



Town of Southport Final Comprehensive Plan

Town of Southport, New York
March 2014



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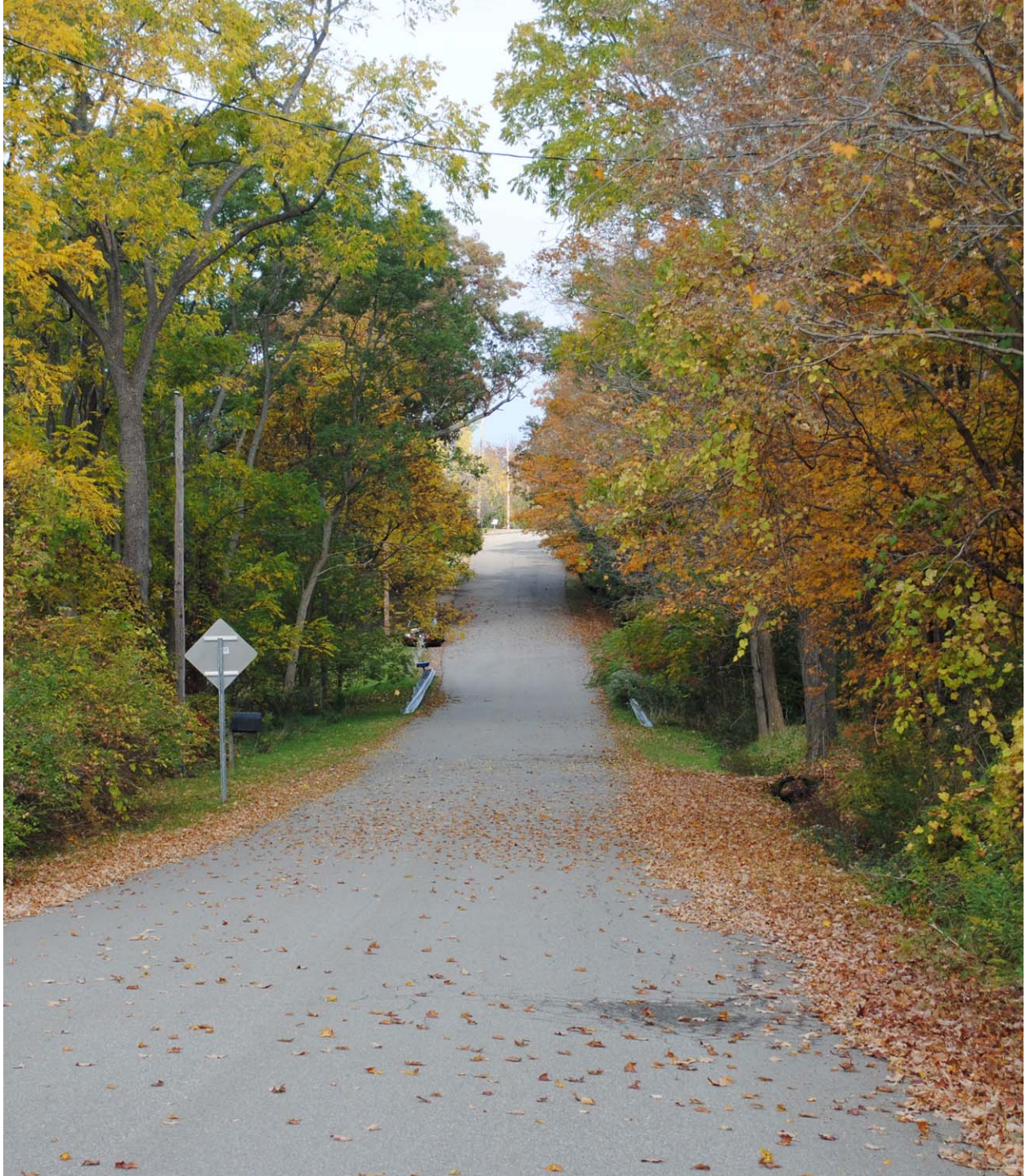
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List of Acronyms

BACPAC	Bicycle and Pedestrian Advisory Committees for Chemung, Schuyler and Steuben Counties
CCE	Cornell Cooperative Extension
CPC	Town of Southport Comprehensive Plan Committee
ECTC	Elmira-Chemung Transportation Council
ESD	New York State Empire State Development
FEMA	Federal Emergency Management Agency
MS4	Municipal Separate Storm Sewer System
NYS DEC (DEC)	New York State Department of Environmental Conservation
NYS DHCR (DHCR)	New York State Department of Homes and Community Renewal
NYS DOS (DOS)	New York State Department of State
NYS DOT (DOT)	New York State Department of Transportation
NYS OPRHP	New York State Office of Parks, Recreation & Historic Preservation
NYS ORPS	New York State Office of Real Property Services
NYSERDA	New York State Energy Research and Development Authority
STBL	Southern Tier Bicycle League
STCRP&DB	Southern Tier Central Regional Planning & Development Board
STEG	Southern Tier Economic Growth
STREDC	Southern Tier Regional Economic Development Council
SWCD	Chemung County Soil and Water Conservation District



EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

The Town of Southport is a community of 11,000 residents located in Chemung County, in the Southern Tier of New York. In 2012, the Town convened the Town of Southport Comprehensive Plan Committee (CPC), made up of residents and local officials, to develop a Comprehensive Plan. A Comprehensive Plan describes three things: the existing condition of the Town, the vision for the Town, and an implementation plan or “road map” for achieving that vision. The plan that the CPC has developed over the past year, with input from a Community Survey, Town-wide public meetings, focus groups and local experts will provide a framework for future development and conservation, zoning changes, and public and private investment in the community.

Southport is a stable community with a population that cares about its future. With that said, it is also in transition as the population is aging, the school district is evolving and the residents are considering what sort of modifications, if any, need to be made in order to accommodate seniors and retain young families, as well as attract employers who would bring new residents and energy to Southport. During this planning process, the CPC asked itself and Town residents questions such as, “What has the Town done well? What could use some improvement? What are the priority areas for action?” While the majority of respondents to the survey are content with the quality of life and services that Southport provides, this plan acknowledges concerns about land use, zoning and the future and proposes policies and actions meant to guide the Town’s leaders for the coming decade and beyond.

Vision

The recommendations within the Town of Southport Comprehensive Plan will direct the Town toward achieving its vision, as stated

below. The Plan has been developed with the intent of achieving a balance between urban, suburban and rural densities as well as a balance between growth and conservation of the existing land uses.

Vision Statement
In 2025, the Town of Southport is a diverse community with attractive neighborhoods, successful businesses, productive agricultural areas, and protected rural lands. Residents regard the feeling of community, abundant historic and recreational resources, traditional character and good governance as important reasons to settle here. The Town continues to build partnerships to grow its economy, provide desirable housing choices, and retain and attract new residents and businesses. In doing so, Southport is a leader in the Southern Tier, working with neighboring municipalities on transportation and land use while making thoughtful decisions about its own growth and conservation.

Goals, Objectives and Action Items

The Town of Southport has identified the four goals listed below as the major themes of this Comprehensive Plan. The Objectives and Actions listed below each goal will help the Town achieve not only those goals but also the overall vision. In general, land use regulations dictate the type and location of development that occurs in a community and should be clear as well as concise. The goals, objectives, and actions listed in this plan would ensure that land use regulations are consistent with the community’s long-term vision in terms of where

development should occur and what form that development should take is essential in achieving that vision.

Goal 1: Generate Economic Development Opportunities

As has been described in previous chapters, Southport is currently facing a variety of challenges while also embracing opportunities in terms of economic development. Although the population is aging and the future of the facilities within the Elmira City School District is unknown, the real estate market remains strong and Southport is perceived as a desirable, convenient and relatively affordable place to live. However, feedback from the Community Survey indicates that generating economic development is one of the most pressing concerns for residents. Therefore, the Town should take steps to attract the ideal mix of new businesses and continue working with regional economic development agencies to create new employment and retail opportunities.

Goal 2: Accommodate the Changing Population

Recent demographic trends show that Southport's population is aging as the number of young children and families has decreased. Although many long-term residents are happy with the community in general, some feedback during the planning process has stated that the Town may have a limited appeal for younger segments of the population. Because Southport would like to care for its aging population while reversing the trend of population loss among young people, it will need to adopt new strategies. These will serve to accommodate seniors while attracting others through improvements to the infrastructure and development of a range of housing types and sizes so that existing residents can continue to live in Southport and potential new residents will consider it attractive and affordable.

Goal 3: Enhance the Community Character

Through this planning process, Southport residents have made clear that they appreciate

and seek to maintain the scenic quality and rural character of the Town and its neighborhoods. Words such as "quaint" and "historic" are frequently used to describe the community character in the Town. While community character means something different to each and every resident of Southport, ultimately it is about the "sense of place." Common elements may include good design, historic resources, scenic vistas and undeveloped agricultural land.

The plan seeks to encourage practical residential, retail and other development that reflects the character of the Town's past and present. In addition, Southport lacks a Town Center or a geographic location where residents can gather and spend time. The Bulkhead area, with its road connectivity, retail and office uses and adjacent residential areas, is an obvious place to encourage the development of a Town Center for future generations. This means that a designated portion of Bulkhead could be rezoned and revitalized into a compact, mixed-use center of activity. Emphasis within the center should be on walkability, mixed uses (commercial retail and office, entertainment, civic, and residential), and a more refined design character.

Goal 4: Protect Natural and Historic Resources

As development continues throughout Southport and the Southern Tier, and sustainability is looked upon favorably not only by residents but also agencies acting as funding sources, the Town should increase efforts to protect its natural resources. Steep slopes, stream corridors, wetlands, floodplains, ridgelines, areas with prime soils, aquifer recharge areas, and viewsheds should be protected from residential and commercial growth. Restrictions should be put in place on these sensitive areas where they are not already, while encouraging infill and redevelopment in areas where utilities and infrastructure already exist.

Future Land Use Plan

The Future Land Use Plan, found in Chapter 4, is a visual representation of the desired future land uses throughout the Town of Southport. Although it may take on the appearance of a zoning map, the Future Land Use Plan should not be used in the same manner. The map colors represent desired future land uses that do not necessarily correspond to zoning classifications. However, it should serve as the basis for zoning revisions in the coming years, taking market forces and regional planning and economic development issues into consideration. It should be noted that the Future Land Use Plan is generalized and is *not* meant to convey the specific boundaries of future zoning districts (See Figure 10, Future Land Use Plan.)

As is mentioned throughout this plan, Southport's residents are by and large content with how the Town looks and how it continues to be governed. However, throughout the course of the planning process it has become apparent that small, neighborhood-level incremental planning may be very beneficial in both the short- and long-term. Chapter 4 takes a brief look at each of Southport's neighborhoods and although is not a substitute for a comprehensive housing strategy, describes some of the steps that the Town and its residents may want to consider as part of an implementation plan.

Implementation

Implementation of this plan will require the delegation of responsibility to various parties. While this document focuses on efforts that are within the Town's jurisdiction (including zoning changes and the like), other actions may require steps by Chemung County or New York State agencies—for funding or approval. In other instances, it may be the role of private organizations or business owners to take action. When actions are outside of the Town's jurisdiction, the Town should continue to coordinate with those outside agencies or organizations. This collective effort will help bring the Plan to fruition. A detailed implementation matrix, including short-, medium-, long-term and ongoing actions is located in Chapter 5.

The two high-priority actions that have been selected as immediate, due to the amount of influence that positive results will have on the overall implementation of this plan, are: the development of Neighborhood Strategies and comprehensive Zoning revisions. Both of these action items could be commenced in 2014 and completed within one to two years. Neighborhood strategies could bring low-cost benefits to the Town through grassroots efforts. Zoning revisions could result in a more sustainable Southport and the implementation of many of the short-term action items within this Comprehensive Plan.



Chapter 1 / INTRODUCTION

Chapter 1 / INTRODUCTION

The Town of Southport comprises forty-seven square miles of scenic foothills, river valleys and neighborhoods in the Southern Tier of New York State. Located in southern Chemung County between the City of Elmira and the New York-Pennsylvania border, this diverse community of eleven thousand residents is a blend of rural, suburban and urban landscapes, whose residents and leaders are planning for its future with the varying needs of its population in mind.

Southport’s previous land use plan¹ was adopted in 1967, long before many of the key development and conservation issues addressed within this plan—economic development, planning for seniors and children, energy use and conservation, and others—were of concern. Although the Town has undertaken various planning efforts in recent years, none had been completed under the mantle of a “Comprehensive Plan,” which considers the viewpoints and input from the community on a wide variety of topics.

One of the primary purposes of a comprehensive plan is to provide the backbone for the local zoning law.² If a municipality in New York State adopts a comprehensive plan, the local zoning ordinance must then be in compliance with the plan (NYS Town Law §263). In the past several years, the Town has mulled changes of varying scale to its zoning ordinance. Rather than continuing to make piecemeal changes that did not particularly relate to the 1967 plan, the Town Board chose to begin the comprehensive planning process culminating with this Comprehensive Plan in 2012. Any modifications to the zoning ordinance that are

proposed after this plan is adopted will need to conform to the recommendations stated herein.

New York State does not mandate comprehensive planning. However, the State encourages community visioning and planning through a variety of mechanisms; particularly, for the allocation of funding at the regional and state level. For the next decade, this Plan will serve as a guiding document for the Town Board, Planning Board, Zoning Board of Appeals, and other government agencies that are making decisions regarding future land use in Southport.

What is a Comprehensive Plan?

The materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of [a] town.

1.1 Purpose of a Comprehensive Plan

In addition to the purpose described above, a municipality’s comprehensive plan is also intended to provide a framework for future development and conservation, as well as public and private investment in the community. In Southport, the collective investment by residents, businesses, churches, schools, volunteer organizations, and Town government will shape its physical, social and economic character in the next decade and beyond.

A successful comprehensive plan requires the personal commitment of Town residents to

¹ Town of Southport Proposed Master Plan and Revised Zoning Ordinance, May 1966.

² *Zoning and the Comprehensive Plan*, James A. Coon Local Government Technical Series, NYS Department of State, 2009.

consider the long-term well-being of future generations and the public commitment of Town officials to update local land use laws as needed, to enforce the laws that meet the needs of its residents, and to budget for major Town expenses such as policy updates, infrastructure, open space, and community facilities.

The plan is intended to serve as a guide for the next ten to fifteen years. However, this plan should be reviewed every two to three years to gauge progress on implementation and to perform needed maintenance. A more formal revision should occur at the end of the ten-year review.

As stated previously, although comprehensive planning is not mandated by New York State, the state encourages comprehensive planning for the sake of the health, welfare, and general prosperity of its citizens. Current funding mechanisms look upon the existence of a current comprehensive plan as a benefit when distributing money for specific planning and development projects, as State agencies look favorably upon a municipality acting in the name of its residents as the result of a participatory planning and visioning process.

Benefits of Comprehensive Planning

- *Provides a process for identifying community resources, long range community needs, and commonly held goals*
- *Provides a process for developing community consensus*
- *Provides a blueprint for future governmental actions*

1.2 Background and Overview

A Comprehensive Plan describes three things: the existing condition of the Town, the vision for the Town, and an implementation plan or “road map” for achieving that vision. To develop this Plan, the Town established the

Town of Southport Comprehensive Plan Committee (CPC) to identify key issues, assist with public outreach, define the vision and goals of the plan and review the plan as it was written. The CPC met monthly for a year and was actively involved in all phases of Plan development. Its members represented various perspectives (Town Board, Planning Board, Zoning Board of Appeals, business owners and residents) and geographies from within the Town.

In addition to their regular meetings, the CPC conducted a public outreach process that included a variety of opportunities for input. Those involved with this plan strived to ensure that the Comprehensive Plan would reflect the entire community’s vision for the future. The public outreach strategy included the following elements:

Community Survey

In January 2013, the Town conducted a community survey to help define the focus and provide direction for the Comprehensive Plan. The survey included a wide range of questions that addressed quality of life, governance, spending priorities and land use/development issues, as well as demographic and economic information. The Town mailed out three thousand five hundred (3,500) surveys, one to each household. One thousand three hundred fifty (1,350) surveys were returned for a response rate of thirty-nine percent (39%).

The majority of survey respondents (72%) were fifty-five and older, while 28% were between the ages of twenty-five and forty-four. Likewise, the majority of respondents (68%) have lived in Southport for over twenty years, and only 17% have lived here for ten or fewer years. Half of the respondents live in households of two people (given the ages of the respondents, many are likely older couples with grown children). The vast majority own and live in single-family homes. Many of the respondents initially moved to Southport because of good schools, reasonable taxes, Town amenities, the

small-town setting and availability of quality housing. The vision and goals of the Comprehensive Plan reflect the fact that Southport residents appreciate and would like to maintain these attributes. Additional information about the survey is found throughout the plan, and the full survey results are in Appendix A.

First Town-wide Meeting

To gather additional public input and describe the planning process in more detail, the Comprehensive Plan Committee held a public meeting at the Southport Fire Hall on March 19, 2013. At this meeting, the planning consultants presented an overview of comprehensive planning as well as a Community Profile and highlights from the Community Survey. Attendees also participated in a Visual Preference Survey to provide feedback about the scale and density of development that they would like to see in Southport.

S.W.O.T. Analysis

At the Public Information Meeting, attendees were invited to participate in a S.W.O.T. Analysis (Strengths, Weaknesses, Opportunities, and Threats) of the Town of Southport. This analysis allowed the attendees to brainstorm about the issues and characteristics, positive or negative, associated with the Town of Southport. The following are key issues derived from the S.W.O.T. Analysis:

Strengths

- Small town atmosphere
- Good location, close to major roads, airport and shopping
- Excellent roads and street maintenance
- Low taxes
- Good fire protection
- Nice parks throughout Town
- Good mix of retail businesses
- Effective shared services involving highway departments
- High-quality law enforcement
- Mix of rural and urban areas
- Nice and well-maintained senior housing

Weaknesses

- Issues with school system (potential closings, administration is too large)
- Lack of connections and places to walk in residential neighborhoods
- Need for larger, multigenerational community center
- Lack of employment opportunities
- Lack of family-style restaurants
- Weak code enforcement
- Lack of infrastructure (sewers, sidewalks and street lights)
- Need for more convenient transit service
- Lack of small retail businesses
- Lack of a Town Center

Opportunities

- More recreational opportunities for youth and young families
- Need to keep younger generations in the area with new employment opportunities
- Expand cable, internet and cell service to rural areas
- Expand retail in designated areas only
- Increase housing density in designated areas
- Provide more senior housing for various income levels
- New infrastructure (sewers, sidewalks and street lights)
- Safer connections and conditions for pedestrians
- Clean up and develop land along major corridors (Cedar Street, South Main Street, etc.)

Threats

- Higher taxes
- Aging population and loss of young families combined with inability to attract younger residents
- Neighborhood blight (business and residential)
- Uncertain future for community schools (potential for Pine City School closure)
- Climate change and potential for increased flooding
- Increase in crime

- Potential for natural gas drilling in the Southern Tier
- Development on agricultural land (redevelop or infill instead)
- Important to implement recommendations in Comprehensive Plan, don't leave it on a shelf

The CPC analyzed the findings from the S.W.O.T. to identify common themes and priority issues within the community. The issues helped to solidify the four specific goals to be addressed within the Comprehensive Plan. The goals, described in detail in Chapter 3, are:

1. Generate Economic Development Opportunities
2. Accommodate the Changing Population
3. Enhance the Community Character
4. Protect Natural and Historic Resources

Focus Groups

On May 1, 2013, members of the planning team and CPC met with representatives from the public and private sectors to discuss three areas of interest. The first group focused on *Transportation and Infrastructure*, discussing opportunities for and obstacles to improving transportation and transit in Southport. They discussed the potential for new sidewalks, bike lanes and “share the road” signs on Broadway, Pennsylvania Avenue and the Pine City area. New York State Department of Transportation (NYSDOT) is conducting studies of two intersections on Route 328 in Pine City and Webb Mills. Transit service includes three bus routes which provide a fair amount of services and are evaluated and updated regularly by the Elmira-Chemung Transportation Council (ECTC).

In terms of sewer infrastructure, the Town has a Master Plan for the sanitary sewer system in the urbanized areas of Southport. A new sewer project is in consideration for 395 properties in the Leland Street to Broadway area. In general, the group believes that the Town is going about infrastructure improvements in the right way; however, potential for increased shared

services should be explored further. The group felt that any proposed development or infill should occur on Cedar St. between Pennsylvania and Maple (particularly at the location of an underutilized retail center), the Brookside Trailer Park, the south end of Main Street, and on Route 14 (for larger businesses). Many of the participants agreed that the Town should require new retail businesses to be built close to the road with parking in back and sidewalks in front, as to encourage a more traditional and walkable community. The Town is encouraged to send a representative to the ECTC's quarterly BACPAC (Bicycle and Pedestrian Advisory Committees for Chemung, Schuyler and Steuben Counties) meetings.

The second focus group on *Economic Development and Neighborhoods* discussed a variety of neighborhood issues and ideas for attracting business. The group affirmed the findings from the survey and other public outreach that Southport could benefit from locally-owned businesses and restaurants. The old Dixie Barbeque would be a logical spot to develop a business, as it occupies a high-visibility location on Pennsylvania on Route 14 or from Route 328. A small retail store with a variety of goods would be appealing to the community. The Town could try to attract law firms, accounting firms or other offices. The former Pine City Guthrie building on Pennsylvania Avenue is being remodeled to accommodate a new cardiology group.

Some small business owners cited challenges such as finding qualified employees and attracting them to Southport. The group suggested that the Town organize an event to attract people to the community such as an annual festival. People consider the Pine City Elementary School a great asset to the community. In addition, the Town's low tax rate could help entice people to move to Southport.

Other key positive attributes of the Town's neighborhoods are the natural resources, the views and the rural areas. Business owners

strongly believe that the more urban areas need to be kept free from blight. The Plan should include recommendations for encouraging neighbors to help keep their properties cleaned up (Neighborhood Community Clean-Up in Downtown Elmira is a good precedent). Some Town residents believe that Code Enforcement should be more aggressive about investigating alleged code violations. The Southport Business Association is an organization that may have a database of local businesses—perhaps those on this list could be re-organized to establish community events.

The final focus group was on *Historic Preservation and Agricultural Preservation*. The group was comprised of members of the Southport Historical Society and landowners/farmers, who discussed ideas for protecting the Town’s natural historic resources, preventing the demolition of historic places, maintaining Southport’s agricultural and scenic resources and preserving open space. Southport has a number of farms, most of which are niche businesses and dairy farms. For them, residents who choose to “buy local” help their bottom line and are important to the community. The group discussed the viability of a local Farmers Market, and the possibility of establishing a list of historic sites to visit, which may help to attract tourists.

A full summary of the Focus Group meeting notes is in Appendix B.

Second Town-wide Meeting

On June 18, 2013, the Comprehensive Plan Committee hosted a meeting during which members of the public could provide feedback on the Draft vision, goals, objectives and action items. The public input was needed to further inform the CPC and help them prioritize these items prior to developing the Plan. During the meeting, the CPC shared a presentation culminating with a discussion of the Draft action items, and then asked members of the public to participate in an interactive exercise to

prioritize the draft goals and objectives. The goal that received the highest number of votes was “Generate economic development”, followed by “Enhance the Community Character,” and “Protect Natural and Historic Resources,” with “Accommodate the changing population” wielding the fewest votes. The three highest-ranking objectives were “Attract a mix of new businesses that will provide new employment opportunities,” and “Take steps to eliminate blight” followed by “Provide recreational opportunities for all ages.” The CPC considered these results as it met the following month to prioritize the list of Action Items in Chapter 3 of the Plan.

Public Hearing

The CPC’s public hearing was held on November 19, 2013 to review the Draft Comprehensive Plan and provide an opportunity for public comment. The CPC forwarded the Draft Plan by resolution to the Town Board on December 17, 2013. The final public hearing was held on February 11, 2014. The Town Board adopted the Comprehensive Plan on _____, 2014.

1.3 Regional and Local Planning Efforts to Date

Regional Planning Documents

Several regional planning efforts are in progress that may impact Southport in the future. Most of them are in the beginning stages, including the following:

- Chemung County Economic Development Plan Update: To be developed by Southern Tier Economic Growth (STEG) and Chemung County Planning Department.
- Study for a Regional Farmers Market at the Chemung County Fairgrounds: STEG and Chemung County Agricultural Society are coordinating this study.
- Southside Rising: Brownfield Opportunity Area (Step 2) for the Elmira Southside. Although not directly adjacent to Southport, this nearby study area’s recommendations may affect how the Town addresses the desire for growth in the

light industrial and/or multi-family housing sectors.

Because these studies are all either in preliminary discussions or the early stages of development, their impacts on Southport in terms of recommendations for future land use, community character and/or economic development are not yet known. However, the CPC has considered their potential impacts to the extent possible during the planning process.

Town of Southport 1966 Master Plan

The Town's first Proposed Master Plan and Revised Zoning Ordinance (Master Plans being the precursor to what is now referred to as Comprehensive Plans in New York State) was written and adopted in 1966-67, around the time of Southport's "peak" population. The Plan noted that the 1946 Zoning Ordinance "may no longer be applicable to 1966 or the future" due to its lack of flexibility and noted a need for updated land use regulations based on the expansion of urban neighborhoods into suburban neighborhoods, and the movement of suburban neighborhoods into formerly-rural areas.

The Plan also recommended a number of Capital Improvements, some of which were implemented (a "connecting high-speed highway system" which resulted in the Clemens Center Parkway, sanitary sewers around Maple Avenue, and sidewalks on Broadway) and some of which were not (sanitary sewers in Pine City, Chemung River County Park). The majority of the Plan consists of suggested text for a proposed comprehensive revision of the zoning ordinance, including the extension of the number of zoning districts from four to eight—this included one Agricultural, three Residential, two Commercial and two Industrial districts.

Town of Southport Zoning Ordinance

The Town of Southport originally adopted a zoning ordinance in 1946. It was subsequently amended as the 1975 Municipal Code and most

recently amended in its entirety in June 2008.³ The Town has a traditional "use-based" ordinance with nine districts: Agricultural, Residential Low Density, Residential Moderate Density, Residential High Density, Residential Transition, Commercial Neighborhood, Commercial Regional, Industrial and Conservation. The zoning ordinance is designed to promote the health, safety and general welfare of the community, and as such the ordinance articulates a number specific aims, including:

- To encourage the most appropriate use of land in the community in order to conserve the value of property;
- To protect the community against unsightly, obtrusive, and nuisance land uses and operations;
- To enhance the aesthetic aspects throughout the entire Town and maintain its natural beauty.

The Comprehensive Plan will give the Town Board and other officials guidance as to how to update the Zoning Ordinance with the current vision in mind.

Town of Southport Hazard Mitigation Action Plan

In October 2004, the Town and STC Regional Planning and Development completed this plan with partial funding from a Pre-Disaster Mitigation program grant from the New York State Emergency Management Office and Federal Emergency Management Agency. This plan has been replaced by the Chemung County All-Hazard Mitigation Plan (May 2012), but remains a valuable source of information specific to the Town of Southport. The Southport Hazard Mitigation Action Plan includes risk assessments and mitigation recommendations for multiple natural and man-made hazards, with the highest priority given to water supply contamination, terrorism and flooding/flash flooding. Attachment D

³ Res. No. 114-2008.

documents flood hazards and problem areas throughout the Town.

Under “Development Trends” on D-17, the Plan states: *The Town of Southport is located south of the City of Elmira. New development is currently concentrated west and north of Elmira in the Towns of Big Flats and Horseheads. However, future development of rural areas in the Town of Southport is likely. The scenic beauty of the area has attracted scattered residential development in recent years. The upland hills contain many additional sites that could be profitably developed. Likely sites for residential development are located in the watersheds of Hendy Creek, South Creek, Mountain View Creek, Cornish Creek, Bird Creek, Dry Run, and Clark Hollow. Potential sites for timber harvesting are located throughout the rural areas of the Town.*

Although it has been almost ten years since the Plan was written, much of the information and mitigation strategies located within remain relevant and are still utilized as a reference by the Town.

1.4 Comprehensive Plan Framework

The Town of Southport Comprehensive Plan is comprised of the following sections:

- Executive Summary
- Chapter 1: Introduction
- Chapter 2: Existing Conditions
- Chapter 3: Vision, Goals, Objectives and Actions
- Chapter 4: Future Land Use
- Chapter 5: Implementation
- Appendices



Chapter 2 / EXISTING CONDITIONS

Chapter 2 / EXISTING CONDITIONS

Introduction

Southport is a stable community with a population that cares about its future. With that said, it is also in transition as the population is aging, the school district is evolving and the residents are considering what sort of modifications, if any, need to be made in order to accommodate seniors and retain young families, as well as attract employers who would bring new residents and energy to Southport. During this planning process, the Comprehensive Plan Committee has asked itself and Town residents questions such as, “What has the Town done well? What could use some improvement? What are the priority areas for action?” While the majority of respondents to the community survey are content with the quality of life and services that Southport provides, this plan acknowledges that concerns about neighborhood blight, the lack of retail opportunities and activities for children, as well as a lack of knowledge about the future of the schools and various parcels of land throughout the area exist.

This Chapter provides an overview of existing conditions on a range of subjects from demographics to government services. The following chapters will identify the gaps in

services and opportunities and propose rational responses for areas of concern.

2.1 Location

The Town of Southport is located in southwest Chemung County, in the Southern Tier region of New York State. The Town is comprised of 46.8 square miles and bordered by the Towns of Big Flats and Elmira to the north, the City of Elmira to the northeast, the Town of Ashland to the east, Tioga and Bradford Counties in Pennsylvania to the south, and the Town of Caton in Steuben County to the west. As shown in Figure 1, Location Map, the Town boundary also follows the Chemung River in part to the north and east.

Table 2-1 describes some of the Town’s basic characteristics. Southport is located in the Elmira, NY Metropolitan Statistical Area (MSA)—which is defined as is a geographical region with a relatively high population density at its core and close economic ties throughout the area, as defined by the U.S. Office of Management and Budget. As strategies such as shared services and regional planning gain significance throughout the country, Southport’s location in a defined metropolitan area will likely become more important as well.

**Table 2-1
Basic Characteristics**

County	Chemung
PMSA (Primary Metropolitan Statistical Area)	Elmira, NY MSA
NYS Dept. of Labor Market Region	Southern Tier
Distance to Rochester	124 miles
Distance to Albany	197 miles
Transportation Network	Road: I-86/U.S. 17, NYS 328, NYS 14; Air: 14.4 mi. south of Elmira-Corning Regional Airport (ELM)
2010 Population	10,940
Total Area	46.8 sq. mi.

Source: NYS Department of Labor, Google Maps, U.S. Census

2.2 History

Southport's name alludes to its geographical location and proximity to the Chemung River. The northern expanse is a huge alluvial plain stretching several miles created by the Chemung River and the valleys of Seeley and South Creeks. Beyond this area are large hills, notably South Mountain, Dutch Hill, and Mt Zoar, and smaller valleys. The early settlers were attracted to Southport's large fertile plain for its agricultural potential.

Settlement in the area began soon after the American Revolution. Matthias Hollenbeck opened a store in December 1783 and several names in the store account book in that month and the following few years identify early settlers. In 1788, the entire area was surveyed and lots were acquired by early settlers, some of them already living in the Town. Southport was formally established on April 16, 1822 from the Town of Elmira. Its size was later reduced when portions of land were ceded to the City of Elmira and the Town of Ashland. The 1825 state census included 175 households in Southport comprised of 564 males and 550 females for a total population of 1,114.

As the Town developed, land was timbered and cleared, and the population increased. Small hamlets developed: Southport Corners, Hendy Creek, Bulkhead, Pine Woods (now Pine City, named for the pine forests which covered the area), Rosstown, Sagetown, Webb Mills, and Seeley Creek. Typically, these areas evolved around a mill or a store or other business enterprise. Both Seeley and South Creeks had numerous sawmills, powered by water. Grist mills were also built near water sources.

Early industries in Southport included the Woolen-Factory (1823), Seely Creek Mills (1835), Seely Creek Saw-Mill (1841), Southport Tannery (1852), Southport Mills (1876),

Northern Central Railway shops (1866), and the La France Manufacturing Company (1873), which made steam engines and steam pumps. The Post Office opened in 1827. The First Presbyterian Church of Southport was erected in 1819, destroyed by fire in 1832 and rebuilt. The Methodist Episcopal Church of Southport in Pine City was established in 1855 by Elder T. S. Sheardown, who was also the first pastor of the church. The Second Methodist Episcopal Church of Southport in Webb Mills was founded in 1855. Early settlers in Southport felt strongly about the importance of education and there is evidence of a school as early as 1800.

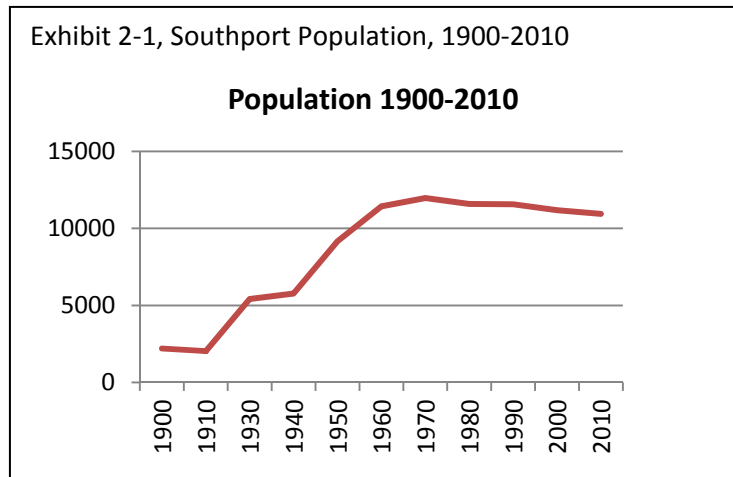
2.3 Overview

2.3.1 Demographics and Households

A description of the Town's previous and current demographic characteristics is necessary to impart an understanding of local growth and productivity trends. This section describes Southport's population characteristics such as age, educational attainment and median household income. In some cases, the Town data is compared to Chemung County and New York State as a whole to provide a basis for comparison.

Population

Exhibit 2.1 shows decennial Census population counts for Southport from 1900 through 2010. Since the peak population of 11,976 in 1970, Southport's population has declined slowly, corresponding to the loss of local manufacturing jobs in the 1970s, 80s and 90s, to its present number of 10,940. The current population represents a 2.2 percent decrease from the 2000 population of 11,185. This decrease is less than in neighboring Elmira, where the population has decreased by 5.6 percent in the same period.



Source: U.S. Census Bureau, American Fact Finder

Table 2-2 Population and Population Change 1960-2010

Municipality	1960	1970	1980	1990	2000	2010	change 1990-2000	change 2000-2010
Town of Southport	11,433	11,976	11,586	11,571	11,185	10,940	(386)	(245)
City of Elmira	46,517	39,945	35,327	33,724	30,940	29,200	(2,784)	(1,740)
Chemung County	98,706	101,537	97,656	95,195	91,070	88,830	(4,125)	(2,240)

Source: U.S. Census Bureau; Chemung County Department of Planning, Town of Southport 1966 Master Plan

The population is predominantly white, with 89.1 percent identifying themselves as such, 7.6 percent identifying themselves as Black or African American, 0.2 percent as American Indian or Alaska Native, 0.6 percent as Asian, and 2.5 percent other race not included in these categories.

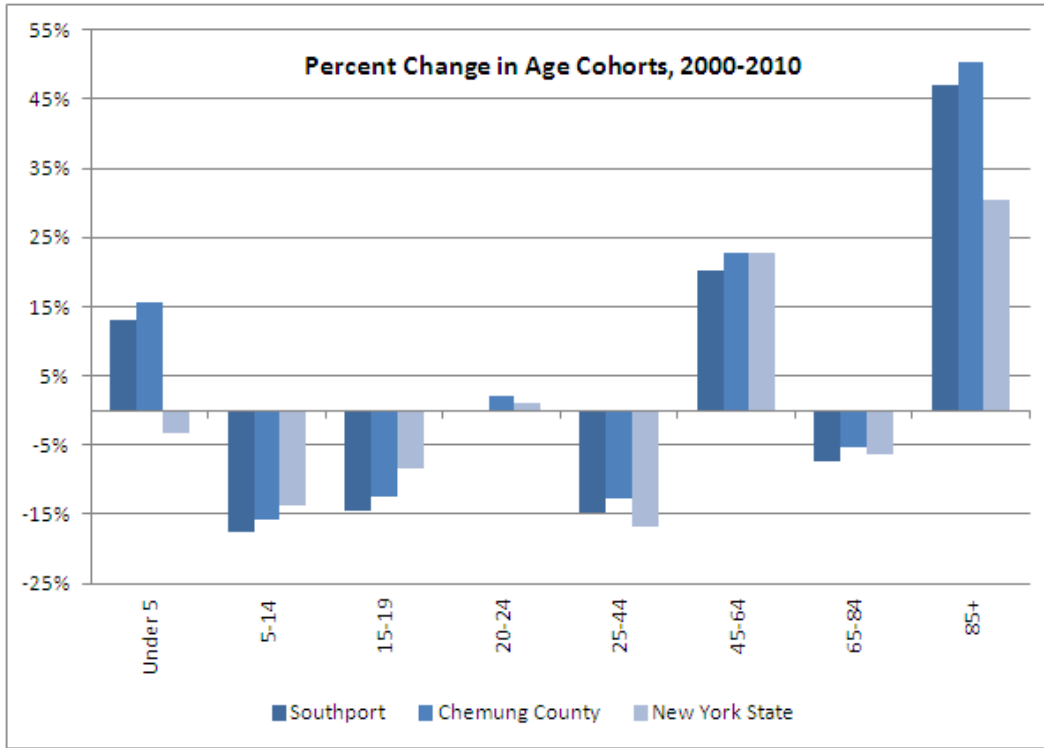
Age

The age of the population within a community can dictate the level of services needed and the level of consumer activity. For example, a significant number of people over the age of 65 may signify a need for additional senior programs or senior housing. A high number of people in their 20s may indicate a need for increased recreational activities or employment opportunities that target a particular generation.

In terms of population trends, Southport’s population is aging faster than the County and

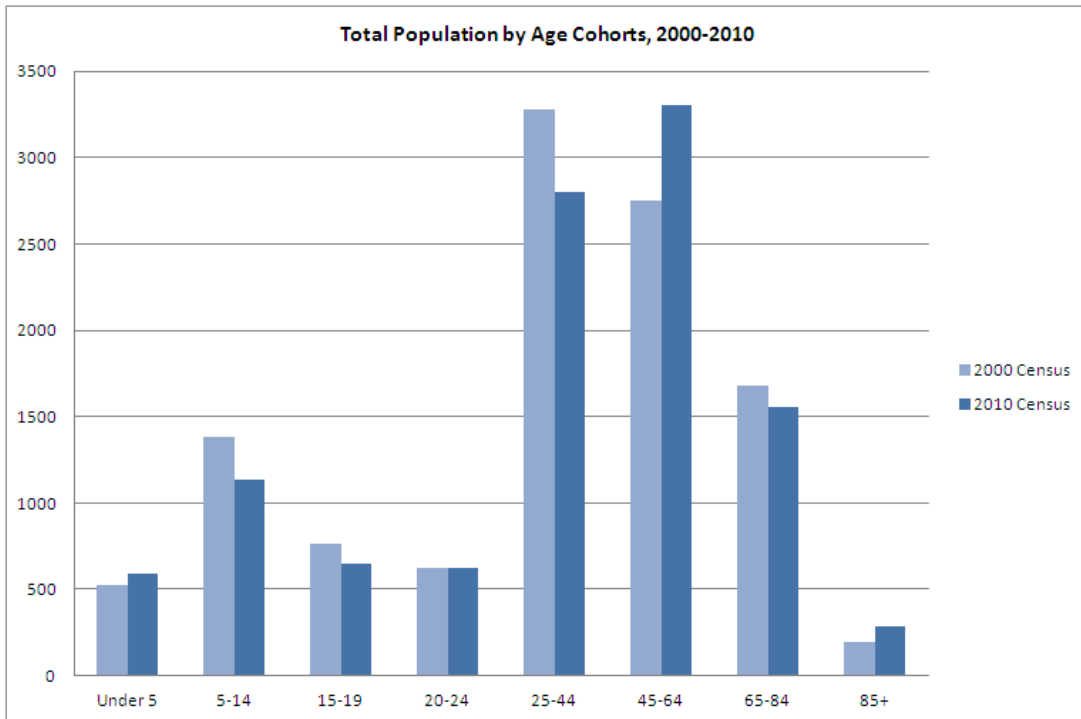
State. As shown in Exhibit 2-2, the Town saw a significant increase in the 85+ age cohort (or *generational group*) from 2000-2010, especially when compared to New York State as a whole, suggesting the need to plan for an aging population. The Town saw an almost-15 percent loss of population in the 24-44 cohort, which is offset somewhat by a meaningful increase (20 percent) in the 45-64 cohort. The decrease in the number of school-aged children is a concern, as in combination with the loss in the 24-44 cohort, it signifies a decrease in the number of young families. Exhibit 2-3 demonstrates that the most populous age cohort in Southport is 45-64. By the time of the next census, many of these residents will be nearing retirement age or have already retired. The median age in Southport is 43, which is notably higher than that of Chemung County (41) and New York State as a whole, in which the median age is 38.

Exhibit 2-2, Percent Change in Age Cohorts, 2000-2010



Source: U.S. Census Bureau, American Fact Finder

Exhibit 2-3, Total Population by Age Cohorts, 2000-2010



Source: U.S. Census Bureau, American Fact Finder

Households and Families

In 2010, the Town contained 4,282 households. A household is an occupied housing unit (a house, apartment unit, etc.). Approximately 66 percent of these households or 2,820 were family households. A family household is composed of persons related to the householder by birth, marriage, or adoption. Non-family households (single-persons or unrelated occupants) made up the other 34 percent of all households.

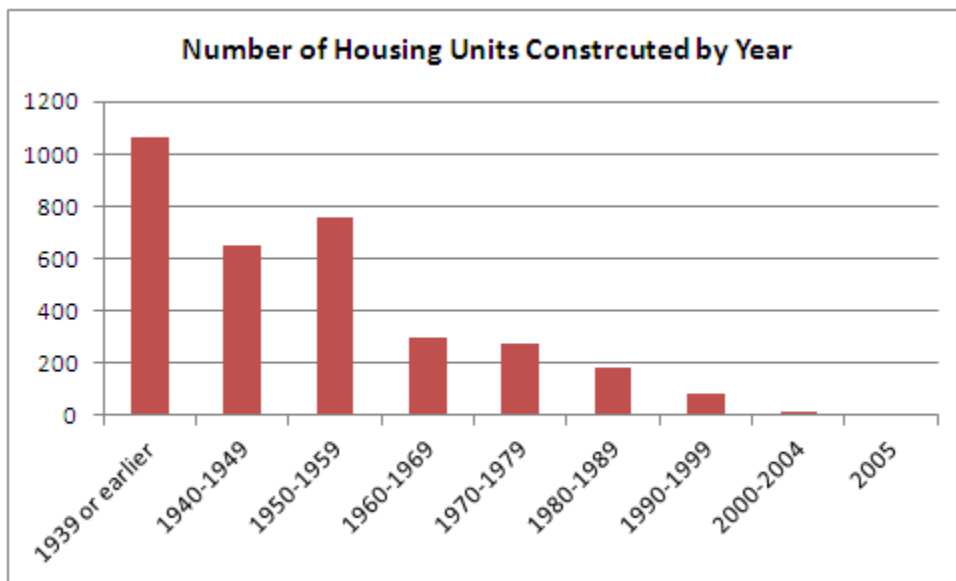
Of the family households, married couple families account for 74 percent and families with no spouse present account for the remaining 26 percent. This data set contrasts slightly with Chemung County, in which 71 percent of all families are married-couple families, and in New York State as a whole, in which 69 percent fit this description.

Housing Units

As of the 2010 census, Southport has 4,522 total housing units. Exhibit 2.4 illustrates when the existing housing units were built. The largest number of dwelling units (36 percent) was built in 1939 or earlier, followed by 21 percent built in the 1950s. Approximately 10 percent of total dwelling units were built in each decade of the 1960s and 1970s, after which construction slowed, with 4 percent in each decade of the 1980s and 1990s and remarkably, less than 1 percent since 2000.

The Autumnview neighborhood is the only recently-constructed residential subdivision in Southport. Real estate agents have mentioned anecdotally that they foresee demand for new single-family homes, townhomes and condominiums for young families and seniors, as supply is relatively scarce.

Exhibit 2-4, Number of Housing Units Constructed by Year



Source: U.S. Census Bureau, American Fact Finder

Tenure and Ownership

Of Southport's 4,522 housing units, 4,282 (or almost 95 percent) are occupied and 240 are vacant. Both the homeowner vacancy rate (1.1 percent) and rental vacancy rate (3.9 percent) are quite low. Although updated numbers are not currently available, the decrease in natural gas activity in Pennsylvania has had an apparent impact on the Southern Tier housing market, and there is more availability in 2013 than there was in 2010. Anecdotally, however, the market in Southport remains strong and houses typically sell fairly briskly. Of the occupied housing units, approximately 75 percent are owner-occupied, meaning that the other 25 percent are rental units. The average household size ranges from 2.25 for renter-occupied to 2.38 for owner-occupied units.

2.3.2 Workforce and Employment

The social and economic condition of a community is reliant at least partially on its residents' ability to succeed in the labor force. It is important to understand labor trends as Southport develops strategies to connect its residents with the labor market. The Town should know what types of employment its current residents are involved in and then encourage strategies that make it attractive to both current and potential residents.

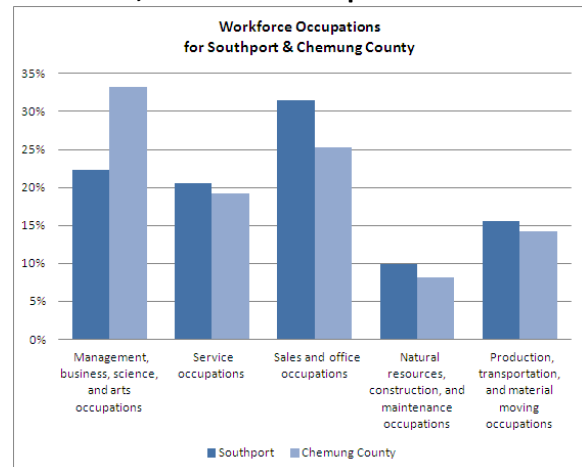
As of 2010, the approximately 9,000 residents aged 16 and over, 53 percent are active participants in the labor force and the unemployment rate is approximately 5 percent. In terms of commuting to work, the majority (86 percent) drive alone, 7 percent carpool, 2 percent take public transportation, 3 percent walk and 2 percent work at home. The mean travel time to work is 22 minutes. Between survey data and anecdotal references, it is assumed that most Southport residents work either locally, in nearby Elmira, or within other areas of Chemung County or Steuben County.

As shown in Exhibit 2-5, slightly more than 30 percent of Southport's working population is employed in sales and office occupations,

followed by management, business, science and arts occupations (22 percent), service occupations (21 percent), production, transportation and material moving occupations (15 percent) and natural resources, construction and maintenance occupations (10 percent).

In Southport as well as much of the Southern Tier and Upstate New York, the structure of the local economy has changed since 1980, with a pronounced shift from a manufacturing economy to retail and service based economy. The 2007 Economic Census provides key economic data points for geographic areas, such as the number of employer establishments in each industry classification (NAICS or North American Industry Classification System).

Exhibit 2-5, Workforce Occupations



Source: U.S. Census Bureau, American Fact Finder

The highest concentration of businesses in Southport in 2007 was in Retail Trade (31 businesses), Health Care and Social Assistance (22), and Accommodation and Food Services (17). In terms of the revenue or business done by NAICS code, the highest values were reported by Retail Trade (\$45.3 million), Wholesale Trade (\$24.5 million) and Health Care and Social Assistance (\$23.3 million).⁴ As of

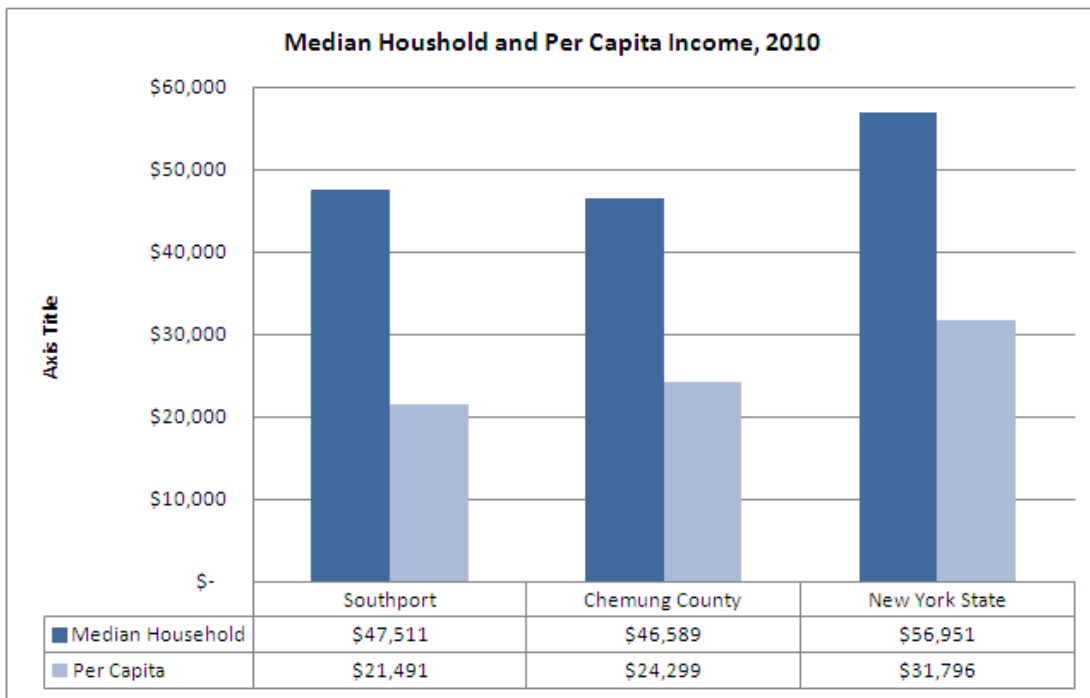
⁴http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=ECN_2007_US_00A1

2013, the top employers in Southport are the Southport Correctional Facility (400-450), Elmira City School District, including Southside High School, Broadway Elementary and Middle Schools, and Pine City Elementary School (350), Dalrymple Contracting (150-200), John G. Ryan Inc. (50-99), Notre Dame High School (65), and Elmira Stamping and Manufacturing (45). Southport is fortunate to have maintained some of its industrial employment base and is working with groups such as STEG to attract additional manufacturing businesses to provide additional skilled labor jobs.

Household Income

The Town of Southport median household income reflects many factors, including office and retail employment, the educational attainment of its residents, the presence of dual income households, and a population consisting largely of residents in their peak earning years. The median household income in Southport is \$47,511, which is just above the median for Chemung County (\$46,589) but below that of New York State (\$56,951).

Exhibit 2-6, Median Household and Per Capita Income, 2010



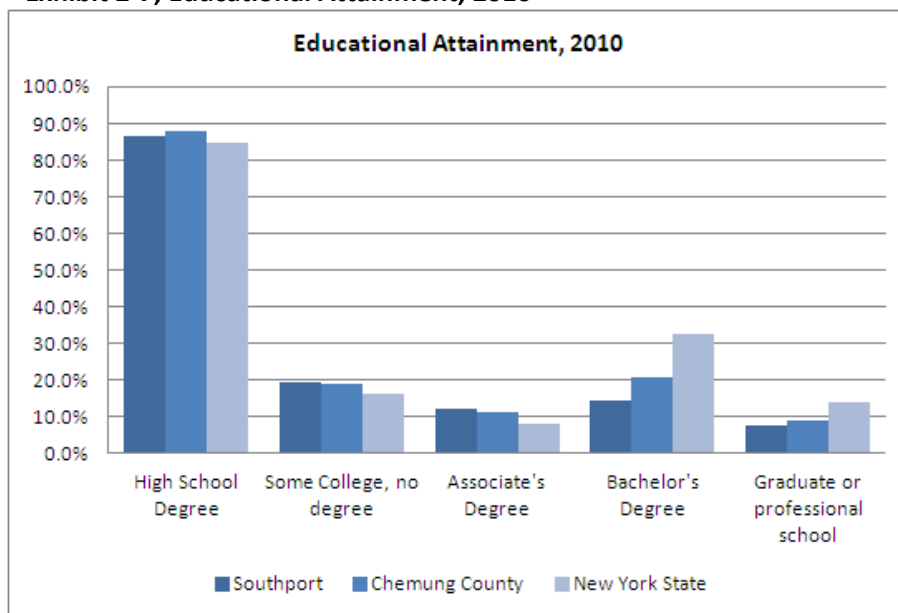
Source: U.S. Census Bureau, American Fact Finder

Educational Attainment

A community’s overall education levels strongly influence the economic success of a community. In addition, an understanding of them is important as they are indicative of the types of jobs and industries a municipality can hope and strive to attract. As shown in the graphic below, with 87 percent of residents having a high school degree, that level of

educational attainment in Southport is slightly higher than in NYS as a whole. Attainment of “some college, no degree” and the Associate’s degree is slightly higher in Southport than in Chemung County and NYS, but Southport is significantly below County and State attainment in terms of bachelor’s and graduate degree attainment.

Exhibit 2-7, Educational Attainment, 2010



Source: U.S. Census Bureau, American Fact Finder

Local Economy and Economic Development

As mentioned previously, the local economy has undergone a shift from a manufacturing base to a retail and service-based system. Currently, land used for commercial and industrial purposes only accounts for 1.6 percent of the Town’s area. Agricultural land accounts for 10 percent of Southport, while residential uses amount to almost half of the total area. These percentages are comparable to nearby towns whose commercial and industrial land uses amount for between 1 to 2 percent of their total land area. However, Southport, like other municipalities, is targeting areas for commercial and industrial growth within this Comprehensive Plan (see Chapter 4, Future Land Use).

It is important to consider, particularly during difficult economic times, that for a town to be successful it is not necessary to grow outward in the traditional sense. Instead, one may choose to expand on the facets within the municipality that are successful and target areas for infill growth in order to increase productivity and thereby boost the economic bottom line without the expense of additional infrastructure.

Of note from an economic development standpoint are several local or regional economic development projects currently in progress. While they may not directly affect Southport, the recommendations may affect how land use or zoning are modified in the nearby area. For example, the City of Elmira is currently working on a Brownfield Opportunity Area (BOA) Step 2 study under the auspices of the NYS Department of State. This *Southside Rising* project is thoroughly examining the distressed residential and industrial neighborhoods adjacent to Brand Park. While the study area for this BOA is not directly adjacent to Southport, it is close by therefore, strategies for attracting light industrial tenants or multifamily housing developers should be considered during this Comprehensive Plan process. Southport is included in the market analysis area for the BOA study.

The “Cleaner, Greener Southern Tier” (CGST) study is a regional effort that aims to create more sustainable communities by funding smart development practices. Phase I of CGST was the development of a sustainability strategy that includes a list of priority projects. In 2013, NYSERDA is allocating funding for these priority

projects with the goal of reducing greenhouse gases throughout the Southern Tier region, and it is hoped that all of the communities—including Southport—will benefit from the implementation of this strategy.

Finally, the conversion of Route 17 to I-86 is a regional effort to attract business and tourism to the Southern Tier, and it is hoped that Southport will benefit from its relative proximity to the interstate system. NYSDOT is in the midst of this effort to increase safety through significant upgrades to Route 17.

With the assistance of STEG, the economic development agency for Chemung County, Southport is planning to develop a separate Economic Development Strategy building on the recommendations within this Comprehensive Plan in the coming months. Along with the Comprehensive Plan, the Town would like to tailor an Economic Development Strategy to take advantage of future growth opportunities and maximize local employment opportunities. The Town hopes to target specific opportunities to attract, retain and grow its local businesses, thereby retaining at least five businesses, expanding seven businesses and producing at minimum twenty new jobs. This is based on anticipated growth with minimal impact from the development of the natural gas industry in the Southern Tier. Estimates could grow if NYS allows shale gas extraction to progress at any time in the future.

The Economic Development Strategy would complement the Comprehensive Plan and supplement regional plans including the Southern Tier Regional Economic Development Council's (STREDC) strategic plan. This would also support many of the priorities identified in the Southern Tier Central Regional Planning & Development Board's Comprehensive Economic Development Strategy (CEDS), such as "Identify and safeguard developable sites for current development needs" and "Assist existing economic development organizations to pursue

a cluster-based economic development strategy across the region."

Fiscal Conditions and Tax Rates

Southport enjoys some of the lowest taxes in Chemung County, and the Town Board has worked hard to reduce the tax burden for its residents in recent years. Feedback from the community survey suggests that many residents are satisfied with management of the Town's finances and the reduced tax burden. The Town has a fund balance as of December 31, 2012 with \$2,700,000 in restricted funds for tax stabilization, storm drainage, building, highway equipment and road repair. There is an additional \$1,075,000 is available for spending at the government discretion.

Town property taxes have been reduced 61.02% since 2004. The current tax rate per \$1,000 of assessed value is \$1.15, compared with \$2.95 in 2004. Total Town and County property tax (excluding school tax) has also been reduced over the same ten-year period, from an average tax of \$16.20 per \$1,000 of assessed property value to \$12.10. The school tax rate per \$1,000 of assessed value is currently \$21.21, a small reduction from the 2004 rate of \$21.93 per \$1,000 of assessed value. The reduction in property taxes was made possible by an increase in Chemung County's sales tax revenue and a reduction in the Town of Southport's tax levy relative to the Town's operational costs.

County sales tax has seen a steady increase of 50.61% over the last 11 years. In 2002 sales tax revenue for Southport was \$1,703,279 compared with \$2,656,349 in 2012. In 2013 Southport will return \$200,000 to Chemung County in order to lessen the residents' county share of property taxes. The Town tax levy is the additional cost to taxpayers after the Town has received county sales tax, state aid, fines, and other revenue. In 2004 the Town's tax levy was \$775,000, reduced to \$430,000 in 2013. This represents a reduction of 44.52% over the ten year period.

2.3.3 Community Resources

Town-Owned Property

The Town of Southport owns six buildings, including the Town Office and Highway Garage. The Town Office, located at 1139 Pennsylvania Avenue, was built in 1960, with a rededication in 1997. It contains offices for the Town Supervisor, Town Clerk, Town Justices, Assessor, Code Enforcement, Southport Resident Sheriff Deputy, and a conference room. The other Town-owned buildings are:

- Southport Historical Society, 1135 Pennsylvania Avenue (Single Family Dwelling).
- Highway Garage and storage buildings, 67 Mountain View Drive, Pine City.
- Brush Lot and storage building, 93 Bob Masia Drive, Pine City.
- Voting Booth, 926 Laurel Street, Elmira (currently for sale).
- Community Center, Chapel Park, 83 Personius Road, Pine City.

The Town also owns three miscellaneous parcels: Bells Basin, which is 253 acres of wooded property between Route 14 and Simpkins Road; a gravel pit on Sagetown Road in Pine City, and the fire siren tower at 662 Spruce Street.

Parks

The Town owns four parks: Chapel Park, Elmer Goodwin/Universal, Carl Draxler and Roger Sterling. Southport's parks are well-maintained and popular places for gathering and recreation.

Chapel Park, Southport's largest park of approximately 22 acres, is located at 83 Personius Road in Pine City. In 1958, the Chapel Family donated the land to provide the community with an area for recreational activities. Prior to 1972, the area was a horse pasture. A trailer placed on the land that was used for weekly card games was flooded in 1972. The existing Community Center was built thereafter with Federal grant funding. The park is a popular gathering spot for sports and

recreation. The soils are relatively porous and present no problems with residual water except when the ground is frozen. Recreational amenities include:

- 3 Little League size baseball fields, with new fencing and dugouts recently installed;
- 3 Softball Fields, including two recently installed with backstops and dugouts;
- Major League Size baseball field;
- Tee-Ball grass field;
- Half mile paved recreation trail;
- Tennis court;
- Basketball court with new hoops recently installed; and,
- Shuffleboard court.

The park also has a playground with recycled mulch rubber surface, four pavilions, two concession stands, an outdoor grill, six storage sheds, a garage, and two restrooms. The Community Center in Chapel Park hosts a variety of events for all ages, including painting classes, exercise classes and card games. The building is also available for rent by the public for parties, family gatherings and other events. In 2012, the Center was rented out fifty-four times, representing approximately 2,416 people utilizing the building for the year. Twenty-eight requests for hiring the Center had to be declined due to scheduling conflicts. In 2012, the Parks Department recorded nearly 9,500 sign-ins or participants for activities, meetings, special events and community gatherings. The Community Calendar is updated monthly and available on the Town's website.

Draxler Park is located on Dry Run Road in Pine City. At 19.3 acres, it is Southport's second largest park. The park is named after the late Chemung County Sheriff, Carl F. Draxler, a lifelong Southport resident and strong supporter of community activities, particularly those impacting the lives of children. The hillside is utilized in winter months for sledding. The park has one baseball field with backstop, two pavilions (one new), a playground, storage building, and a small pond. The park is located on a hillside made up of silt-loam soils. A small

number of springs flow year-round but do not limit use.



Draxler Park

Elmer Goodwin (Universal Park) is located on Robert Street in Southport. The 4.5-acre park is named after former Town Supervisor Elmer Goodwin, who held office in the 1970s. There are five access points: two off of Robert Street, one off of Richard Street, Woodbine Avenue and Plymouth Avenue. The park rests on porous glacial tills overlain with thin clay sediments. The park has three lacrosse fields, two baseball fields, a soccer field (all of which share space, so cannot be occupied at the same time), and a basketball court. The park also has a half-mile paved recreation trail, playground, a small storage garage, storage building and three parking locations. The most recent addition to the park was a splash pad which was installed in the summer of 2013.



Elmer Goodwin/Universal Park

Roger Sterling Park is a small neighborhood park of 2.2 acres located on Bird Creek Road in Pine City. Previously called “Bird Creek Park”, it was re-named in honor of Roger Sterling, co-founder of Fair Shake Ice Cream. The park has a baseball field with backstop, a new pavilion, a playground with new rubber surface, and a storage building. The park soil is channery silt loam. The park is next to two ephemeral streams. Its slope is slight with few problems associated with runoff.

Cemeteries

The Fitzsimmons (or Old Settlers) Cemetery is located at the intersection of Cedar Street and Lower Maple Avenue. Approximately half an acre in size, the cemetery is the oldest in Southport, and as such it is both a working cemetery and a historic resource (see Section 2.3.4). An extension to the historic cemetery was opened in 1994. Southport owns and operates the Fitzsimmons Cemetery, and grass is mowed seasonally. The Town also provides limited maintenance for nine abandoned cemeteries in Southport.

Schools

The school buildings in Southport are under the jurisdiction of the Elmira City School District, and students attend schools throughout the District. The schools located within Southport are:

- Pine City Elementary School at 1551 Pennsylvania Avenue, Pine City (Grades Pre K-2);
- Broadway Elementary (Grades 3-6) and Middle School (Grades 7-8) at 1000 Broadway; and,
- Southside High School (Grades 9-12) at 777 South Main Street.

Notre Dame High School, a private Catholic school for grades 7-12, is located on Maple Avenue in Southport.

Healthcare

Various healthcare facilities are located in Southport, including two major health clinics, medical and chiropractic offices, therapists,

home care, dental offices and pharmacies. Both Guthrie and Arnot Health have recently constructed new health care facilities in Southport.

Senior Services

The Chapel Park Community Center hosts a number of healthcare activities for senior citizens, including exercise classes three days per week with a certified instructor, “Bone Builders” twice per week, as well as cards, chair caning, scrapbooking and painting classes. The Center hosts a Lifeline Stroke Prevention Clinic, AARP Driver Safety Course and bus trips. The options for senior housing include Park Terrace Congregate Apartments (independent living) and Woodbrook Assisted Living Residence.

Churches

Many various houses of worship are located within the Town of Southport.

2.3.4 Historic Resources

Southport has many historic properties of note, especially houses dating from the 1800s. Many 19th century properties are located along the Old Plank Road, which is present-day Pennsylvania Avenue. Other historic resources include the Toll Gate Houses and Bar (the first brick building in Southport), and the State Line Hotel which dates from 1878 (the original structure was destroyed by fire and rebuilt that year). The Eagle Tavern—now known as the Homestead Inn—is located at Southport Corners and dates from approximately 1850. Webb Mills Cemetery dates from the late 19th Century. Fitzsimmon’s Cemetery is one of the oldest burial sites in Southern New York. The cemetery contains the graves of many of Southport’s earliest settlers, as well as seventeen soldiers who fought in the Revolutionary War. Other small cemeteries are located throughout Southport, including family cemeteries. There are a number of historic agricultural properties located at Dutch Hill and Kinner Hill, which are mostly niche and dairy farms.

Presently, there are no buildings listed on the National Register of Historic Places, though identifying the existing historic resources is one of the Southport Historical Society’s priority action items. Feedback from focus groups suggests that design guidelines could help new buildings fit into historic neighborhoods. Some focus group members expressed interest in establishing a “historic trail” along the old railway line through the valley, although this could prove difficult along some areas of Seeley Creek.

Southport Historical Society, located adjacent to Town Hall, is open on Wednesday afternoons subject to volunteer availability. The Society publishes a bi-monthly newsletter and presents programs celebrating the history of Southport.

2.3.5 Government

Elected Officials

The Town is governed by a Supervisor and four additional Town Board Members who are elected to four-year terms. The Town Clerk, two Town Justices, and the Highway Superintendent are also elected to four-year terms.

Staff

Town staff is comprised of the Town Clerk’s two deputies, a Code Enforcement Officer (plus 1-2 seasonal Code Enforcement Officers), permit clerk, assessor and assessor’s aide, bookkeeper, part-time tax collector, Parks and Recreation Director and Recreation Attendant. The Courtroom staff includes two judges and two clerks. The Town also has several paid School Traffic Officers. The Parks staff has an office in the Community Center at Chapel Park. The offices of the Highway Superintendent, Deputy Superintendent and other highway personnel are located at the Town Highway Garage in Pine City.

In terms of communication, the Town produces the semi-annual *Southport Journal*, a publication containing educational and outreach articles and announcements about upcoming community events. The Town Parks

staff maintains a Facebook page for publicizing events.

Boards

The Town Planning Board is comprised of seven community members appointed to seven-year terms by the Town Board. The Planning Board has a Chairperson and a Vice-Chairperson. The Planning Board meets monthly, and is responsible for approving site plan applications. The Board of Appeals (ZBA) is comprised of five community members appointed to five-year terms by the Town Board. The ZBA also has a Chairperson and Vice-Chairperson. The ZBA meets monthly, and is responsible for granting zoning variance applications.

Member Organizations

The Town is a member of several organizations that play a prominent role in land use and water regulation in the region. These include the *Chemung County Water Quality Strategy Committee*, which was established in 1993 to formulate a strategy to protect and improve water quality. The Strategy was last updated in 2007. The Committee monitors surface water across Chemung County. There is one monitoring site located in the Town.

Friends of the Chemung River Watershed ("River Friends") established December 2009 is a not-for-profit corporation (an outgrowth of the former Chemung River Council). The goal of the River Friends is to preserve and promote the 45-mile-long Chemung River and its tributaries, the Canisteo, Cohocton, Cowanesque and Tioga rivers. River Friends partners with municipalities to protect these waterways and use them to improve the quality of life, economy and natural environment communities in the Chemung River watershed. The Town of Southport supports River Friends with an annual donation.

The Town of Southport is designated a Municipal Separate Storm Sewer Systems (MS4) community, and as such heightened regulatory scrutiny applies. The Town is required to

implement programs and practices to control polluted stormwater runoff. The Town of Southport is a member of the *Chemung County Stormwater Coalition*, which was established to address the mandates pertaining to MS4 areas. The Coalition promotes the collection of rainwater and collects data from residents on use of rain barrels and volume of runoff collected. The *Rural Stormwater Coalition* is a coalition of Chemung, Schuyler and Steuben counties formed in 2007 to develop a regional approach to stormwater education and outreach. The Chemung County Stormwater Team is supervised and managed by a 5-member Board of Directors. The Town of Southport is represented on the Board. The Town's Code Enforcement Officer is also the Stormwater Management Officer for Southport.

2.3.6 Emergency Services

Fire coverage is provided by three volunteer fire districts: Pine City, Webbs Mills and Golden Glow, all of which also provide EMS. In addition, Southport has one "Fire Protection" district (Southport). Each district has its own facilities. Ambulance/EMS is also provided by Erway Ambulance.

2.4 Land Use

Southport is the second largest town in Chemung County. The total land area is 46.4 square miles. Density is 235 persons per square mile, which is comparable to the Town of Elmira or Big Flats. The New York State Office of Real Property Services, as outlined in its manual for local assessors, requires that a land use code be assigned for each property in the state. These codes are then grouped by category. These main categories, such as residential, commercial, or industrial can then be mapped to help understand the land use dynamics of the Town. Figures 2a and 2b, Land Use, illustrate the location of various land uses in Southport. The Land Use maps include the following categories: Agricultural, Commercial, Community Service, Conservation, Industrial, Public Service, Recreation, Residential, and Vacant.

**Table 2-3
Existing Land Use**

Land Use	Parcel Count	Total Acres	% of Total Acreage
Agricultural	27	2,180	10.2
Residential	3,110	10,424	48.7
Vacant	1,000	7,725	36.1
Commercial	134	258	1.2
Recreation	12	310	1.4
Community Service	55	222	1.0
Industrial	9	84	0.4
Public Service	25	107	0.5
Conservation	1	107	0.5

Source: NYS ORPS

Land uses in Southport range widely from fairly dense residential and commercial near its border with the City of Elmira, to low-density forested and agricultural lands in the vast majority of outlying areas. Almost half of the land (48.7%) in Southport is classified for residential use. Vacant land is comprises 36% of the total and Agricultural land is 10%. The residential land uses are primarily well-established neighborhoods and suburban areas with densities ranging from older homes on small lots in the northeast corner of Southport, to large-lot agricultural/residential uses along Mt. Zoar, in Pine City and Webb Mills. Pine City is a hamlet that attracts many families because of its small scale, open spaces and elementary school at the heart of the neighborhood. Webb Mills is a small rural area with some historic buildings and scenic vistas. Many well-kept apartment complexes and senior living facilities are also located in Southport. Additional descriptions of and recommendations for Southport’s neighborhoods can be found in Chapter 4.

Commercial and industrial uses are interspersed through the Town, primarily along major roads such as Routes 14 and 328, Broadway, Pennsylvania Avenue and Cedar Street. Lands classified as recreational or public services are found in a variety of locations, and there is a

large amount of vacant land, particularly south of Route 328 and along the northern border of the Hendy Creek area. The Town’s natural center is located at the “Bulkhead” area where Broadway, Pennsylvania Avenue, and Route 328 converge—this is also the location of Town Hall, the Southport Historic Society and the largest concentration of commercial and retail uses.

For respondents in the 2013 Community Survey, “Maintenance of Southport’s rural, small town character” was the most important issue, with “Preservation of agricultural land” ranked second.

The western and southern areas of Southport are predominantly classified as agricultural, residential (large-lot), vacant or forested land. A number of sizable community service parcels are located in Southport, namely the Pine City Elementary School, Broadway Middle School, Southside High School, Notre Dame High School and Woodbrook Assisted Living Residence. Another large parcel of note is the Southport Correctional Facility, a maximum-security prison located on the Town’s eastern border. Recommendations for Future Land Use are in Chapter 4.

2.4.1 Agricultural Districts

The New York State Legislature is required by the New York State Constitution to protect agricultural lands. The Agricultural Districts Law, Article 25AA of the Agriculture and Markets Law (1971), was implemented to preserve agricultural products and land resources, and to encourage agricultural production. There are many benefits to farming operations conducted in agricultural districts, including limitations on the exercise of eminent domain for certain projects, the mandate that State agencies encourage viable farming as a matter of policy, and limitations on the power to impose certain rates and fees in these areas.

Primary responsibility for the creation, review and management of agricultural districts is administered at the county level. Section 302 of the Agricultural Districts Law provides for the establishment of a Farmland Protection Board by the County Legislature. Working with the County Planning Department, the Board advises the County Legislature on the proposed establishment, modification, continuation or termination of any agricultural district. The Board is also responsible for approving agricultural farmland protection plans, and may request that the Commissioner of Agriculture and Markets review state agency rules and regulations that may impact agricultural activities within an agricultural district in the County.

Property owners may apply to have land included in an Agricultural District in order to conserve and protect such lands and to encourage the improvement of agricultural lands for the production of food and other products. A comprehensive review of each district is undertaken every eight years by the Board and the County Legislature, at which time properties may be added or removed from the District. Chemung County has an open enrolment period in November each year, during which time a property owner can apply for inclusion in one of its five designated Agricultural Districts, comprising approximately

40,678 acres in total. As shown in Figure 3, Agricultural Districts, the Town of Southport includes portions of Districts 1 and 4. District 1 has a total of 5,665 acres and is located entirely within Southport. District 4 includes 5,916 acres and is located in Southport and the Town of Ashland.

2.4.2 Chemung County Agricultural Economic Development Plan

The Chemung County Agricultural Economic Development Plan adopted in April 2011 outlines the importance of agricultural land preservation in Chemung County. Saving farmland is essential to the future of the nation's food supply and the economy, but also confers numerous public benefits to communities such as habitat conservation for wildlife, flood mitigation, groundwater retention, improved water quality and groundwater recharge. In addition to these environmental benefits, farmland provides recreational opportunities, protects scenic and cultural landscapes, and provides local jobs. One-quarter of the total amount of land in Chemung County is active farmland.

The Chemung County Agricultural Economic Development Plan provides for the creation of an Agricultural Resource Group, which acts as a subcommittee to the Board. This group is responsible for implementing the Plan's recommendations.

2.5 Municipal Code

The Town of Southport regulates land use through its zoning ordinance and subdivision regulations. Numerous sections of the Code are particularly relevant to the Comprehensive Plan; the most important being zoning, as this outlines uses and densities allowed throughout Southport. In addition, Empire Zones, Flood Damage Prevention, Farming, Site Plan Review, Subdivision of Land, Stormwater Management; Erosion and Sediment Control, Streets and

Sidewalks, Timber Harvesting, and Vehicles and Traffic are all worthy of mention in this section.⁵

2.5.1 Zoning

Figures 4a and 4b, Zoning, illustrate the Town's current zoning districts. The Town contains ten zoning districts, including: Conservation District (C), Agricultural/Residential (AR), Commercial Neighborhood (CN), Commercial Regional (CR), Industrial (I), Residential Transition (RT), Multiple Residential (changed to Planned Multiple Residential (floating zone) in Article VII), Residential 1 (R1), Residential 2 (R2), and Residential 3 (R3). Table 2-4, below, shows the distribution of current zoning districts throughout the Town.

⁵ <http://ecode360.com/SO2246>

**Table 2-4
Existing Zoning Districts**

Zoning District	General Description	Minimum Lot Area	Maximum Lot Coverage
C	Conservation	All uses 5 sf	Per site plan review
AR	Agricultural residential	5 sf crop; 10 sf livestock; 100 sf industrial; 1-25 sf other uses	N/A crop and livestock; general, business and other uses per site plan review
CN	One-unit, two-unit, multi-unit, other uses incl. small business	5,000 sf one-unit; 10,000 sf two-unit; 5,000 sf (or 3,000 sf/unit) multi-unit; 5,000 sf other uses	70% one-unit, two-unit and other uses; 40% multi-unit
CR	Business, plaza	10,000 sf business, 25,000 sf plaza	70%
I	Industrial	N/A	70%
RT	Residential and limited business	5,000 sf one unit, 8,000 sf two-unit; 5,000 sf multi-unit (or 3,000/unit); 8,000 sf bed and breakfast	40% one-unit, two-unit and bed and breakfast; 50% multi-unit
PMR	One-unit, two-unit, townhouses, multi-unit dwelling	3,000 one-unit, 3,000 two-unit, townhomes and multi-unit per site plan review	80% one and two-unit, 90% townhomes, 70% multi-unit
R1	One unit dwelling	15,000 sf minimum lot area	50%
R2	One unit, two unit dwellings, bed and breakfast	7,500 sf minimum lot area for one-unit, 12,500 sf two-unit; 12,500 bed and breakfast	60%
R3	One unit, two unit, multi-unit dwellings, other uses	5,000 sf min lot area for one-unit; 8,000 sf two-unit; 15,000 sf multi-unit (or 3,500 sf/unit)	70%

The vast majority of land in Southport is zoned Agricultural/Residential (AR). This district covers all of Southport with the exception of the higher-density northeastern area, to Bulkhead and down Pennsylvania Avenue through the hamlets of Pine City and Webb Mills.

The older neighborhoods near the City and Town of Elmira are zoned a variety of residential, commercial and industrial districts. The highest-density residential district (R3) is located between Route 328 and Maple Avenue near the northeast Town line. The Commercial Regional (CR) district is found along the major commercial roadways such as Cedar Street, Pennsylvania Avenue and in the Bulkhead area. South on Pennsylvania Avenue and Route 328 toward Pine City, the districts are mainly R1, R2 and Commercial Neighborhood. Moving further

south toward Webb Mills, the predominant classification along the main roadways is R1. A brief description of each district follows:

The *Agricultural/Residential (AR) district* encompasses those areas of the Town that are substantially rural in character and unsuited to development due to the lack of services (such as roads and sanitary sewer) in these areas as well as natural limitations such as poor soils and steep slopes. The intention of the AR district is to retain the rural nature of these areas while allowing for low-intensity, low-density residential use and agricultural and agribusiness where appropriate.

The *Commercial Neighborhood (CN) district* is intended to allow small neighborhood businesses which serve the needs of their

neighborhood to be established. The district delineates areas for small scale, low intensity commercial use not inconsistent with surrounding residential uses. CN development must be consistent in scale with surrounding residences, not create any conditions such as noise or dust that will adversely impact on residences, and serve the needs of the neighborhood. No major exterior accessory uses or structures are allowed in CN.

The *Commercial Regional (CR)* district is intended for areas in the Town which are well-suited to major regional business development due to the nature of businesses which already exist in these areas and the availability of essential services such as transportation and water and sewer networks. Due to the existing resources and substantial investment provided to these districts and the potential to develop vacant land in the vicinity of CR districts, the Town seeks to preserve these areas for development that is consistent with current patterns.

The *Industrial (I)* district delineates areas in the Town that are appropriately suited to, and currently utilized for, industrial use. The district is also intended to preserve these areas for industrial and related uses, ensuring that industrial areas will not create significant adverse impact on the environment and the general welfare of the community.

The *Residential Transition (RT)* district is intended to create buffer zones where limited business development and certain residential uses may be strategically located on major state and/or county roads. These buffer zones should be consistent with the adjacent residential community and the character is intended to remain residential; thus, businesses should be concentrated, restricted, and consistent in scale with their surroundings. Businesses may not have adverse impacts on adjacent residential uses.

The *Residential 1 (R1)* district defines those areas which are characterized by single family dwellings and low-density residential development. The intention of the R1 district is to preserve the character of these areas by prohibiting any uses which are incompatible with the predominant type and intensity of use.

The *Residential 2 (R2)* district defines those areas which have developed predominately one-unit dwellings with medium intensity, allowing additional development to occur at a similar density and to preserve the character of these areas by prohibiting any uses which are incompatible with the predominant type and intensity of use.

The *Residential 3 (R3)* district defines older developed residential areas where mixes of residential dwelling types that are characterized by moderate to high density exist. The district allows additional development to occur at a similar density and to preserve the character of these areas by prohibiting any uses which are incompatible with the predominant type and intensity of use.

The *Conservation (C)* district delineates open, publicly-owned and/or environmentally-sensitive land and water areas of the Town. These areas should be preserved and utilized only for minimally intensive development which is compatible with the sensitive nature of such areas, as well as consistent with the existing character of the land.

The Zoning Map has a district entitled "Multiple Residential" which has been renamed "Planned Multiple Residential (PMR)" in Article VII of the Municipal Code. The PMR is a floating zone which is subject to site plan approval and an amendment to the zoning ordinance. The intent of the PMR is to provide for development in residential neighborhoods which incorporates a variety of residential densities and building types for residents of all economic means, and which provides open space while preserving large trees and outstanding natural features.

The PMR zone is intended for use in AR and R3 zoning districts.

A Planned Senior Housing Overlay District (PSHOD) is featured on the Zoning Map and is defined in the Municipal Code at Section VIII. The overlay district recognizes the need for increased housing options for senior citizens (defined as persons aged 55 years or older, including people with disabilities) and is intended to provide for increased density, flexible land use and design to accommodate the various housing needs of the community's growing senior population. The PSHOD incorporates R2, R3, CN and CR districts and uses performance criteria to provide a variety of density and building types for seniors.

The recommendations for modifications to the Zoning Ordinance are found in Chapter 4.

2.5.2 Empire Zones

Empire Zones are geographically defined areas within New York State. Qualifying businesses located within the zone are eligible for Empire Zone program tax benefits. The Elmira Economic Development Zone (EDZ) Empire Zone program was designated in 1988 for certain properties within the City. In 1994, the EDZ program was transformed into the Empire Zone program and the geographic boundaries expanded from one to two square miles. Also, the City of Elmira was allowed to designate certain properties outside of its boundaries as Empire Zone. The City entered into an agreement with Chemung County to designate various properties in the outlying towns in exchange for payments from the Chemung County IDA totaling \$2 million over a period of 5 years. Various manufacturing properties outside of the city were placed within the EZ to benefit these existing companies.

Several EZ boundary amendments were made over the years to provide financial assistance to new and expanding business. Certain properties within the Town of Southport were added in a boundary amendment submitted in

the early 1990s. Four properties/businesses within the Town of Southport still participate in the Empire Zone program. They are: Elmira Heat Treating (1994); Elmira Stamping & Manufacturing (1994); Southern Tier Commerce Center (2006); and Wrightcut EDM and Machine (1998).

2.5.3 Flood Damage Prevention

The purpose of this chapter to "promote the public health, safety and general welfare and to minimize public and private losses due to flood conditions in specific areas" through regulations and requirements, and continued participation in the National Flood Insurance Program. It establishes areas of special flood hazard and stipulates requirements, such as base flood elevations, for development permits in the floodplain and special flood hazard areas.

2.5.4 Farming

This section of the law intends to maintain and preserve the rural traditions and character of the Town and protect the existence and operation of farms, among other objectives. It includes a Right-to-Farm declaration, which states that farmers or those acting on their behalf may "lawfully engage in agricultural practices within this Town at all times and all such locations as are reasonably necessary to conduct the business of agriculture." The Town also requires land holders and/or their agents to comply with §310 of Article 25-AA of the State Agriculture and Markets Law by providing notice to prospective purchasers of property located near a farm that they are about to acquire land located partially or wholly within an agricultural district and that farming activities occur within the district.

2.5.5 Site Plan Review

This section describes the requirements of the Town's Site Plan Review. The Town Planning Board has the power and authority to approve site plan reviews. Any new land development with the exception of those activities described in the law (including construction of single-family homes, landscaping, and ordinary repair,

among others) is subject to site plan review. Depending on the site and proposed development, the Planning Board may consider the general arrangement of buildings, parking, stormwater facilities, water supply, and direct impact on surrounding uses, in addition to other requirements as listed in Chapter 431.

2.5.6 Subdivision of Land

Chapter 464 defines the legal regulations for subdividing land, typically for residential development. The Planning Board oversees Subdivision of land in Southport.

2.5.7 Stormwater Management; Erosion and Sediment Control

Chapter 452 is intended to “establish minimum stormwater management requirements and controls to protect and safeguard the general health, safety, and welfare of the public.” It does so by setting provisions for erosion and sediment control protection, as well as inspections for stormwater practices and facilities. It also requires preparation of a Stormwater Pollution Prevention Plan (SWPPP) for any land development, to ensure that said development will not result in a substantial increase in impervious surface (meaning that water cannot be absorbed into the ground, resulting in additional runoff and possible erosion) or other construction activities that may result in erosion or sedimentation.

2.5.8 Streets and Sidewalks

This chapter describes the Town’s responsibilities for street and sidewalk construction and maintenance. Any sidewalks must be built to Town specifications after a permit is obtained. Property owners and/or occupants are responsible for keeping the sidewalks clear and in a state of good repair.

2.5.9 Timber Harvesting

The Town recognizes the responsible use of timber as a renewable resource and sets forth rules and regulations about permitting and registration for logging in Chapter 483. The law recommends that property owners read "Best

Management Practices during Timber Harvesting Operations" by the Chemung County Soil and Water Conservation District (SWCD) and contact the SWCD and the Code Enforcement Officer for advice. Registration is required for commercial harvesting and/or removal from any property of more than three ten-wheel or tri-axle loads, or more than two tractor trailer loads, of timber or timber products per 100 acres of land per calendar year. In some cases, the Town requires a permit and erosion control plan.

2.5.10 Vehicles and Traffic

Chapter 497 describes the Town’s authority to regulate traffic throughout Southport and restrict parking on specific streets and times of year. It also designates bus stops for Chemung County transit vehicles and specifies a Truck Route system which is primarily comprised of the Clemens Center Parkway and sections of NYS Route 14 (South Broadway) and NYS Route 328 (Pennsylvania Avenue).

Parking requirements for each district are specified within the Zoning Ordinance.

2.6 Natural Resources

Southport has abundant natural resources ranging from rivers and streams to forests and gravel deposits. The following section presents an overview of the many water resources, features, plants and animals that collectively contribute to the Town’s scenic beauty and rural quality.

High-Volume Hydraulic Fracturing (HVHF), which is often used in conjunction with horizontal drilling and multi-well pad development, is an approach that has been used to extract natural gas from shale formation such as the Marcellus and Utica formations in the Northern Tier of Pennsylvania. This same formation exists in the Southern Tier of New York including Chemung County and the Town of Southport. The Supplemental Generic Environmental Impact Statement (SGEIS) and corresponding NYSDEC

draft regulations to regulate HVHF are currently under review. In addition, several communities have contested NYSDEC's claim to regulate HVHF. Future New York State court decisions will likely impact who or how this procedure will be regulated.

2.6.1 Rivers and Streams

Southport's location on the Chemung River and its location within the Chesapeake Bay watershed have ensured a long history of interest in and awareness of issues pertaining to water resources and management. The Town boundary is in part bordered by the Chemung River—the main water body in Southport—to the north. The other main water source in Southport is Seeley Creek, which follows the Pennsylvania Avenue to the south. Smaller tributaries in Southport include Mudlick Creek (near Sagetown Road) and Hendy Creek (near the northern boundary). Seeley Creek and South Creek both form in Pennsylvania and flow north into the Chemung River. Mudlick, Dry Run, and Bird Creek are all tributaries that flow into Seeley Creek. Rosstown Creek flows into South Creek and Hendy Creek into the Chemung River.

During the 1972 Hurricane Agnes flood, a hillside near Seeley Creek collapsed, creating a huge alluvial fan of mud and trees that reached to Route 328. In 40 years, that area has reforested; therefore, today it is not readily apparent of what occurred. However, the movement of Seeley Creek continues to remove large sections of property. In the last few years it has removed a large section of the hillside south of Sagetown Road. The creek also threatens several historic homes in Webb Mills, and several households have lost considerable sections of their backyards to the creek. The creek further north has removed several acres of valuable topsoil of a field between the creek and Route 328.

New York State Department of Environmental Conservation (DEC) issued its most recent Chemung River Basin Waterbody Inventory /

Priority Waterbodies List Report in May 2007. This includes an overall evaluation of water quality in the Chemung River Basin, as well as assessments for specific waterbody segments in the basin.⁶ The purpose of this report is to not only fulfill requirements of the Federal Clean Water Act, but also to provide a publicly-accessible database of all waterbodies with current water quality information, known and/or suspected water quality problems and issues, and a record of progress toward their resolution. Class A waters are sources of drinking water, Class B is for contact recreation (but not drinking water), Class C is suitable for fishing and other non-contact activities, and (TS) indicates water that supports trout spawning. Within this report, DEC classifies Chemung River as a Class A Waterbody that is threatened by pathogens from agricultural uses. Seeley Creek (and tributaries) is a Class C Waterbody that is also threatened by hydro modification and streambank erosion. Dry Run is a C(TS) stream that is suspected of being "stressed" by silt/sediment and streambank erosion.

The Town does not currently have any stream setback requirements. This is an area of concern, and recommendations are included in the following chapters. In addition to the threats of erosion and sedimentation that occur as a result of runoff and development, several land uses in the Town of Southport pose a threat to water quality in the streams.

2.6.2 Wetlands

Wetlands are among the world's most productive ecosystems. Generally defined as areas covered with shallow water permanently, or for periods long enough to support aquatic or semi-aquatic vegetation, wetlands may include bogs, swamps, marshes, wet meadows, flood plains, and water-logged/hydric soils. Wetlands serve many important functions including: providing habitat for wildlife and plants, playing a role in storm water

⁶ <http://www.dec.ny.gov/chemical/36746.html>

management and flood control, filtering pollutants, recharging groundwater, and providing passive recreational and educational opportunities.

Federal policy regarding wetlands states that there shall be “no net loss.” Under the most recent federal rules, which took effect in 2000, the U. S. Army Corps of Engineers (ACOE) regulates any disturbance of one-tenth of an acre or more of wetland. If the disturbance is between 0.1 and 0.5 acres, the ACOE must be notified. If the disturbance is more than 0.5 acres, an individual permit must be obtained from the ACOE. Federally regulated wetlands, because they are not mapped as such, can be difficult to identify and are sometimes overlooked in project reviews. Vigilance is required on the part of responsible landowners and local review boards to ensure that these smaller wetland areas are not destroyed as development occurs. Hydric soils are a strong indicator of the presence of wetlands.

Through the Freshwater Wetlands Act of 1974, NYS DEC generally regulates all wetlands that are 12.4 acres or more in size.⁷ New York State-regulated wetlands are mapped and are therefore more likely to be considered in project reviews. DEC requires a permit for anyone to conduct any regulated activity in a protected wetland or its adjacent area. If the proposed activity will affect the wetland, the benefits gained by allowing the action to occur must outweigh the wetland benefits lost, in order for a permit to be issued, and compensatory mitigation may be required. Figure 5, Natural Resources, shows NYS DEC regulated wetlands in the Town of Southport.

The Southport Drainage Committee, comprised of proactive residents, was the motivating force which resulted in the construction of flood attenuation wetlands. As a result of a 2002

watershed plan and to help with flooding problems, the Town and SWCD constructed several flood attenuation wetlands with Town, County, grant and other funding. There are now thirteen wetlands within the Town on various residential properties. The Seeley Creek Watershed Association also promotes the construction of wetlands.

2.6.3 Aquifer

The primary source of water for the Elmira area is the Chemung River, which supplied 56.5% of the area’s water in 2012. The other water sources are Wellfields, Foster Island #40 and 41 (which supplied 21.3%), and Hudson Street #1A & 2 (which supplied 20.4%). The Hoffman Reservoir, the original water source for Elmira established circa 1872, now supplies water to the City on a standby basis (1.8% in 2012).⁸ The most densely populated residential areas of Elmira and Southport are located almost precisely atop the aquifer from which the region’s water supply is derived. As the aquifer is in gravelly soil, it is susceptible to ground water pollutants.

2.6.4 Floodplain

Areas bordering on a stream, river, pond, lake or wetland that are periodically submerged by floodwater are considered to be floodplains. Naturally functioning floodplains serve as temporary water storage areas during periods of high flow, reducing the severity of downstream flooding. When water from a stream or river fans out across the floodplain, the flow velocity decreases and energy is lost, particularly in wooded floodplains. This is an important function for stream systems and reduces the potential for bank erosion.

⁷ Title 23 of Article 71 of the Env. Conservation Law, http://www.dec.ny.gov/docs/wildlife_pdf/wetart24a.pdf

⁸ Elmira Water Board Annual Drinking Water Quality Report 2012.

The majority of community survey respondents believe that it is either “extremely important” or “very important” to protect wetlands and stream corridors from development.

Agricultural lands and historic sites should also be protected, according to the survey results.

The regulated floodplain is the area with a 1% or greater annual probability of flooding as designated on a Flood Insurance Rate Maps (FIRMs) developed by Federal Emergency Management Agency (FEMA). This is called the Special Flood Hazard Area (or 100-year floodplain) and is shown in Figure 5. Development in this flood zone is discouraged, but not prohibited. Locally-enforced development standards are intended to reduce the potential for flood damage in these areas. The Town’s smaller streams are also subject to flooding, but the effective (current) FIRMs do not depict floodplains along these tributaries. As a result, development has occurred along these narrow valleys without consideration of the flood hazards. FEMA released draft work maps in 2010 that do delineate approximate floodplains for these streams. It is not known when or if this information will be incorporated into updated FIRMs.

In Southport, the floodplains lie along the flat lands on either side of the Chemung River and Seeley Creek. Levees in Southport run from the East side of Personius Road, along the north bank of Seeley Creek to the west of Lower Maple Avenue (near Tory Meadow Drive), and from the east of Tory Meadow Drive northwest to the Town border above Schuyler Avenue. Although these levees provide valuable protection against most flood events, they do not eliminate all flood risks in the protected areas. Overtopping (which occurred along the Chemung River in 1972) or failure of a structure

could inundate low-lying neighborhoods. The current FIRMs exclude protected areas from the regulated floodplain. This could change when the maps are updated if the Town and/or State cannot provide certified documentation that the levee system meets specified design, operation and maintenance standards. Without this certification, levee-protected areas would be included in the regulated floodplain, affecting development standards (requiring elevation of most new buildings), flood insurance purchase requirements, and flood insurance costs.

In recent decades, the Town has felt the effects of severe weather that have caused alterations in the physical landscape. In 1972, the Hurricane Agnes flood devastated much of the Chemung River valley, including parts of Southport where Seeley Creek overran its banks. This included properties along Route 328 from the state line north to where the highway becomes a four-lane expressway. The four-lane road protects the Pine City suburbs; however, the smaller creeks of Dry Run and Beckwith damaged homes and properties around Seeley Creek. Along Cedar Street to near Maple Avenue along Seeley Creek, levees protected the property. From Maple Avenue to the Chemung River, however, no levees existed and the area suffered extensive damage as a result. Also during this flood, water overtopped the Chemung River levee and was 5 to 6 feet deep at Coldbrook School.

Southport endured severe damage from storms in 1943, 1994 (Tropical Storm Beryl), 1996 (twice) and 2003. Much of the flooding occurred outside of the FEMA-mapped floodplains, resulting from erosion and sediment in addition to flood waters. As described above in the wetlands section (see also Section 2.8.1, Water), the Town has taken a number of proactive steps to mitigate the impact of potential flooding after heavy rain, storm and snow melt events. During storms with heavy rainfall in short periods of time, the Town Highway Department sends out crews to

inspect ditches, ensures that pipes are unobstructed, and deals with washouts as needed (typically on driveways as opposed to roadways).

In addition to the flood attenuation wetlands mentioned above, the Town's accomplishments with respect to this issue include: formation of a Drainage Committee (made up of citizens) to investigate and resolve drainage and flooding issues, hiring a part-time drainage officer, stream maintenance, stream remediation and erosion protection, participation in the Community Rating System (to reduce flood insurance costs), financial support for Environmental Emergency Services (which operates a three-county Flood Warning Service, including a climate station on Kinner Hill), drainage improvements—including major grants for the Charles Street and Holecek-Stacia areas, community outreach, stormwater management, and more.

2.6.5 Significant Habitat

Southport's large expanses of undeveloped land and forest are ideal habitat for a number of species. Anecdotally, residents have seen an increased number of eagles and herons in the area in recent years. However, according to the NYS DEC Environmental Resource Mapper, there are no rare plants or animals, or significant natural communities within the Town boundaries; therefore, the exact locations of any rare or endangered species will not be addressed in this plan.

Correspondence from the New York State Department of Environmental Conservation dated July 22, 2013 states that there are no records of rare or state-listed animals or plants within the Town of Southport.

2.7 Topography and Soils

Within the Town of Southport, the natural environment is just as important in shaping community character as the built environment. Wetlands, steep slopes, floodplains, soils, and

waterways all play a role in forming the Town's natural landscape.

Due to its location in the foothills of the Appalachian Mountains, much of the land is characterized by "steep slopes" as shown in Figure 5. These slopes are often associated with other environmental features such as rock outcrops and shallow soils and are therefore difficult to develop. Southport's residential areas lie mainly in the flat lands surrounding Seeley Creek and the Chemung River. The area to the west of the more developed part of Southport, extending along Pennsylvania Avenue, is characterized by nearly level to gently-sloping lands with well-drained, gravelly and channery soils on glacial outwash, as shown on Figure 6, Soils.⁹ The eastern portion Cedar Street/Maple Avenue area is characterized by silty, gravelly, well-drained soils on flood plains. The majority of the agricultural and topographically hilly areas are characterized by gently sloping to very steep areas. These areas have well drained as well as deep, poorly drained and moderately well-drained soil that has fragipan on uplands.¹⁰ This type of soil restricts water flow and root penetration.

Although attempting to build on steep slopes—typically characterized as those over 15% grade—is not impossible, it should be done with great care and is often done at great expense. Vegetated ground cover acts as a sponge, slowing down rainwater and snowmelt thus allowing the water and nutrients to be absorbed into the soil. Careless development can expose the soil causing increased runoff and erosion, which can in turn increase sedimentation rates and nutrient loading downstream waterways. The Town's stormwater management plan effectively deals with erosion and runoff by implementing

⁹ Channery soils are, by volume, more than 15 percent thin, flat fragments of sandstone, shale, slate, limestone.

¹⁰ Fragipan is a loamy, brittle subsurface low in porosity and content of organic matter and low or moderate in clay but high in silt or very fine sand.

standards in accordance with DEC and working with other municipalities on the Chemung County Stormwater Coalition.

2.8 Public Infrastructure

The capability of the Town's infrastructure to accommodate existing and future development is a critical consideration in terms of future land use planning. Improvements to existing infrastructure are constant and typically require significant financial resources. Infrastructure expansion requires public investment, and can have dramatic impact on the character, function, safety and growth of a municipality; therefore, it requires careful thought. Utilities in the Town of Southport were a subject of frequent comment in the community survey—whereas some residents want more coverage, others are satisfied with the existing utility coverage, described below.

2.8.1 Water

A limited number of residents within the Town of Southport are served by the Elmira Water Board; whereas, the majority of residents in Southport receive their water supply from private wells. As noted above, the most densely populated residential areas of Elmira and Southport are located almost precisely atop the aquifer from which the region's water supply is derived.

2.8.2 Sanitary Sewer

Like many geographically-diverse towns in the Southern Tier, Southport provides sanitary sewer service to a defined area that is largely predicated by need and feasibility. As shown in Figure 7, Sewer Service Areas, sanitary sewers are located in areas such as the residential areas (generally the R2 and R3 zones) abutting the City line, as well as most of the neighborhood between Broadway and Pennsylvania, Pennsylvania Avenue west of the Bulkhead area, and a portion of the Maple Avenue area. Areas without public sewer service include most of the outlying areas zoned AR, as well as some of the residential areas such as lower Mt Zoar and lower Maple Avenue. The Town's sewer master plan proposes additional

sewers for the residential areas in those higher-density areas on small- to medium-sized lots—essentially to fill the gaps that exist in the current system. The Town applies for grant funding whenever possible to extend the sewers as directed by the sewer master plan.

The Town is currently proposing a sewer extension to three hundred and ninety-five properties in the Leland Street area. In 2012, Southport received a NYS DEC Wastewater Engineering grant to undertake a feasibility study in the area, which will include income gathering information to determine whether the area qualifies for a low-to-moderate income grant to help pay for installation. The grant will also pay for design of the project so that the cost can be estimated. Feedback from the Community Survey suggests that sanitary sewer service is considered by many residents to be a priority for the Town of Southport.

2.8.3 Power

New York State Electricity and Gas (NYSEG) is the sole supplier of electricity for Southport.

2.8.4 Natural Gas

Natural gas is supplied by NYSEG and Corning Natural Gas.

2.8.5 Waste

Household Trash and Recycling

Residents in Southport are responsible for their own waste disposal and recycling. The option to hire private contractors or take waste to the Southport Transfer Station on Institution Road, which Casella Waste Systems operates, is available. In the past, the Town has offered free paper shredding services for residents on a specific day.

Organic Waste

Curbside leaf pickup is offered every October by the Highway Department. The Town Brush Lot on Bob Masia Drive (open to Town residents only) accepts lawn and garden waste. The Brush Lot also has rough mulch available for residents. While there is no municipal composting, Chemung County offers a composting program

and has a variety of compost bins available for sale.

Other Waste

An electronics recycling event was offered in 2011, but as schools and Boy Scouts have their own electronics recycling events, the Town is unlikely to offer this service in the future. Casella Waste Systems offer an electronics recycling program called "Waste Secure." Two drop-off locations are located in Elmira, or prepaid postage containers can be ordered online.

2.8.6 Communications

While consumers generally have many choices for cable, Internet and other telephone, certain companies still remain the primary providers in the Town. Time Warner Cable is the main provider of cable television to the area, and also provides high-speed Internet and digital telephone service. Satellite service is also used by some residents. The availability of local and long-distance telephone service is ample.

Southern Tier Network, Inc. is currently building an optical fiber broadband ring in Steuben, Schuyler, and Chemung Counties. When completed in late 2013, the network will enable access to the highest speed broadband connectivity available in the three-county region, significantly expanding services in currently underserved rural areas and providing a catalyst for future economic development in the Southern Tier.

2.9 Transportation Network

The transportation network determines how easily residents are able to move to and throughout Southport, and what goods and services they are able to easily access. The transportation system in Southport consists of roadways, public transportation, a railway and sidewalks. Although the goal of this comprehensive plan is not to develop a full transportation plan, it does analyze and consider transportation issues as they are inherently related to land use, zoning and subdivision regulation decisions.

The transportation considerations impacting land use planning decisions can be divided into two categories that may be thought of as external and internal. The former involve those that affect the delineation of Town areas that are recommended for open space preservation or development/ redevelopment for mixed-use, residential, commercial, industrial, public or other use. They require consideration of different neighborhood needs for connections to the entire Town and region and the impact of different land uses on these connections. The latter is concerned with the layout of through and local transportation service within the different areas, and zoning and subdivision regulations that impact development as it occurs.

The ability of existing routes to accommodate future demand and the feasibility of new and improvements to existing routes should bear on the land use decisions. Planning for future Town land use should consider, among other factors, the different needs for access and service of different types of land use. It should then evaluate the capacity of Town and regional routes serving the different areas to provide those connections and service. This involves an assessment of major Town routes, their capacity, and existing and projected use. It also involves a generalized estimate of the transportation impact of land use alternatives. In addition to traffic capacity, the highway and street networks, bicycle and pedestrian networks, and connections to transit will be evaluated and considered in the Future Land Use plan.

2.9.1 Road Network

Within the Town, the roads are maintained by three agencies: NYSDOT, Chemung County Department of Public Works (DPW) and the Town of Southport Highway Department. For rural areas, six road classes exist: Interstates, Principal Arterials, Minor Arterials, Major and Minor Collectors, and Local Roads, which typically make up the largest proportion of

roadways but carry a lower volume of traffic. All road classifications, with the exception of Minor Collector and Local Roads are eligible for federal aid for road projects. Figure 8, Transportation Network, shows the main roads and transit routes in Southport.

NYSDOT maintains 15.9 miles of roadway within Southport, including State Route (SR) 14 (Clemens Center Parkway), SR 328 (Pennsylvania Avenue), and SR 427 (Cedar/Maple). Maintenance includes plowing, sanding, repairing asphalt and other actions needed to keep roads and six bridges in a state of good repair. As of this writing NYSDOT has the following projects within the Town of Southport on its program of projects:

- PIN 6039.12, SR 427 Maintenance by Contract Paving, scheduled for letting in June of 2014
- PIN 6029.14, Intersection Safety Improvements on SR 328 near Pine City, scheduled for letting in May of 2015
- PIN 6029.13, SR 328 over Seeley Creek, bridge rehabilitation, scheduled for letting in September of 2016
- Various demand maintenance actions as might be necessary.

It is important to note these proposed projects in terms of the Future Land Use plan and any synergies that could be formed. For example, it may be beneficial for the Town to discuss its vision for Cedar Street, and how its physical properties could be modified respectively prior to the start of NYSDOT's paving project in 2014. Similarly, proposed gateway upgrades in Pine City could potentially be incorporated into the Intersection Safety Improvements that NYSDOT is currently studying there. The Town should continue to maintain its relationship with NYSDOT to ensure its proposed projects are designed to enhance the Town's overall transportation system while preserving and enhancing Southport's community image, character and bicycle and pedestrian connections.

The Chemung County Department of Public Works (DPW) maintains twelve county routes, including CR 36 (Dutch Hill Rd), CR 29 (Dry Run Rd) and CR 31 (Mt Zoar) for a total of 32.5 miles of road. DPW is responsible for maintaining these roads, as NYSDOT does state roads.

According to the Town Highway Superintendent, there are 117 streets and roads in Southport, of which the Town Highway Department maintains one small bridge and 80.5 miles of roadway. Similar to NYSDOT and the County, maintenance work includes plowing, sanding, grading of gravel roads, maintaining asphalt, pothole patching, resurfacing, ditch replacement, grass cutting, etc. Most bridges are County facilities; however, the Town does maintain the surfaces and approaches. The Town maintains public walkways at Chapel Park and Elmer Goodwin Park, each approximately one-half-mile in length. The Town does not have any capital projects planned.

2.9.2 Transit, Bicycles and Pedestrians

Although Southport does not have any Town-designated bike lanes, Routes 14 and 17 are State-designated bike routes through Town. Bicyclists are present in Southport and often utilize roads such as Pennsylvania Avenue in the Pine City area, which connects to additional, longer routes. Anecdotally, cyclists will often avoid main routes (such as Broadway) by diverting to residential streets. Hills are present in some areas of the Town, but overall they do not pose an obstacle to bicycling in Southport.

Sidewalks are maintained by homeowners, with the exception of those deeded to the Town by the State on Cedar Street and Clemens Center Parkway (approximately 800 linear feet total.)

The Town is served by Chemung Transit (CTran) routes 1, 3 and 12. Route 1 serves Maple Avenue, Cedar St, Robert St, South Main St and East Miller St. Route 3 serves Pennsylvania Avenue, Broadway, Mt Zoar and South Main St. Route 12 (Southside Loop) serves South Main St, E Miller St, Maple Ave, Cedar St, Broadway, S

Walnut and W Hudson St . All routes connect to the Elmira Post Office via South Main Street. These routes are evaluated on a regular basis to determine whether additional stops or routes are needed to maintain levels of service.

2.9.3 Wayfinding

Wayfinding refers to signage and other graphic communication that assists people in orienting themselves and navigating a place. Wayfinding systems are used not only functionally, but also

as a mechanism to market and evoke a sense of history and character. Traditional downtowns frequently incorporate signage into their streetscape improvements.

Within the Town of Southport, wayfinding is sometimes an issue as the Town is so large, the streets are not on a grid, and therefore drivers unfamiliar with the area may not be able to easily navigate the road network.



**Chapter 3 /
VISION, GOALS, OBJECTIVES & ACTIONS**

Chapter 3 / VISION, GOALS, OBJECTIVES AND ACTIONS

3.1 Plan Framework

The recommendations within this Comprehensive Plan will assist the Town of Southport in achieving its vision for the next decade. The Comprehensive Plan Committee has developed this Plan with input from Southport’s residents in order to achieve a balance between economic growth and conservation of the existing small-town quality of life. Throughout the planning process, the committee members working with residents and business owners have defined a Vision for Southport, to outline how the residents of Southport envision their Town in the future. The major Goals, Objectives and Action Items—defined below—are designed to bring about an implementation of the Vision (on Page 3:2).

Goals are generalized, broad or overarching statements identifying what the Town wants to accomplish. Goals should be clear, concise, and realistic, and include a vision of community desires for the future. The neighborhood’s goals should be representative of ideas and values expressed throughout the public input process. When formulating goals, the Committee discussed how they would like Southport to look and feel, ten to twenty years in the future.

Objectives are more specific and further well-defined than goal statements. Objectives state what the Town must do in order to satisfy their stated goal or vision statement. Objectives are listed in the plan in priority order.

Actions are the actual tasks that need to be accomplished in order to achieve the Town’s goals and objectives. A plan will be considered a

much stronger document if the neighborhood developed action steps are SMART¹¹:

Specific – What is to be achieved? Who or what is expected to change and by how much? When is the change to occur? Who is responsible for taking the lead? What partnerships need to be fostered in order to achieve the desired outcome? Each Action should include a timeframe, lead partner, proposed partnerships, and proposed funding sources.

Measurable – Can the information in your action step be collected, detected, or obtained from records?

Achievable – Can the action steps really be met? Are your proposals realistic?

Relevant to the larger goal and/or objective – do the action steps reflect the Town’s desired accomplishments?

Timed – Do the action steps include a timeframe during which they will be achieved? Timeframes can help create the motivation needed to meet a commitment by setting a deadline for initiating or implementing a project.

The full implementation strategy with a “smart” list of Actions is discussed in Chapter 5.

¹¹ City of San Antonio Planning Department, Action Steps for Neighborhood Plans, August 2006.

3.2 Vision Statement

The recommendations within the Town of Southport Comprehensive Plan will direct the Town toward achieving its vision, described in the *Vision Statement* below. The Plan has been developed with the intent of achieving a balance between urban, suburban and rural densities, as well as a balance between growth and conservation of the existing land uses.

In 2025, the Town of Southport is a diverse community with attractive neighborhoods, successful businesses, productive agricultural areas, and protected rural lands. Residents regard the feeling of community, abundant historic and recreational resources, traditional character and good governance as important reasons to settle here. The Town continues to build partnerships to grow its economy, provide desirable housing choices, and retain and attract new residents and businesses. In doing so, Southport is a leader in the Southern Tier, working with neighboring municipalities on transportation and land use while making thoughtful decisions about its own growth and conservation.

3.3 Goals

The Town of Southport has identified the four goals listed below as the major themes of this Comprehensive Plan. These were developed through months of public outreach and discussions structured to identify the most significant topics to address in the Plan. The Objectives and Actions listed below each goal

will help the Town achieve not only those goals but also the overall vision.

In general, land use regulations dictate the type and location of development that occurs in a community and should be clear as well as concise. The goals, objectives, and actions listed in this plan would ensure that land use regulations are consistent with the community's long-term vision. This consistency, in terms of where development should occur, and what form that development should take, is essential in achieving this vision.

Goal 1: Generate Economic Development Opportunities

As has been described in previous chapters, Southport is currently facing a variety of challenges while also embracing opportunities in terms of economic development. Although the population is aging, and the future of the facilities within the Elmira City School District is unknown, the real estate market remains strong and Southport is perceived as a desirable, convenient and relatively affordable place to live. However, feedback from the Community Survey indicates that generating economic development is one of the most pressing concerns for residents. Therefore, the Town should take steps to attract the ideal mix of new businesses and continue working with regional economic development agencies to create new employment and retail opportunities.

This Comprehensive Plan addresses necessary land use, zoning, regulatory, and enforcement provisions required to achieve this goal. The bands of commercial (and to an extent, industrial) uses on Pennsylvania Avenue, Broadway, Cedar Street and other thoroughfares have the potential to become mixed-use districts with retail and employment choices that can accommodate the needs of Southport residents and visitors.

Southport's economic health will benefit from the appropriate mix of land uses, strong neighborhoods and good working relationships with local businesses, Chemung County, the

Elmira City School District, the Southern Tier Regional Economic Development Council, Southern Tier Economic Growth, Southern Tier Central Regional Planning & Development Board, Corning Community College, Elmira-Chemung Transportation Council, and neighboring municipalities and counties.

Objective 1-1: Attract the ideal mix of new businesses that will provide new employment opportunities.

Actions:

1. Establish a team to develop a Business Development Strategy. The former Southport business owners group may be reassembled to help attract new business, support existing businesses and market specific sites to developers.

2. Encourage new light industrial and retail uses, locally-based retail stores and restaurants. Identify an applicable spot for these uses on a Future Land Use plan. Develop a plan to improve infrastructure—roads, sidewalks, water, sewer, and the like—to make selected sites attractive to developers.

3. Fulfill the need for a local Farmers Market. This may be done either by instituting a small local market (one that will not interfere with the successful Wisner Market operation in Elmira). Work with Chemung County and the Agricultural Society on the proposed regional Farmers Market at the County Fairgrounds. Ensure that the needs of Southport farmers are considered in both cases.

4. Evaluate need for an expansion of cable, internet and cell service into other areas of Southport. Regional Broadband Project will provide improved internet service by the end of 2013; however, cell service in the rural areas remains an issue and barrier for residents and viable home-based businesses in those areas.

5. Work with a community foundation to establish a local Community Foundation Fund

that will provide an opportunity for people to give back to the community through charitable giving. In many small towns across the country, funds dedicated to the improvement and long-term viability of communities have been established, resulting in new businesses, home-grown initiatives and endowments.

6. Create a business park on Bob Masia Drive. Although most of the developable land is currently owned by NYS Office of General Services (OGS) and therefore not available, this may not always be the case and the Town should lay out its vision for this area in the event that the land becomes available. The site is well-suited to business park development due to its proximity to I-86, and access to water and sewer infrastructure.

7. In conjunction with STEG, actively market specific sites. Everyone in Southport should be touting what a great place their Town is to live and work in. Reach out to former classmates and other connections to encourage them to move home and bring their businesses, families and ideas to Southport. Coordinate marketing efforts with Town website and STEG.

Objective 1-2: Update the zoning ordinance to maximize economic development potential.

Actions:

1. Examine zoning along important corridors (such as Cedar St., South Main St., Pennsylvania Ave and Broadway) to determine ideal development and/or redevelopment. Determine whether upzoning may be an appropriate strategy for increasing revenues. A concerted effort should be made to mix residential with the desired business and commercial land uses along said corridors.

2. Increase density in designated Town Center area as envisioned in Future Land Use Map. Focusing development and emphasizing quality design will increase the value of this corridor and help the Town raise the revenues necessary to achieve other goals. Zoning modifications

may include elimination of setbacks, parking located behind buildings, and multi-story buildings with a mix of uses.

3. Consider lower parking requirements for offices and commercial establishments. Excessive off-street parking results in more pavement, runoff and less compact or walkable development. It may be desirable to locate off-street parking at side or rear of buildings in certain districts. In addition, parking regulations should require substantial landscaping to reduce continuous areas of impervious surface, pedestrian walkways, and other such improvements on parking lots. All new parking lots should be required to use slightly below-grade stormwater planters with curb cuts for infiltration and pollutant removal.

4. Identify and better utilize vacant and underdeveloped parcels of land. For those parcels, encourage infill development through zoning.

5. Develop a set of clear and simple design standards for commercial buildings. Currently, the Town does not have any standards in the zoning code to ensure that new commercial buildings will be attractive and fit the community's established character. Were any new commercial franchises desire to move into Southport, the result will likely be poorly-designed commercial buildings that—while they fit within the existing suburban character—do not represent the quaint, small-town atmosphere that the Town would like to cultivate. Generic buildings could hamper economic development efforts related to tourism as discussed in other objectives and action items. Appropriate and simple design standards would reflect key features of attractive existing buildings in the community, such as pitched roofs, front entries that face the street, and height requirements. If adopted, new design standards should be administered by Town staff, not by a new design review board that would add another layer of development approvals.

The same is true of multi-family building design. Southport could experience a growing demand for multi-family units in the region due to demographic changes and financial reasons (e.g., difficulty in qualifying for mortgages on single-family homes). New multi-family developments should be designed to reflect positive architectural attributes of the community, as to not detract from the existing community character. As with commercial buildings, this Plan recommends that the Town consider simple standards that address key features of attractive existing buildings in the community like pitched roofs, front entries that face the street, landscaped front setback areas, and off-street parking to the side or rear of buildings.

6. Modify zoning to establish small pockets of commercial uses in existing residential neighborhoods. This step should be taken in an effort to reestablish the local “corner stores” that were favored in the community survey to established neighborhoods.

7. Adopt the Conservation Subdivision in place of a traditional cluster subdivision. When approving new residential subdivisions, the Town should promote the Conservation Subdivision approach. This begins with the applicant's identification of open space resources present on the site to be developed (i.e., floodplains, riparian corridors, wetlands, agricultural land, historic or scenic views, and forested lots.) This first step is what distinguishes the Conservation Subdivision approach from the more traditional cluster approach. The resource identification forms the basis for designating conservation lands in the new subdivision. Once conservation lands are identified and designated, areas where development would be most appropriate are identified. The appropriate number of homes based on allowable density for the zoning district is then designed into the development areas of the site in a creative fashion. Flexible lot sizes and area and bulk standards facilitate

this creativity and result in the conservation of important natural resources.

8. Ensure that parcels currently bisected by zoning district boundaries—which can make zoning difficult to enforce—are placed under one district.

Objective 1-3: Maintain stable tax rates and a balanced tax base.

Actions:

1. Encourage future development to be located within strategic areas. Such sites should be served by existing water and wastewater infrastructure or within a legally adopted, publicly owned, planned water and wastewater service area. Re-evaluate zoning to determine whether an increase in allowable densities in areas with public water and sewer availability is appropriate.

2. Maintain a balance of residential development, commercial development, and open space. From a fiscal perspective, new residential growth rarely pays for itself in property taxes.

3. Continue to cooperate with Chemung County and neighboring municipalities including those in the Northern Tier of Pennsylvania on issues of mutual concern. In addition, look for opportunities to partner in the delivery of services when appropriate.

Goal 2: Accommodate the Changing Population

Recent demographic trends show that Southport’s population is aging as the number of young children and families has decreased. Although many long-term residents are happy with the community in general, some feedback during the planning process has stated that the Town may have a limited appeal for younger segments of the population. Because Southport would like to care for its aging population while reversing the trend of population loss among young people, it will need to adopt new

strategies. These will serve to accommodate seniors while attracting others through improvements to the infrastructure and development of a range of housing types and sizes so that existing residents can continue to live in Southport and potential new residents will consider it attractive and affordable.

Objective 2-1: Develop new housing and transportation options for seniors and young families.

Actions:

1. Encourage mixed-use development on underutilized or vacant sites. Encourage developers to provide housing appropriate for intergenerational residents with a variety of income levels.

2. Encourage the development of walkable, connected neighborhoods that will allow children and seniors to walk/bike. This may take the form of higher-density mixed-use development in locations designated on the Future Land Use Map.

3. Allow accessory apartments—which are self-sufficient units that may be built within single-family homes or on their lot—above garages or in back yards, in designated zoning districts. These units allow seniors to “age in place” in proximity to family members, while maintaining an independent lifestyle, or provide an independent and affordable space for young adult family members.

4. Investigate definitions of “family” in order to regulate the use of accessory apartments. Southport’s ordinance defines “family” as: *A household consisting of a single housekeeping unit occupied by one or more persons.* Depending on the Town’s desired flexibility in defining the allowed occupants of accessory apartments, the definition may be expanded to include those who have a “more or less permanent” living arrangement or “showing a stable, rather than transient living arrangement.”

5. Establish the infrastructure and partnerships to allow seniors to “age-in-place.” Consider adding sidewalk infrastructure in those areas with older populations, and plan for pedestrian connections between residential and future mixed-use areas. To communicate directly with residents, hold quarterly neighborhood meetings for smaller groups.

6. Work with transportation providers to organize additional bus or shuttle services. ECTC analyzes usage for local bus routes and shopper shuttles. If additional service is needed or desired, the Town should communicate this directly to ECTC and/or BACPAC at their quarterly meetings. Any additional transit service that would help seniors age in place would be beneficial.

7. Consider allowing “live-work” units by defining this use in the zoning code and specifically allowing them in permitted use lists. These are residential units attached to businesses and allowed in commercial areas, and are attractive to young entrepreneurs, artists and any others desiring a home business with low start-up costs.

Objective 2-2: Provide more recreational opportunities for residents of all ages.

Actions:

1. Improve existing recreational facilities. As the Elmira City School District determines how to reuse or reallocate space in its existing buildings in the coming years, work with the Board of Directors and ECSD staff to provide publicly-accessible indoor recreational space.

2. Increase the number of sidewalks in and around designated Town Center and schools. Grants may be available through Walk to School and Transportation Alternatives programs. Improve accessibility to parks through creation of a trail/sidewalk system leading to parks. Stream corridors are also an ideal location for trails.

3. Increase security and lighting at parks or develop a security program so that more people will use the parks. With additional lighting, more residents could utilize the Town’s open space facilities for longer hours, particularly during the winter months.

4. Make the Town more bicycle-friendly through the installation of bike lanes and bike racks. Create bicycle networks of on-street lanes, as well as off-street paths and trails that connect to one another in conjunction with ECTC, the Southern Tier Bicycle League, and others.

5. Provide additional educational opportunities to people of various ages regarding relevant items such as exercise, gardening, composting, etc. Work with groups such as the Cornell Cooperative Extension, Tanglewood and the Town Parks and Recreation Department.

Goal 3: Enhance the Community Character

Through this planning process, Southport residents have made clear that they appreciate and seek to maintain the scenic quality and rural character of the Town and its neighborhoods. Words such as “quaint” and “historic” are frequently used to describe the community character in the Town. While community character means something different to each and every resident of Southport, ultimately it is about the “sense of place.” Common elements may include good design, historic resources, scenic vistas and undeveloped agricultural land.

The plan seeks to encourage practical residential, retail and other development that reflects the character of the Town’s past and present. In addition, Southport lacks a Town Center or a geographic location where residents can gather and spend time. The Bulkhead area, with its road connectivity, retail and office uses and adjacent residential areas, is an obvious place to encourage the development of a Town Center for future generations. This means that a

designated portion of the Bulkhead could be rezoned and revitalized into a compact, mixed-use center of activity. Emphasis within the center should be on walkability, mixed uses (commercial retail and office, entertainment, civic, and residential), and a more refined design character.

Objective 3-1: Maintain and Enhance Southport’s rural, small-town character.

Actions:

1. Focus on solving the day-to-day problems in Southport’s neighborhoods and bringing about improvements in all residential areas. Chapter 4 includes a discussion of each neighborhood along with small ideas that can help to bring about big change. As has been stated previously in this plan, Southport is not “broken” and therefore does not require any big fixes—however, the Committee recognizes that the potential benefit of incremental, ongoing success at the neighborhood level is a more functional, stable municipality with higher-quality housing options and a more engaged population. For more on this subject, see Section 4.4.

2. Beautify public spaces and entryways into Town. The entrances into Southport do not express a sense of community pride and historical perspective. The degree to which a community takes care of this first impression can say a lot to visitors about the values of residents and businesses. All of the entrances into Southport should be enhanced. The gateways on more highly-traveled roads such as Broadway in Pennsylvania Avenue in particular should be treated as important focal points with more prominent signs and plantings welcoming visitors into the community. The Town should work with NYSDOT to incorporate gateway upgrades (signage, seating, etc.) into the Pine City intersections project to the extent possible.

3. Create a wayfinding signage program for areas where businesses, key attractions and parking are difficult to locate.

Wayfinding is the way in which people orient themselves and navigate from place to place. In the planning context, this involves the organization of information to enable people to comfortably and successfully access a place. This information is typically displayed through signage placed at key gateways and interest points.

An effective wayfinding system helps visitors find points of interest quickly and easily.

4. Evaluate need for water and sewer extensions. Limit the expansion of urbanizing infrastructure (especially sewer) in areas of the Town where increased growth is not encouraged by the future land use plan.

5. Establish new community events (Community Days, seasonal festivals, etc.) and promote them to a wide audience. Consider publicizing its local events to a wider audience with a marketing and promotional campaign. Develop a marketing plan that includes distributing promotional material, coordinating and assisting local marketing initiatives, and potentially working with neighboring towns to ensure that they complement rather than compete with each other.

6. In designated Town Center area/CN zone, plant street trees along both sides of streets at frequent intervals. Implement an ongoing tree-planting program. Consider the adoption of an ordinance to protect trees throughout Town, requiring developers to protect existing trees to the maximum extent feasible and install fencing to protect mature trees during construction.

7. Protect tree canopies from unreasonable destruction during utility pruning.

8. Establish development standards to require specific landscaping improvements to “soften” impervious (or hardscape) areas.

9. Consider placing utility lines underground in hamlet centers and other high-visibility areas, where appropriate, to improve scenic character. The clear benefit of burying utility lines is aesthetics due to the elimination of poles, wires and associated tree trimming. Although the cost can be prohibitive, the Town should stay aware of any road improvement efforts by NYSDOT that would present an opportunity to bury power lines and thereby greatly improve the aesthetics of the hamlet centers. Some of the costs for “undergrounding” could be passed onto customers. It would be appropriate to seek other sources of funding mechanisms (from NYS resiliency funding, for example) to cover a portion of the cost should the Town decide to move forward with this recommendation. Another benefit of underground utility lines is that they are less susceptible to damage from severe storms. This is consistent with a recommendation in the Southport Hazard Mitigation Action Plan.

Objective 3-2: Take steps to eliminate blight.

Actions:

1. Form and maintain a landlord database by which to communicate with local and out-of-town landlords.
2. Consider restricting the modification of single-family homes into multi-family structures in specific zoning districts.
3. Research availability of housing rehabilitation grants, and publicize grant opportunities for those who qualify through Bishop Sheen housing or other mechanisms.
4. Develop public-private partnerships to foster inclusiveness in neighborhoods. (This is discussed at greater length in Chapter 4).
5. Discuss the viability of a land bank (possibly with neighboring municipalities). The land bank program was recently created in New York State to encourage communities to facilitate the return of vacant, abandoned and tax-delinquent

properties to productive use through rehabilitation, demolition, or redevelopment.

Southport is part of the Chemung County Municipal Separate Storm Sewer System (MS4). The MS4 is a federal government (U.S. Environmental Protection Agency) initiative that seeks to control water pollution resulting from storm drainage. These regulations create additional planning and management requirements for local stormwater systems.

6. Provide technical assistance to owners of flood-prone structures to implement floodproofing projects that reduce potential flood damages. Target buildings that do not comply with current floodplain development standards with assistance aimed at mitigation measures that will reduce the cost of flood insurance.

7. Promote awareness of flood risks, particularly in areas protected by levees. Encourage flood insurance coverage and property protection measures.

Objective 3-3: Provide opportunities for healthy food and promote local food production.

Actions:

1. Continue to support and grow the community garden plots. Expand the Community Garden program. Designate a vacant or underutilized parcel as community open space overseen by a volunteer group, with parcels allocated to interested residents and youth groups.
2. Maintain a list of locally-grown food providers and include it on the Town’s website along with contact information for those wishing to buy local products.
3. Investigate state and federal funding sources for locally-based food production and sales.

4. Redefine “Roadside Stands” as the definition in the zoning ordinance is vague in terms of what is allowed for sale and does not address size or hours of operation. Currently, roadside stands are allowed in several districts such as AR, R2 and R3 and should remain as such.

Objective 3-4: Improve stormwater protection and storm resiliency.

Actions:

1. Provide buffers around streams restricting vegetation removal in the 50-foot buffer area. In addition, consider extending this to 100-foot buffers.

2. Implement higher floodplain management standards.

3. Incorporate stream rehabilitation projects into the annual Public Works budget.

4. Extend floodplain development requirements to some of the newly-mapped floodplains shown on FEMA’s November 2010 draft work maps (or future products that they expect to provide in November 2013).

5. Update zoning code to promote green infrastructure techniques. Strategies such as pervious pavement, roadside rain gardens, and green roofs are not only encouraged but the preferred method of stormwater management. The Town should determine where such strategies would be effective and appropriate and apply for grants through NYS DEC in the next two to three years.

6. Work with local stormwater coalition to create regional stormwater detention and water quality treatment facilities. This will encourage developers to infill or redevelop desired areas that are not burdened by the regulations that otherwise encourage sprawl.

Goal 4: Protect Natural and Historic Resources

As development continues throughout Southport and the Southern Tier, and sustainability and smart growth policies are looked upon favorably not only by residents but also agencies acting as funding sources, the Town should increase efforts to protect its natural resources. Steep slopes, stream corridors, wetlands, floodplains, ridgelines, areas with prime soils, aquifer recharge areas, and viewsheds should be protected from residential and commercial growth. Restrictions should be put in place on these sensitive areas where they are not already, while encouraging infill and redevelopment in areas where utilities and infrastructure already exist.

Southport’s agricultural heritage benefits residents both directly (as a source of income) and indirectly (as an aesthetic resource.) If development pressures increase, it will be important to recognize and preserve these features that have retained and attracted residents for generations. The existing character of the Town’s hamlets, scenic roads, and agricultural features should be preserved through the action items set forth below.

Objective 4-1: Preserve Southport’s Historic neighborhoods and structures.

Actions:

1. Explore Historic District status for areas of Pennsylvania Avenue. Designation on the National Register of Historic Places brings with it incentives such as federal tax credits for renovation and gives the Town more say in federally funded or permitted projects within the district.

2. Prevent the demolition of historic buildings and alterations to the community’s cultural landscape. Enlist the Southport Historical Society to comment on proposed alterations and work with developers to come to mutually agreeable solutions that will prevent the loss of any additional important buildings.

3. Update and publicize the Town-wide inventory of historic and cultural resources. The Southport Historical Society maintains descriptive listings of historic resources within the Town. The inventory is an essential tool used to keep track of important or threatened cultural resources. It also identifies sites and structures that can be submitted, as appropriate, to New York State for consideration of a declaration of eligibility for listing on the State and National Registers of Historic Places. In this way, the inventory can be an appreciable tool for Town-wide planning. This database should be made available in a concise document to be posted online and in Town Hall.

Objective 4-2: Balance growth while preserving natural and scenic resources.

Actions:

1. Adopt an Open Space and Natural Resource Protection Plan. Implementing this type of plan (via adoption into the Zoning Ordinance, for example) would serve the following purposes: Provide the community with a detailed inventory of open space resources throughout the Town; Provide recommendations and strategies to be used by the Town Board, Planning Board, developers and the public to achieve meaningful open space conservation even while growth and development occur; Protect open space, which is more cost effective from a public services standpoint than residential development, and Protect resources, thereby protecting the community character and quality of life.

2. Conserve significant open spaces throughout the Town. Create a network of open lands to provide wildlife habitat and potential recreational trail corridors.

3. Locate future development away from important natural resources, prime agricultural soils, steep slopes, streambanks, ridgelines and floodplains. Adopt viewshed development standards to preserve scenic views and hillsides.

Put wetlands, stream protection and steep slope protection ordinances in place. Review erosion and sedimentation control regulations to ensure that adequate measures are in place for long-term site stability.

4. Add definition for mining to the zoning ordinance, along with standards that address issues of reclamation, accessory uses and fencing.

Objective 4-3: Reduce the volume of waste deposited in landfills.

Actions:

1. Provide a composting station. Alternatively, discuss with waste haulers the possibility of them recycling organic refuse (residential leaves, grass clippings, etc.) in addition to garbage and traditional recycled products. Composted material should be utilized in Town landscaping projects, resulting in cost savings and the reduction of material to landfills.

2. Recycle or salvage construction waste and implement construction waste management plans for new development.

General Actions

1. Maintain high-quality community services and good governance.

2. Establish a committee comprised of a balanced blend of residents, business owners and organizations committed to achieving the goals and objectives of this Comprehensive Plan, whose members will report to the Town Board periodically with benchmarks of progress.

3. Revisit the Comprehensive Plan periodically to determine whether short- and medium-term goals are being met, and update the plan in no more than ten years.

4. Work with the Southern Tier Regional Economic Development Council to secure funding needed to implement the strategies recommended within this Plan.

5. Encourage the coordination of long-term planning efforts with state and regional partners, particularly NYSDOT and ECTC. The Town Board and Highway Department should continue to meet regularly with NYSDOT Region 6 officials to discuss policies that affect the Town. Send a representative to the ECTC's quarterly BACPAC meetings.

6. Join the NYS DEC Climate-Smart Communities Program, a state-local partnership established to “reduce greenhouse gas emissions, save taxpayer dollars and advance community goals for health and safety, economic vitality, energy independence and quality of life.” As members of this program, municipalities can receive points on CFA submissions to DEC and its partner agencies, in return for a local pledge to become climate smart.¹²

7. Convert the Town's vehicle fleet to Compressed Natural Gas (CNG) and build a refueling station to accommodate them.

¹² More information at <http://www.dec.ny.gov/energy/50845.html>



**Chapter 4 /
FUTURE LAND USE**

Chapter 4 / FUTURE LAND USE

4.1 Purpose

The recommendations from the preceding chapters can be combined to present an overall Future Land Use Plan for Southport. This plan is a reflection of the stated vision, goals, objectives and action items in the plan. As has been mentioned previously, Southport is a stable community that does not require a great deal of “fixing”—rather, the Committee and residents have expressed that they would like to focus energy on improving upon its strengths in order to retain and attract residents and businesses.

To that end, the Plan includes the following designations:

- Residential Neighborhoods—Areas of existing low to moderate density.
- Mixed-Use / Town Center areas—Areas where additional growth or density will support plan objectives.
- Business Areas—Areas used or intended for development of business or industrial uses.
- Open Space and Connections—Areas with existing or desirable open space and greenway trails.
- Environmental Constraints—Sensitive environmental areas (steep slopes, wetlands, floodplain)
- Community and Institutional—Existing or desired uses that will help meet community needs.

While the Future Land Use Plan may take on the appearance of a zoning map, it should not be used in the same manner. The map colors represent desired future land uses that do not necessarily correspond to zoning classifications. However, the Future Land Use Plan should serve as the basis for future zoning revisions in the coming years, taking market forces and regional planning and economic development

issues into consideration. It should be noted that the Future Land Use Plan is generalized and is *not* meant to convey the specific boundaries of future zoning districts. Zoning district boundaries will be determined in detail during the zoning phase, and should follow parcel boundaries whenever possible.

4.2 Community Survey and Visual Preference Survey

A Visual Preference Survey (VPS) was conducted at the March 19, 2013 Public Meeting, to give attendees an opportunity to “vote” on various types of development. The Comprehensive Plan Committee’s presentation consisted of 40 images in a variety of categories (Residential and Neighborhoods, Commercial and Retail, Hamlet, Office and Industrial, Parks and Natural Resources, Bike and Pedestrian and Southport-specific) and rank each image on a scale of 1 (most inappropriate, greatest dislike) to 5 (most appropriate, greatest likeability).



The rankings for several of the categories as well as some accompanying images are included in this chapter to provide images of what residents would like to see—or not—in terms of future development in Southport. Local officials, potential developers and others should take note of these findings when proposing new development. In addition, as the zoning code is updated and design guidelines

are considered, these images can help to inform that process.

The Community Survey conducted in early 2013 also helped to drive the recommendations within this plan. Based on the information received in the survey, 75% of respondent believe that it is “Extremely Important” or “Very Important” for Southport to retain its rural, small-town character. Approximately 65% responded that a need for a Town Center is important.¹³

“Living in Southport since 1981, I have seen the town grow and prosper. I love this small town with available resources close by.” (Community Survey respondent)

Almost 75% responded that the Town has a need for a wider variety of housing types, while almost 85% believe that extension of water/sewer is a top issue. The Future Land Use plan attempts to balance these desires in a fiscally sensitive manner while maintaining the Southport’s existing assets.

4.3 Future Land Use Map

Figure 10, Future Land Use, is based on a set of environmentally-based criteria, combined with the need for mixed-use areas and connections between Southport’s existing neighborhoods. The Comprehensive Plan Committee evaluated the Town with respect to natural constraints such as steep slopes and floodplains. They then created a Neighborhoods map (Figure 9) and synthesized information from the two (and other relevant sources of information) to create the Future Land Use map.

In the future, the Town Zoning should be revised in accordance with the Future Land Use map. It should be noted that the Future Land Use map is generalized and is not meant to

¹³ Of the total respondents, 65% believe that a need for a Town Center is “Extremely Important,” “Very Important” or “Moderately Important.”

convey the specific boundaries of future zoning districts. Zoning district boundaries will be determined in detail during the zoning phase, and should follow parcel boundaries whenever possible.

4.4 Residential Neighborhoods

As has been mentioned throughout this plan, Southport’s residents are by and large content with how the Town looks and how it continues to be governed. However, throughout the course of the planning process it has become apparent that small, neighborhood-level incremental planning may be very beneficial in both the short- and long-term. This section takes a brief look at each of Southport’s neighborhoods. Although it is not a substitute for a comprehensive housing strategy, this describes some of the steps that the Town and its residents may want to consider as part of an implementation plan.

First, below is a brief summary of the residential preferences in the VPS. From top to bottom, these photographs represent the most highly-ranked residential photos to the lowest-ranked.



These two residential photos (above and below) were ranked most appropriate and likeable for Southport.





The photo of low-density residential (above) was also highly ranked; however, the pocket neighborhood below was not as well-liked by respondents.



Southport’s residential areas vary quite widely in density and types of housing. From the more urbanized boundary with the City of Elmira, they gradually decrease in density toward the west and south as the topography becomes steeper, following the Chemung River and major roadways.

We do not have a problem with rental properties, or better put, rental properties are not the problem. They are the symptom. The problem is neighborhoods that lack value and reasons for people to invest in their future... If [we] make our public spaces—the space between structures spanning across the street—more valuable, our neighborhoods will grow and prosper and we will meet our goals.

—Charles Marohn, Strong Towns



One of Southport's pleasant suburban residential streets.

Residents generally refer to their place of dwelling by street name. At one of the monthly Comprehensive Plan Committee meetings, the group defined some vague boundaries with the goal of developing recommendations for each general residential neighborhood. During the conversation it became clear that many of the neighborhoods still focus around the locations of historic grammar schools—“Lower Mt Zoar,” for example, was the Hopkins Street School neighborhood. Although the grammar schools have since been consolidated into larger citywide facilities, the vestiges of these neighborhood identities could be utilized to facilitate a larger Town-wide placemaking strategy, as described below.

Although each neighborhood will benefit from specific action items, the Town Board and neighborhood leaders should work with residents in each area to develop public-private partnerships and foster closer connections not only *within* each neighborhood but *back to Town Hall* as well.

In addition, housing choices can be expanded by ensuring that the existing housing stock is viable. In the Community Survey, over 70% responded that the “selection and quality of housing” was a major factor in their move to Southport. The existing housing stock selection and quality should be maintained *and even improved*. The Town should continue its housing rehabilitation efforts through the

Community Development Block Grant (CDBG) and other programs.

A comprehensive neighborhood and housing needs evaluation, as part of the Economic Development Strategy, would help the Town expand on the following section and base choices about potential expenditures on employment and the housing market.

Lower Mt Zoar

The Lower Mt Zoar area is roughly defined as the neighborhood around Saints Peter and Paul’s Cemetery that is bounded by the Chemung River, the Town/city boundary, Broadway and an open space west of Holecek Avenue. The street network is a traditional grid that has been interrupted in many places due to the central location of the cemetery and former Hopkins Street School and athletic fields.

Although many of the blocks are stable residential areas with older but well-maintained housing stock, the blocks closer to Holecek Avenue to the west and Chamberlain Street to the south are classified as over 50% vacant. (The majority of these properties are not vacant homes but rather well-tended lots). The location of these blocks, near major arterial roads, local businesses and schools, make those properties on public sewer prime locations for infill housing.

Approximately one-third of these blocks (mainly around Stacia and Holecek Streets, south of Holdridge Street) have been connected to public sewer, but the lots on either side of Mt Zoar Road remain on septic, despite the fact that many of the lots are quite small—1/4-acre in size or less.



Nice yards, older homes and scenic views are characteristic of the Lower Mt. Zoar neighborhood.

The Town should also define a strategy for the former Hopkins Street School (below) and remediate if necessary to get this property functioning, marketed to an appropriate developer, and back on the tax rolls.



Hopkins Street School is a prime development site in the Lower Mt Zoar area.

Center Southport

As its name alludes, Center Southport is the commercial and institutional center of Town. It is bound roughly by Broadway, the Town/City of Elmira boundary, Clemens Center Parkway and the Chemung River and includes the area around Town Hall. The CN district along Broadway near Broadway Elementary and Middle Schools is lined with various businesses and offices. The area zoned CR located between Pennsylvania Avenue and Route 328 near the northern boundary is primarily residential with some commercial uses scattered throughout.



A view toward well-maintained homes in Center Southport

The homes within this area are older and located on smaller lots; however, the levels of investment are higher here than in some other areas of Southport. Vacant lots are located sporadically rather than in large swaths. Although many of the blocks feature well-kept homes, others have homes in a range of conditions (from good to in need of repair).



Some of the homes on this side of the street are in need of maintenance, as well as sidewalk repairs and street trees.

Generally, this is a stable neighborhood that could benefit from improved connectivity to Bulkhead, particularly if it becomes a more mixed-use Town Center (as discussed below in Section 4.5.) The edges between the houses and the retail areas are often delineated by stockade fences, where perhaps a mix of higher-density residential open space or landscaping would be more appropriate.



The edges between residential and commercial or retail uses could be softened by landscaping rather than fences.

Maple Avenue-Universal-Cedar

Much of the single-family housing stock in this area was built from 1940 through 1960 and needs rehabilitation, reconstruction and expansion to meet current needs of working families with young children. On some streets, close to half of the lots are currently vacant. One of this neighborhood's strengths is the interconnectivity of the streets and the pattern in which they are laid out. Although it is defined by the Clemens Center Parkway to the west and a rail line to the east, Maple/Universal/Cedar has some good "bones"—notably, a *potentially* walkable street network leading to a *potential* Town Center on Cedar Street.

For this neighborhood to truly reach its potential, however, the Town needs to do some strategic investment in the housing stock (as well as some investment in and lobbying for a better Cedar Street, as discussed in Section 4.5 below).



Cedar Street Mall, a retail development with mixed-use potential.



Post-war housing in Universal Center.

Like Maple Avenue, Dunn Field, and select other areas of Southport, this neighborhood would benefit from a comprehensive housing strategy that helps to target incentives for improvement, a coordinated code enforcement strategy and moderate-priced infill housing on the many vacant lots (alternatively, the houses that are beyond repair could be demolished to make room for new moderately-priced homes).

Maple Avenue

This neighborhood is located on either side of Maple Avenue from the Town line with the City of Elmira to the north, the Town of Ashland to the south, and encompasses a variety of zoning districts—R1, R2, MR, AR, RT and CR—with corresponding residential and commercial land uses including a range of densities and some vacant lots. Like most of the housing stock in the northern areas of Southport, the homes and

apartments here are older but in relatively good condition.



Maple Avenue itself is a busy yet appealing roadway, with Cherrywood Manor Apartments, Woodbrook Assisted Living Residence and Notre Dame High School acting as nodes of residential and institutional activity. The neighborhood would benefit from increased bicycle and pedestrian connectivity to nearby uses, particularly if the Cedar Street area evolves into a mixed-use center with a wider variety of retail and residential options. Very little of this area is connected to the public sewer system.

Dunn Field

This neighborhood is directly adjacent to Dunn Field, where the Elmira Pioneers play minor league baseball. Dunn Field is partially in Southport and partially in the City of Elmira. The neighborhood is bound by Maple Avenue to the west, open space to the south, the Chemung River/levee to the east and the Town/City boundary to the north. Due to the location of the boundary between Southport and Elmira, the Dunn Field area is cut off from the other residential areas of Southport and also retains a more dense and urban identity. Several blocks within this neighborhood are on public sewer but the majority is not.



likely be constrained by the lack of public sewers and/or the desires of residents.

“The hamlet of Pine City exudes the warmth and friendliness that says, “This looks like the place I would like to live and raise our family.” (Community Survey respondent)



Shepherd's Market is a neighborhood hub and the surrounding area is ripe for additional retail opportunities.

Almost exclusively an R2 district, the neighborhood consists of homes on lots of a variety of sizes, although most are older but well-kept homes. Although the lots nearer to Maple Avenue are mostly residential on smaller lots with sidewalks and street trees, properties on easterly lots toward the levee (particularly on Milton Avenue and Schuyler Avenue) are larger, some with space to accommodate large gardens and recreational uses.



Pine City's housing stock and proximity to the elementary school make it a desirable place to live.

Pine City Hamlet

Pine City is a large, primarily residential area with R1, R2 and CN districts. Much of Southport's newer housing stock is located here, which along with the presence of Pine City School is part of Pine City's appeal. A commercial area with Shepherd's Market, a fire station and other small businesses is located near the intersection of Route 328, Pennsylvania Avenue, and Beckwith Road, and some residents have expressed interest in additional commercial and retail uses in Pine City to create more of a traditional hamlet center (below). Any increase in density would

Sidewalk connections would also help to achieve the goal of community connectivity and providing mobility options for seniors and children. In some ways, Pine City is both an urban and rural community. Without changing much of what its residents appreciate, a few more small businesses—perhaps of the type with apartments or condominiums on a second story—in the Pennsylvania Avenue corridor would provide informal community gathering places.

The future of Pine City Elementary School will have a major impact on how the area looks and feels. If the school continues to function as a grade school, the hamlet will remain a stable and desirable community. Even if the school is allocated for another use in coming years, the Town should work with ECSD to ensure that it continues to function as a community hub, albeit with a different purpose.

Christian Hollow/South Broadway

This area, which is located south of Bulkhead on Broadway from Route 328 to the Town Line, is primarily residential and rural in nature. The houses are located on large lots with scenic views. South of the Institution Road/Industrial zone, this neighborhood is entirely within an A/R district with a Conservation district running alongside Route 14 to the west. Most of the lots are classified as residential and there are very few vacant properties.

The residential neighborhood on Sunset Drive is a scenic little area. This entire area benefits from its views and proximity to the road network and bulkhead area.



Homes on SR 14 near Christian Hollow.

Conclusion

In all of these neighborhoods, Southport should consider its residents to be “assets to be deployed”—and this can be done easily and free. Within each of these neighborhoods, the Town should identify volunteers and/or a Task Force to identify “low-risk, high-reward” strategies for improvement. This will take time,

but only weeks or months ... not an inordinate, years-long planning process that results in high-cost strategies with countless barriers. Some examples of low-risk, high-reward initiatives may include a staggered tree-planting program in the Universal area, on blocks where there are literally no street trees to provide shade. Or perhaps some bike lanes painted onto some of the wider Town roads, or newly-painted crosswalks in areas where people already walk, but would do so more often if the crossing was a little safer or more obvious. Another idea would be to allocate space for an informal path along the Chapel Park ditch, and then watch to see how often it is used, where the connections should occur, and in what order before any money is actually spent. If the Town can first identify a working group of residents with a moderator to assist with developing some initial wish lists and then quantify them, you will have the beginning of a grassroots Economic Development Strategy that can be truly effective.

Another way to make residents into maintenance assets is to educate them to be part of the troubleshooting framework as well as the solution process. The “SeeClickFix” program is a first step to engaging residents. For example, from his or her phone, a resident would be able to identify problems in their neighborhoods, take a photo and then submit an electronic trouble ticket.¹⁴ SeeClickFix is easy to operate and maintain. It is an online resource where residents can submit issues directly to the Town Highway Superintendent or to the Town’s Code Enforcement Officer by email.

In addition, the Town should consider setting up other forms of communication/social media to allow for frequent dispatches about events, emergencies, public meetings and the like to its residents. Currently the Town Parks and Recreation Facebook page has hundreds of followers and Town Hall could expand on this. Although the *Southport Journal* is a popular

¹⁴ <http://seeclickfix.com/>

resource, a more agile website or social media outlet would facilitate more frequent communication with residents, particularly in conjunction with the neighborhood meetings referenced above.

4.5 Town Center/Mixed-Use Areas

The results from the Commercial and Retail segment of the VPS are included below, as they help to inform the plan's proposed mixed-use areas.

The images below were all shown as part of the Commercial segment of the Visual Preference Survey. During the VPS, 36% of respondents felt that big box retail was appropriate in Southport, while 71% viewed the photo of a traditional downtown (below) favorably. 44% found the third photo of a typical suburban strip mall to be appropriate and likeable.

While most people recognize that there are benefits to convenience and plentiful parking spaces, the vast amount of parking offered in this shopping center (as the result of the existing code) should be evaluated and requirements should likely be reduced in a future zoning revision. At the same time, a feeling of place such that is represented by the middle image could be cultivated by revisions in the zoning code that specify certain sidewalk widths, build-to lines and design guidelines that may require awnings, signage and windows of a certain size and type.



As Southport does not currently have a multi-use community gathering place and recognizing that traditional Town Centers contribute to community character and help to create a sense of place, the Town should evaluate opportunities to convert its strip-type development areas along Pennsylvania Avenue and Cedar Street into Town Centers. This may be accomplished by creating Mixed-Use zoning districts and encouraging property development in the following manner:

- Mixed-use buildings /2-3 stories with mass proportionate to height.
- "Build-to" lines rather than setbacks.
- Traditional architecture (pitched roofs, large windows facing the street, etc.)
- On-street parking and sidewalks.
- Street trees and hedges to screen parking areas.
- Parking and drainage areas to the rear or side of the buildings.

Significantly, NYSDOT has the paving of SR 427/Cedar Street on its list of projects for

2014.¹⁵ Utilizing the Comprehensive Plan as the context for a larger conversation, the Town should talk with NYSDOT about possibilities for making Cedar Street a more “complete” street that is accommodating to all modes of traffic—pedestrians, bicycles and transit—rather than prioritizing cars, which is the current condition.

New York State passed the Complete Streets Act in 2011 requiring state, county and local agencies to consider the convenience and mobility of all users when developing transportation projects that receive state and federal funding. The Town should work with ECTC, BACPAC, developers and area residents to visualize how it would like Cedar Street to look and function well in advance of NYSDOT’s project. A more “Complete” Cedar Street would help to bring about the type of mixed-use and community-friendly development visualized in this comprehensive plan.¹⁶

From the Community Survey, almost 90% of respondents would “definitely” or “probably” support local retail, 80% would like to see a local restaurant, 70% a coffee/tea shop, and 65% are in favor of supporting specialty retail. Although almost 85% would like a local Farmers Market, the viability of such a market will depend on the effort at the county level to create a regional market at the Chemung County fairgrounds. In addition, a sufficient number of local farmers would need to support another local market. In the coming years, if Southport’s efforts to create a Town Center (or multiple centers) are successful, and a sufficient number of growers are on board, a local Farmers Market would be a logical initiative to pursue.

4.6 Gateways

The entrances into Southport do not express a sense of community pride and historical perspective. The degree to which a community

presents a first impression can express a great deal to visitors about the values of residents and businesses. On Broadway, a standard sign marks the entrance into Southport. This gateway, as well as those from Pennsylvania and Maple Avenues (southbound) and Route 328 (northbound), should be enhanced. In fact, all of the entrances into Town from its major north and south roadways could be enhanced with small or medium-sized “Welcome to Southport” signs.

In the Community Survey, 75% of survey respondents would like to see the Town beautify its public spaces—such as these gateways and other Town open spaces. This site should be treated as an important focal point with a more prominent sign and plantings welcoming visitors into the community.



This welcome sign could be replicated at a smaller scale at the other entrances into Town and at the four Town parks.

Within the Bulkhead area, where major roadways and pedestrian crossings intersect, the installation of creative paving patterns, banners and/or local plantings should be considered to indicate pedestrian activity and provide enhanced visual appeal.

4.7 Parks, Open Spaces and Connections

The Community Survey included several questions about the Town’s parks and recreation resources. Currently, residents are satisfied with the amount of open space in Southport (particularly with the addition of a new walking path and splash pad at Elmer

¹⁵ PIN 6039.12, SR 427 Maintenance by Contract Paving, scheduled for letting in June of 2014 (DOT)

¹⁶ www.dot.ny.gov/programs/completestreets

Goodwin Park and the new ball fields at Chapel Park.) However, outside of the parks, walking and bicycling facilities are lacking, and per the Community Survey, 75% perceive a need for additional bicycle and/or pedestrian trails while over 80% would like to see improved outdoor parks and recreation facilities (these may include hike/bike/walking trails).

“Safe walking paths along Southport streets would encourage more exercise among all ages.” (Community Survey respondent.)

To determine where such connections should be made, the Town should consider developing a very basic Town Park System Master Plan. This would include a plan for operating and maintenance costs for existing facilities, a look at underutilized and/or undeveloped parcels in Town to determine whether additional passive open space could be carved out—particularly in underserved areas—and develop a handful of other ideas for low-cost, easily implementable projects that would help to achieve the objective of additional walking and bicycling opportunities, such as:

- Painting bike lanes on Town roads (low-cost).
- Holding a monthly event where certain streets are closed to auto traffic and turned over to people and cyclists (no cost).
- Use the streets for no-cost recreational space. Close off a block during designated hours and create space for street hockey, soccer or hopscotch block for an afternoon.¹⁷
- Sponsor a series of neighborhood block parties (low- to no-cost).
- Task a small, ad hoc committee made up of members from all of Southport’s neighborhoods to develop a list of imaginative low-cost ideas that are simple and fun to implement.

¹⁷ <http://www.strongtowns.org/journal/category/best-of-blog>

4.8 Chemung River Corridor

Southport has a unique relationship with its surrounding waterways. The Chemung River and its tributaries partially define the Town boundaries and provide countless scenic and environmental positive attributes. Although Southport does not have a public access site to the water, the proximate location of two launches just outside the Town—at Dunn Field in Elmira and Toll Bridge in Wellsburg—provides sufficient access for Southport residents. Friends of the Chemung River Watershed, the not-for-profit corporation formed to preserve and promote the river, regularly establishes goals for various areas of the river.

At this time, plans for the Southport stretch of the Chemung are maintenance, upkeep and improvements of the Dunn Field boat launch (a portion of the launch is in the Town of Southport, but it is owned and maintained by the City of Elmira). River Friends does cleanups and bank maintenance on Seeley Creek and also on the Southport end of Miller Pond, located on the east side of Maple Avenue.



View from the levee of the Chemung River near Fisher Street.

The five-mile eastern portion of the Lackawanna Rail Trail, scheduled to open in 2014, runs along the river as it flows through Southport; however, the actual trail is on the north side of the river in the Town of Ashland. Long term plans include a recreation/nature trail that runs along the Chemung River from Brand Park to the Town of Southport. The river itself is a “water trail” in which users paddle

through Southport – it is a beautiful and quiet section of the river. The Town may consider working with River Friends to develop plans for primitive nature trails along Seeley Creek in the Town and then connect these trails to Town parks. River Friends is also working to improve and expand fishing access to the river where it flows through Southport, by maintaining or improving existing primitive trails and fishing spots.



Chapter 5 / IMPLEMENTATION

Chapter 5 / IMPLEMENTATION

Implementation of the Comprehensive Plan will be an ongoing process. While some recommendations can be carried out in a relatively short period of time, others may only be realized by the end of a ten-year planning period or beyond. For Southport, creating an implementation table, assigning responsibilities, and developing priorities is the first step towards successful plan implementation. Many of the relevant funding sources are made possible by various New York State agencies, through the Consolidated Funding Application or other sources. These potential sources are subject to change, as the State’s programs and levels of dedicated funding change from year to year. The Town of Southport should work with the various State agencies to remain aware of these changes as well as additions to the potential funding sources.

5.1 High-Priority Actions

5.1.1 Neighborhood Development Strategy

As are most municipalities, the Town is interested in pursuing “low-risk, high-return” strategies for neighborhoods such as Center Southport, Lower Mt Zoar and Maple/Universal/Cedar, where incremental

projects could have a big change on quality of life and property values. This plan encourages the appointment of neighborhood working groups to work on setting goals and even following up with the actions set forth below (aside from the zoning revisions). These may include the installation of temporary bike lanes, street trees, new paint for homes and businesses, and crosswalks, as well as community activities, block parties, play streets and the like.

5.1.2 Zoning Revisions

Many of the actions recommended in Chapters 3 and 4, and summarized below, will involve changes to the Zoning Law. It is anticipated that these zoning changes will be initiated in the next one to two years. Action Items that pertain specifically to zoning changes, and therefore may be part of a comprehensive rewrite, are marked with an asterisk (*).

5.2 Short-Term Actions

The Town should pursue the following actions in the next 1-2 years. All of the proposed modifications to the Zoning Law, as stated above, are included in this section as it is anticipated this will occur in the near term.

	Action	Responsible Party(ies)	Potential Partner(s)	Potential Funding Sources
1.1	Establish a team to develop a Business Development Strategy.	Town Board	STEG	ESD, Town
1.1	Evaluate need for an expansion of cable, internet and cell service.	Town Board	STCRP&DB	n/a
1.2	Examine zoning along important corridors to determine ideal development strategy.*	Consultants/Zoning Committee ¹⁸	Town Board	Town, NYSERDA
1.2	Increase density in Town Center area as envisioned in Future Land Use Map.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
1.2	Consider lower parking requirements for offices and commercial uses.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA

¹⁸ It is anticipated that when the Town begins the process of rewriting its Zoning Ordinance, it will hire a professional consultant and appoint a committee of residents (“Zoning Committee,” the members of which are to be determined) to assist with this effort.

1.2	Identify and better utilize vacant and underdeveloped parcels of land.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
1.2	Develop a set of clear and simple design standards for commercial buildings.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
1.2	Modify zoning to establish small pockets of commercial in residential neighborhoods.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
1.2	Adopt the Conservation Subdivision in place of a traditional cluster subdivision.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
1.2	Ensure that currently bisected parcels are placed under one zoning district.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
2.1	Allow accessory apartments in designated zoning districts.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
2.1	Investigate definitions of “family” to regulate the use of accessory apartments.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
2.1	Work with transportation providers to organize additional bus or shuttle services.	Town Board	ECTC, County	n/a
2.1	Consider allowing “live-work” units by defining & allowing this use in zoning.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
2.2	Continue to make improvements to existing recreational facilities.	Town Board, Parks & Recreation	ECSD, River Friends	Town, OPRHP, River Friends
2.2	Make the Town more bicycle-friendly through the installation of bike lanes and bike racks.	Town Board & Highway Dept.	NYSDOT, ECTC, BACPAC, STBL, County	Town, NYSDOT, various grants
2.2	Provide educational opportunities, classes on exercise, gardening, composting, etc.	CCE	Parks & Recreation	Town, CCE
3.1	Develop a Neighborhood Strategy. Focus on issues in specific areas to bring about improvements in targeted neighborhoods.	Task Force	Town Board	Town, various grants
3.1	Work with NYSDOT to enhance gateway areas in conjunction with transportation projects.	Town Board	NYSDOT	NYSDOT
3.1	Protect tree canopies from unreasonable destruction during utility pruning.	Town Highways	Utility companies	n/a
3.1	Establish development standards to require specific landscaping improvements to soften hardscape areas.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
3.2	Consider restricting the modification of single-family homes into multi-family structures in specific zoning districts.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
3.2	Research availability of housing rehabilitation grants, publicize grant opportunities.	Town Board	-	DHCR
3.2	Develop public-private partnerships to foster inclusiveness in neighborhoods.	[See “Neighborhood Strategy” above]	-	-
3.2	Provide technical assistance to owners of flood-prone structures for projects to reduce potential flood damages.	Town Board	Drainage Committee, STCRP&DB	DEC, FEMA
3.2	Promote awareness of flood risks, particularly in areas protected by levees.	Town Board	Drainage Cmte, STCRP&DB	-
3.3	Maintain a list of locally-grown food providers and include it on Town website for those wishing to buy local products.	Town Board	Town Clerk	n/a

3.3	Redefine "Roadside Stands" as the definition in the zoning ordinance is vague.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
3.4	Provide buffers around streams restricting vegetation removal in the 50-foot buffer.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
3.4	Implement higher floodplain management standards.*	Consultants/Zoning Committee	Town Board	Town, NYSERDA
3.4	Extend floodplain development requirements to the newly-mapped floodplains on Nov 2010 FEMA draft maps.*	Consultants/Zoning Committee	STCRP&DB	n/a
3.4	Update zoning code to promote green infrastructure techniques.*	Consultants/Zoning Committee	Town Board, DEC	Town, DEC, NYSERDA
4.2	Locate future development away from important natural resources.*	Consultants/Zoning Committee	Town Board	n/a
4.2	Add definition for mining to the zoning ordinance, along with standards that address accessory issues.*	Consultants/Zoning Committee	Town Board	n/a
4.3	Provide a composting station.	Town Board	Casella	DEC
3.3.5	Join the NYS DEC Climate-Smart Communities Program	Town Board	DEC	n/a

5.2 Medium-Term Actions

These are actions that the Town should pursue in the next 3-5 years.

	Action	Responsible Party(ies)	Potential Partner(s)	Potential Funding Sources
1.1	Encourage new light industrial and retail uses, local retail and restaurants.	Business Group	STEG	Town
1.1	Actively market specific sites.	Business Group	STEG	Town
1.1	Determine/fulfill the need for a local Farmers Market.	Town Board		Town
1.3	Encourage future development to be located within strategic areas.*	Consultants/Zoning Committee	Town Board	Town
2.1	Encourage mixed-use development on underutilized or vacant sites.*	Consultants/Zoning Committee	Town Board	Town
2.1	Encourage the development of walkable, connected neighborhoods.*	Consultants/Zoning Committee	Town Board	NYS DOT
2.1	Establish the infrastructure to allow seniors to "age-in-place."*	Consultants/Zoning Committee	Town Board	NYS DOT
2.2	Increase security and lighting at parks.	Town Board	Parks & Recreation	NYSERDA
3.1	Beautify public spaces and entryways into Town.	Town Board	NYSDOT	DEC (grant) or business group
3.1	Create a wayfinding signage program.	Town Board	Consultant	Town
3.1	Establish new community events and promote them to a wide audience.	Parks & Recreation		Town
3.1	In designated Town Center area/CN zone, plant street trees along both sides of streets at frequent intervals.	Town Board	Town Highways, NYSDOT	DEC grants, Urban Forestry, Tree City
3.2	Form and maintain a landlord database.	Town Board	Code Enforcement	Town

3.3	Investigate funding sources for locally-based food production and sales.	Volunteers	Ag Society	Town
3.4	Incorporate stream rehabilitation projects into the Town budget.	Town Board	Chemung Co. Public Works	Town, DEC
3.4	Work with local stormwater coalition to create regional stormwater detention and water quality treatment facilities.	Town Board	SWCD	Town
4.1	Explore Historic District status for areas of Pennsylvania Avenue.	Town Board	Historical Society	OPRHP
4.1	Prevent the demolition of historic buildings and alterations to the cultural landscape.	Town Board	Historical Society	n/a
4.2	Adopt an Open Space and Natural Resource Protection Plan.	Town Board		ORPHP
4.3	Recycle or salvage construction waste and implement construction waste management plans for new development.	Town Board, Town Highways	Casella, other utilities	n/a
3.3.5	Establish a network of residents and organizations to the Town Board periodically with progress on this Plan.	Town Board	Task Force	n/a

5.3 Long-Term Actions

These are actions that the Town should pursue in the next 6-10 years.

	Action	Responsible Party(ies)	Potential Partner(s)	Potential Funding Sources
1.1	Establish a local Community Fund to provide an outlet for charitable giving.	Town Board	Community Foundation	n/a
1.1	Create a business park on Bob Masia Drive.	Town Board	Businesses	-
2.2	Increase the number of sidewalks in and around Town Center and schools.	Town Board	NYSDOT, Highways	NYSDOT
3.1	Consider placing utility lines underground in appropriate areas.	Town Board	Local utilities	FEMA
3.2	Discuss the viability of a land bank.	Town Board	Neighboring municipalities	n/a
4.1	Update and publicize the Town-wide inventory of historic and cultural resources.	Historical Society	Town Board	OPRHP
4.2	Conserve significant open spaces throughout the Town.	Town Board	-	OPRHP
3.3.5	Revisit the Comprehensive Plan periodically. Update in ten years or less.	Town Board	Consultants	Town, grants
Gen.	Convert the Town's vehicle fleet to Compressed Natural Gas (CNG) and build a refueling station to accommodate them.	Town Board	Highway Dept.	NYSERDA, NYS through CFA

5.4 Ongoing Actions

	Action	Responsible Party(ies)	Potential Partner(s)	Potential Funding Sources
1.3	Maintain a healthy mix of uses (residential development, commercial, open space.)	Town Board	Planning Board	n/a
1.3	Continue cooperating with Chemung Co. and municipalities including those in the Northern Tier on issues of mutual concern.	Town Board	Town Highway Dept., nearby municipalities	n/a
3.1	Evaluate need for water and sewer extensions.	Town Board	Engineering firms	STREDC, Town
3.3	Continue to support and encourage the use of the community garden plots in Chapel Park.	Parks Dept.	Volunteers	Town, volunteers
3.3.5	Maintain high-quality community services and good governance.	Town Board	All Town employees	n/a
3.3.5	Work to secure funding needed to implement strategies in this Plan.	Town Board	STREDC, other agencies	n/a
3.3.5	Encourage coordination of long-term planning with state, regional partners.	Town Board	NYS DOT, ECTC, STCRP&DB	n/a

5.5 Evaluation of Progress

To measure success and ensure that the implementation process is on-track and continuing, the Town should appoint a task force to meet periodically (every six months, for example) to review the Implementation list and provide feedback on progress and next steps to the Town Board.