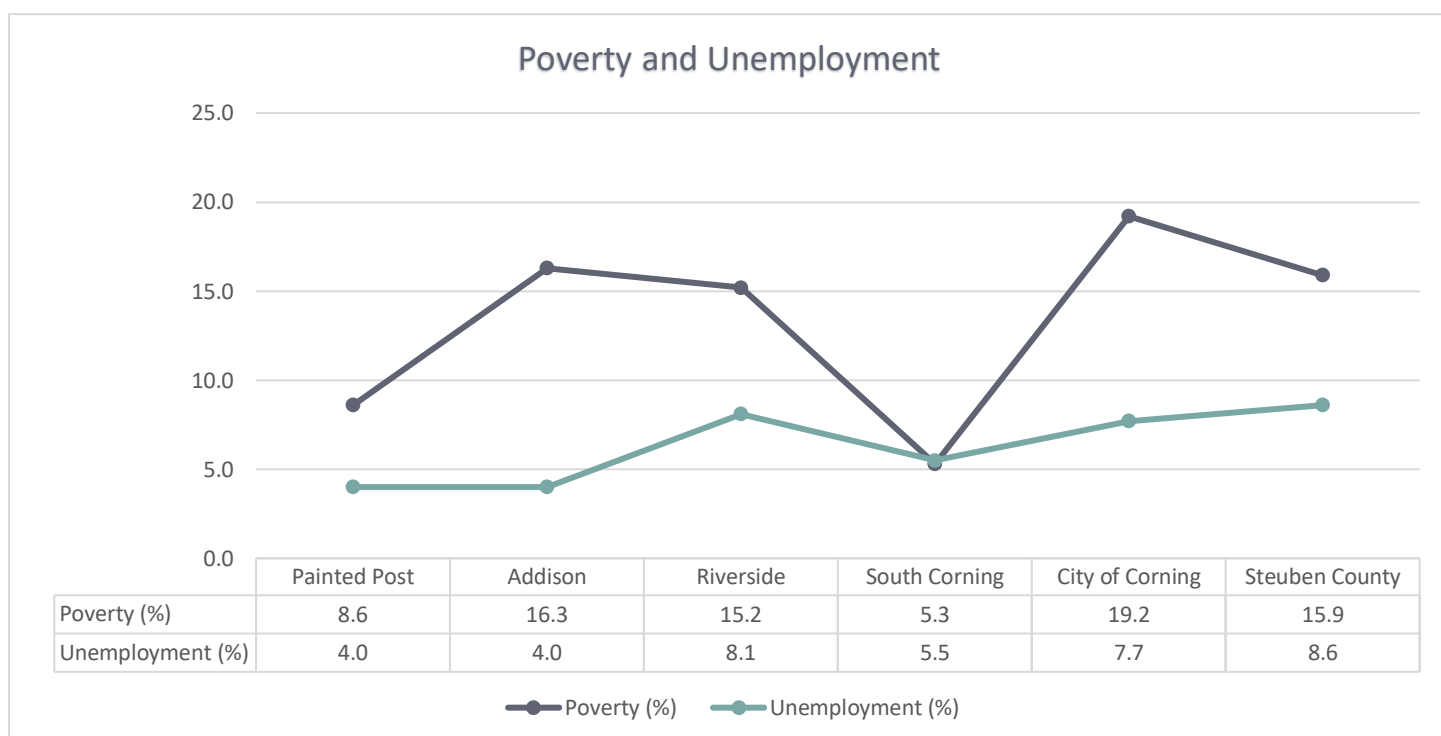
Source: U.S. Census 2010; American Community Survey 2010-2014

Income and Poverty

While slightly higher than Steuben County, Painted Post's median household income is less than surrounding villages and almost \$8,000 less than New York State. These low wages are something that plagues the region. The Southern Tier region is looking to attract higher paying jobs and raise these low incomes. While Painted Post is small, there are a couple of areas that have the potential for significant developments including Village Square and the foundry site. Future development of these sites may result in higher paying jobs available right in the Village and will presumably help increase the median household income, should future employees decide to also relocate to the Village.

Village	Median Household Income
Painted Post	\$50,104
Addison	\$53,450
Riverside	\$45,975
South Corning	\$54,231
City of Corning	\$48,791
Steuben County	\$47,733

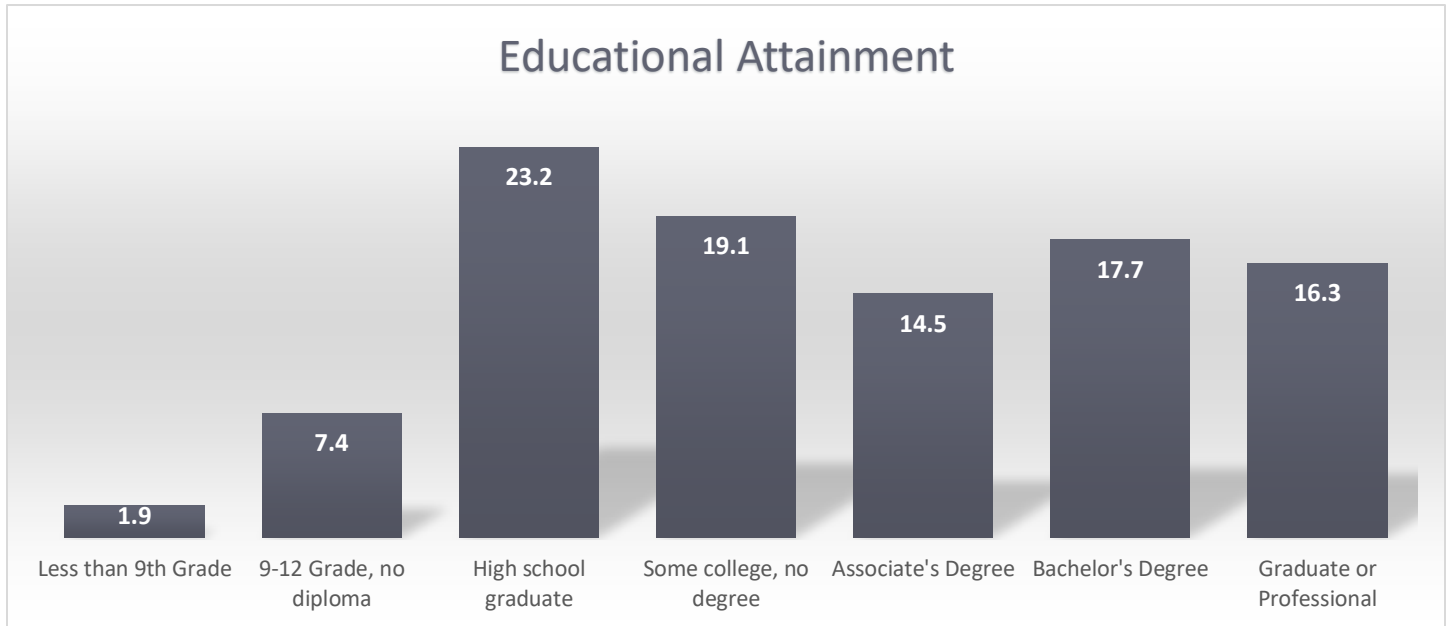
Source: 2010-2014 American Community Survey



The percentage of individuals living under the poverty line is 8.6% and the percent of unemployment is 4%. Both of these numbers are relatively low for the region. While residents do not tend to make high salaries, they generally are not living impoverished.

Education

Painted Post residents tend to be educated, with almost 50% of the residents having obtained at least an associate's degree. Assuming many of these educated individuals are also part of the aging population, this demographic has the ability to change significantly. As the aging population leaves, it will be important to watch the younger population to see if they are earning degrees at the same rate the aging population has in the past. Working to create jobs that require degrees within the Village will also ensure higher wages and lower unemployment and poverty rates.



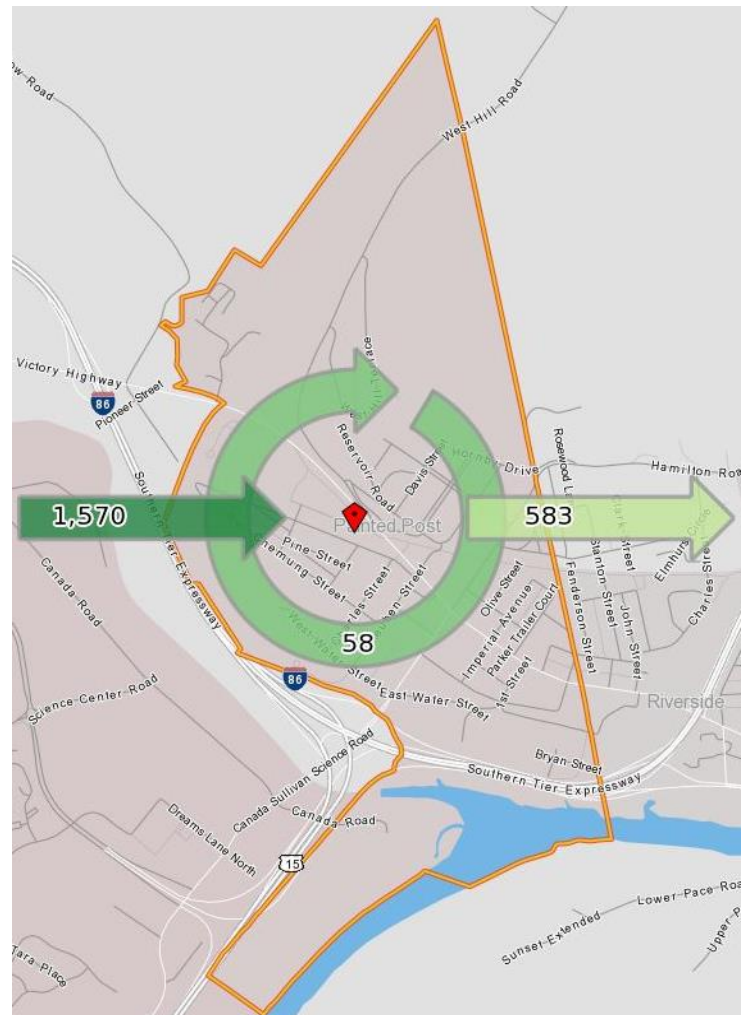
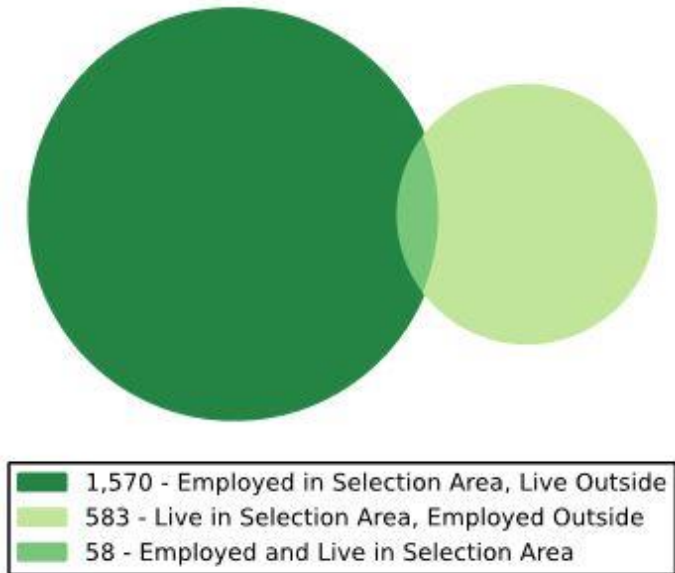
Employment

One of Steuben County's major employers is located in the Village. Dresser Rand/Siemens employs over 590 individuals. It is unclear how many of those employees actually live in the Village, but census data tells us it is very few. Working with Dresser Rand/Siemens to better determine how Painted Post can become a Village that can best house their employees and meet their employees' daytime/workday needs will be mutually beneficial. The 590 employees driving through the Village every day provides opportunities for a wealth of through traffic. Finding businesses and services that cater to this population as well as working with their Human Resources departments to determine employee housing needs appears to be an untapped opportunity.

Almost 20% of working residents in Painted Post are employed in the manufacturing section. Another 28% are employed in education and healthcare. While the census data combines education and healthcare, it is assumed the majority of those are actually in education as there are not many healthcare providers in the Village. This too seems to be an untapped market. As the population ages, there are many healthcare needs and the Village could work to attract healthcare providers, urgent care facilities and home health aides as business to the area. This will bring new educated residents to the area as a result.

OCCUPATION		
Civilian employed population 16 years and over	812	812
Management, business, science, and arts occupations	374	46.10%
Service occupations	178	21.90%
Sales and office occupations	131	16.10%
Natural resources, construction, and maintenance occupations	59	7.30%
Production, transportation, and material moving occupations	70	8.60%
INDUSTRY		
Civilian employed population 16 years and over	812	812
Agriculture, forestry, fishing and hunting, and mining	10	1.20%
Construction	25	3.10%
Manufacturing	158	19.50%
Wholesale trade	9	1.10%
Retail trade	57	7.00%
Transportation and warehousing, and utilities	24	3.00%
Information	7	0.90%
Finance and insurance, and real estate and rental and leasing	67	8.30%
Professional, scientific, and management, and administrative and waste management services	70	8.60%
Educational services, and health care and social assistance	228	28.10%
Arts, entertainment, and recreation, and accommodation and food services	85	10.50%
Other services, except public administration	51	6.30%
Public administration	21	2.60%
Source: 2010-2014 American Community Survey		

Inflow/Outflow Job Counts in 2014

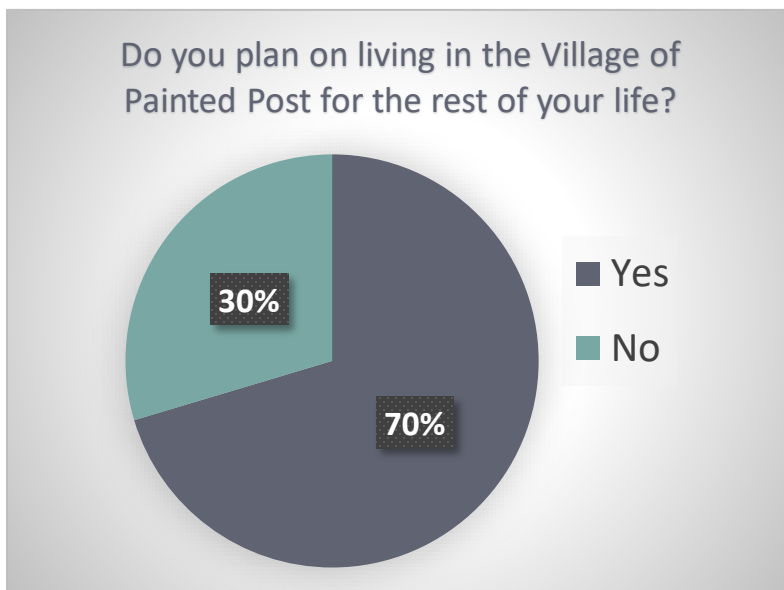
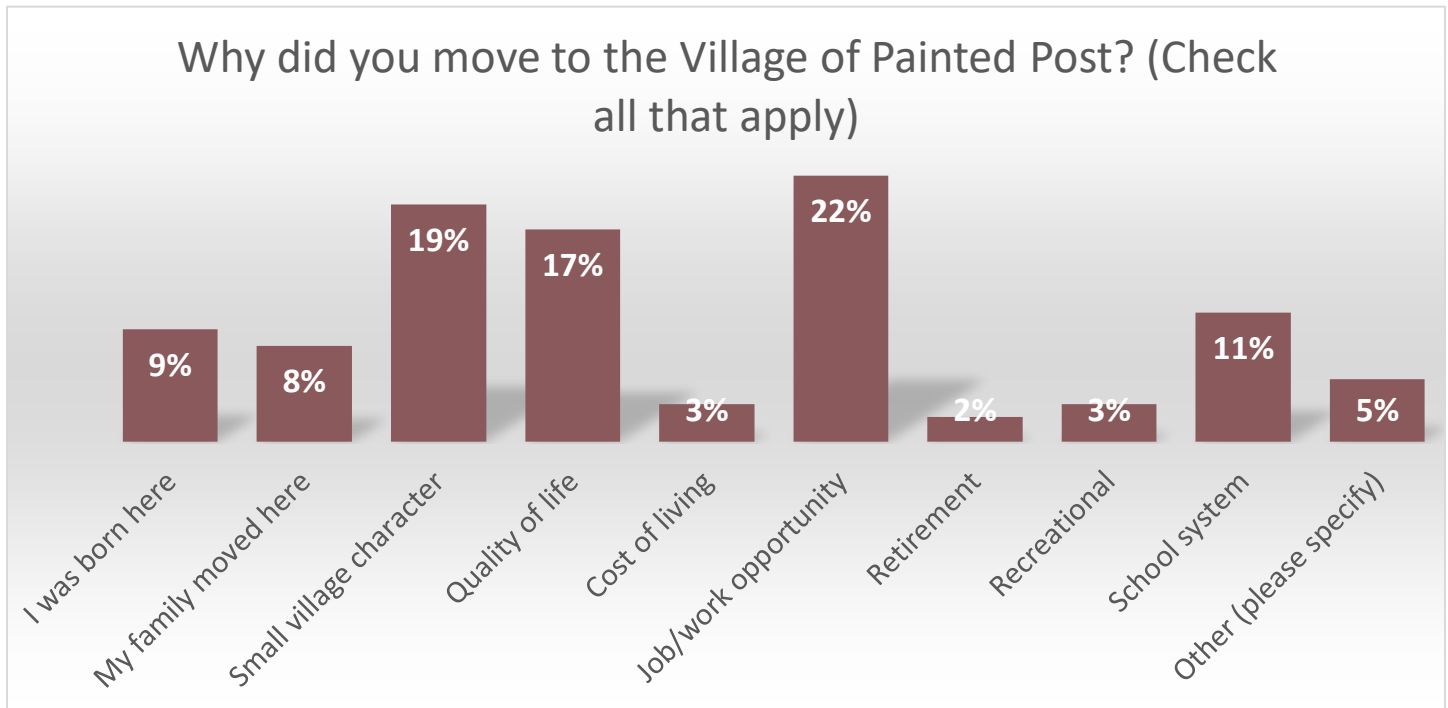


1,570 individuals work in Painted Post but live outside the Village, while 583 live in Painted Post but work outside the Village. Only 58 individuals were recorded to both live and work in Painted Post. Working with the major employers located directly within Painted Post to figure out why it is that employees choose to live elsewhere will help the Village better understand how we can meet their housing needs. Further, better understanding where the 583 individuals that live in the Village commute to work every day, will help us figure out if there is a particular industry that Painted Post should target to bring to the area to provide closer job opportunities.

COMMUNITY VALUES

Assets and Challenges

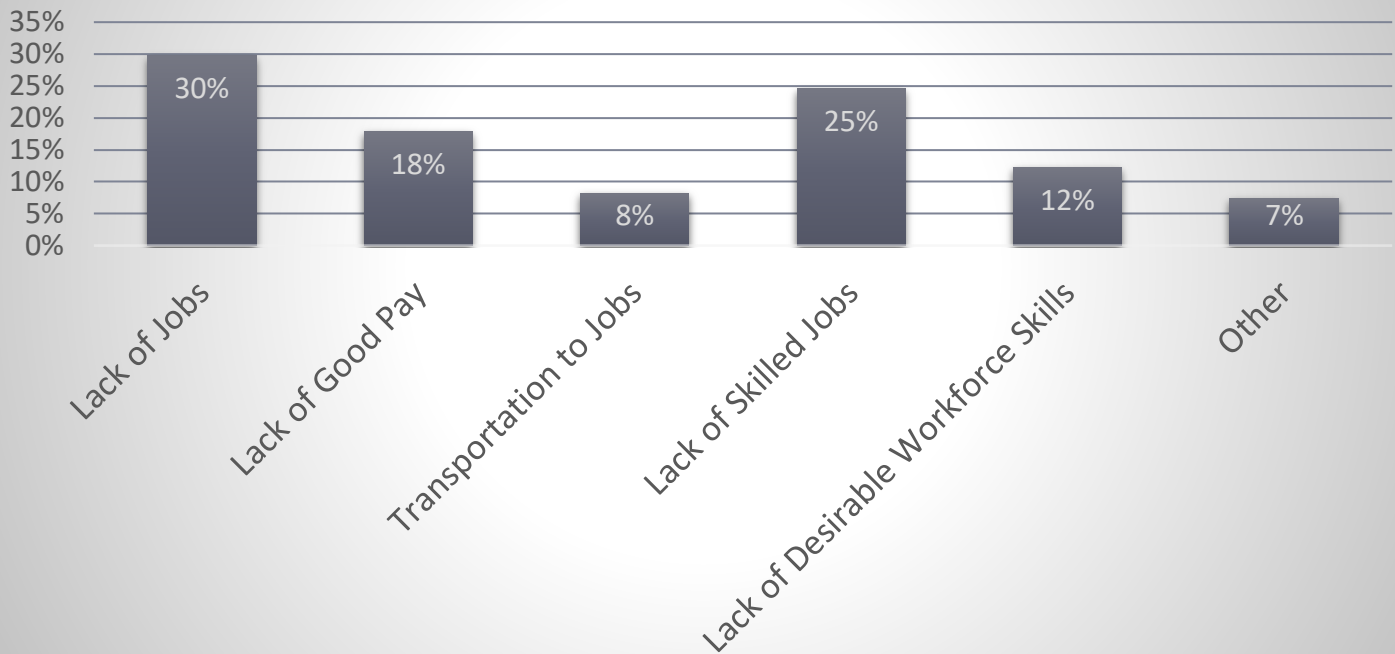
When surveyed, Painted Post residents listed the top three reasons for moving to the Village including job/work opportunities, small village character and quality of life. It is clear both through public input sessions and the survey just how much the residents feel their community is a desirable place to be, has great community character, and is in close proximity to their workplace. Improving on these key elements and ensuring that future changes do not hinder such characteristics is a vitally important component to the Comprehensive Plan and subsequent alterations to local land use regulations.



A resounding 70% of individuals surveyed stated that they would like to live in Painted Post for the rest of their lives. This is an incredible number and shows just how happy residents are with their Village.

Many survey respondents felt that the biggest economic issue for the Village was the lack of jobs. The lack of jobs is supported by data as well. The Village should focus their efforts on addressing their developable lands and work to bring skilled jobs into these areas, including the foundry site and Village Square.

What are the main economic issues in the Village of Painted Post right now?



RECOMMENDATIONS

1. Create jobs by attracting new businesses to the Village.

The most frequently-cited challenge faced by Painted Post, according to survey respondents, was a lack of jobs. Work to bring new skilled jobs to the foundry site and Village Square. Work with Steuben County IDA to better market and court new opportunities.

2. Attract Young Professionals and Families

If the current population levels hold, older generations will cycle out and younger generations will not be able to completely replace them, leading to a population decrease. Attracting young professionals and families to Painted Post will be an important contribution to population stabilization. In order to attract this demographic and retain it in the village, there needs to be stable, well-paying jobs available. This can be accomplished through Demographics Recommendation 1.

3. Expand Quality Housing Options

The variety of income levels in this community reveals the need to provide new housing options for all levels of income. This will be crucial for those living on fixed incomes such as retirement-age residents, and for young professionals if they are to be a target demographic to bring into the community.

A variety of new housing types may also be created to serve the needs of all residents seeking reasonably priced housing. Most of the housing stock present in the Village is single-family homes, which do not suit all residents' needs.

A special concern for senior residents and individuals with disabilities is that reasonably priced housing options allow them to age-in-place and live independently. Following building and design guidelines set forth by the Americans with Disabilities Act (ADA) will contribute to making affordable housing accessible for all populations.

It is not recommended necessarily that section 8 housing or subsidized housing be expanded, simply housing options that are considered “affordable”. US Department of HUD in 2017 provided data on recommended monthly rental cost, based on median income, as follows:

Steuben County, NY		Efficiency	1BR	2BR	3BR	4BR	5BR	6BR
LOW HOME RENT LIMIT	\$538	\$586	\$703	\$ 812	\$906	\$1000	\$1093	
HIGH HOME RENT LIMIT	\$538	\$597	\$727	\$959	\$1038	\$1194	\$1349	
For Information Only:								
FAIR MARKET RENT	\$538	\$597	\$727	\$959	\$1038	\$1194	\$1349	
50% RENT LIMIT	\$547	\$586	\$703	\$812	\$906	\$1000	\$1093	
65% RENT LIMIT	\$745	\$800	\$962	\$1102	\$1210	\$1317	\$1424	

4. Maintain Small Town Environment

Painted Post’s small-town environment was survey participants’ number two reason for moving to the Village. Clearly, maintaining that atmosphere is important to current residents. Therefore, strategies to increase business activity and population should consider how it will impact Village character.

Painted Post should focus on promoting small business ownership, as opposed to attracting “big box” stores into the village (e.g. Wal-Mart, Target, Best Buy, etc.). Such stores inhibit walkability, decrease downtown activity, are typically brand-specific, and have no adaptations made to suit local aesthetics and character. Working to improve the Village Square by filling vacancies and renovating facades will help to maintain the small-town feel while bringing back to life a shopping area that was vibrant in the past.

5. Create Partnerships with Dresser Rand/Siemens, and other Village employers, to better provide housing for their employees.

The Village Board should create a committee or representative to act as a liaison between the Village and large employers such as Dresser Rand/Siemens and the school system. Regular quarterly meetings between the employers and representatives should occur.



MUNICIPAL & COMMUNITY SERVICES

3

CURRENT MUNICIPAL SERVICES

Residents of the Village of Painted Post receive a variety of public services. Some of these are directly provided by the municipality while others are provided by Steuben County or through a mutual agreement for shared services with neighboring communities. The current departments and services available to Painted Post's residents are:

- Code Enforcement
- Village Court
- Emergency Services (Police, Fire Department)
- Department of Public Works (DPW)
- Water/Sewer
- Highway
- Animal Control

Village of Painted Post Master Plan 1999

In 1998, the Village of Painted Post began formulating a community vision for the upcoming Master Plan. Coordinated efforts between the Master Plan Update Committee and Southern Tier Central Regional Planning and Development Board resulted in a final document published in the Spring of 1999. One chapter of the plan explored intergovernmental arrangements for municipal and community services. The goal in implementing a plan for shared services was to address the eight key issues identified at the planning strategy meeting on January 27, 1998. The committee expressed a need for improvement in the following areas:

- | | |
|--|----------------------------------|
| • Increasing the current tax base | • Updating zoning laws |
| • Upgrading the existing business district | • Improving infrastructure |
| • Maintaining a higher quality of life | • Creating affordable housing |
| • Expanding village boundaries | • Improving land use regulations |

While addressing political, legal and administrative obstacles, the committee outlined four prominent strategies that would foster an increased efficiency of services. Possible outcomes included a merger with the Village of Riverside, dissolution to the Town of Erwin, expansion of boundaries along Victory Highway to Coopers Plains, and generating an appropriate agreement to own or manage Hodgman Park. The plan provided action steps for creating an inventory of services in order to make such impacting decisions. The goal was to provide options for shared or consolidated services and eliminate any redundancies to meet the needs of the community while addressing the aforementioned prominent concerns.

Dissolution Efforts

In December 2011, the Village of Painted Post contracted with the Center for Governmental Research to conduct a study for a possible dissolution to the Town of Erwin. The study examined three options including shared services with the Town, functional consolidation with the Town, and a complete consolidation through the Village dissolution. The final report did



*Post Office view looking south on
Hamilton Street in the early 1970s*

Source: Glen Photos, Mark Spaulding



Voters gathered at Village Hall for dissolution vote

Source: The Leader, January 25, 2013

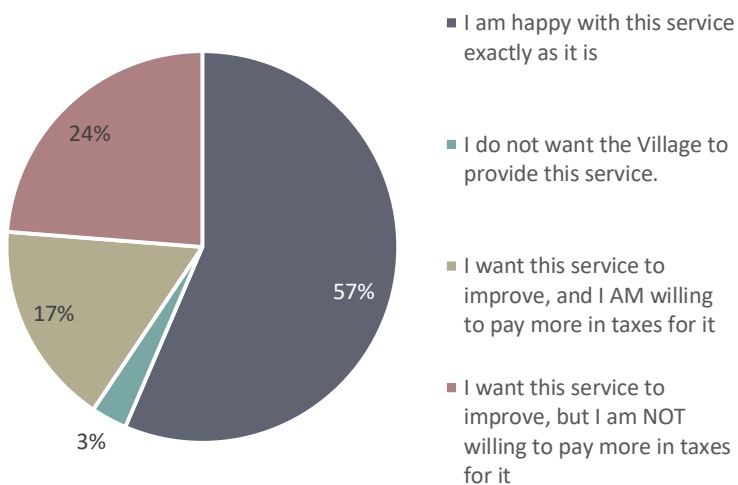
not recommend one specific resolution, but provided a general insight of savings, tax rate reductions, and personnel adjustments with each of the three options.

Village residents currently pay taxes for both the Village of Painted Post and the Town of Erwin. In an effort to bring tax relief for this population, in 2012 a petition was signed by 390 registered voters to hold a dissolution vote for the Village. If a dissolution occurred, the Town would be held responsible for all Village services, and the two municipalities would have completely merged. On Thursday, January 24th, 2013, voters turned down the dissolution with 376 votes against the merger. The two municipalities would remain separate, with the intent to explore other options for tax reductions.

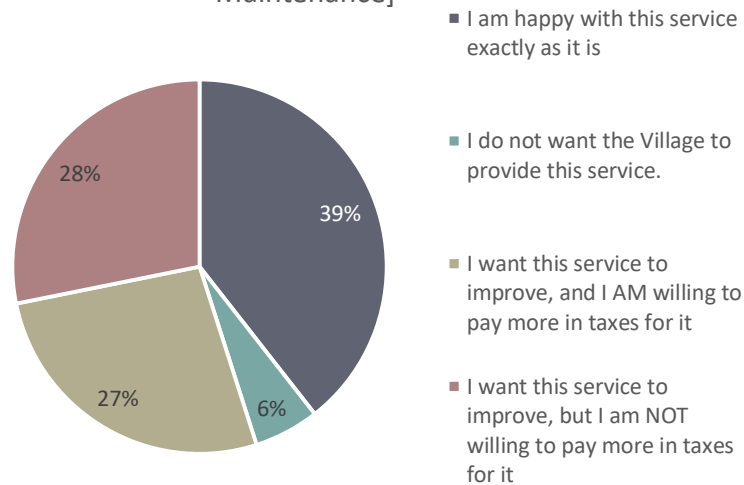
Municipal & Community Services Provided by the Village

The Village of Painted Post provides a variety of services through their Department of Public Works (DPW). Survey results indicate that majority of residents are satisfied with services provided by the DPW, including road snow removal and sidewalk snow removal; however, a positive majority was not received when discussing sidewalk maintenance. An impressive 79% of survey respondents are satisfied with the road snow removal. The following results highlight survey responses for all DPW related services.

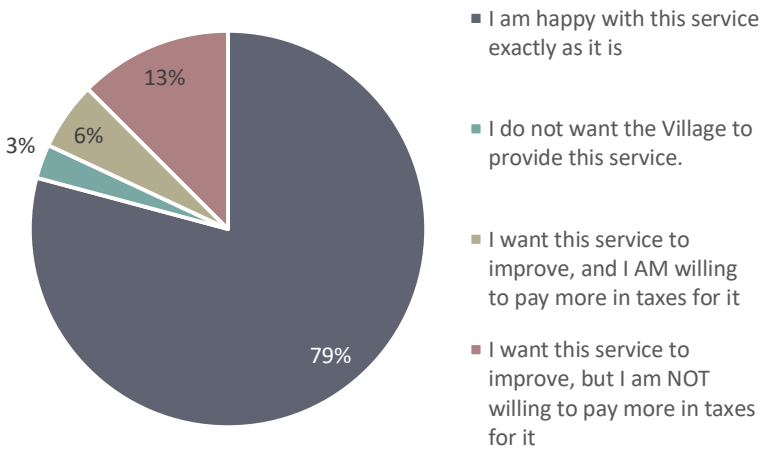
How well are you currently being served by the following village services? [Road Maintenance]



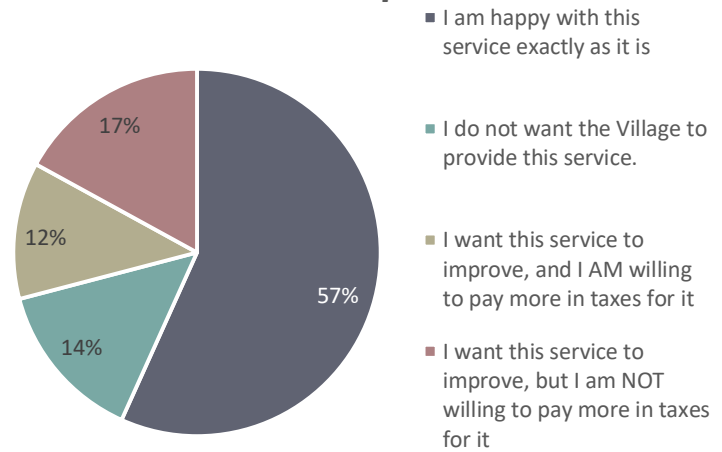
How well are you currently being served by the following village services? [Sidewalk Maintenance]



How well are you currently being served by the following village services? [Road Snow Removal]



How well are you currently being served by the following village services? [Sidewalk Snow Removal]



As seen in the charts above, residents were asked about municipal services not only in terms of satisfaction levels but also regarding whether or not they would be willing to pay higher taxes as a direct result of an improved implementation of services. In most cases, about half of the respondents reported that they would want the service to improve but would not be willing to pay more taxes as a result.

Police Department

The Village Police Department is not shared with any other municipality. According to the survey, 52% of responses indicated that residents are happy with the services provided by this department. On the other hand, 18% of responses were received from residents who do not want the Village to provide this service while a total of 29% would like to see improvements. Those who want an improved police force but are not willing to pay more in taxes make up 10% of responses, highlighting about two-thirds of those advocating for more efficient services would be willing to pay for such.

Volunteer Fire Department

The Painted Post Fire Department is solely volunteer-based, almost completely made up of Village residents. The group participated in a focus group, highlighting that the department communicates and works together much like a second family. Though only positive comments were made about the department's interconnectedness, some concerns were raised in terms of resources. Currently, the trucks utilized within the Fire Department range from 20-40 years old with the newest manufactured in 1998. Individuals have raised concerns in terms of budget statements, which have previously outlined replacement dates that have since passed.

As funding and equipment pose the biggest issue within the department, without an appropriate resolution it may be difficult to efficiently react to the increasing level of response. The group revealed that yearly responses rarely drop below 120 with 2016 setting the record of about 170 calls. When considering equipment such as trucks, it is imperative to recognize that they are being used to assist other municipalities as well. Without an update, it may be difficult to keep up with the growing demand of services, especially in cases where maintenance may remove vehicles from the line.



Volunteer Fire Department trucks in Painted Post | Source: Painted Post Fire Department

Though the Fire Department seeks recommendations for the aforementioned improvements, the overall perception of fire emergency services provided by the community is outstanding. The survey received an impressive 75% of respondents that are happy with the services in their current state. The remaining responses included 6% who did not want the Village to provide this service, 12% that want the service to improve with the approval of raised taxes, and 9% of individuals who want the service to improve, but are not willing to pay more in taxes.

Code Enforcement

Code enforcement services are shared between the Village of Painted Post and the Town of Erwin through applied taxes. Survey responses yielded 60% of participants are happy with the current level of code enforcement. The final 40% comprised of 32% who want services to improve regardless of their stance on increased taxes, and 8% who do not want the Village to provide such services.

It has been highlighted through various communication efforts that application fees do not exist within the Village of Painted Post. Such funds can allow for a greater focus of code enforcement services that may result in a higher level of efficiency. Property maintenance and code enforcement remain a major concern for the region as a whole, and with a strengthened focus on the municipal level, can improve property values as well as the local economy.



Water and Sewer

The Village of Painted Post currently has a contract with the Village of Riverside for water and sewer services. Any other previously existing shared services along Victory Highway have been terminated in this department since January 2016. Other than the contract with Riverside, providers solely work within Painted Post. The survey did not ask questions that specifically address this department or its associated services.

ADDITIONAL CONSIDERATIONS FOR SERVICES

Parks & Recreation

Parks and recreational activities in their current state are a major concern for the Village of Painted Post. Maintenance within the parks has been limited or non-existent and the Craig Park pool has lost funding from the Town of Erwin, resulting in closure. As the community works to attract new families and youth, the Village must begin to look for solutions. Without further revitalization efforts, parks will not be utilized, and recreational activities will continue to diminish within the Village. Throughout the survey, many highlighted the idea that new families and residents are not attracted to the Village or are not convinced to stay with a lack of presence of children- and youth- appropriate activities.



Aerial View of Craig Park

Source: Google Earth

PLANNING & DECISION-MAKING

Village Board of Trustees

The Village Board of Trustees consists of five members including four elected trustees and the Mayor of the Village of Painted Post. The responsibilities of this board include, but are not limited to, protecting and maintaining the safety, health and general welfare of Village residents. This includes management of all properties and finances within the Village.

Planning Board

The Village of Painted Post's Planning Board consists of seven appointed members total that include five regular members and two alternatives. The Planning Board is responsible for site plan review, special use permits, and subdivision review according to local zoning ordinances.



Painted Post Village Hall

Source: Google Maps

Zoning Board of Appeals

The Village's Zoning Board of Appeals (ZBA) is made up of five appointed members including three regular members (quorum) and two alternatives. Responsibilities of the ZBA include delegating issues involving local zoning ordinances in situations where individuals appeal prior decisions by the planning board. The ZBA may issue variances where appropriate. The ZBA seldom needs to meet; therefore, many members have been disengaged in the planning and zoning process.

COMMUNITY GROUPS AND COUNTY SERVICES

Board of Trade

The Board of Trade is a group of local business owners within the Village of Painted Post and surrounding areas that hold regular meetings with a mission to organize various community events. The organization is a non-profit, volunteer-based group of representatives that has hosted past events such as the Annual Colonial Days Parade and Fair, Music in the Square, and Santa in the Square. In recent years, the group has noticed diminishing participation and a decrease in volunteers. By collaborating with the Village and other community groups, the Board of Trade can begin to explore innovative ways to engage the community and improve such events.



Music in the Square, 2012

Source: Painted Post Board of Trade Facebook

Painted Post Forward

Painted Post Forward is a volunteer-based group that has taken a stand on many community issues in the past, including the dissolution and development of the foundry site. Other efforts include funding for new signs at two entrance locations in the Village. In most recent years, the organization has not met as often as they had in the past but is still present within other boards and community groups. Future representation, though somewhat dispersed, will continue to exist through participation in other committees.



Marching Band performance in the Painted Post Colonial Days Parade

Source: CB Elmira

RECOMMENDATIONS

1. Develop a capital planning strategy for the Village of Painted Post, including services and needs provided by the Fire Department.

As previously discussed, the Volunteer Fire Department within the Village of Painted Post has highlighted challenges in obtaining resources needed for long-term service. By focusing on a capital planning strategy, the Village will evaluate the current allocation of funds in an effort to provide the department with such resources. Out-of-date equipment raises the risk of providing fire services at an increased demand rate as equipment may break down or require even higher funds to provide maintenance. The Fire Department is currently in collaboration with other key constituents in an ongoing effort to resolve the issue.

2. Evaluate application fees to increase revenues for code enforcement and zoning services.

By assessing application fees, the Village will begin to collect additional revenues that will be utilized to improve services. Fees also aid in deterring undesired development and multiple-step add-ons for existing properties. Permits help a municipality evaluate each project individually.

3. Organize efficient outreach and education strategies to increase resident participation in local government processes and volunteer efforts.

An example of the type of outreach that may be implemented is advertisement to local organizations by the Board of Trade to help with planning the Village's Colonial Days. Coordinating with the school district, Boy Scouts, and other community groups for fundraising and volunteer assistance may prove helpful. Resident participation will also help key Village stakeholders gain insight on a community vision, which may inspire local groups to organize new, creative events.

4. Create a Village website to provide residents with up-to-date information regarding local services and upcoming community events.

A website that is maintained by the Board of Trade currently exists, offering information on the history of Painted Post and providing insight on the parks and recreational activities encompassing the Village and the Town of Erwin. The information offered on the website is not up-to-date. By creating a Village-run website, regularly updating content, and adding other resources for residents such as local laws, fees, and services, residents will be more aware of what is offered within their community. The new website may include an additional contact page for residents to ask questions or provide feedback to municipal leaders. The Board of Trustees has begun implementing a Village IT policy to jump start this action.

5. Develop strategies for revitalizing parks within the Village of Painted Post.

Work with community groups to organize and engage a volunteer base for revitalizing parks. Implementing community gardens, gathering resources to resolve minor maintenance issues, and fundraising for new equipment are only some of the ways in which the Village can engage residents in these efforts. This may include a regular "Plant Painted Post" day where volunteers help plant flowers or maintain aesthetic values of local parks.

6. Strengthen relationships between the Village of Painted Post, Town of Erwin, Village of Riverside, and the Corning-Painted Post School District to provide youth and recreational services aimed to bring in new families.

By increasing communication with surrounding municipalities, families will become more involved in maintaining a presence of recreational activities such as fishing, sports, walking, hiking, park services. Local sports leagues can utilize parks within the Village once revitalization occurs. This will also help to increase traffic throughout the Village, which may result in an increased consumer base for the local business district. Outreach to families, local school districts, and other community groups will heighten participation in these activities and stimulate population growth.



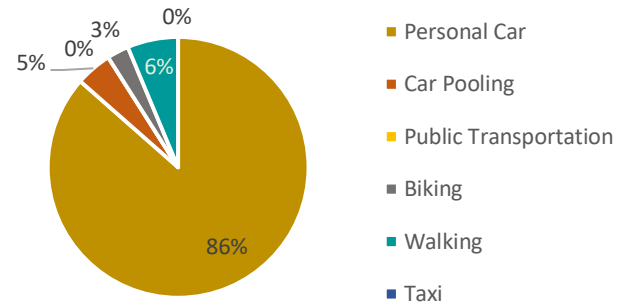
TRANSPORTATION 4

COMMUTING PATTERNS

Mode of Transportation to Work

The majority of residents participating in the study (86%) reported that when traveling to work, their main mode of transportation is by personal car. On the opposite end, none (0%) of the respondents highlighted taxi or public transportation as their primary means of traveling to work, and very few utilize walking, biking or carpooling for this purpose. These results somewhat resemble data gathered by the Census Bureau for the American Community Survey's (ACS) 5-year estimate. ACS data highlights a 77.3% response for driving alone, a 9.9% response for carpooling and a 5.5% response for working at home (which was not a possible answer provided in the Painted Post resident survey). Public transportation estimates from the Census Bureau indicated a perceived increase in public transportation which was not indicated in actual resident responses.

Primary Transportation to Work

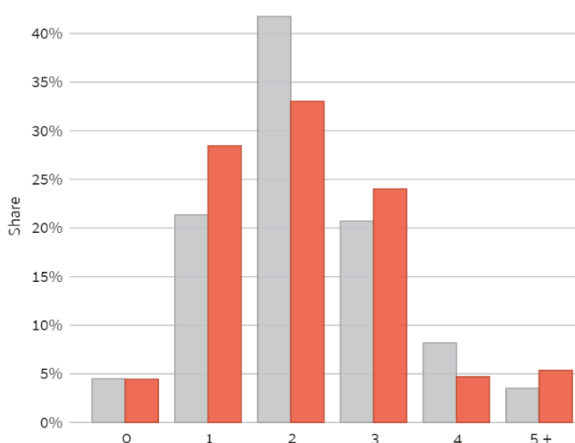


Commute Time to Work

According to the 2015 ACS data, the average time residents of Painted Post commute to work is about 14 minutes. Walking and biking is not the most appealing mode of transportation for residents who commute this distance, most likely due to time constraints. In terms of public transportation, the issue of access plays a huge role for commuters. If the average travel time is about 14 minutes, residents most likely work in neighboring municipalities such as Erwin, Riverside or Corning.

When the majority of residents often commute to work in locations other than the municipality in which they reside, it is imperative to evaluate public transportation systems throughout the county or region that can implement efficient programs focused on timely travel. Public transportation will be further evaluated in a later portion of the plan in regards to travel time and wait time for further destinations.

Car Ownership in Painted Post



Car Ownership Data Comparison between
Painted Post (red) and United States (gray)

Source: DataUSA

Vehicles Per Household

Another impact on transportation is the number of cars owned per household, indicating whether or not personal vehicles are readily available for commuting. The chart to the left highlights the average number of vehicles owned within a household compared to national averages (2015 ACS).

In comparison with the number of vehicles per household, an average family size of three people was detected by ACS data as well. This number indicates that, according to averages, residents of Painted Post have an adequate amount of access to personal vehicles for commuting. It is perceived that resident ownership of a car, or any other mode of transportation, correlates to the number of individuals utilizing that mode as their primary means for transportation to work and other locations.

Public Transportation

Public transportation was not indicated from the survey as a primary mode of transportation for residents within the Village of Painted Post, however it is imperative to note possible reasons individuals do not utilize this service. Within Steuben County, multiple transit systems exist that provide services for Painted Post residents. Many of these organizations are currently managed by First Transit.

Current Public Transit Services

Though four systems exist within Steuben County, only two exist directly within Painted Post with more frequent stops throughout the Village. Both the Corning-Erwin Area Transit System (CEATS) and Steuben County Public Transportation provide services to Painted Post on a fairly regular basis. The following detail both programs:

- The CEATS route completes a loop starting and ending at the Corning Transit Center with stops at Wegman's, Pulteney and Bridge, Corning-Painted Post High School, Burger King, Victory Village, Coopers Plains, Wal-Mart, the Hampton Inn, and Morningside Drive. The schedule runs Monday thru Friday starting at about 6:30 AM and ending around 6:40 PM.
- The route provided by Steuben County Public Transportation loops starting and ending at the Bath Transfer Station with the main stop in Painted Post at the Tops Plaza. This route is available for travel Monday thru Friday from 6:40 AM to 6:00 PM. Individuals who do not need to travel in an area around the Tops Plaza then transfer to another system or mode of transportation.



Source: The Institute for Human Services

Individuals in need of further assistance can utilize the 2-1-1 helpline that will direct the resident to the proper resource. The service also provides a training for riders who are unaware of the individualized programs provided in their area that meet individual needs. The helpline offers information on how to utilize the flag stop and route deviation systems as well.



Source: The Institute for Human Services



Barriers to Steuben County Transportation Systems

Limited hours and days of operation cause stress to residents utilizing services. As previously noted, routes exist only until 6:00 or 6:40 PM during the week. Individuals who work outside of these hours must find another mode of transportation for commuting purposes. Morning, night and weekend services would benefit those working in Painted Post, specifically those working non-traditional office hours.

Another concern for Painted Post residents lies within the topic of connectivity. Residents working outside of the Village may find it difficult to travel between municipalities in terms of wait time and route connection. Many may need to transfer between transportation organizations to effectively commute to work, which will require the individual to wait at least 20 minutes at the transfer location for the next bus to come. A more cohesive arrangement between organizations in terms of schedules and transfer points may benefit all of the aforementioned concerns.

PERCEPTIONS OF COMMUTING IN PAINTED POST

Safety of Commuting

Residents may choose one mode of transportation over another due to safety concerns. Speed limits, walkability, and bike safety systems must be put in place to combat these issues and allow more flexibility for residents with different transportation needs, values, and preferences. When asked, “What factors keep you from walking or biking more often?”, residents who did not respond in regards to health concerns or age highlighted that Painted Post lacks infrastructure for these activities. Infrastructure can encompass anything from bike lanes or crosswalks to appropriate signals for individuals who walk or bike on a daily basis. Some individuals stated that sidewalks are also not properly maintained for such activities. Out of the total 93 responses to the question, 13% specifically mentioned the infrastructure. Another 8% mentioned that there are no bike lanes.

Other residents (4%) felt unsafe in areas where the speed limit is too high for those walking and biking to their destinations. Specific areas mentioned include High Street where speed limit reductions may benefit the community. Safety also received a separate response though the two directly relate when determining one’s primary mode of transportation. Without the proper infrastructure, residents are unable to travel alongside cars and buses. Not only do pedestrians and bikers feel this way, but others indicated that certain areas allowed for fast traveling cars in residential zones. This is a concern for anyone traveling in these areas regardless of their means of transportation.

Ease of Commuting

Again, many of the aforementioned safety characteristics and factors correlated with public transportation relate to the residents’ level of ease in using the various modes. In terms of public transportation, without a more diverse, cohesive layout between multiple providers, it is difficult for all needs to be met. For those interested in increasing their use of more physical modes such as biking or walking, a more efficient infrastructure must be implemented. Ease can also relate to timing and convenience. If it takes more time to commute when an individual chooses to walk, they may not choose this transportation method often.

Though the resident responses from surveys did not yield much information in this area, ease is directly related to all previously outlined characteristics that impact an individual’s decision when commuting to any location either within Painted Post or between multiple municipalities.



Example pedestrian buttons that activate non-automatic signals for crosswalks

Source: Beaverton Police Department & Multi-Briefs



Example bike lanes alongside vehicle traffic

Source: Delta Daily News



Pedestrian crosswalks in a residential area

Source: Cross County Connection

Common Traffic-related Issues

Another survey question asked residents to describe any current traffic problems. In regards to this question, 71% of the total 136 responses felt there were no major traffic problems in the Village. The other 29% yielded other responses, with the following top three complaints:



1. Traffic due to train passage
2. Vehicles traveling at high speeds in residential areas
3. School congestion due to traffic light timing

Other survey responses included that there are no traffic lights for pedestrians, too much congestion around Dresser Rand, and that there are too many traffic lights for vehicles on other major routes. One way to implement more effective management systems would be to add pedestrian lights in areas needing more control, and remove signals in areas where they are underutilized.

Traffic does not only take away from commute time and cause an inconvenience to drivers, but can also be a safety concern to those utilizing other modes of transportation like biking or walking. Municipalities can also improve efficiency for traffic management by implementing lower speed zones, adding bike lanes and signals for pedestrians, and eliminating the option to turn right on red in major intersections.



Biking trails throughout painted post connect community spaces such as parks.

Source: Village of Painted Post

WALKABILITY & ACCESSIBILITY

Why is Walkability Important?

Walkability refers to the measure of a municipality's infrastructure for those who choose to walk to various destinations. The concept has multiple benefits for any municipality including health, economic and environmental factors. The following highlight the ways in which walkability may benefit any given community:

- Individuals who walk endure health benefits.
- Walkability may decrease air pollution with a lower reliance on gas-generated vehicles.
- Connectivity allows for individuals to bring a greater social awareness to the community when walking.
- The local economy also benefits when walkers pass by various businesses throughout their commute.

By implementing efficient crosswalks and well-maintained sidewalks, residents will be more likely to choose this method of transportation throughout daily routines.

What does it mean to be Walkable?

Sidewalk Design & Location

Currently, residents reported that sidewalks are either missing or are not well maintained. Responses included that during the winter, sidewalks are not salted and snow is not being shoveled. Whether it is the responsibility of the Village or someday the individual property owner, weathering of sidewalks occurs and causes deteriorating pathways, resulting in a safety concern. This affects accessibility for those with disabilities as well.

Crosswalks

Responses also highlighted that the Village lacks crosswalks in places where a greater amount of pedestrian traffic exists. A lack of crosswalks causes safety concerns as it is difficult for walkers to cross when traffic continuously passes through busy intersections. Individuals may opt out of walking all together if proper systems are not put in place.

Also, though survey responses did not address the topic of accessibility. It is imperative to note that sidewalks must lead into crosswalks with textured pavement, meeting standards set by the Americans with Disabilities Act (ADA).

Traffic

To account for traffic, residents reported that many areas where pedestrians would travel do not implement a lower speed limit. Typically, traffic should move at speeds under 30 MPH in areas where walkability is heightened



A walkable Village will evaluate sidewalk size and condition in order to implement an efficient layout.

Source: Envision Frederick County



Cracked, uneven sidewalks cause safety concerns

Source: KSAT News

Current Walkability in Painted Post

For the question, “What factors keep you from walking or biking often?”, survey respondents indicated that infrastructure was one of the top two responses. Residents incorporated infrastructure when stating that there are crosswalks missing in key locations, sidewalks not well maintained, and streets lacking proper lighting in certain areas.

RECOMMENDATIONS

1. Increase communication between the Village, CEATS, and Steuben County Public Transportation.

By improving communication between providers, a multitude of the aforementioned public transportation concerns can be addressed including decreasing wait times for residents transferring buses, adding routes and/or stops in key locations, and providing alternative options for individuals seeking transportation during nights and weekends.

2. Provide informational sessions to residents on the 2-1-1 helpline and travel training services.

Offer workshops or open meetings about the 2-1-1 helpline in conjunction with the Institute for Human Services (IHS) and the United Way. Simply calling the 2-1-1 helpline can provide residents with information regarding individual needs. IHS also provides travel training for senior riders, riders with disabilities, and other individuals in need of assistance. Topics discussed in training may include but are not limited to how to choose the best route, how to transfer buses, how to read the various bus schedules, and how to use monthly passes.

3. Introduce lower speed limits and speed-slowing mechanisms in residential and other walkable areas.

In residential areas or other locations where a high level of pedestrian traffic exists, the Village should consider speed limits lower than 30 MPH. Other best practices include adding traffic signs and speed tables, and eliminating the ability to turn right on red in major intersections to help slow vehicle traffic. For areas where the latter is amended, it may be appropriate to only eliminate the rule during specific time periods (i.e. 7 AM – 6 PM).

4. Illustrate a possible infrastructure solution that aims to increase bikability.

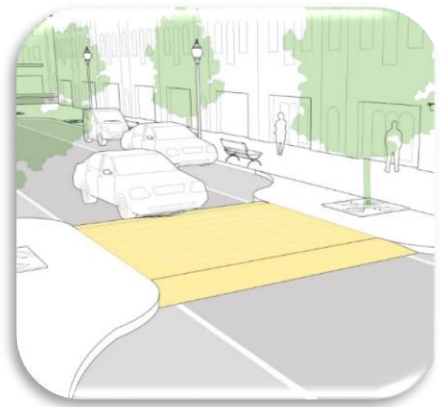
Add bike lanes and signage to improve connectivity between residential and business districts including Village Square. Such solutions also imply an increase in safety. It is often difficult for bikers to travel within typical vehicle traffic lanes without this notion or understanding between both groups. Though streets within Painted Post may currently include on-street parking, or incorporate a narrow layout, design standards vary greatly for a variety of cases. It is also imperative to note that bike lanes may make streets even more narrow in specific locations where it may help lower speed limits as well. In this respect, it may be appropriate to apply local land use regulations to support a “complete streets” model.

5. Consider the addition of missing crosswalks in locations where pedestrian traffic occurs.

In residential areas or other locations where residents may walk to work, crosswalks must be implemented to instill a sense of safety for all modes of transportation traveling along that route. By adding crosswalks in these locations, the Village will increase walkability and improve the health of not only the residents, but the environment as well.

6. Provide maintenance to any sidewalks presenting safety concerns and evaluate local regulation options for sidewalk maintenance.

Implement and maintain ADA requirements wherever necessary and amend local laws to include sidewalk maintenance for business and commercial districts. For example, regulations can include a requirement for businesses and other developments to put in or replace sidewalks.



Speed Table Design in an area where traffic-slowing strategies were implemented

Source: National Association of City Transportation Officials



Bike Lanes in a residential area in Cambridge, MA

Source: Cambridge Community Development Department



Parks & Recreation

5

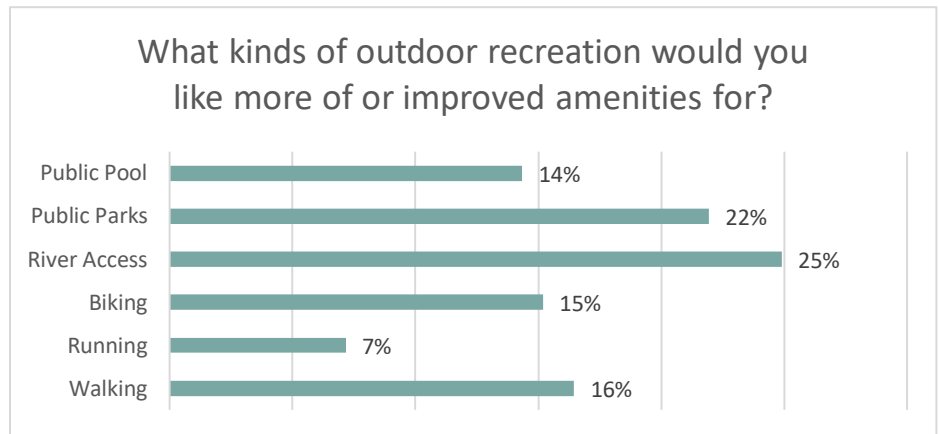
CURRENT CONDITIONS & PUBLIC VISION

As an overall vision for the Village of Painted Post, residents identified a need for improving parks, enhancing open spaces, and providing more community events for families and youth.

The 1999 Master Plan identifies a list of 20 locations as public parks. Many of the areas on this list serve as public spaces but may only contain a bench or greenery. Other recreational areas were also created in subsequent years. The Village maintains the majority of the open spaces, ensuring that a sense of community is preserved as well.

Outdoor Recreation

Residents highlighted the need for greater opportunities in outdoor recreation. Participants indicated that the Village would benefit from increased river access (25%) as well as improved amenities for public parks (22%). Local government employees and the Volunteer Fire Department also expressed significant interest in park revitalization. Specifically, a focus group discussion with the Department of Public Works (DPW) expressed the idea that new equipment or pool maintenance would be the responsibility of their already-busy department.

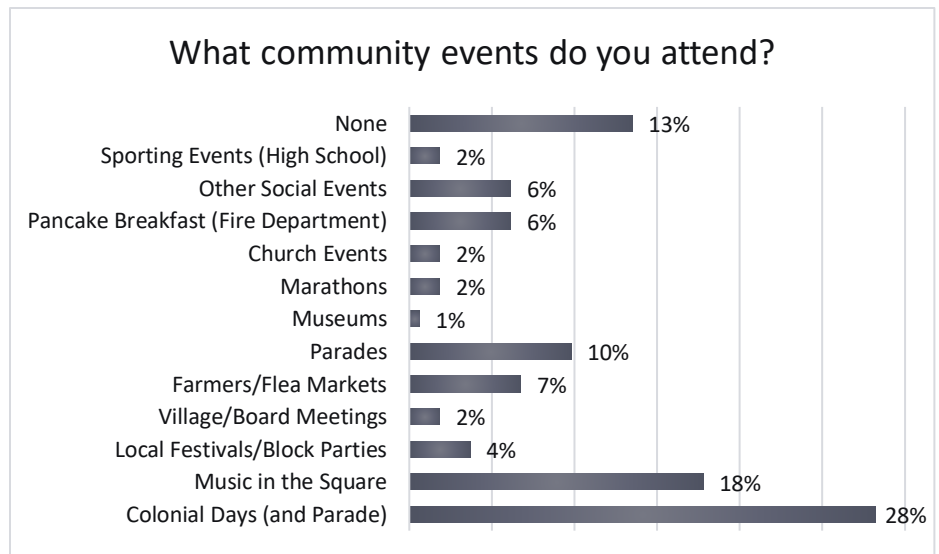


Community Events

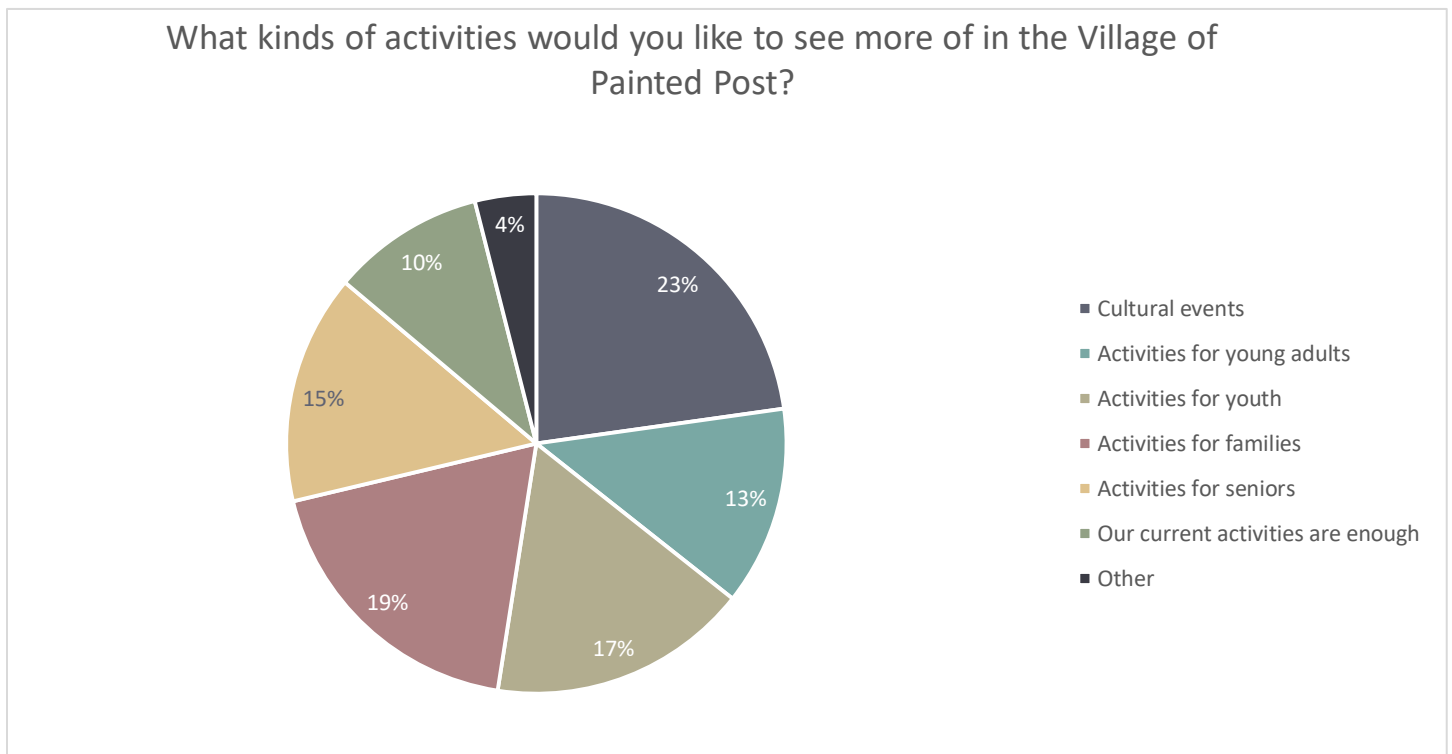
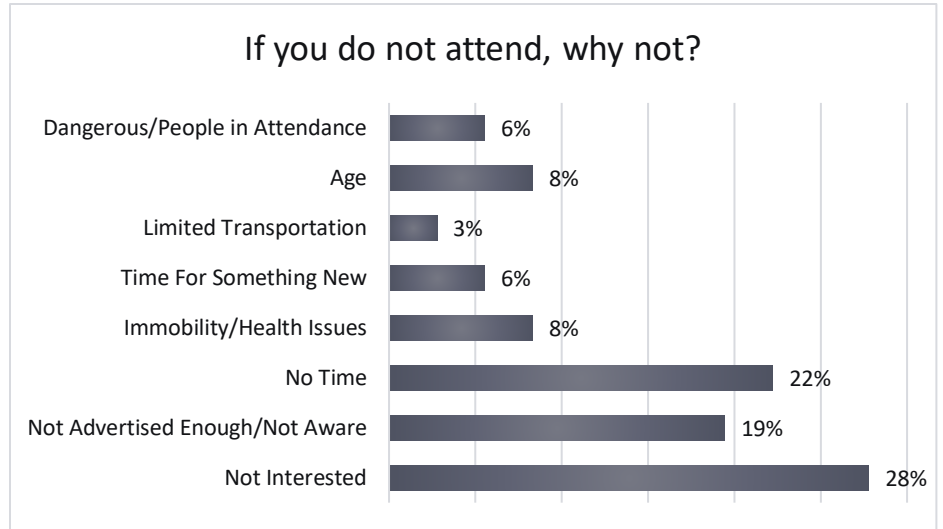
Survey participants indicated that the Colonial Days and Parade (28%) along and Music in the Square (18%) are the most highly attended community events. The third highest response highlights that 13% of participants do not attend any community events.

The subsequent question asked why the percentage of residents did not attend the listed events. The top three answers direct attention to residents' lack of time (22%), interest (28%) and awareness of such events (19%).

Effectively marketing community events will allow for more residents to attend, providing more time to amend daily schedules.



The common vision for all groups and survey respondents is to maintain and even improve upon the sense of community that currently exists within the Village. An interview with the Board of Trade expressed frustration with the lack of participation and volunteerism for the more popular events within the community. Village volunteers and municipal departments should work together to engage new residents to assist at community events.



VILLAGE PARKS

Parks are an essential part of a community that aim to bring residents in unity. Painted Post offers such opportunities in an effort to provide open spaces where individuals can gather to form relationships community-wide. Village residents often utilize three major parks including Craig Park, Hodgman Park, and the Rand Ave Park location near the District Offices of Corning-Painted Post Area School District. The Painted Post Rail Trail is another recreational community space where individuals can bike, walk, and skate for approximately 1.7 miles between Craig Park and the Village of Riverside. The Village of Painted Post may find value in seeking funds for revitalization, possibly through the NYS Consolidated Funding Application (CFA) process, in order to revitalize public spaces and parks for families, seniors, youth, and other residents to form improve relations.

Craig Park

The park was named after former Village Mayor Charles Craig. As a major Village community space, Craig Park's empty and abandoned pool is now a prominent topic for possible revitalization. Family and youth that have utilized the park in the past now find dilapidated equipment in desperate need of repair. Bike racks, grills, benches and picnic tables can benefit from updating and replacement while the playground remains in good condition.

Green spaces throughout the park and in surrounding areas which are maintained by the DPW provide an aesthetic value, yet opportunities for improvement continue to exist. Other features of Craig Park include basketball courts and a sand volleyball court, both of which lack appropriate maintenance due to funding, labor availability, and resources as indicated in focus group discussions. Signs indicating unwanted activities cover the side of the park pavilion, creating an uninviting atmosphere. Other options for regulating the park may include working with the local schools to involve youth in the design and installation of park equipment. It has been proven that involving local youth give young individuals a sense of ownership, and result in less vandalism.

In July 2017 a Village Trustee submitted a CFA for a detailed project to be completed in the Craig Park location. Should the grant application go unfunded, it is recommended that the Village apply for a park revitalization study/planning grant through NYS DCFA Parks and Recreation funding to determine financially feasible activities as well as a community vision for the park. Many ideas have been discussed throughout the Village including the implementation of a splash pad to replace the existing pool. A study or planning grant may be useful in evaluation these options.



*Dilapidated Bike Rack in Craig Park
Stephanie Yezzi, STC*



*Rules and Regulation Signs at Craig Park
Stephanie Yezzi, STC*



*Craig Park Vacant Pool
Stephanie Yezzi, STC*

Rand Avenue Park

The neighborhood surrounding the CPP Area School District Offices and Rand Avenue also benefit from the Rand Ave Park, where playground equipment and open space provide community space to residents. The wood-chipped plot includes a swing set, animal rockers, and climbing surfaces for children. Pathways leading from equipment to surrounding sidewalks also exist. Park equipment needs updating or replacement.



*Signage for Rand Avenue Park
Stephanie Yezzi, STC*



*Playground Equipment at Rand Avenue Park
Stephanie Yezzi, STC*



*Playground Equipment at Hodgman Park
Stephanie Yezzi, STC*



*Walking Path at Hodgman Park
Stephanie Yezzi, STC*

Hodgman Park

Hodgman Park is a community space situated in the Village of Painted Post, owned and maintained by the Town of Erwin. Though the Town of Erwin is responsible for park maintenance, the Village of Painted Post takes responsibility for mowing the property. The recreational space is complete with basketball courts, soccer fields, walking paths, play equipment and seating for individuals and families to gather. A park assessment indicated that the green spaces throughout the park are well maintained by the Town including

the soccer fields. Equipment currently situated at Hodgman Park is fairly worn and may need further maintenance or replacement.

Hodgman Park is also situated directly off of Interstate 86, which makes it a potentially popular stopping point for thru-traffic. Bike racks and grills are other possible additions that may benefit the community in regards to recreation for youth and families.

Painted Post Walking Trail

The trail begins in Craig Park and ends at the intersection of Western Lane and Cutler Avenue in the Village of Riverside. The trail replaced abandoned river beds along the route following the 1972 flood. It is understood that the US Department of Housing and Urban Development (HUD) began working in the Village to replace buildings and aid those in nearby trailer parks. Workers needed pathways from temporary living quarters to other locations throughout the Village. When HUD trailers were removed, the walking trail remained. The vibrant trail offers an opportunity for residents to remain active. Though the origin story of the trail has been disputed in the past, relevant information about the walking trail would be a vital addition to any new municipal website, once created.



*Cutler Creek Railroad Crossing along the Painted Post Rail Trail
Submitted by Rolingalong on TrailLink*

COMMUNITY SPACES

A variety of community spaces exist within the Village of Painted Post. All locations are maintained by the Village with the exception of the space near the Post Office, which the 1999 Master Plan stated is maintained by Dresser Rand.

Open spaces aim to provide areas in which residents can gather and enhance a sense of community. The following is a list of locations with associated zoning district, park features and equipment:

- Chemung Park/Chemung Alley Park (UCR): Located on the Chemung Street intersections with W High Street and Nebriga Lane, the two green spaces are owned and well-maintained by the Village of Painted Post. No equipment exists on these plots.
- Maple Ave Park (UCR): The green space is only one block away from Rand Avenue Park, and is also well-maintained by the Village. The plot does not contain equipment, but provides a fairly large area for residents to gather.
- Hamilton Circle Park (MDR): Located in the green space surrounding Hamilton Circle, the park is maintained by the Village with a bench for residents to gather. The space is situated in a neighborhood north of Veterans Drive.
- Post Office Park (PRD): Since 1999, ownership of the plot located on the northwest corner of W Chemung Street and N Hamilton Street has been transferred to the Village of Painted Post. Benches, garbage cans and greenery situated on the plot allow community members to gather.
- Village Park (PCD): The community space is owned and maintained by Painted Post and, similar to the Post Office Park, benches, garbage cans and flowers have been incorporated.
- Silver Cannon Park (I): Within the industrial district, Silver Cannon Park provides a sense of history with the inclusion of the walkway, flag and cannon sculpture. The walkway connects the Village Square with other major businesses and promotes walkability. Other features at the park include benches, garbage cans and greenery.

- **Dresser Rand Area Park (I):** Also located within the industrial district, the Dresser Rand Area Park is well-maintained by the Village and includes benches and garbage cans. The plot is directly near the Dresser Rand campus.

Focus groups and survey responses highlighted that maintaining a sense of community is one of the top priorities for the Village of Painted Post, emphasizing a need to enhance such spaces.

RECOMMENDATIONS

1. **Build relationships between community members, municipal representatives, and the Board of Trade.**

Discuss community events and participation with the Board of Trade and other municipal boards in order to increase engagement and enhance the value of events such as Colonial Days and Music in the Square. By communicating with all groups, gaps in services can be reduced. For example, PTA members from the Corning-Painted Post School District may be interested in cooking or helping with a Bake Sale during Colonial Days. Local groups such as the Corning Rotary (and other service groups) or the Boy Scouts are other examples of groups to include in community engagement efforts.

2. **Explore funding for equipment maintenance or replacement (i.e. benches, grills, other existing structures).**

Collect information on all available funding sources currently benefitting parks and recreational activities. Examples of such grants include, but are not limited to, Community Development Block Grants (CDBG), Community Foundation funds, Environmental Protection Fund Grants (EPF), and the PricewaterhouseCoopers (PwC) parks program. As funding remains the most prominent need when considering improvements for parks and recreational services, it is imperative to consider all options and fill the financial gap.

3. **Evaluate locations for bike rack implementation to further promote bikability.**

Determine areas of connectivity where bike racks may be necessary for those commuting to work, school, or other recreational facilities. By providing the equipment, residents will have access to another mode of transportation that can be utilized. Again, it may be necessary to explore a variety of funding options to implement such systems.

4. **Consider options for the existing Craig Park pool or replacement with other services (i.e. splash pad).**

Following the closing of the Craig Park pool, residents felt the loss of a major community and recreational service. Though survey and focus group participants stressed a need for funding in order to reopen the pool, the Village may evaluate other structural replacements such as a low-maintenance splash pad. When assessing such options, the Village must consider the equipment's associated level of activity, accessibility, funding, and participation from the local government.

5. **Provide opportunities for Painted Post Forward, or similar beautification committee to update greenery, flowers, and other aesthetic characteristics in parks and other community spaces.**



*Splash Pad funded by a Community Development Block Grant (CDBG) in Binghamton, NY
Source: City of Binghamton Website*

Consider options for cost allocation to Painted Post Forward in an effort to add aesthetic value to parks and other aforementioned community or recreational spaces. Providing even a small portion of funding for such activities may add to the current sense of community, which was indicated by Village residents as component of the greater community vision.

6. Partner with the school district, local youth leagues and other municipalities to efficiently utilize park facilities such as existing sports fields.

Craig Park and Hodgman Park incorporate fields that offer opportunities for improved utilization by local youth sports leagues and the surrounding school district. By increasing communication, patron use of other park features will increase along with the projected use of associated athletic fields.

7. Involve youth in the design and installation of park equipment.

Vandalism is often decreased with a sense of ownerships or responsibility. If young members of the community participate in this process, a sense of community is maintained and the Village youth population gained insight on the importance of maintaining the equipment.

8. Increase marketing and advertisement of parks and recreational services to further engage residents.

Create informational materials on larger parks and recreational services such as Hodgman Park, Craig Park, Rand Avenue Park, and the Rail Trail to provide information on facilities and associated equipment. Materials can be placed at Village Hall and on any associated websites for residents to access.

9. Improve information distribution relating to community events including the Colonial Days and Parade, and Music in the Square.

Gaps of information regarding community events indicated a need for increased marketing and advertisement. By working in a greater capacity, communication between community and municipal groups must aim to provide materials to all residents. For example, those who do not have access to the internet can obtain information at Village Hall or in other local businesses. Other strategies can be discussed by participating stakeholders.



FLOODING

6

Imperial Engineering Company, like the rest of Painted Post, coped with a 1901 flood.

Image source: Steuben County Historical Society

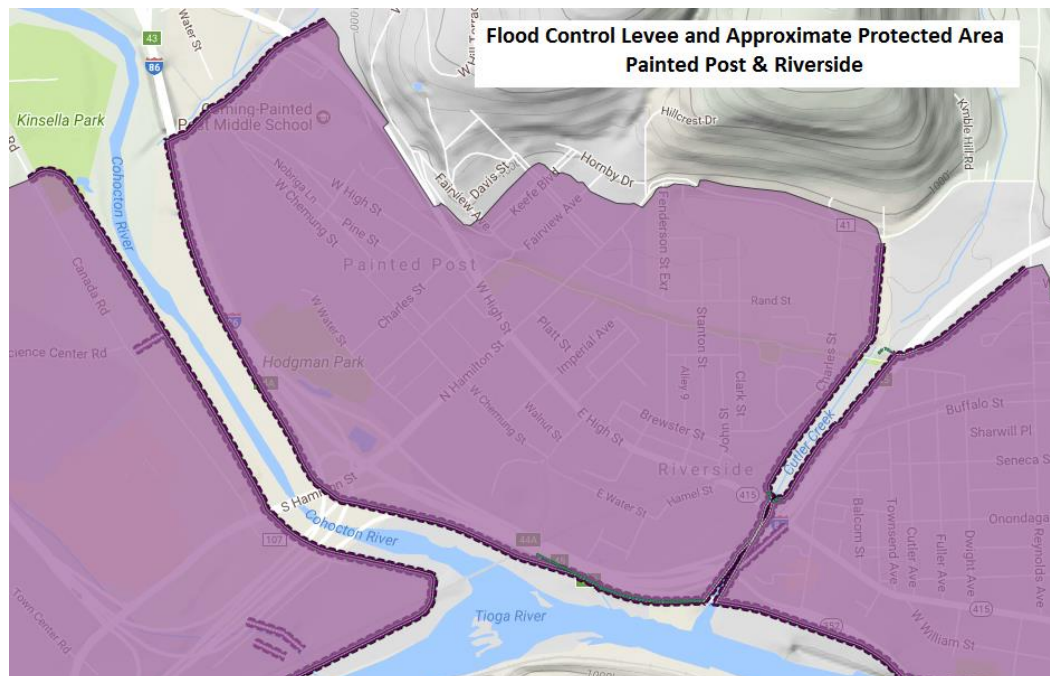
HISTORIC AND CURRENT FLOOD RISKS

The Village of Painted Post is situated at the confluence of the Cohocton and Tioga Rivers, which join to form the Chemung River. Most of the Village is located on the floodplain of these three rivers. Hodgman's Creek also flows through the northern part of the Village and into the Cohocton River. Additional flood risks may result from poor drainage when runoff overwhelms the Village's stormwater drainage systems.

Development within the Village has experienced severe damage during past floods. The most notable of the major floods occurred in 1889, 1935, 1946, and 1972. The flood of 1972, caused by Tropical Storm Agnes, was the largest flood of record on both the Tioga and Chemung Rivers. Thirty feet of water covered the Village of Painted Post and there were numerous fatalities. On the Cohocton River, the July 1935 "Finger Lakes Flood" was the largest ever recorded at the river gauge in Campbell. Another extreme event was the "Big Flood of 1889," which resulted from a concentrated storm of short duration with extremely high rates of runoff and a sudden and rapid rise to flood stage.

Flood Protection Measures

Flood hazards in Painted Post are reduced by levees located along the Chemung River, Tioga River, Cohocton River, and Hodgman's Creek. This flood protection system was completed by the U.S. Army Corps of Engineers in the early 1940s¹ and has provided valuable protection since that time. However, the Village did experience subsequent flooding in 1946 and 1972. Following the 1972 Agnes flood, the levees were repaired, but were not raised. Additional flood protection is provided by the Tioga, Hammond, and Cowanesque reservoirs in Pennsylvania. These flood control dams, which were completed in 1979 and 1980, help to control flows in the Tioga and Chemung Rivers.² Although these levees and dams significantly reduce flood hazards in the Village, they cannot assure safety.



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

² Sources: "Tioga-Hammond Lakes, PA" and "Cowanesque Lake, PA," U.S. Army Corps of Engineers Fact Sheets, February 2017.



Railroad crossing and closure structure at the Hodgman's Creek levee

Source: NYSDEC, Scott Foti

The New York State Department of Environmental Conservation is responsible for operation and maintenance of the levee system.

Although flood control levees and dams protect the Village from most floods, floods can exceed the design capacity of structural projects (which has occurred in Painted Post), gates can malfunction, and levees or dams can fail (which has occurred in other parts of the country). Because significant areas within the Village are protected by levees, it would be beneficial for residents to have a better understanding of these hazards and strategies for reducing risks.

Floodplains

The Village of Painted Post Flood Insurance Rate Map (FIRM; often referred to as the FEMA flood map) shows the regulated floodplain areas with a 1% probability of flooding in any given year (the Special Flood Hazard Area or so-called 100-year floodplain). Additional areas with a 0.2% annual probability of flooding (the so-called 500-year floodplain) and areas protected by levees are also shown as moderate flood risk zones. This flood hazard mapping for Painted Post was initially developed in the 1970s and updated in 2000. It shows the high hazard flood zone (Zone AE, Special Flood Hazard Area) only on the river and stream side of the flood protection systems. Development within this flood zone consists of highways and railroads. The moderate hazard floodplain, which does not have regulatory requirements, includes extensive residential and commercial development within the Village.

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 much of the Village—could be included in the regulated floodplain on a future FIRM.



Flood Insurance Rate Map for the Village of Painted Post (2000) showing the high hazard regulated Special Flood Hazard Area (SFHA) in dark grey, the moderate hazard floodplain in light grey, and the floodway portion of the SFHA with cross hatches.

The floodplain delineated on the FIRM does not represent all of the areas in Painted Post that may flood. Extreme events may exceed the modelled conditions based on historic flows (as occurred when the 1946 and 1972 floods overtopped the levees). Structural protection measures may not function as designed. Small streams and drainage ways without mapped floodplains can be overwhelmed by intense rainfall events, which have increased in recent decades.³ Additional areas in the Village that may be subject to flooding include

- historic floodplains that are now protected by levees,
- areas along Hodgman's Creek, for which no floodplain was mapped, and
- areas subject to poor drainage or ponding.

Local Regulation of Flood-Prone Areas

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 2000) and the floodplain development requirements in the New York State Residential and Building Codes. This area is shown on the 2006 Village Zoning Map as the Flood Plain Protection District. The 2014 Zoning Law also classifies floodways, which comprise most of the regulated floodplain, as "unbuildable land." The adequacy of floodproofing, elevation, and protection measures is considered as part of the site plan review process. However, these floodplain development requirements do not apply to the developed and developable areas within the Village, which are located outside of the mapped Special Flood Hazard Area.

To address additional flood risk outside of the regulated flood zone, the 2014 Zoning Law requires that the concept plan for site plan review process include "a copy of the Steuben County Soils Map locating the property if...portions of the site have susceptibility to erosion, flooding or ponding." The site plan review considerations include the "adequacy of structures, roadways and landscaping in areas susceptible to flooding and ponding and/or erosion."

In addition, structures are required to have a minimum setback of fifty feet from any stream bank. This stream corridor (with a 50-foot setback from each streambank) is classified as unbuildable land and thus deducted from the buildable acreage for density calculations. Most of the length of Hodgman's Creek upstream of the levee protection is within the Low Density Residential district where lot sizes enable protection of the stream corridor. The exception is north of Route 415 (and east of Parkview Drive) where Hodgman's Creek flows near a developed neighborhood zoned as Medium Density Residential.

In light of the potential for flooding outside of the regulated flood zone, the Village could consider additional flood protection strategies, such as restrictions on critical facilities and/or hazardous materials within the 500-year flood zone.



Painted Post was devastated by the 1972 Tropical Storm Agnes flood

Source: David Blank

³ The northeastern US has experienced a 71% increase in the amount of precipitation falling in very heavy events (the heaviest 1%) from 1958 to 2012. Source: National Climatic Data Center.

Flood Insurance

Standard insurance policies do not cover flood damage. Separate flood insurance policies can be purchased through the National Flood Insurance Program for any building in the Village (because the Village regulates floodplain development). Building contents can also be insured (excluding most items located in a basement). There are no mandatory flood insurance purchase requirements in the Village because buildings are located outside of the high hazard flood zone. Most structures in Painted Post can qualify for low-cost Preferred Risk Policies.

There are currently only six National Flood Insurance Program policies in the Village of Painted Post.⁴ This means that if another devastating flood occurs in Painted Post, most of the damage would be uninsured losses. Government disaster relief programs help communities rebuild when there is a federal disaster declaration. However, they do little for the homeowner or the business owner. When businesses close due to a disaster many do not reopen and many more struggle to stay in business. Increased flood insurance coverage could help the Village to recover if another flood exceeds the capacity of the levee system.

Stormwater Runoff

Painted Post has some poorly drained areas where heavy rainfall or rapid snowmelt 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. Hillside development is a particular concern due to the difficulty of managing erosion and runoff on steep slopes, and the potential for increased runoff and water quality impairments in downhill areas.

Construction activities that disturb one acre or more of land require a State Pollution Discharge Elimination System (SPDES) permit for stormwater discharges. This permit requires use of erosion control practices during construction and, for some projects, control of the quality and quantity of runoff from completed projects. The proposed site plan, erosion control practices, and stormwater management strategy are documented in a Stormwater Pollution Prevention Plan, which can be requested and reviewed by the local government.



Green infrastructure stormwater management practices, such as this rain garden, promote local runoff management near where the rain falls.

Source: Schuyler County SWCD, Elaine Dalrymple

The 2014 Painted Post Zoning Law requires adequate drainage systems for all projects (including those smaller than the 1-acre threshold for a state permit) and encourages preservation of natural drainage systems. Driveway standards include drainage provisions intended to prevent surface water and debris from being discharged onto the street. Steep slope guidelines include design principles for areas where slopes are 15% or greater. There may be additional opportunities for the Village to promote the use of green infrastructure practices that protect natural features, minimize the amount of pavement, and enable water to soak into the ground. The Village also reduces the impacts of runoff by continuing to work on improving street drainage.

⁴ Source: Federal Emergency Management Agency (FEMA), Region II.

RECOMMENDATIONS

1. **Raise public awareness about potential flood risks in areas protected by levees and provide information about strategies for improving resilience. Encourage flood insurance coverage in these areas.**

A map showing the levee system and protected areas can be posted in municipal offices to raise awareness of these structures and the extent to which the Village benefits. Handouts can provide additional information about managing the flood risks in areas that rely on levee protection, where overtopping or failure has a low probability of occurring but could have tragic consequences.

2. **Build partnerships and improve flood resilience by participating with upstream communities in the ongoing Flood Smart Cohocton planning project.**

Flood risks do not stop at municipal boundaries and strategies for managing those risks are not limited to those supported by existing government programs. The ongoing Flood Smart Cohocton project is a collaborative effort to identify and begin implementing recommendations for improving flood resilience throughout the Cohocton River valley.

3. **Consider strategies for managing hazardous materials and critical operations within areas of the Village protected by levees.**

The Village of Painted Post Local Law for Flood Damage Prevention (Local Law No. 1 of 2000) does not regulate development in the areas protected by flood control levees, which are mapped as moderate hazard (0.2 percent annual probability or 500-year) flood zones. When updating this law with the current New York State model law, the Village could include additional provisions for restricting hazardous materials and critical facilities in the moderate hazard flood zone.

4. **Partner with neighboring municipalities to procure funding and conduct engineering certification of the Corning-Painted Post levee system when FEMA updates floodplain mapping for the region.**

Current procedures for developing Flood Insurance Rate Maps (FEMA flood maps) do not account for the complex nature of flood risks in areas protected by levees. A levee system is either accredited as providing sufficient protection from the 1% annual probability (100-year) flood or the protected area is included in the Special Flood Hazard Area (SFHA), which is subject to floodplain construction standards (including building elevation above the flood level) and flood insurance purchase requirements. In addition, the cost of flood insurance in the SFHA is based on the height of floodwaters relative to the building—even if a levee significantly reduces the probability of flooding. It is not known when FEMA might update the maps and thus trigger the need for an engineering evaluation of the levee system.

5. **Promote good drainage by providing landowners and developers with information and assistance for managing runoff and meeting state stormwater management standards.**

Poor drainage problems are often localized issues that can be avoided or addressed with voluntary actions by informed residents and businesses. In addition, municipal involvement in site planning and drainage considerations can improve the quality of projects that are covered by state permits for Stormwater Management from Construction Activities.

6. **Review the Village Zoning Law for consistency with green infrastructure stormwater management strategies and incorporate recommended improvements.**

Local regulations can inadvertently make it more difficult for developers to manage stormwater in compliance with the New York State Stormwater Design Manual, which requires use of green infrastructure techniques to reduce runoff. Municipal regulations can promote good runoff management by supporting the green infrastructure strategies

of protecting natural features, reducing the amount of impervious cover, and promoting practices that allow water to infiltrate into the ground.

7. Support improved resilience of municipal infrastructure by evaluating road drainage and storm drainage systems and addressing potential problem areas as resources permit.

The ongoing trend toward more intense storm events means that drainage systems that have functioned well in the past may not be adequately sized to manage future runoff. An ongoing program of assessing and improving the Village's drainage systems can incorporate increased capacity to accommodate future runoff conditions whenever practical.

8. Work with the New York State Department of Environmental Conservation to review existing flood control easements, assess whether they are still utilized for flood control purposes, and assist property owners as appropriate if unnecessary easements are identified.

New York State holds easements that restrict uses of private property that is used for flood control levees and flood-related operations. However, there is thought to be one or more existing easement on property that is no longer utilized for flood control purposes. The Village would like to identify and resolve any such issues prior to receiving development proposals that may violate the conditions of such easements.



1972 Tropical Storm Agnes flood

Source: David Blank



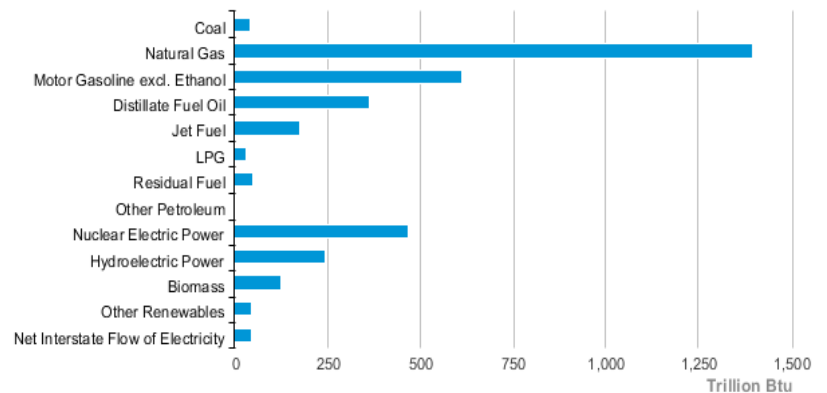
Energy 7

RENEWABLE ENERGY

As technology advances, renewable energy sources are on the rise. Each source provides sustainable energy aimed to reduce potential environmental impacts. Energy provided by geothermal or solar sources is renewable and will not one-day reach a level of depletion. Initial investments are often spent on building and maintenance fees, though significant long-term savings exist.

According to the United States Energy Information Administration (EIA), New York State received 24% of its electricity from renewable sources in 2016 with an initiative to raise said uses 50% by 2030. The EIA also reported that over 1 million megawatt hours of the obtained energy was solar generated.

New York Energy Consumption Estimates, 2015



Source: Energy Information Administration, State Energy Data System

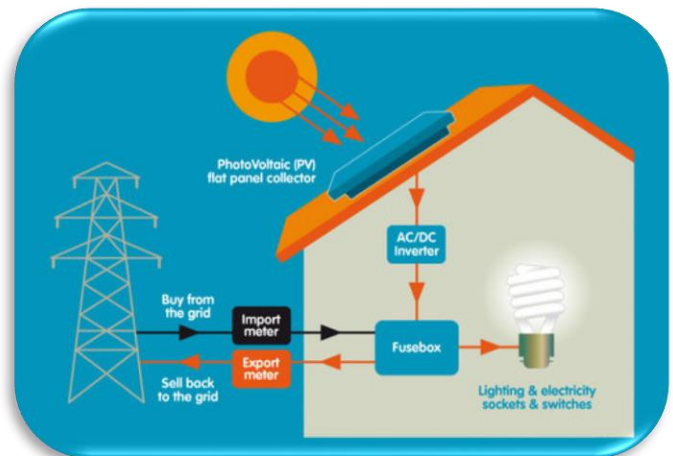
Solar

Solar energy utilizes ever-evolving technologies that collect radiant light from the sun to convert to energy used in homes and other commercial, industrial and agricultural structures. According to the 2016 Solar Jobs Census, Steuben County has obtained 17 solar jobs as a whole.

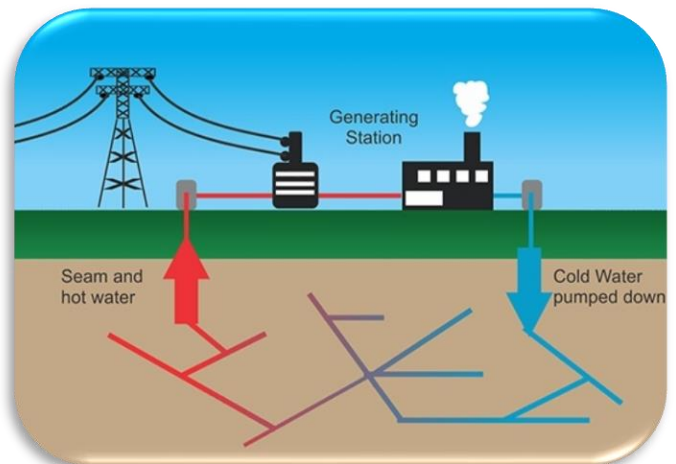
Geothermal

Geothermal energy is generated by converting heat and steam from the earth into usable energy for homes and buildings. The hot water produced by this process is then exported back into the earth's surface.

Small households, communities and towns can benefit from geothermal energy due to the process's ability to replenish groundwater sources. In this effect, geothermal energy is renewable and does not deplete natural resources. It is also imperative to note that the initial investment for implementing geothermal systems is much greater than other types of renewable energy. A possible solution would be to only recommend geothermal energy for new developments or as part of a larger system.



Solar Energy Processes | Source: Premier Solar Installations



Generating Geothermal Energy | Source: Quora, Ateto Eric

District Systems

District systems use large-scale technologies in areas where individual systems may not be appropriate. Such systems may result in condensed expenditures when sharing services between buildings, reducing initial building or maintenance costs. District systems also increase energy efficiency and can be set up through stakeholder agreements.

Positive impacts of district systems include an increase in building space where other systems would typically be located, savings in initial investments, and environmental benefits such as decreasing levels of pollution or decongesting the local electrical grid. Village Square may benefit from this system.

Energy Efficient Streets

The Village of Painted Post can benefit from installing energy efficient street and traffic lights, which will result in a reduction of energy costs in the long-term. LED lights also add to the aesthetic and safety characteristics of a street, as they yield an element of greater visibility for those walking or biking. The Village can also encourage the Department of Transportation to install LED traffic lights to further reduce these costs. Painted Post will find value in requesting information from NYSERDA regarding funding opportunities in an effort to implement such energy-efficient strategies.

Green Infrastructure

“High performance infrastructure” refers to the idea that best practices can be applied to a variety of community elements within one system to improve on overarching concepts such as controlling emitted energies and/or non-point source pollution. Elements to be regulated can include storm water infrastructure, streets and sidewalks, landscapes, utility maintenance, and streetscapes. One way in which a municipality can achieve similar goals is to examine feasibility for adopting the Tree City program hosted by the Arbor Day Foundation. The program aims to reduce expenses for energy, storm water management, and erosion control as well as increase neighborhood connectivity. By decreasing the use of impervious pavement throughout the Village, increasing green spaces, and planning for natural occurrences, Painted Post will improve on energy, environmental, social and aesthetic efficiency in the long-term.



*District system in a business district
Source: International District Energy Association*



RECOMMENDATIONS

1. **Announce opportunities for solar training from NYSERDA. Ensure availability of information for elected officials and other government employees.**

The PV Trainers Network provides a variety of trainings regarding solar energy and what it means in regards to land use planning, code enforcement, and other government operations. Contact the organization to acquire training information and present updates to constituents. Such information should be included on the Village website if administered.

2. **Provide information on state incentives for new, residential or commercial solar jobs.**

New York State and the federal government offer three types of incentives aimed to increase solar energy resources. Incentives include NYSERDA Solar Installation Incentives, net metering, and other tax incentives that reduce the initial investment of both large- and small-scale projects. The Village of Painted Post should consider having resources readily-available for new residents, developers and business owners interested in implementing solar energy systems. Such resources can be obtained from the Department of Environmental Conservation, PV Trainers Network, and NYSERDA. For more information go to the following link: <http://www.dec.ny.gov/energy/43231.html>

3. **Develop an inventory of possible sites for solar, geothermal, and district energy systems.**

Evaluate locations throughout the Village that may be interested in implementing efficient renewable energy systems. If entire zones or districts can benefit from such systems, it may be necessary to change the local laws associated with these areas. The first step is to identify the sites before assessing the aforementioned laws.

4. **Implement energy and resource efficient systems within existing municipal facilities.**

Install low water-use toilets, energy efficient lighting and windows, and efficient heating and cooling systems in municipal buildings. If necessary, compost and recycling systems are other examples of energy and resource efficient arrangements. It may be feasible to consider completing a local government operations greenhouse gas emissions inventory.

5. **Organize workshops for local business owners within Village Square and closely surrounding businesses to explore the costs and benefits of a district energy system.**

Engage the Board of Trade and other local business owners in presentations regarding a district energy system for Village Square and the surrounding businesses. Municipalities typically lack the proper information and insight on long-term savings of energy-efficient systems, deterring them from such major infrastructure changes.

6. **Implement a local law that requires all public lighting be “dark-sky” lighting.**

The dark-sky movement was enacted in an effort to reduce light pollution, reducing light effects on the environment. LED lights tend to emit blue light, which should be minimized though recommended. The purpose for monitoring the amount of light emitted is to preserve the night sky and limit the amount of light shining from one property to another.

7. **Incentivize the Leadership in Energy and Environmental Design (LEED) program for new developments.**

The United States Green Building Council developed a tool that characterizes new buildings within the LEED certification system. New developments can be classified within multiple levels of sustainability, deeming each a position along the spectrum of resource efficiency. The overarching goal of the program is to reduce the carbon footprint for each development site while providing a basis for green-living in municipalities such as the Village of Painted Post.

8. Assess areas that may be appropriate for implementing green infrastructure. Begin with Village Square and the surrounding streets.

Strategically design green infrastructure where appropriate in and around Village Square. Characteristics such as landscaped islands or pervious parking/walking surfaces are just a couple of the ways Painted Post can draw residents and visitors to the area. Green infrastructure allows natural functions to occur and typically provides an aesthetic value to the community.

9. Review Zoning Law and remove any barriers to green infrastructure and district heating and cooling systems.

Ensure that zoning law does not prohibit or hinder the implementation of green infrastructure practices and district energy systems.

10. Evaluate the feasibility of becoming a Tree City USA community through the Arbor Day Foundation.

Tree City USA is an urban forestry program aimed to provide recognition and assistance to communities that value sustainability, cost efficient systems, long-term economic savings, and community health. The program can benefit the community in a variety of ways including to reduce costs for stormwater management and erosion control, boost property values, build stronger connections through the use of green spaces, reduce energy consumption, and educate residents on the benefits of managing trees and green spaces.

11. Ensure that zoning laws promote green infrastructure practices and residential solar installations.

Evaluate current zoning regulations and determine appropriate language that aims to promote the implementation of green infrastructure and installation of residential solar energy systems.



Economic Development

8

CURRENT CONDITIONS

Economic development today is focused on being adaptive to rapidly changing business cycles. To be competitive, Painted Post will need to do just that. The New York State Regional Economic Development Council has outlined a focus of investment into four categories to consider:

- Workforce
- Place making
- Innovation
- Tradable Sectors

Painted Post will need to work within this framework to attract and retain business, but should also work within this framework to seek grant funding from the Economic Development Councils and the Consolidated Funding Application (CFA) process.

Workforce

Workforce is becoming one of the critical issues for development. Businesses continue to struggle to find talent, and while the Village cannot do much to impact education policy, they can make sure they offer a vibrant community that attracts talent. This means providing a good affordable housing stock which is a current concern for the region as a whole. Painted Post currently has a nice housing stock of single family homes. It will be imperative that Painted Post continue to invest in strong code enforcement in order to maintain their housing stock. The Village lacks housing options, so finding ways to create upscale condos and apartments that might attract a younger single employee will be important.

It is also important that taxes are addressed. Making your community a great place to live, also means making it affordable. Ensuring that all is done to lower taxes but still provide excellent services is important. The Village will need to continue working with the Town of Erwin and other surrounding municipalities to share services and lower costs.

The Village can upgrade their urban core areas to make them more vibrant and attractive to people living there. Painted Post should look at transitioning the Village Square and the surrounding area into a destination much like Market Street in Corning. As retail is leaving this area, so the focus should be on services and other specialty retail such as eateries, hair dresser, etc.

Placemaking

Businesses and employees want to be in a vibrant place. This not only includes housing stock, but the Village should think about their walkability. Something must be done to address Craig Park and the closed pool. The first question a visiting businesses or employees looking at the area will ask is why the pool is closed and the park facility is in a state of disrepair.

Innovation

The Village is surrounded by innovation, so officials should be asking the question, “What can be done to attract business here?” and “What can the Village offer to attract innovation from companies such as Siemens and Corning Incorporated?” Village leadership should be working to ensure Siemens is happy and create an environment to attract new innovation and investment. The things that the village can impact are once again are costs and regulations to create an environment business wants to locate within.

Tradable Sectors

We have a real opportunity to attract supply chain businesses for Siemens and others, and this opportunity has just expanded with the recent announcement that Siemens and Alstom have merged their transit manufacturing operations. The Village should work with Siemens to determine if they can locate supply chain operations within the Village. Painted Post will need to create a stable and financially sound environment for business to be interested in investment in the community. Businesses do not like surprises.

The Dresser-Rand

In 2015-2016 census data it was estimated that between 450-500 individuals work at the Dresser-Rand Company. These employees are walking distance from local business and services located in Village Square and surrounding areas. The Village should work to create safe places to walk and invite services that would be utilized by the employees of Dresser-Rand. Communication between Dresser-Rand management and the Village has been minimal in recent years. Finding an avenue to work together and cater to Dresser-Rand's business needs will only benefit the community.



The Foundry Site

The foundry site, located at 450 West Water Street is currently owned by the Village of Painted Post. This 57.4-acre parcel is vacant and the former site of Ingersoll Rand Foundry. This site is listed as "Strategic Site C" in the Brownfield Opportunity Area Step 2 Nomination study completed in early 2017. This site is listed as strategic due to the potential of becoming a "catalytic development that will transform the economy of Painted Post" (BOA, 2017). This site is the most significant developable site in the Village of Painted Post. In 2008 there were restrictions placed by Department of Environmental Conservation (DEC) and by Department of Health (DOH) on the site. Further deed restrictions were placed by Dresser Rand, (formally Ingersoll Rand) that prohibited many uses. The BOA states that prohibited uses include residential, retail, commercial, parks and schools. It is recommended that the Village review the deed and the restrictions to note a complete list of restrictions.

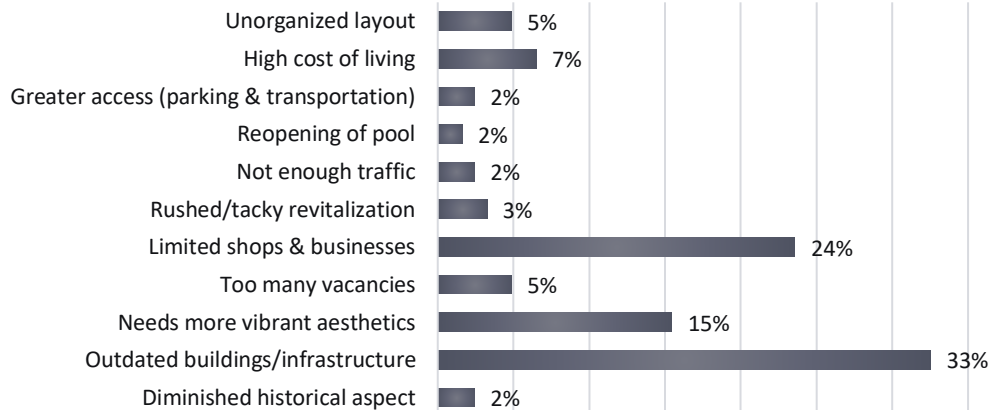


In 2015, 11.48 acres of the foundry site was redeveloped into a rail siding for transloading facility to ship water to Pennsylvania for the use in the gas industry. Since its opening it has faced legal challenges and has not been fully utilized. The site has not run water in over a year.

The foundry site must be addressed and actively managed as a prime developable site but also as a site with many challenges and restrictions. The first step will be outlining all the restrictions on the deed as well as by DEC and DOH. Formal meetings must be held with both DEC and DOH. The next step is to outline what the restrictions are and what can be placed on the site. Also, the Village will need to clearly define if clean-up is necessary on any part of the site, exactly where it needs to be completed, and for what uses. Defining the responsibilities on this site are the first steps to actively promoting the site.

Advertising for the foundry site has been minimal over the years. The site contains a sign with a phone number that is legible from the highway. The Village should look to work with the County IDA and Three Rivers Development on how they can better promote the site throughout the state and nationally. One way is to refer to the site as the West Water Street Industrial Site to avoid any preconceived negative connotation. A service named StateBook appears to be a service that could list the site in a national database in order to better advertise the site along with any associated restrictions.

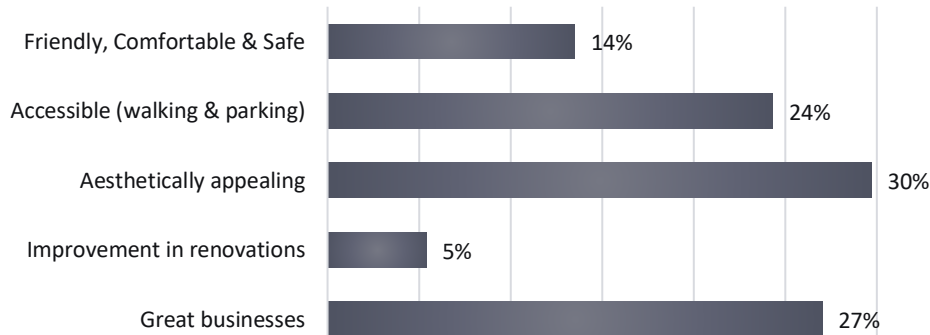
What is your current image of Village Square? [Challenges]



Village Square

Village Square is the retail center of the Village. Village Square was built shortly after Hurricane Agnes devastated the Village of Painted Post with revitalization funding from Housing and Urban Development (HUD). At the time of creation, store fronts were filled with a variety of businesses and services with similar signage and an active organization of businesses owners that maintained and regulated developments within the Village Square. In the past 30 years, retail and service needs have changed in the village, businesses have fallen away and consistent signage has not been maintained. The Village Square has lost much of its unique character, and now with aging exteriors, is dated. It does not appear that business owners in the square regularly meet nor do they have the same active organization they once did. Village residents indicated that they found the

What is your current image of Village Square? [Strengths]



square aesthetically appealing but noted that buildings and infrastructure was outdated. Residents love the idea of Village Square, but the once vibrant center is struggling to stay relevant.

Village Square is not only in need of new businesses to fill their store fronts, but also an update all around. Design guidelines would benefit the square to bring signage and the exterior into consistency and to better create a sense of place. Traditional retail businesses like the Square once had may be a thing of the past, but the need for healthcare services, offices and restaurants still exists. Residents desire a grocery store in the square. A traditional grocery store is probably not reasonable with a Walmart across the river in Erwin and Tops in Riverside. But a small scale, health foods

store catering to a niche market may be a draw to the square. Revitalization of the square is also important. Seeking funds, such as Main Street funds to revitalize the Square's exterior will also help to create a sense of place.

Village Square may benefit from upper story apartment housing on site as well, creating a location where individuals can live, shop and play. Zoning in the Village should support mixed uses in the Village Square. Continuing to encourage more walkable areas in the Village will be vital to incorporating these mixed-use areas as well. The Village will need to evaluate and maintain their crosswalks, handicap ramps and walkways.

The parking lot for Village Square is currently owned by and maintained by the Village. Business owners in the Square should work with the Village on a shared cost and maintenance plan for the parking lot. Creating a better partnership between the Village and the businesses owners in Village Square to come up with creative solutions for maintenance and beautification could prove fruitful.

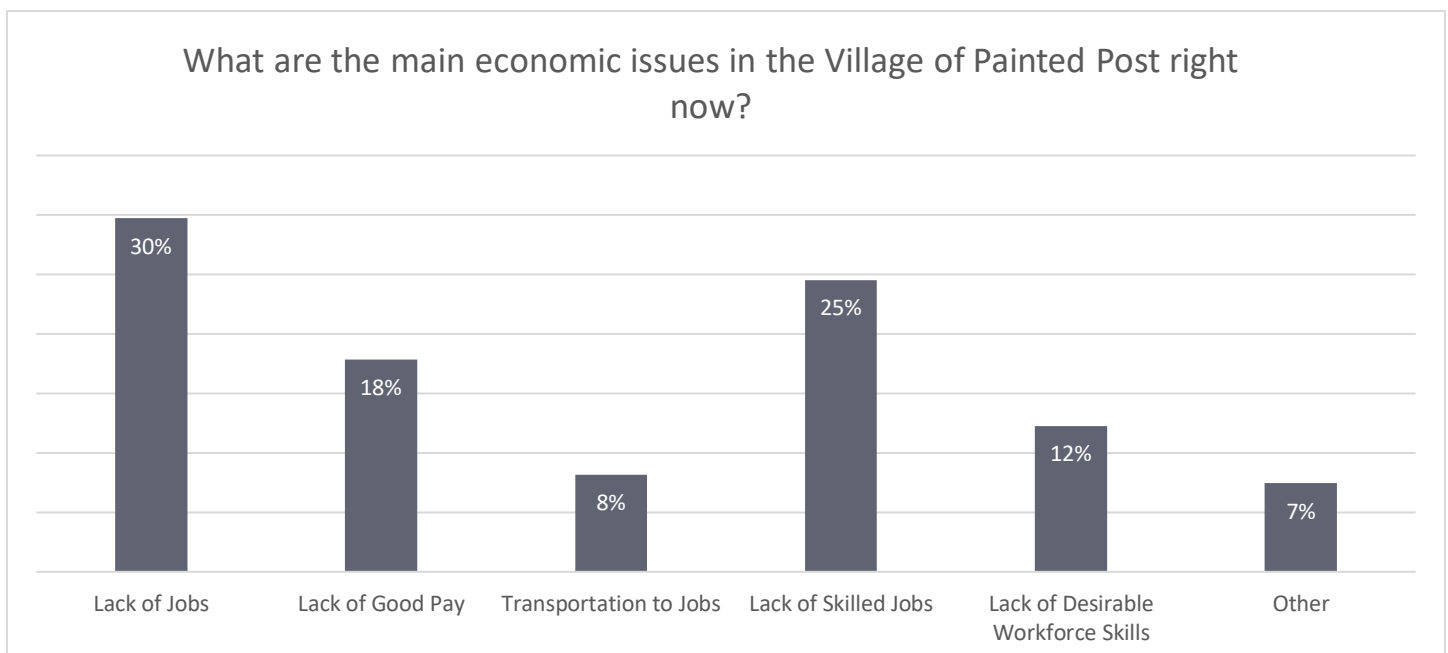
Corning Painted Post School

Corning Painted Post School district is the largest employer in the Village. As the Village is always looking for volunteers and to promote their local businesses, partnership between the Village and the school district to involve local students in beautification projects, park revitalization and simply involving the youth in hands on learning throughout the community. Further, providing services and businesses that could be utilized by school employees, may draw those employees to Painted Post rather than Erwin.

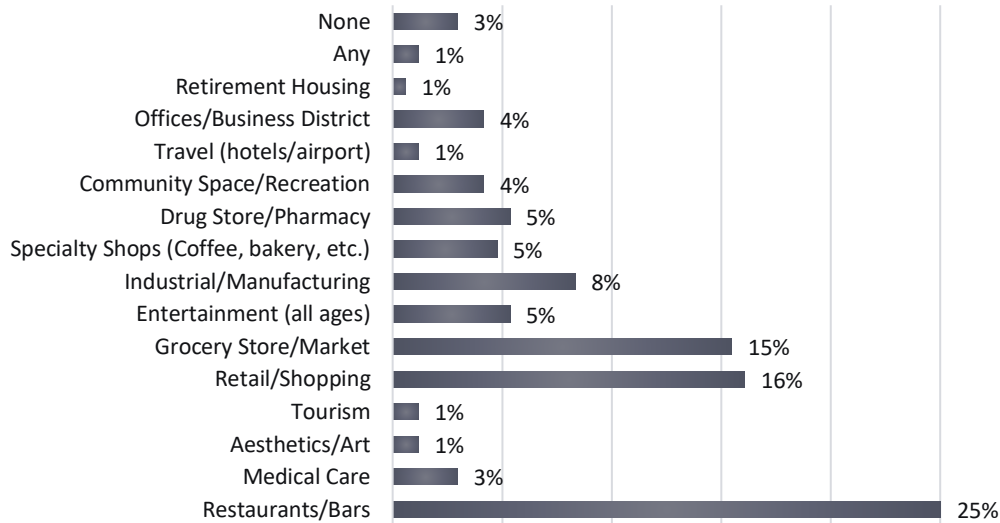
ECONOMIC DEVELOPMENT AND THE RESIDENT SURVEY

Resident's Wish List

Through the resident survey, residents commented on economic issues for the Village. 30% claimed lack of jobs, 25% lack of skilled jobs and 18% lack of good paying jobs as the main economic issues in the Village. Finding the right development for the foundry site could mean an increase in local jobs. This site has the potential to be transformative.

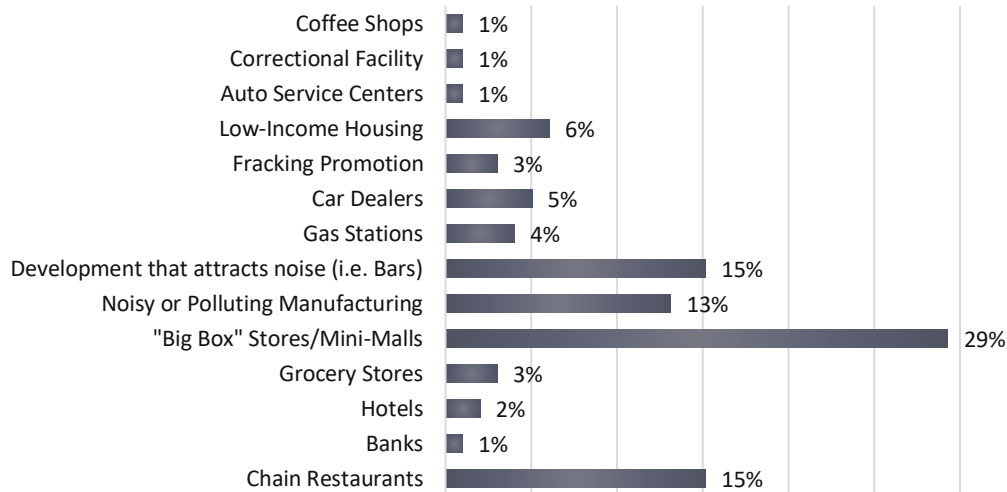


What kinds of commercial development would you like to see?



Residents also weighed in on the type of development they would like to see in the Village vs. the type of development they would not like to see. Residents are interested in restaurants and bars, shopping and retail, and grocery stores or markets. The region could use some new unique restaurants and niche retail or a grocery store may bring more folks to the Square.

What kinds of commercial development would you NOT want to see?



29% mentioned not wanting to see big box stores. This is an overwhelming theme we have heard during focus groups and public meetings. Big box stores can be controlled through square footage limitations in some zones, focusing on the smaller retail and service oriented businesses. Healthcare is one of the fastest growing industries in the region. The Village could work to become an inviting home to healthcare offices, clinics, non-profits or a gym as well.

The Village needs to let go of the past and think about ways to reduce costs through shared services in an effort to help keep their taxes in line. They need to focus on their housing stock, which also relates back to taxes, and develop a strategic plan for Village Square to target future investments. The Village needs to be working with Dresser/Siemens to make sure they are in lock step with the business's needs, and decide what they want in the foundry site by figuring out any environmental concerns, and get it permitted for whatever use they decide.

RECOMMENDATIONS

1. Increase direct communication with Dresser-Rand and the Village trustees.

Reach out to Dresser-Rand, find the appropriate person and meet. Talk about their needs and how the Village could assist. Talk directly about taxes. Let Dresser-Rand know you are serious about keeping them in Painted Post and helping them grow. Make these meetings and discussions ongoing. Meet on a quarterly basis.

2. Ensure sidewalks and walkways between the Dresser- Rand and Village Square continue to be well maintained.

Continue working and improving the walkability of the Village and the Village Square. This is absolutely vital to increasing Dresser-Rand employee's visits to Village Square.

3. Work to invite restaurants, small scale grocery store, a gym, health related services and other services to the Village Square. Reach out to Dresser-Rand and School employees and ask what they would like to see there.

Contact desired businesses and work to advertise the site.

4. Read the deed restrictions for the foundry site.

Read the restrictions, document and make public these restrictions. All advertising the foundry site should clearly state these restrictions.

5. Meet with DEC and DOH concerning the foundry site.

Have DEC and DOH clearly document the foundry site requirements. What and if the land needs to be cleaned and in what circumstances that needs to happen. Explore opportunities and limitation of BOA tax incentives for cleaning the site.

6. Work with Regional Economic Development Councils, County IDA, Three Rivers and any other agency willing to work with the Village on adequately advertising the foundry site.

List the site on StateBook and other nationally recognized site finding databases. Once the Village has their website up and running, list the foundry site, or West Water Street Industrial Site, on there as well.

7. Seek grant funding to complete a master plan for Village Square.

Consider Mainstreet, NYSDA and ESD funding for Village Square.

8. Partner with Board of Trade and school district and work together to recruit volunteers.

Volunteers for Colonial Days as well as business partners for promotion and improvement of the Village Square.

9. Design guidelines for Village Square and the foundry site.

Write design guidelines for Village Square and the foundry site. Include in the Village **Zoning Law**. Educate the Planning Board on how to utilize the guidelines. Offer incentives to developers that follow guidelines.

10. Work with Board of Trade to reinvigorate Village Square businesses owners' association.

Begin having quarterly meetings of Village Square business owners led by BOA. Consider having the Village pay the BOA dues for the businesses for the first year.

11. Consider square footage limitations In Village Square.

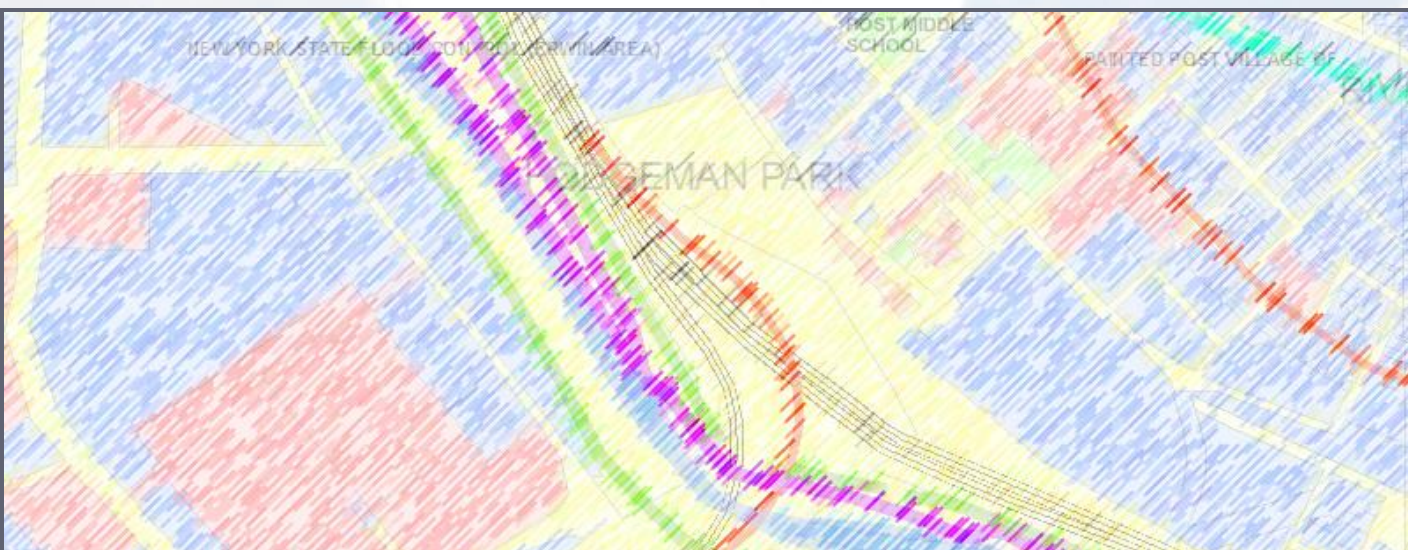
Focus commercial development in Village Square to small scale retail, services and professional offices. Implement limitations for the Square including those for square footage for retail.

12. Allow for mixed uses in Village Square.

Make development any new retail, commercial, service, office or residential uses as unrestrictive as possible. Consider allowing these uses by right rather than through special use permits.

13. Define and consider uses that could be allowed on the foundry site allowed by right rather than by Special Use Permit.

Make permitting of any business interested as easy as possible. Offer clear site plan review checklist and requirements to ease permitting on the site.



Land Use 9

CURRENT CONDITIONS

This land use chapter serves as a culmination of all the work completed in chapters one through eight of this comprehensive plan. This chapter should be used to help amend the Village of Painted Post's zoning law. Amendments should work to grow the community in a way that meets the vision of the residents. The vision was determined through a Village wide survey, numerous focus groups, interviews and public meetings. The Village's vision is focus on the following six items.

- Support for regulation that assist in improving the aesthetics of the community in all areas of Painted Post.
- Focus on retaining existing residents.
- Focus on economic development for both the Village Square and the foundry site.
- Improve and maintain strong code enforcement throughout the Village.
- Create a more walkable community.
- Preserve the Village character.

Through the zoning we will work to see the Village's vision come to fruition.

Residential Areas

Residential property in Painted Post has been well maintained and the Village enjoys a relatively low vacancy rate (see the housing chapter). Residents are concerned about maintaining the properties exterior and community character. Ensuring that the Village code enforcement officer continues to strongly enforce the NYS property maintenance law throughout the Village will be vital to preserving these pristine neighborhoods. The Village will need to carefully review their neighborhood zones to ensure that where the zones fall still make sense. The neighborhood zones are as follows:

- Low Density Residential
- Medium Density Residential
- Urban Center Residential
- Planned Residential
- Urban Center

Due to the lack of housing options within the Village, it is recommended that the denser developed zones be considered multi-unit dwellings without special use permits. It will be imperative that the zoning law is reviewed to remove any barriers to allowing upper-story apartments above businesses and that the Urban Center Residential as well as the Planned Residential is evaluated to be more flexible in uses, allowing for more mixed use.

Further, the Planned Residential area must be reviewed. This is a planned district that was applied for by a developer. At the time of approval, a list of allowed uses and regulations should have also been adopted. It does not appear like that every happened. As such, the planned district incorporates the senior living community along with other parcels of land that include businesses, a single-family home and a church which is currently for sale. The zoning as it is written is quite restrictive. It is recommended that the zone be evaluated and reduced in size to only include the senior living community.

Areas for Protection and Preservation

Areas for protection and preservation include, wooded steep slopes and the Floodplain Protection District. The Low Density Residential zone is mostly comprised of wooded land and steep slopes. The land is held in private ownership and is unlikely to be developed. It is recommended that this zone be changed to a conservation zone that allows for public recreation development such as foot trails only.

The other important area for protection is the floodplain protection district. This zone is the floodplain and falls on the waterside of the existing levee. This area contains very little developable land and should continue to be in a protective zone such as the Floodplain Protection District.

Areas for Development

Much of the Village has been built out and there are few places for new development. That being said, there are three areas in which the Village can look to invite new businesses and commercial development: Village Square, the foundry site and mixed-use development within the Urban Center Residential Zone.

Village Square

The Village Square is located at the heart of Painted Post. The shopping area has been steadily losing its businesses and is also in need to structural upgrades. This center of commerce is a perfect area for a developer with a grand vision to redevelop the entire square. Zoning for the Village Square is Planned Commercial Zone. The zone currently allows many different commercial/retail/ office and service uses all through obtaining a Special Use Permit. It is recommended that a better vision for the Village Square be created. Allowing mixed uses, such as apartments on second stories and mixed uses of retail, restaurant and services on ground level. It is also recommended that rather than obtaining a Special Use Permit for all uses in the Village Square, that regulations be relaxed to allow for some retail, restaurant, offices and services to be permitted outright. More stringent signage law should be implemented to ensure uniform signage throughout the square.

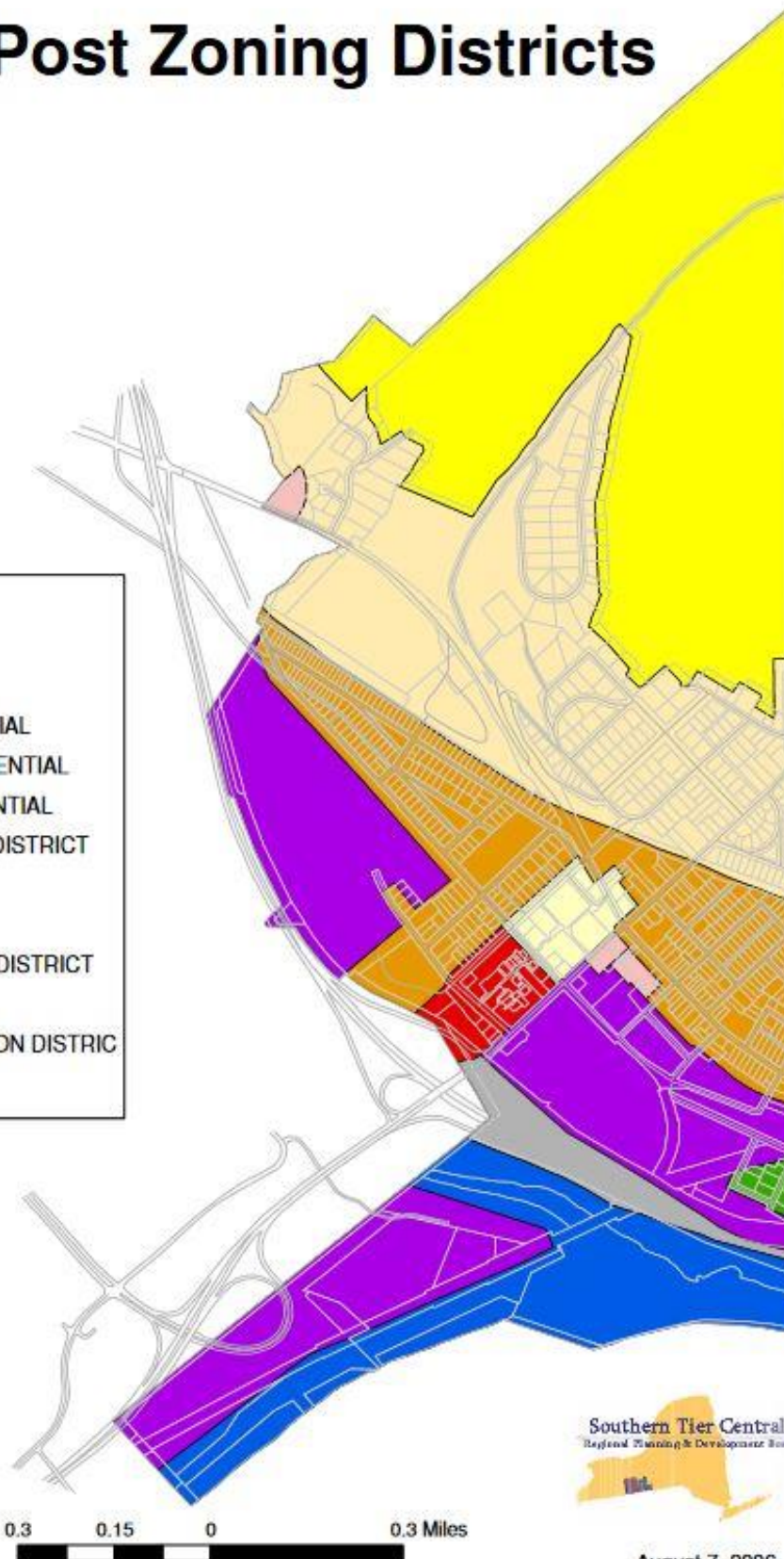
Foundry Site

The foundry site is currently zoned Industrial. The site is fully owned by the Village and has a set of deed restrictions, restricting certain uses on the site. It is recommended that the Industrial zoning remain and that uses allowed on the site according to the deed restrictions be incorporated into permitted uses through the zoning law.

Mixed Use Neighborhood Development

The Urban Center Residential Zone is already home to many businesses. It is recommended that small business offices and personal services be permitted to locate within this zone. This zone should work to maintain the neighborhood character by maintaining the homes, but allowing business to operate out of these homes. Only small and discrete signage should be allowed in this zone and business must adhere to parking requirements.

Painted Post Zoning Districts



Southern Tier Central
Regional Planning & Development Board

August 7, 2006

RECOMMENDATIONS

1. Evaluate eliminating or changing the boundaries of the planned residential zone.

Limiting the planned residential zone to only the senior housing, removing any businesses, single family homes and the church from the zone. This will allow for more flexibility within those properties outside of the senior housing.

2. Consider allowing for multi-family dwellings in the Urban Center Residential zone.

Allow, through a Special Use permit, multi-family dwellings within the Urban Center Residential zone. Allowing for market rate housing options of an apartment complex to be placed in this zone. There currently is no land available that is big enough for a large scale or even small-scale apartment complex, but this would open the door to allowing a developer to buy a couple of parcels and build a complex within those parcels.

3. Consider a form-based code for the Urban Center Residential zone.

Allow businesses to move into single family homes, maintaining the exterior residential look. Also allowing for mixed use development within this zone.

4. Allow for upper story apartments within Village Square.

Allow Village Square building owners or future developers to build upper story apartments and allow for residential uses within Village Square. This will bring the residents closer to the services they will utilize.

5. Revise sign law to require consistent signage in Village Square.

Return the signage in Village Square to how it once was. Implement design standards that dictate the size, shape and materials used in all signage in Village Square. These standards should be stringent and enforceable but also allow for some flexibility for unique situations.

6. Revise sign law to allow for only discrete minimal signage in the Urban Center Residential Zone.

Allowing for mixed use within this zone will result in more signage in this residential zone. Revise the sign law to allow for signage but only small discrete signage that will not take away from the neighborhood feel. Ensure the signage is consistent with the neighborhood feel and the recommended form-based code (see recommendation three.)

7. Revise the zoning of the foundry site to match the allowed uses as noted in the parcel's deed.

Once deed restrictions are figured out for the foundry site, match the zoning and permitted uses to what the deed dictates can be on the site.

8. Consider changing the Low Density Residential Zone to a conservation zone.

Much of this land is steep, unbuildable and resides in private ownership. As such, it is recommended that the land be protected through a conservation zone that only allows recreational uses such as hiking trails, but not allow single family home development.