

***The City of Binghamton*** Local Waterfront Revitalization Program

**“Two Rivers, One Future”**

**ACKNOWLEDGEMENTS**

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## 1.0 Waterfront Revitalization Area

### 1.1 Regional Context

The City of Binghamton is located in the southern tier of New York State, at the junction of the Susquehanna and Chenango Rivers. Binghamton is located within a one-day drive of many major northeastern cities, including Buffalo (220 miles), Albany (130 miles), New York City (170 miles), Philadelphia, PA (180 Miles), Burlington, VT (270 miles), Boston, MA (300 miles) and Baltimore, MD (260 miles).

**Figure 1-1 Regional Context Map**

Binghamton, New York



Source: [www.mapquest.com](http://www.mapquest.com)

The City of Binghamton is conveniently located in Broome County, and is easily accessible from both the north and south via Interstate 81. The City is also accessible from the north via Interstate 88. In addition, Binghamton is located within a short drive of many other regional destinations, including:

Rochester, NY	150 miles
Wilkes-Barre, PA	80 miles
Syracuse, NY	70 miles
Corning, NY	70 miles
Elmira, NY	50 miles
Ithaca, NY	48 miles



Source: [www.mapquest.com](http://www.mapquest.com)

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The Susquehanna and Chenango Rivers are the defining physical elements within the City, forming an integral natural resource for the City to develop, both as a local asset and regional tool. It is important to realize that the Susquehanna and Chenango Rivers are not isolated within the City of Binghamton boundaries. Both Rivers begin north of the City, with the Chenango terminating in Binghamton, where it merges with the Susquehanna River. The Susquehanna continues to run south of Binghamton, meandering through the Pennsylvania hills and northern Maryland before it empties into the Chesapeake Bay.

**Figure 1-2 Regional Context Map**  
Susquehanna and Chenango Rivers



## 1.2 Waterfront Revitalization Area Boundary Rationale

### 1.2.1 Land Side

Creating a sound rationale for the development of the waterfront revitalization area boundaries is an important tool for determining what uses and parcels are either included, or excluded, from the waterfront revitalization area. A variety of factors contribute to the development of the waterfront revitalization area boundaries, including natural features, natural and manmade barriers, waterfront relationships and economic development.

#### Natural Features

The two most prominent natural features in the City of Binghamton are the Susquehanna and Chenango Rivers. They are obvious elements for inclusion in a plan intending to target the waterfront and water-based uses. Natural, park and open space areas, particularly those located within close proximity to the waterfront, have been purposely included in the waterfront revitalization area boundaries. The physical relationship between these open space areas and the waterfront is apparent, as many activities and programming for the two features complement one another.

#### Natural and Manmade Barriers

Whether natural or manmade, barriers create specific issues that affect the location of the boundary lines developed for the waterfront revitalization area. These barriers can create specific problems, particularly with respect to access, movement and neighborhood character.

When possible, boundary lines are located on the far side of major roadways. The popularity of the automobile for average Americans in the mid-twentieth Century had a lasting impact on the City of Binghamton due to the creation of a large number of highways and major roadways. At one point in the City's history these roadways may have made sense, but with the decrease in the City's population the use of these roadways has continuously dwindled. The majority of these highways were built along side, or within close proximity to the waterfront, making access to the waterfront from areas behind them near impossible. Including them within the waterfront revitalization area boundaries will allow these roadways, which currently hinder access and development, to be positively affected by future LWRP policies.

### Waterfront Relationships

Access to the waterfront and the waterfronts relationship and compatibility to surrounding areas is a critical component relative to the development of the boundary line for the waterfront revitalization area. All recreation oriented land uses, such as naturalized open space areas and parks, were included within the waterfront revitalization area boundaries due to the direct relationship these uses have with potential future developments along the waterfront. All major existing access points, including the Washington Street pedestrian bridge, were included in the waterfront revitalization area.

### Economic Development

In order to strengthen the relationship of a revitalized waterfront with economic development that will benefit the entire City, the existing central business district was included in the waterfront revitalization area, as well as pocket commercial areas that could potentially benefit from improvements to the waterfront. The success of the waterfront and the downtown core are inter-related, with each having the ability to largely affect the other. Success along the waterfront will surely bolster revitalization efforts and investments in the central business district, and vice versa.

#### 1.2.2 Water Side

The Susquehanna River is a designated inland waterway as defined in New York State Executive Law, Article 42, Section 911, and therefore is a necessary component for inclusion in the boundaries for the Local Waterfront Revitalization Program.

The Chenango River is not defined as an inland waterway by New York State but is included as part of the waterfront revitalization area because of its connection to the Susquehanna River and its prominence as a waterfront feature within the City.

### 1.3 Waterfront Revitalization Area Boundary Description

The boundary for the City of Binghamton Local Waterfront Revitalization Program generally conforms to the boundaries of the Chenango and Susquehanna Rivers.

#### 1.3.1 Land Side – General

The landward boundary for the LWRP generally includes the following areas:

The northern and southern borders of the Susquehanna River from the western edge of the City to the eastern boundary.

The western and eastern borders of the Chenango River from the northern City limits to its confluence with the Susquehanna River.

Any land bodies located within the Susquehanna River.

#### 1.3.2 Land Side – Detailed

Beginning at the western border of the City, on the southern side of the Susquehanna River, the boundary follows the southern right-of-way of Vestal Parkway until it reaches the western property line of MacArthur Park; then southerly along the parcel to Vestal Avenue; then along the northern border of Vestal Avenue to Tremont Avenue; then northerly along the eastern border of Tremont Avenue to where it bisects Conklin Avenue; then easterly along the southern border of Conklin Avenue to John Street; then north along the western border of John Street; then along the rear property line of the public service property fronting the Susquehanna River; then easterly along the northern border of Jackson Street to Otsiningo Street; then northerly along the western border of Otsiningo Street until it bisects Webster Street; then easterly along the northern border of Webster Street, but including the entire parcel south of Webster Street between Baldwin Street and Hayes Street; then southerly along the western border of Pierce Creek to Belden Street and northerly along the eastern border to Kennedy Street; then easterly along the southern border of Kennedy Street to Home Avenue; then north along the western border of Home Avenue to Home Court; then following Home Court, including all parcels fronting onto Home Court until it bisects Conklin Avenue (Route 7); then easterly on Conklin Avenue (Route 7) to Duke Street; then northerly on Duke Street, including parcels fronting on both sides of Duke Street; then easterly on Baltimore Avenue, including all parcels fronting onto the street; then southerly on Bond Street to Delavan Avenue; then easterly following the southern border of Delavan Avenue to Ruthven

Place; then including all parcels on the eastern side of Ruthven Place, as well as the entire road width; then following the northern border of all parcels fronting onto Conklin Avenue and Holmes Place until the eastern edge of the city limits.

The boundary resumes on the northern side of the Susquehanna River at the western edge of the city, traveling in an easterly direction along the northern border of Riverside Drive, incorporating all parcels south of Riverside Drive, to Oak Street; then northerly along the eastern border of Oak Street to Leroy Street; then easterly along the southern side of Leroy Street to Front Street; then northerly along Front Street, incorporating all parcels to the east of Front Street, as well as all parcels which front onto the western border of Front Street until the northern city limits.

The boundary resumes at the northern boundary on the eastern side of the Chenango River and continues in a southerly direction along Chenango Street, incorporating all parcels to the west of Chenango Street and all parcels to the east which front onto Chenango Street; then southwesterly along State Street, including all parcels west of State Street to the Chenango and all parcels fronting on State Street to the east; then easterly along the northern right-of-way of the D and H Railroad line until it intersects with NYS Route 363; then easterly along the northern right-of-way of the CR Railroad and Canadian Pacific line, including all parcels fronting onto the right-of-way; then easterly along Court Street (US Route 11), including all parcels south of Court Street to the Susquehanna River and all parcels north of Court Street fronting onto the street and following the parcel lines designated as commercial according to the City of Binghamton Future Zoning Map in the Comprehensive Plan; then easterly until the eastern limits of the City.

All land bodies located within the Susquehanna River are included in the waterfront revitalization area.

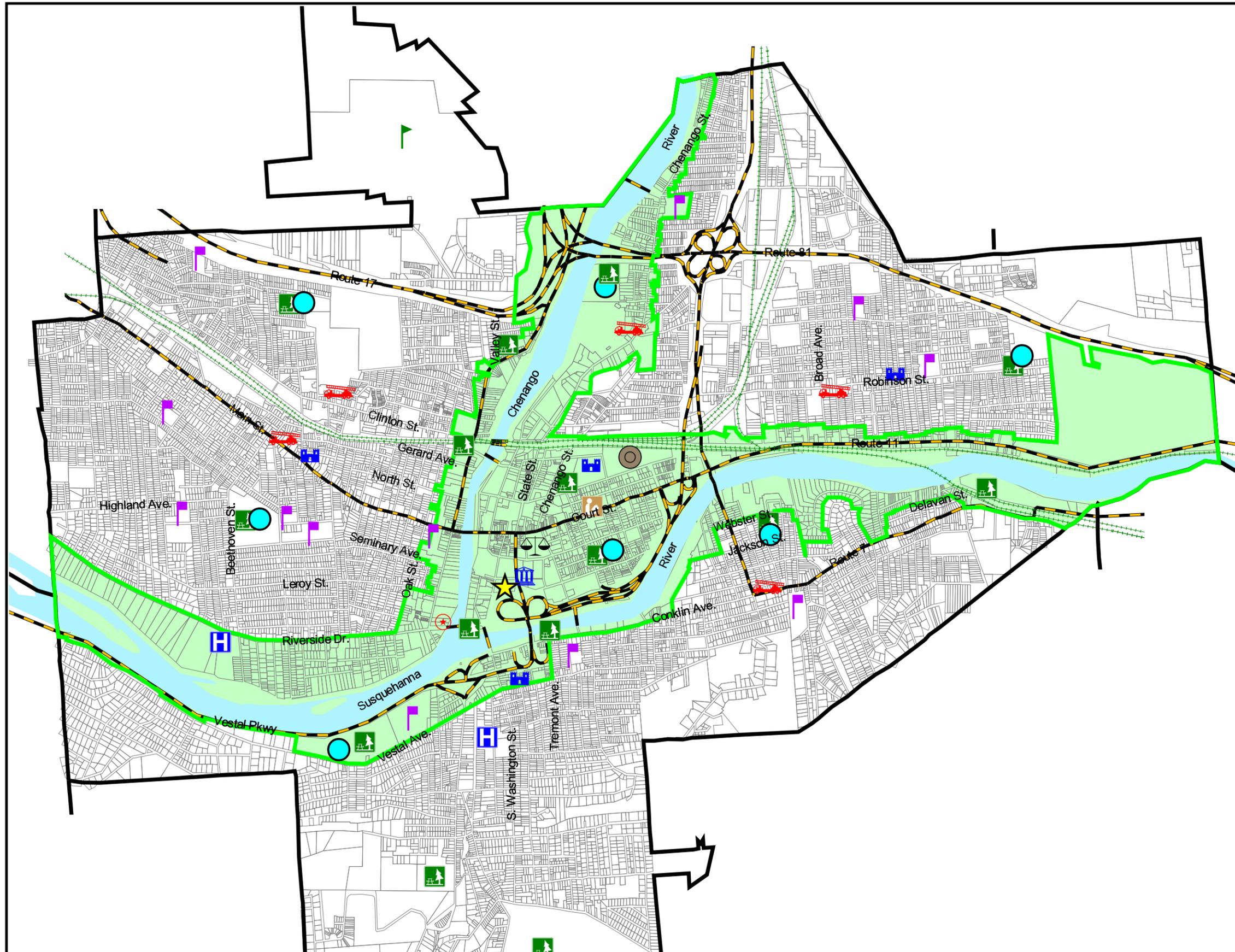
### 1.3.3 Water Side

The waterside boundaries for the Local Waterfront Revitalization Program include all portions of the Chenango and Susquehanna Rivers located within the boundaries of the City of Binghamton.

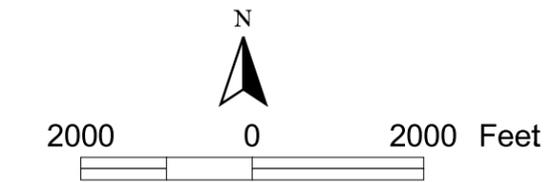
# Two Rivers, One Future

A Local Waterfront  
Revitalization Program

## Waterfront Revitalization Area Boundary



- ★ Veterans Memorial Arena
- 📖 Broome Co. Public Library
- ⚖️ Courthouse
- 🏌️ Ely Park Golf Course
- 🚒 Fire Station
- 🏛️ Government Plaza
- 🏥 Hospital
- 🏟️ NYSEG Stadium
- 🌳 Park
- 🏊 Pool
- 📮 Post Office
- 🎓 School
- 🌟 Visitor's Center
- 🟩 Study Area Boundary



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## **2.0 Inventory and Analysis**

### **2.1 Historical Overview**

When the last Ice Age receded from the land that eventually became New York State, the valley that forms around the confluence of the Chenango and Susquehanna Rivers was created. The area on which the modern City of Binghamton exists was originally inhabited by several small Indian settlements until the late 1770's when the land was turned over for white development. According to history compiled by the Broome County Historical Society, at this time over 230,000 acres of land was sold to a number of land speculators from Massachusetts in order to settle a land dispute between the New England State and New York.

The most desirable area of this land purchase, at the confluence of the rivers, was granted to William Bingham, for whom the City was eventually named. Bingham was an affluent banker from Philadelphia who had great visions for the development of a successful village on the site. Joshua Whitney served as Bingham's land agent and business manager and was able to attract residents to the site of the new village on the banks of the Chenango River. By 1800 Court Street and Water Street were constructed and in 1802 the first courthouse was built on land donated by Bingham for use as a public square. The construction of the courthouse was a pivotal turning point and signaled the rising importance of the Village of Chenango Point, as it was then called.

The rivers became the economic force in the community and within a few years the Village had a variety of successful shops, mercantiles and drugstores. The process of clearing the land for development also contributed to the beginning of a sizable lumber industry, with goods being carried along the Chenango and Susquehanna Rivers. Simultaneously, the population of Binghamton was rapidly growing, with an increase in its population from three hundred (300) in 1812 to two thousand (2,000) in 1840.

The rivers, although a favorable economic asset, were not without their problems. The water levels in the rivers fluctuated greatly and the use of rafts to transport goods was often slow and cumbersome. It often took over a month for lumber and other goods to reach destinations outside of the immediate area. The need for a new transport system led to appeals for the creation of a canal system in the area, similar to that of the Erie Canal that opened in 1825. In Binghamton the struggle for a canal was a difficult battle, with heated discussions surrounding the location of its northern terminus. In 1834 Utica was selected as that terminus and in 1837 the first boat on the Chenango Canal arrived in Binghamton, signifying the long-awaited connection between Binghamton, Utica and the Erie Canal. During the midst of the canal debate, the town of Binghamton was legally incorporated as a

Village on May 3, 1834. On June 4, 1834 Binghamton's first government was established and hopes were high for the future of the valley.

The opening of the Chenango Canal was a great boost for the Village, as it established the first truly reliable means of transportation. The success of the canal brought an influx of people into the valley, promoting the growth of Binghamton as a business and lumbering center. However, even before the canal was finished a new type of transportation was waiting in the wings that threatened the canal's very existence – the railroad. The Binghamton and Susquehanna Railroad Company was established in 1833 and two years later the Erie Railroad was constructed in an east-west direction across the state. In 1848 the first train crossed the tracks in Binghamton, signifying the beginning of the end for the Chenango Canal. The value of the canal as a means to transport goods was great, however it could not compete against the speed of the railroad. Despite efforts to resurrect the canal in the 1860's, by the 1870's use of the facility had all but ended. In 1875 the canal was officially closed and the locks were filled, sold to the City and used for the construction of State Street.

The development of railroads throughout the City, in both the north-south and east-west directions, allowed Binghamton access to other areas throughout the United States. The area now had a means of transportation that would allow large amounts of goods to be shipped in and out to both national and international markets. By 1865 the Village of Binghamton had grown to over ten thousand people and on April 9, 1867 the village was incorporated as a city. The upgrading to city status was one of the major changes that helped to improve the quality of life for area residents.

Industry, which had been the staple of the City's economy slowly began to disappear and transform in the late 1800's. Although the lumber industry did not vanish completely, it began to focus more on finished goods, such as furniture and wagon and carriage manufacturing. In 1858 the first cigar factory opened in Binghamton, symbolizing the future direction in which the City's industry was heading. The number of factories in the City grew continually for the next four years, until over fifty firms were involved with the manufacturing of cigars. The cigar manufacturing industry employed over five thousand people in the City and Binghamton became second in the country in the number of cigars manufactured, second only to New York City.

The success of the cigar industry spilled over into other industries in the area, bringing opportunities for developments in the community service sector, including hospitals, opera houses and libraries. In turn, thousand of houses were constructed during the late nineteenth century, adding to Binghamton's image as "The Parlor City". As the twentieth century arrived, more transformations within the valley were inevitable. The early twentieth century brought major employers into the area, including the Endicott-Johnson Company. Workers in all fields, and

particularly cigar manufacturing, were taking a stand and demanding higher wages, a cleaner work environment and shorter workdays. The constant labor upheavals weakened the City's industries and the number of employees gradually began to drop. Labor issues, coupled with the introduction of automated machinery and the growing popularity of the cigarette caused the closing of all major cigar-manufacturing companies within Binghamton by 1920.

World War I and the Great Depression created hardships in cities throughout the country, although the Depression was not felt as severely in Binghamton as in many other areas. The strength of major businesses, such as Endicott-Johnson, IBM and Ansco helped to stave off many of the negative economic repercussions from the Depression. The 1930's were a bit brighter for the City and federal aid programs offered during the Roosevelt administration contributed to the construction of a new post office, a state park and a number of major roadway and sewer projects.

However, the upbeat spirit experienced by the City at this time was dealt a crucial blow in 1935, and again in 1936, as tremendous floods destroyed significant portions of the City. The floods caused several million dollars' worth of damage to property and left eighteen people dead. This catastrophe led to the development of adequate floodwater protection measures, including the flood control walls seen along the riverbanks and the creation of the reservoir at Whitney Point.

The outbreak of World War II brought further changes to the City of Binghamton. More women were forced to enter the workforce as men left to fight the war in Europe. Larger industries, such as Endicott-Johnson, benefited from the war by way of large military contracts. War veterans arrived back in the States at the conclusion of the war with new hopes for the future, including the desire to have families. The baby boom years erupted in the 1940's and Binghamton reached the height of its population in the 1950's, when it peaked at eighty-five thousand.

This boom was followed by the gradual decline of the City's major industries. Endicott-Johnson was beginning a long period of downsizing and small mills and heavy industries were closing all over the City as they were replaced by "high-tech" industries such as Link, General Electric and IBM. The new types of industry were followed by new lifestyles and the City, with its dirt and noise, no longer held the appeal that it once did. The automobile made travel easy and large numbers of people and businesses began to move to the outskirts of the valley where real estate costs were lower and ample land was available for development. The City now faced a long process of deterioration as it approached a low time in the area's history. The 1960's marked significant changes to many avenues of American life. NYS Route 17 and Interstate 81 were constructed in the City, making travel more efficient but breaking up neighborhoods and businesses with once rich histories.

The new highways brought with them a phenomenon known as shopping centers and downtown retail slowly lost its appeal to those living in the suburbs. The concept of "urban renewal" hit the City hard as decision makers opted to remove older structures that were considered to be in poor condition. Unfortunately public monies were not readily available to rebuild Binghamton, leaving holes and vacant parcels scattered throughout its landscape. However, major developments continued to go up in surrounding suburban communities, including the construction of the State University of New York at Binghamton in Vestal and Broome Community College in Dickinson.

The loss of industries has continued to haunt Binghamton in recent years and today the largest employers in the area include the various government sectors and Binghamton University. Binghamton is currently in a crucial position regarding its future. The City is at the point where it needs to clearly define its role in the future in order to turn-around the downward spiral it has been experiencing for the past three decades.

## 2.2 Demographic Overview

The demographic characteristics of a community are important in determining and planning for development and programming for community facilities and activities. The population, age of that population and household characteristics will help to establish the basis for waterfront recommendations.

### 2.2.1 Population Trends

Since the middle of the 20th Century, the population of Binghamton has consistently decreased. The loss of population is largely attributable to the downsizing and restructuring of Binghamton's largest industries and employers, namely IBM, Raytheon and Endicott-Johnson. In addition, the post-war era brought increased automobile ownership that enabled many employers and residents to relocate to surrounding suburban areas, such as Vestal and Johnson City.

Binghamton's population peaked in 1950, when the population of the City was just under 90,000 people. The population has decreased steadily ever since, with a loss of 45% between 1950 and 2000. Almost 26% of the population, or 22,551 people, left the City between 1950 and 1970 during the post-war suburban migration. Today the population of the City is estimated at 47,380, with population projections completed by Binghamton University predicting a continued decrease through 2004.

When compared to the State, County and similar surrounding communities, Binghamton has seen one of the largest decreases in its population between 1990 and 2000, 10.6% respectively. However, Binghamton is not the only Southern Tier community suffering from a dwindling population base. Broome County saw a 5.5% population decrease, Corning a 9.2% decrease and Ithaca a 0.9% decrease. These trends contradict statewide population characteristics, as the population for New York State increased 8.1% between 1990 and 2000.

### 2.2.2 Age Characteristics

The age characteristics of residents within the City of Binghamton are important because they can have a significant impact on the types of waterfront projects and waterfront uses that could be developed within the community. Age characteristics for the region, which includes the Towns of Union, Vestal and Binghamton, are similar to those of the City itself.

The following table shows the distribution of age groups within the City and throughout the region:

**Table 2-1 Age Characteristics by Percentage**  
 City of Binghamton and Surrounding Region

Age Category	2000		1990	
	Binghamton	Region	Binghamton	Region
Under 5 years	6.1	5.4	6.6	6.4
5 to 9 years	6.2	6	5.7	6.1
10 to 14 years	5.9	6.3	4.7	5.6
15 to 19 years	5.8	9.1	5.3	8.1
20 to 24 years	10.8	7.5	11.4	8.5
25 to 34 years	13	11	17.2	16.6
35 to 44 years	13.7	15	12.9	13.5
45 to 54 years	12.5	12.8	8.5	10.4
55 to 59 years	4.5	5	4	4.7
60 to 64 years	4	4.3	4.6	5
65+	17.6	17.6	19.1	15.1

*Source: United States Bureau of the Census*

The City has a considerable senior population, with 17.6% of residents over the age of 65. Over a quarter of the population (26.1%), is over the age of 55. Recreational and waterfront programming for this age group should be a focus for the City, as these residents generally have special needs and interests.

Just under thirty percent of the population (29.6%) falls between the ages of 15 and 34. This is an important age group to consider, as they are likely to be regular users of recreational and waterfront facilities and opportunities. Additional users within this age group, attributable to the nearby location of Binghamton University, should also be considered when programming the future of the waterfront. A quarter of the population falls between the ages of 35 and 54 years, creating another significant opportunity for waterfront development. This age group tends to be less transient, more economically stable and often have families. This age group tends to look for family-oriented activities and educational programs for their children.

## 2.3 Economic Considerations

The economic characteristics and composition of City residents is a key factor in the development of a Local Waterfront Revitalization Program. Household and family incomes, as well as general economic trends, help to determine the economic well-being of a community and the types of waterfront projects that could be sustained there.

### 2.3.1 Income Characteristics

The City of Binghamton, according to 1990 Census data, has a significantly lower median household income, family income and per capita income than both Broome County and New York State. However, when compared to other surrounding communities within the region, their economic characteristics are similar. This data indicates that the entire region may be suffering from a poor economic climate, when compared to other areas of the County and State. Income characteristics for the City, County, State and surrounding communities can be found in the chart below:

**Table 2-2 Income Characteristics, 1990**

City of Binghamton, Broome County, New York State and comparable communities

	<b>Median Household Income</b>	<b>Median Family Income</b>	<b>Per Capita Income</b>
Binghamton	\$20,891	\$29,169	\$12,106
Corning, NY	\$24,127	\$31,923	\$13,736
Ithaca, NY	\$17,738	\$30,787	\$9,213
Scranton, PA	\$21,060	\$28,431	\$11,108
Broome County	\$28,743	\$35,824	\$13,626
New York State	\$32,965	\$39,741	\$16,501

*Source: United States Bureau of the Census*

The median household income in Binghamton is higher than in Ithaca, NY, but lower than both Scranton, PA and Corning, NY. Per capita income is higher in Binghamton, at \$12,106, than in both Ithaca, NY (\$9,213) and Scranton, PA (\$11,108). This data, with surrounding communities showing no substantially larger income characteristics, indicates that Binghamton is comparable to other communities in the region with respect to its economic well-being.

The source of income within a municipality can also help to determine that community’s economic state. The chart below summarizes various income types in Binghamton, Broome County and surrounding communities:

**Table 2-3 Income Types, 1990**

City of Binghamton, Broome County and comparable communities

Income Types Received	Binghamton	Corning, NY	Ithaca, NY	Scranton, PA	Broome County
Wage and Salary	68.9%	68.2%	81.6%	65.3%	75.5%
Non-farm Self Employment	8.1%	9.1%	13.4%	7.4%	9.8%
Social Security	34.9%	37.4%	18.1%	41.9%	30.7%
Public Assistance	10.5%	8.9%	5.4%	9.8%	6.3%
Retirement Income	20.8%	24.7%	11.9%	20.1%	20.9%

*Source: United States Bureau of the Census*

Binghamton is relatively consistent with both the surrounding communities and the County when looking at the percentage of persons earning wage and salary income and non-farm self-employment income. Ithaca has a significantly larger number of persons earning salary incomes and non-farm self-employment incomes, indicating that there are a large number of persons undertaking entrepreneurial activities in that community.

The above data also shows that Binghamton is relatively average compared to other areas with respect to the number of households reporting Social Security income. Corning and Scranton are slightly higher, while Broome County is 4.2% lower. Ithaca, NY has a significantly lower percentage of people reporting Social Security income, at only 18.1%. However, it is worthy to note that Binghamton has the highest percentage of people reporting income from public assistance, at 10.5%.

### 2.3.2 Employment Characteristics

A review of employment characteristics in the City of Binghamton, Broome County, New York State and comparable communities shows the percentage of people in each area that work in specific industries. In Binghamton, the primary employment industries are Service (19.2%), Professional Specialty (17.1%) and Administrative Support (14.9%). These are also the three highest industries in both Broome County and New York State, although the composition is slightly different. These employment categories are clear indications that the economy is evolving away from the technical, industrial-based jobs, into more information driven occupations that require a higher level of education and training.

Today the City of Binghamton relies heavily on both the educational and medical fields to provide employment opportunities for residents. This is a major shift from its original industrial based roots. Binghamton University, as well as the City school district, are key employers for Binghamton residents. Major hospitals within the City boundaries, including Lourdes Hospital, Binghamton General and the Binghamton Psychiatric Center are also responsible for sustaining a sizable employment base within the City.

## 2.4 Housing Trends

Understanding the occupancy and ownership rates of households within the City is one way to measure the stability and overall economic climate of the community. A review of housing trends will help to assess the existing value of the City's housing stock and neighborhoods.

### 2.4.1 Ownership Characteristics

General national and state trends indicate that a homeownership rate of 50 percent is a reliable indicator of economic stability and should be considered a minimum target rate within any community. Census data has shown that since 1940, homeownership rates in the United States have steadily increased. According to 1990 Census data, 64 percent of households in the United States were owner-occupied and in 2000, 66 percent of households were owner-occupied. Although slightly lower than the national level, New York State has also experienced positive homeownership trends. In 1990 the homeownership rate was 52.2 percent and in 2000 it had increased to 53 percent.

Unfortunately, Binghamton has not duplicated the national and statewide homeownership trends. In 1990, only 44.4% of the housing stock in the City was owner-occupied. The City saw that number decrease 3.1 percent between 1990 and 2000, when their owner-occupied housing rate dropped to 43 percent. This is considerably lower than the minimum target rate for a community of 50 percent, signifying potential trouble for the City, its housing stock and its neighborhood and economic stability.

### 2.4.2 Occupancy Characteristics

The occupancy and vacancy rates for housing in a community are also relevant factors in determining neighborhood stability. In 1990, 91.8 percent of housing units within the City were occupied and 8.2 percent were vacant. By 2000, the number of vacant housing units had increased 46.6 percent, accounting for 12 percent of the total housing stock.

In addition to the increasing number of vacant housing units in the City, there is concern that illegal conversions of single-family homes into multiple unit dwellings is becoming more common, resulting in further disruptions to some of Binghamton's historically single-family neighborhoods. Some have attributed these housing trends to the downsizing of major employers in the City over the last decade and the University's commitment to increase its student population.

### 2.4.3 Housing Costs

The cost of owning a home in Binghamton is significantly less than in many surrounding communities. Because the median cost of a home is significantly lower (\$48,000), the corresponding tax rates are also lower.

The chart below shows the median cost of a home in Binghamton and surrounding communities, as well as the total average tax burden:

**Table 2-4 Housing Costs, in dollars**  
City of Binghamton and surrounding communities

Place	Median Housing Cost	Total Tax Burden
Binghamton, City of	48,000	2,231
Corning, City of	71,000	2,584
Endicott, Village of	69,900	3,318
Ithaca, City of	76,000	2,448
Johnson City, Village of	54,600	2,439
Vestal, Town of	64,900	2,063
Place Average	64,067	2,514

*Source: Yahoo Real Estate Listing*

## 2.5 Land Use Characteristics

### 2.5.1 Existing Land Uses

This section analyzes the land uses within the City of Binghamton LWRP boundaries. Land uses found within the waterfront revitalization area boundaries include commercial, residential, recreation and entertainment, community services, public services and industrial.

#### Commercial

Commercial uses account for 21.4 acres, or 21 percent, of the total land area within the waterfront revitalization area boundaries. Commercial land uses within the waterfront revitalization area have developed primarily along the western and eastern banks of the Chenango River and throughout the Central Business District. These commercial uses and services are typical of those that would be located within a City's commercial center, including a department store, restaurants, cafes, a drug store, specialty stores and clothing stores.

A secondary strip of commercial development is located along Route 11 on the eastern side of the City. This area of commercial and service businesses is identifiable by the large-scale, suburban character of the developments, including national chain restaurants, such as McDonald's, and car repair and service stations.

A small enclave of commercial uses is located south of the Susquehanna River along South Washington Street, and is locally referred to as "South Bridge". This commercial area includes small, specialty stores, as well as newer commercial developments, including restaurants and a grocery store. While many of the businesses are in freestanding buildings, the emergence of commercial uses and services in plaza settings has also begun to occur in this area of the City.

#### Residential

Residential uses are the second largest land use within the waterfront revitalization area, accounting for approximately 23 acres, and are interspersed throughout the waterfront revitalization area boundaries. One of the oldest residential areas of the City is located north of the Susquehanna River and south of Riverside Drive. This area of the City is still a thriving residential district, consisting of many architecturally and historically significant homes.

A second concentration of residential homes is located north of the Susquehanna River, directly east of the Central Business District. These residential homes are typically smaller in scale and were generally constructed in the mid-1900's. The third major concentration of residential uses in the waterfront revitalization area is located south of the Susquehanna River at the eastern edge of the City, directly west of Sandy Beach Park. This area of residential includes newer homes, as well as small, cottage style homes that developed along the banks of the Susquehanna River.

### Recreation

A number of recreation areas and facilities are located within the waterfront revitalization area boundaries that could play a role in the development of the LWRP. Recreation based land uses account for a total of 10.8 acres, or 11% of the total area of the study area. These open space and recreation facilities are interspersed throughout the waterfront revitalization area, along the banks of both rivers and within the designated Central Business District. The recreation uses found within the waterfront revitalization area provide for a wide array of activities and programming, including minor league sports, active sports opportunities, passive recreation opportunities and water-based recreation. The parks and facilities within the waterfront revitalization area service specific neighborhoods, as well as provide City-wide recreation opportunities for residents and visitors.

Recreation features and facilities located within the waterfront revitalization area are listed below. Detailed explanations of each of the facilities, including location and associated amenities, are described in further detail in Section 2.7 – Parks, Recreation and Open Spaces.

- Broome County Veteran's Memorial Arena
- Cheri A. Lindsey Park
- Columbus Park
- Confluence Park
- J.F.K. Park
- MacArthur Park
- Martin Luther King Park and Promenade
- NYSEG Stadium
- Sandy Beach Park
- Veteran's Park
- Tyler Park
- Washington Street Mall & Parlor City Commons
- Webster Street Playground

Activities, programs and facilities in Otsiningo Park, a county owned park located directly outside the City limits and waterfront revitalization area boundaries, will also play an important role in the development of the waterfront within the waterfront revitalization area, with respect to linkages and duplicate programming. Otsiningo Park is a widely-used regional recreation facility that provides opportunities for passive and active recreation, including an extensive multi-use trail system.

### Community and Public Services

There are a small number of community service uses and public services in the waterfront revitalization area that could impact the recommendations of the City of Binghamton Local Waterfront Revitalization Program. Specific community and public service uses located within the waterfront revitalization area boundaries include the City of Binghamton Post Office, City Hall, Broome County Office Building, Broome County Courthouse, Broome County Public Library at Court Street, State Office Building, Federal Court Building, South View Station Post Office, Binghamton Fire Company #5 and the Binghamton Fire Company #3. The majority of these uses are located within the Central Business District, providing a concentration of public services within a small, confined area of the City. On the eastern border of the City is one large community service parcel owned by the Binghamton Psychiatric Center. The total land area in the waterfront revitalization area dedicated to commercial and public services is 34 acres.

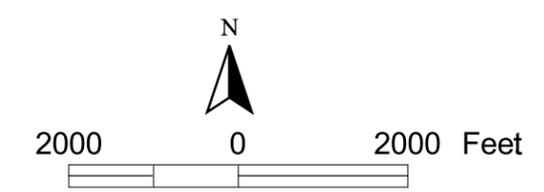
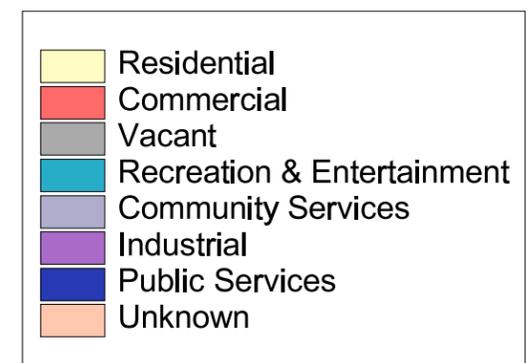
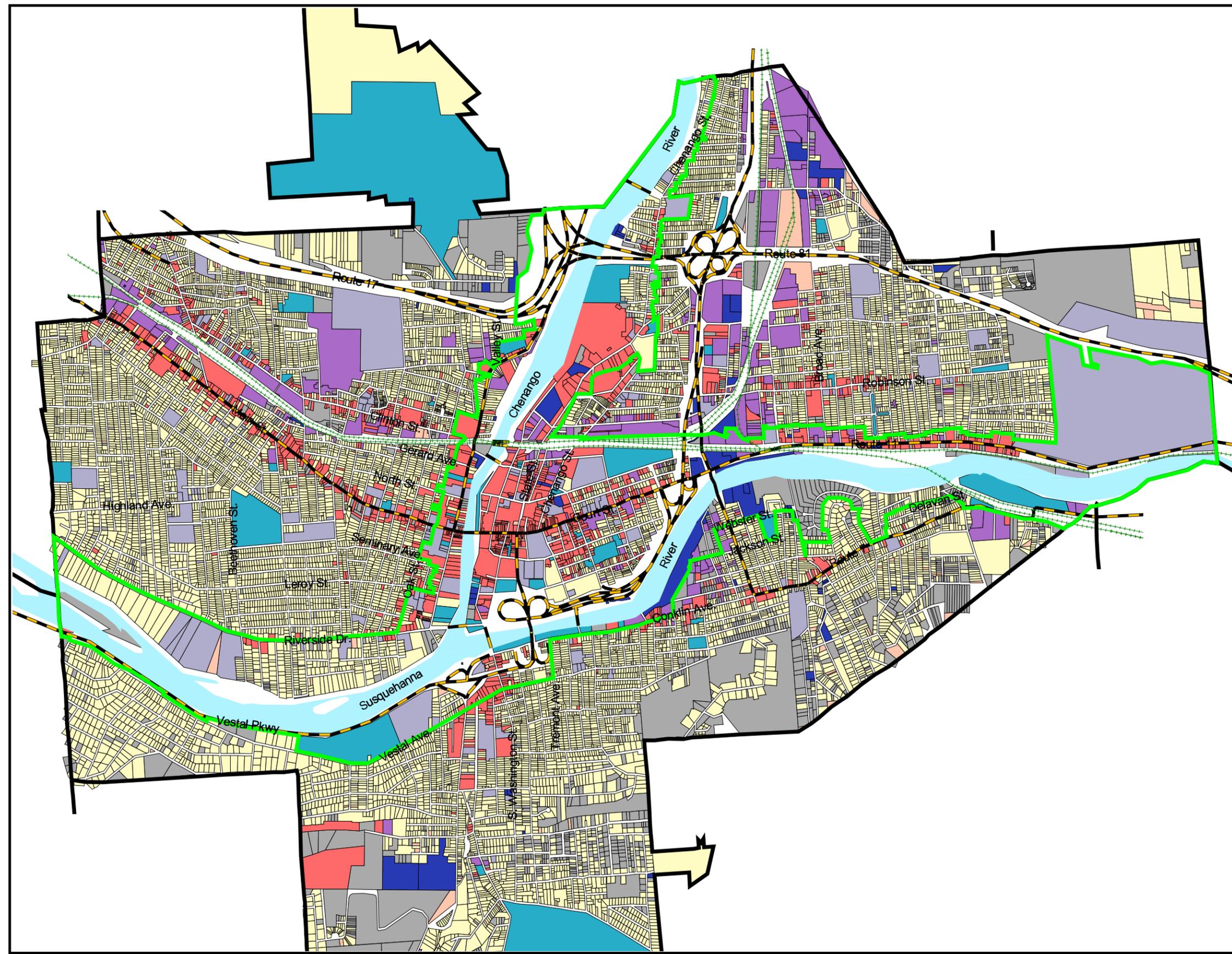
### Industrial

Industrial uses are a limited land use within the waterfront revitalization area, accounting for only a total of 3.5 acres, and are generally scattered, as opposed to clustered in specific locations. However, there are two small concentrations of industrial uses within the LWRP boundaries. The first is located south of the Susquehanna River, including and directly surrounding the parcel currently owned and occupied by Crowley Foods. These waterfront parcels have exceptional views of the River and may be more suitable locations for recreation or commercial uses that could better utilize the waterfront site. The second concentration of industrial uses includes the parcels directly north of Court Street from the Chenango River and east. These industrial parcels, which once were the stronghold of the City economy, are currently largely underutilized, as many of the buildings are vacant or only partially used for industrial purposes.

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## Existing Land Use



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## 2.5.2 Existing Zoning

The waterfront revitalization area is composed of a number of residential, commercial, industrial and overlay zoning districts, as identified below:

### Residential Zoning Districts:

R-1	Residential – Single Family
R-2	Residential – 1 & 2 Family Sales and Townhouses
R-4	Residential – Medium Density
R-5	Residential – High Density

### Commercial Zoning Districts:

C-1	Service Commercial
C-2	Downtown Business

### Overlay Districts:

OD-1	Strip Commercial
OD-2	Specialty Commercial
OD-3	General Neighborhood Business
OD-5	Professional Office
OD-6	Medical

### Industrial District:

IND	Industrial
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The residential zoning districts allow for the construction of a wide range of residential structures. The Single Family Residential (R-1) District permits low density, one-unit dwellings. The R-2 District allows for a mixture of one-unit dwellings and scattered two-unit dwellings, aimed at creating a moderate population density. The Medium Density Residential District (R-4) designates areas where a wide range of dwelling unit types are desirable for the creation of a moderate population density. The R-5 High Density Residential District includes areas where multiple housing units predominate and a moderate to high population density is desirable. The range of zoning districts along the riverfront creates a variety of unique development opportunities.

The development of the C-1 Service Commercial District is to designate areas of the City where a concentrated mix of commercial, service and light industrial activities are desirable. The C-2 Downtown Business District provides for areas of the City where a variety of commercial and service oriented businesses are desirable. These include large retail stores, specialty shops and services, business services, financial institutions, offices, theaters, hotels, government buildings and sports and entertainment facilities which have a city-wide or regional significance. The C-2 District is considered the traditional central business district.

Five overlay districts fall within the waterfront revitalization area boundaries. The OD-1 Overlay District, Strip Commercial, is provided to designate areas with nonresidential land uses mixed with residential development along stretches of main traffic routes. The OD-2 Specialty Commercial District was established to encourage the re-use of existing large residential structures to alternative uses, including commercial, personal service, civic, cultural and other office activities. The desired character of the OD-2 District is a well-balanced mixture of housing and specialized land use activities. The General Neighborhood Business District (OD-3) permits and encourages a variety of relatively small-scale general retail, service and office activities that are located along existing streets, providing goods and services to surrounding neighborhoods. Designated uses in the OD-5 Overlay District, Professional Office, include professional offices which have transitioned from single unit housing located on large lots. Land use restrictions in this district are aimed at preserving the architectural, historical and visual quality and character of existing development while providing for more intensive and compatible use of land for housing and office purposes. The Medical Overlay District (OD-6) designates areas of the City deemed suitable for the medical services and facilities. These districts developed in existing residential neighborhoods and the future development of these areas is based on considerate development that is not detrimental to the character of adjacent residential neighborhoods.

The Industrial (IND) District permits general, light and heavy industrial uses where they have been traditionally located within the City. The Industrial District uses are subject to regulations and performance standards aimed at mitigating the negative environmental impacts of traffic, noise, smoke, odors and other potential nuisances. The industrial character of this district is desirable and should be preserved by restricting incompatible uses.

In order to stimulate economic development within the City, and encourage appropriate water dependent and water-enhanced development along the lengths of both the rivers, revisions to the existing City zoning ordinance would be required in the future. The existing zoning is traditional use-based zoning and in some areas may be too restrictive with respect to allowable uses. Zoning revisions that provide the opportunity for a greater variety of uses, promoting mixed-use developments in suitable areas, would be desirable.



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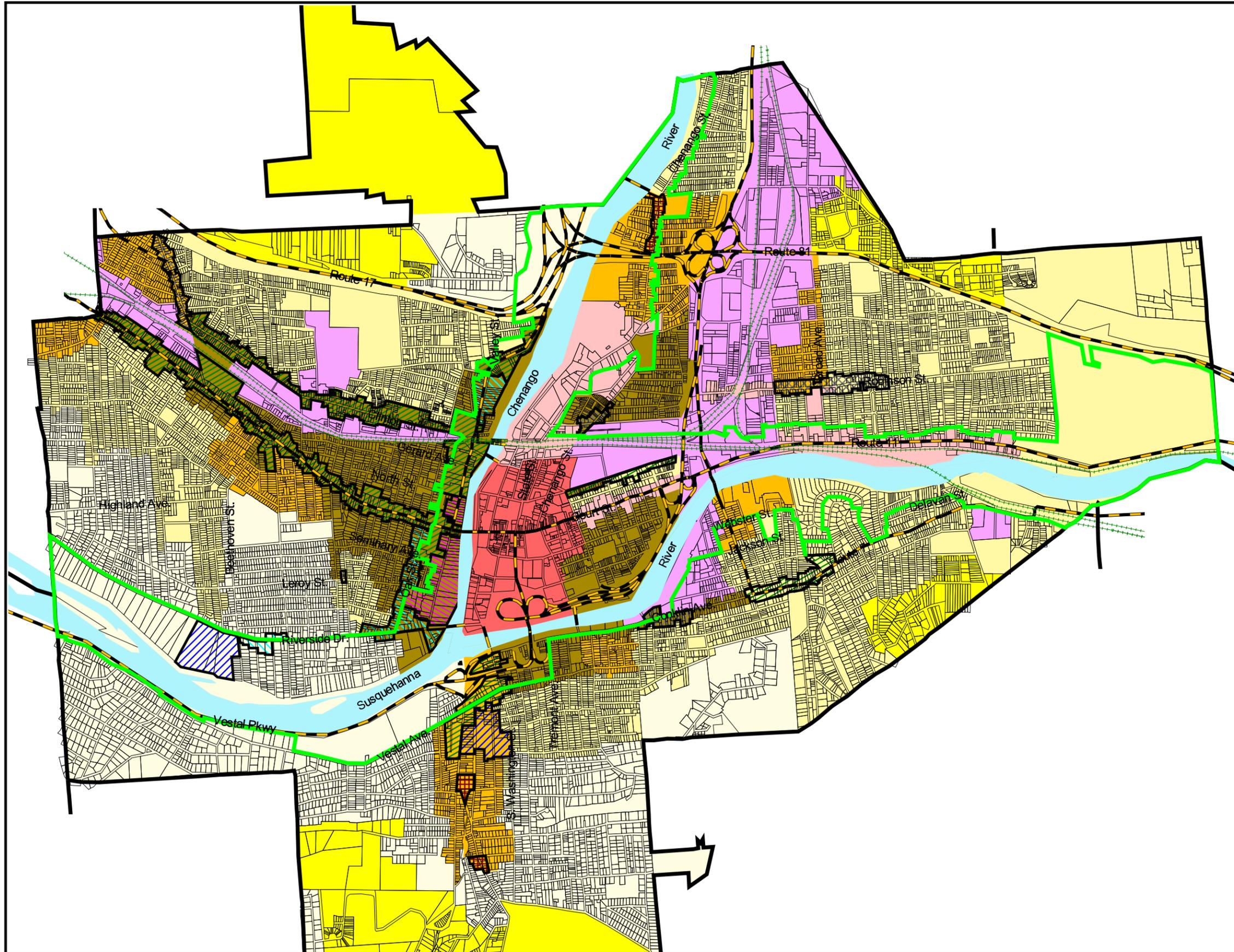
## Existing Zoning

### Overlay District

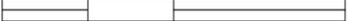
-  General Neighborhood Business
-  Limited Neighborhood Business
-  Specialty Commercial
-  Strip Commercial
-  Professional Office
-  Medical

### Existing Zoning

-  Residential Single Family
-  Residential One & Two Family
-  Residential Low & Medium Density
-  Residential Medium Density
-  Residential High Density
-  Service Commercial
-  Downtown Business
-  Industrial



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### 2.5.3 Land Side Ownership

Land ownership within the waterfront revitalization area is divided among private, public and semi-public entities. The largest percentage of land within the LWRP waterfront revitalization area boundaries is privately owned, accounting for approximately 572 acres, or 53% of the total land area. Approximately 455 acres, or 41% of land is publicly owned. Semi-public ownership accounts for 47 acres (5%) of land within the waterfront revitalization area and approximately 1% of the total land area ownership is unknown.

The large percentage of private ownership contributes to the lack of public access at locations along both rivers. In order to improve access to the waterfront, and along the waterfront, the City should consider negotiating with private property owners for the purchase of desirable parcels or easements along waterfront properties. The City may also consider obtaining permits from landowners in order to acquire the right to develop trails along the privately owned land.

In the western portion of the City, north of the Susquehanna River and west of the Chenango River waterfront land is held primarily in private ownership. Along the eastern banks of the Chenango River land is primarily privately owned with a number of large parcels under public ownership. The central business district, situated between the Chenango and Susquehanna Rivers, is equally divided among public, semi-public and private ownership. Lands north of the Susquehanna River, and east of NYS Route 7 are largely privately owned, with the exception of the railroad tracks, until the Binghamton Psychiatric Center, which is a large, publicly owned parcel. Land south of the Susquehanna River is primarily a mix of public and private ownership. Publicly owned lands are generally significant sized parcels, including schools, parklands and vacant parcels.

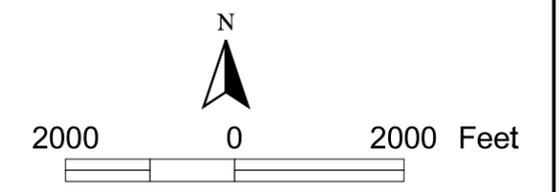


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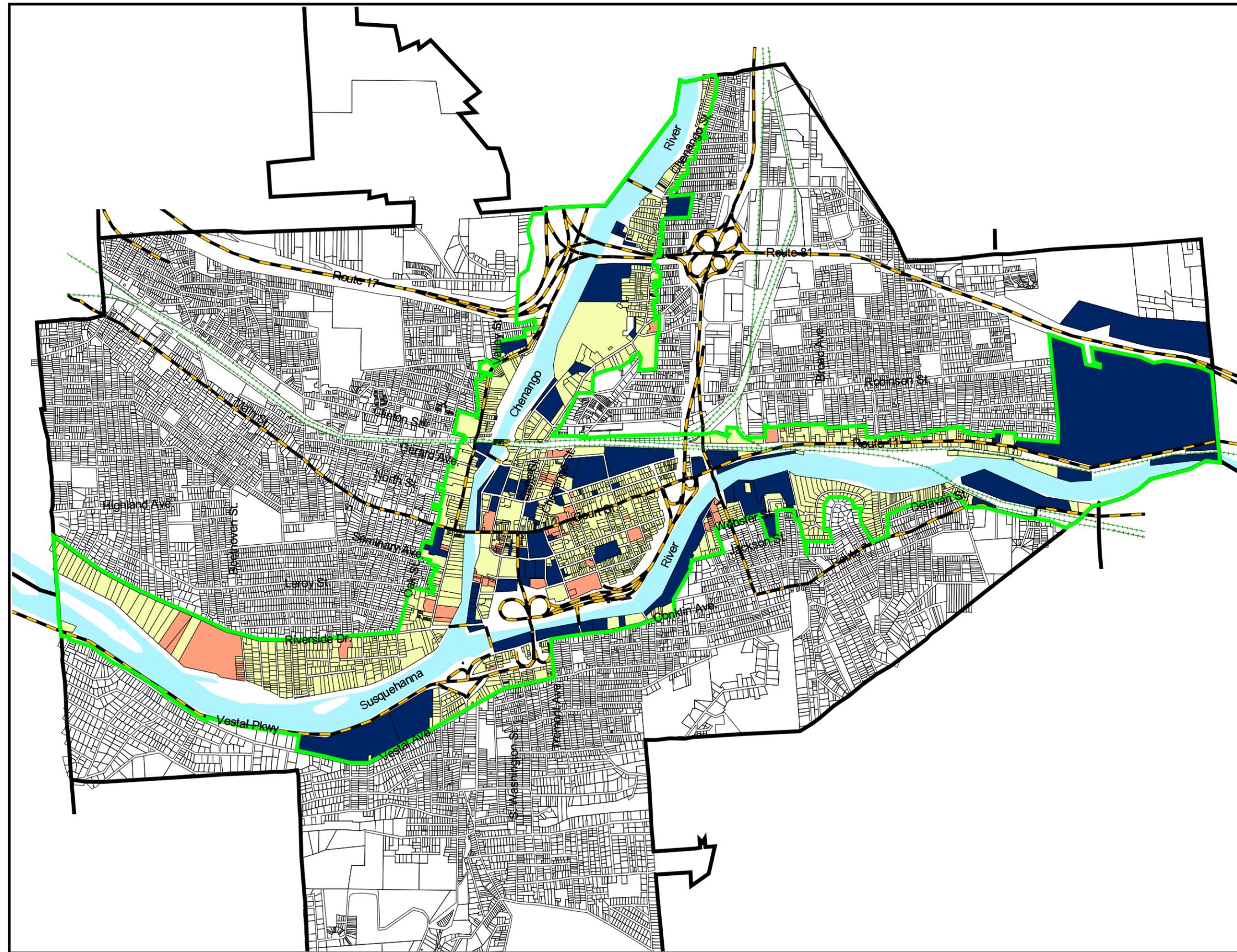
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## Land Ownership

- Public
- Semi-Public
- Private



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## 2.5.4 Underutilized, Abandoned or Deteriorated Sites

This section highlights sites within the City of Binghamton LWRP waterfront revitalization area that are underutilized, abandoned or deteriorated. The properties described below are those that reflect specific properties in the City that have not been fully taken advantage of and those properties that have been developed in a manner that does not capitalize on their attributes. Each of the properties identified below, if properly developed, would enhance the waterfront area for residents and tourists.

### Binghamton Psychiatric Center

Although not directly located on waterfront land, the Binghamton Psychiatric Center property is within close proximity to the Susquehanna River, and views from the hilltop site to the waterfront are prevalent. Due to the substantial acreage of the site, its premier location within the City off of US Route 11 (Court Street) and the established infrastructure currently supporting the site, the Psychiatric Center would be an ideal location for a large-scale redevelopment project.

### Vehicular Interchanges

On two areas of land north of the Susquehanna River, there are currently vehicular interchanges that occupy significant portions of valuable, waterfront land. These "clover leaves" were once considered necessary infrastructure in the City in order to expedite vehicular traffic through the downtown. With a dwindling population and a lower amount of local traffic traveling within the City limits, these interchanges are no longer necessary in the City. These parcels could provide a higher public benefit as open space, community gathering areas or recreational areas. The sites also have potential to be future commercial property due to their prominent waterfront locations.

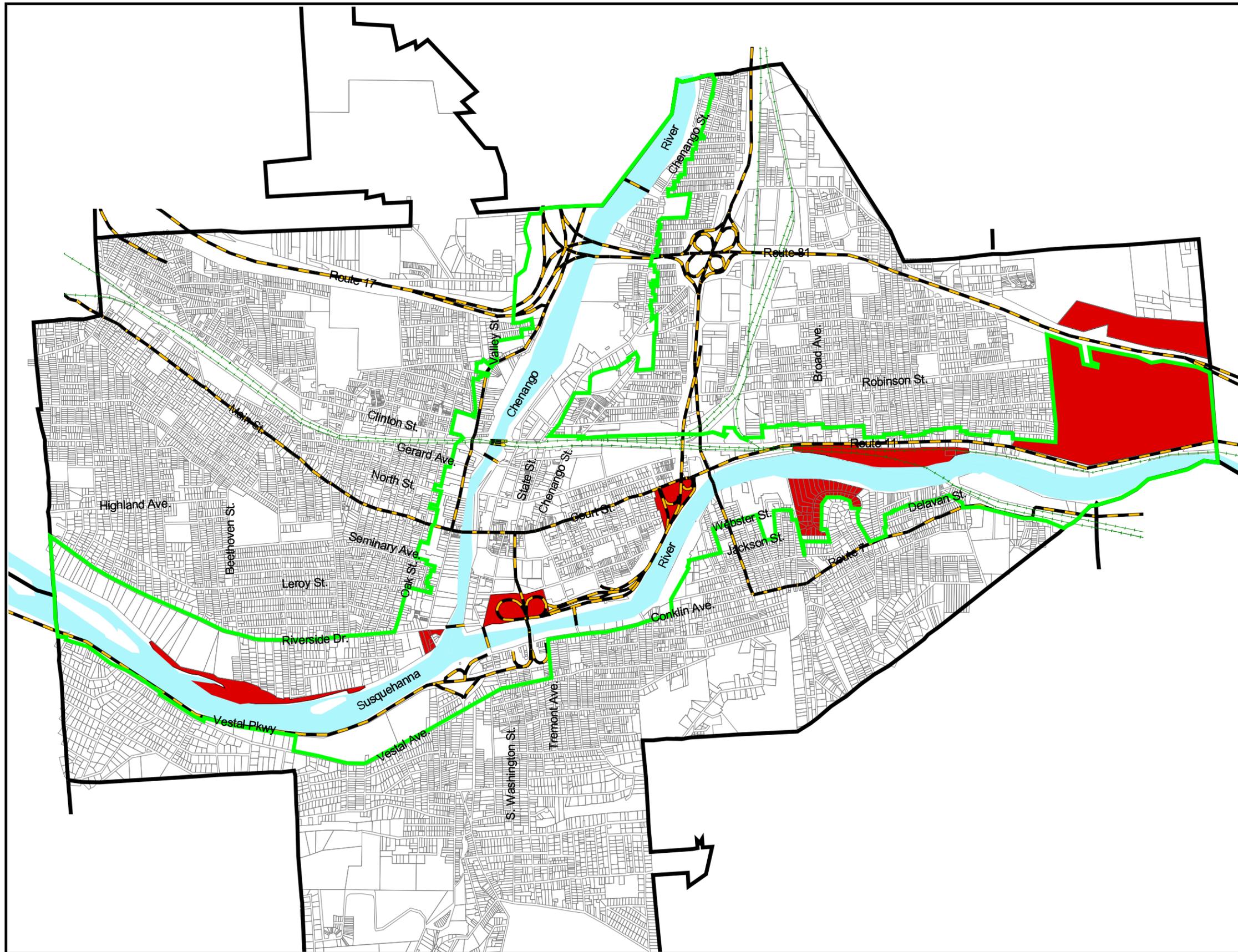
### Additional Vacant Sites

Located south of the Susquehanna River and bordered by Pierce Creek to the west and Duke Street to the east, there is a vacant parcel of land that has been slated for a future subdivision and residential development. The quality of the site and its prime location make it a desirable piece of waterfront property. If the site is not developed as a residential subdivision, other development potentials should be investigated.

A second vacant site is located directly north of the Susquehanna River, south of Court Street between the intersections of Oliver Street and Fairview Avenue. This parcel is currently undeveloped.

There is a vacant site north of the Susquehanna River at the corner of Front Street and Riverside Drive. The site includes four parcels of land, directly adjacent to the riverfront. The site is currently covered with vegetation.

A large section of vacant land is available north of the Susquehanna River that follows along the rear parcel lines of Lourdes Hospital and adjacent residential neighborhoods. This tract of land could be utilized in the future for trail development and open space amenities.



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## Underutilized, Abandoned & Deteriorating Sites

 Underutilized



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## 2.6 Water Use Characteristics

### 2.6.1 Existing Water Uses

In general, neither the Chenango, nor Susquehanna Rivers are navigable for recreational boating, as water depths are often under a foot during dry periods. Article 42 of New York State Executive Law defines “water dependent use” as “activities that require a location in, on, over or adjacent to the water because the activities require direct access to the water, and the use of water is an integral part of the activity”. Water-enhanced uses are also defined by the State as those “activities that do not require a location on or adjacent to the water to function, but whose location on the waterfront could add to the public enjoyment and use of the water’s edge, if properly designed and sited. Water-enhanced uses are generally of a recreational, cultural, commercial or retail nature”.

In the waterfront revitalization area, water dependent uses would be classified as those that utilize the Susquehanna and Chenango Rivers for significant portions of their activities. The depth of water in both the Chenango and Susquehanna Rivers limits the number and quality of water-dependent uses that can take place on these waterways. Although water levels do rise during periods of heavy rain, the depths, which typically range from ½ to six feet, are not consistent enough to allow for typical, large-scale recreational boating vessels. Small recreational vessels, such as rowboats, canoes and paddleboats require less water depth and may be used on the rivers. The Susquehanna River, east of the Rockbottom Dam and at Sandy Beach Park, tends to be deeper than at other locations on the rivers and is one of the best locations within the City for the use of small, water-based recreation vessels.

Increased accessibility to the waterfront, for a variety of users and activities, has been identified as a goal of the waterfront development project for the City. Only a restricted number of access points are provided for public access to the water, and there are currently few designated boat launches for public use within the waterfront revitalization area. One such boat launch is located directly south of Binghamton Plaza. The City does not officially maintain this boat launch and there is no signage identifying the location as a boat launch. A second boat launch is located on the north side of the Susquehanna River at the Rockbottom Dam. This boat launch is generally recognized as an emergency access point for the local police and fire departments, though the general public does occasionally use the boat launch for private purposes. A third boat launch is maintained at Sandy Beach Park. This boat launch is not easily definable but is used on a steady basis by the general public, particularly by those using the rivers for fishing

purposes. All of the boat launches located in the City would benefit from improvements and updates. Public access to the waterfront is hindered in many areas by existing flood control features, which are required by law to be maintained in their current state. In many areas of the City, particularly along the northern banks of the Susquehanna River, the flood control walls are constructed to a height that allows no view to the River, resulting in a lack of physical and visual association between the waterfront and the rest of the City.

A variety of flood control features are utilized along the riverbanks for protective purposes. These include concrete floodwalls, concrete paved slopes, stone paved slopes, earthen dikes and low walls built at the waters edge. The locations of the various flood control features within the waterfront revitalization area are shown on the Riverbank Characteristics Map in Section 2.11. Concrete floodwalls are generally located on the eastern banks of the Chenango River and along the northern banks of the Susquehanna River. The concrete floodwalls are vertical concrete walls along the top, or near the top, of the riverbank and are generally five to eight feet in height. Concrete paved slope features are found along the western banks of the Chenango River and on a small portion of the eastern banks. This sloped concrete paving follows the natural line of the riverbank, reinforcing the bank against future erosion and damage. Stone paved slope features are located along both banks of the Chenango River, near its confluence with the Susquehanna and in the northern portion of the City. The stone paved slope consists of three to five foot cut stones placed within the natural riverbank, which create a flat surface for protecting the banks from damage. Earthen dikes, or natural grass slopes, are used for protective purposes primarily along the southern banks of the Susquehanna River, though an earthen dike is also located along a small portion of the eastern bank of the Chenango River. Low walls, constructed of sheet pile or concrete and ranging in height from five to eight feet in height are generally found at various locations along the northern banks of the Susquehanna River.

In addition to restrictions imposed by existing flood control features, in some locations residential and commercial developments and private ownership of waterfront land is the greatest deterrent to waterfront access for the general public. These constraints are not obstacles that could be overcome through the implementation of appropriate planning measures, including obtaining rights to privately owned waterfront land for trail development and designing trails in a manner that work with, as opposed to against, the existing flood control features. Potentials for future trail development in conjunction with flood control features may be found in Section 4.4 – Trail Enhancements.

In general, public access to the rivers is limited to City owned waterfront parks and recreation facilities as identified in Section 2.7, as well as the existing and future Chenango River trail. Waterfront open space and recreation facilities provide opportunities for active recreation uses, such as baseball, basketball and soccer, as well as passive recreation uses, such as picnicking, bird watching and fishing. Confluence Park is a small park and open space area located at the confluence of the Chenango and Susquehanna Rivers in the City Central Business District that is currently in its final phase of construction. Confluence Park provides direct access to the water, and the public takes advantage of the location for wading in the rivers and fishing, in addition to land-based passive recreation uses, such as picnicking.

Due to existing constraints affecting the waterfront in the City, the Binghamton waterfront is currently an underutilized and under-appreciated resource. Although the rivers do provide a limited variety of recreational, environmental and visual options, opportunities should be expanded.

## 2.6.2 Water Side Ownership

The ownership of underwater lands rests primarily with New York State.

## 2.7 Parks, Recreation and Open Spaces

One measure of the quality of life in a community is the quality and location of the parks and recreation resources and programs. The LWRP waterfront revitalization area includes a number of significant park and open space parcels, providing for a variety of recreation uses and opportunities.

### 2.7.1 Facilities

Parks and recreation facilities located within the LWRP boundary are summarized below.

#### Chenango River Promenade

The Chenango River Promenade is currently under construction in the City, and will provide access along the eastern banks of the Chenango River. The project is being constructed in phases, with the first phase being developed between Water Street and East Clinton Street. The Promenade will allow for a variety of users and will include landscaping, informational kiosks, benches and decorative lighting features. When completed, the Promenade will extend from Confluence Park to Cheri A. Lindsey Park at the northern most edge of the City. Limited waterfront walkways already exist at locations along the Chenango River in the general vicinity of Court Street.

#### Cheri A. Lindsey Park

Located on the eastern border of the Chenango River, Cheri A. Lindsey Park provides a variety of recreational facilities for City residents and visitors. This 13.77-acre facility is the most destination-oriented recreation facility within the LWRP boundary, with its unique, regional BMX track and location abutting the Chenango River. Also included at this facility is an outdoor swimming pool, playground, baseball diamond and basketball court. Picnicking, fishing and parking are also available on-site. A skateboard park is currently under construction within the Park. Access and linkages between the park and surrounding residential neighborhoods will be improved.

#### Columbus Park

Columbus Park is a 3.35-acre park located on Hawley Street. The park includes updated play equipment, a splash pad, basketball courts, an outdoor swimming pool, softball fields and benches. Located at the rear of the park is the St. Mary of the Assumption Recreation Center, which houses an indoor swimming pool.

### Confluence Park

Confluence Park is located on a 1.89-acre parcel that was formerly known as Memorial Plaza. Upgrades and improvements to the site are currently underway, with an expected completion date in late 2002. Confluence Park, situated at the northeastern confluence of the Susquehanna and Chenango Rivers, will include an open gathering area, seating and an overlook for fishing and will serve as the hub for the Binghamton Waterfront Trail project.

### J. F. K. Park

Amenities in J.F.K. Park consist of small sculptures, benches, a flagpole and a John F. Kennedy Memorial. The park is on a 0.42-acre parcel in the City's central business district at the intersection of Chenango Street and Henry Street.

### MacArthur Park

Park amenities included on this 25.19-acre parcel are tennis courts, softball and baseball diamonds, a track, a football field, a variety of play equipment and an outdoor swimming pool. Parking is also available on-site. MacArthur Park is located adjacent to the MacArthur Elementary School on Vestal Avenue.

### Sandy Beach Park

Sandy Beach Park is located on the southern border of the Susquehanna River, with access off of Conklin Avenue. Areas for softball, football, baseball, basketball and picnicking are provided on-site. In addition, there is a boat launch for water-based activities and parking on the 15.24-acre parcel.

### Veteran's Park

Veteran's Park is a 7.05-acre open space area with benches and monuments dedicated to the Veterans of several different wars. The green space lines the southern border of the Susquehanna River and northern border of Conklin Avenue between the Washington Street Pedestrian Bridge and the Exchange Street Bridge.

### Tyler Park

Tyler Park is a small 0.78-acre parcel located on the western edge of the Chenango River on Front Street.

Valley Street Playground

Accessible from Valley Street, the Valley Street Playground is a 13.03-acre site with green space and play equipment.

Washington Street Mall & Parlor City Commons

The Washington Street Mall runs along Washington Street from Hawley Street to Metro Center. From Hawley Street to Court Street the Mall is open to both vehicular and pedestrian traffic. The Mall is strictly pedestrian accessible from Court Street to Metro Center. There is a small pocket park, Parlor City Commons, located off of Washington Street between Hawley and Court Streets. The Commons features seating areas, an outdoor café and rear access to several restaurants that front onto State Street.

Webster Street Playground

The Webster Street Playground is located on a 3.25-acre site at the intersection of Webster and Baldwin Streets. The playground includes green space, play equipment and the South Side Pool.

## 2.7.2 Programs

The City of Binghamton provides recreation programs for its residents, which are administered at various facilities throughout the City. The descriptions of recreation programs that are available within the City have been included to illustrate the level of recreation opportunities currently available to City of Binghamton residents and visitors.

The City offers recreation programs year-round, for a variety of different age groups at locations both within and outside of the LWRP waterfront revitalization area boundaries. The majority of City-sponsored recreation programs that take place within the waterfront revitalization area are held at MacArthur Park facilities. These programs include, but are not limited to, tennis, youth soccer, youth baseball, minor league baseball, tee-ball baseball, girls pee-wee softball, girls junior league softball, track & field, swimming, Safety Town and activities related to the Summer Fun Program.

In addition to the activities listed above, additional City-sponsored recreation programming is offered at alternative facilities within the City. These programs include basketball, golf, basketball shooting clinics, baseball, football, and cheerleading.

Special events are held throughout the year in addition to the regularly scheduled programs that are offered. These special events include senior games, the Chris Thater Memorial Bike Race, the Danielle 5k Run, tennis tournaments and Recreation Park Carousel rides.

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## Recreation Facilities

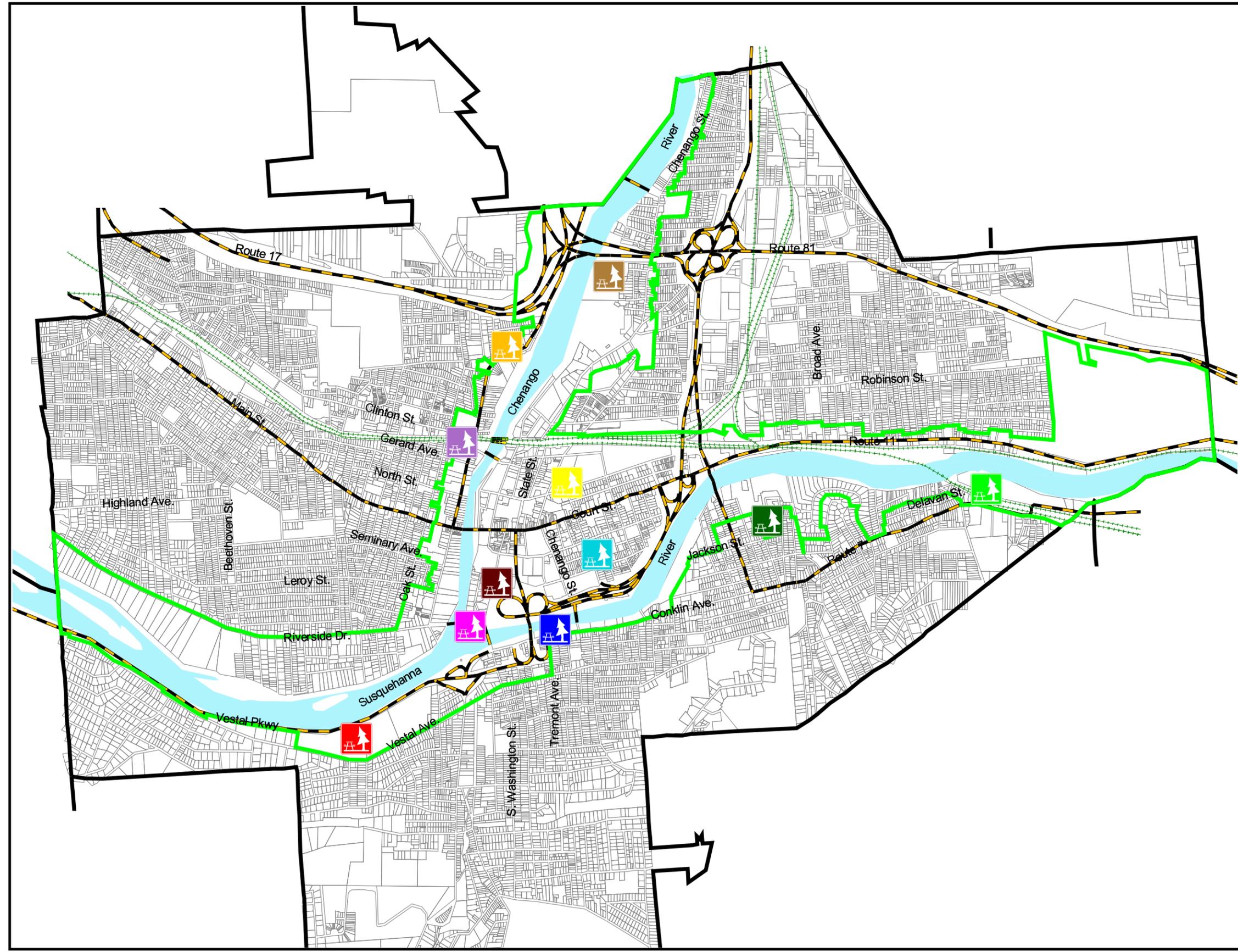
-  MacArthur Park
-  Confluence Park
-  Veteran's Park
-  Columbus Park
-  Webster St Playground
-  Sandy Beach Park
-  Washington St Mall
-  J.F.K. Park
-  Tyler Park
-  Valley St Park
-  Cheri A. Lindsey Park



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## 2.8 Cultural Resources

### 2.8.1 Facilities

#### Broome County Public Library

Located at 185 Court Street, the Central Library offers City residents a comfortable atmosphere in which they may pursue their educational, cultural and recreational interests. The original library opened in October 1904 through a monetary gift from Andrew Carnegie. In 1985 Broome County took over the operation of the library from the City and in November 2000, the library moved to its current location on Court Street. The new building is equipped with meeting rooms, public access computers, microfilm and microfiche readers, coin-operated copier machines, a children's library and a local history center.

The library is open six days a week and is closed on Sundays throughout the year. Monday through Thursday the library is open from 9 AM to 9 PM and Fridays and Saturdays from 9 AM to 5 PM. The library is closed on Saturdays during the summer months. The Broome County Public Library offers a variety of materials for loan, including books, magazines, videos, compact discs, encyclopedias and audiocassettes. In addition to the main library on Court Street, four additional branch libraries are located within the City of Binghamton, one within the waterfront revitalization area boundaries at MacArthur Elementary School on Vestal Avenue. The other branches, located at 119 Robinson Street, 307 Conklin Avenue and 10 Glenwood Avenue are outside the LWRP waterfront revitalization area.

The library also offers specialty departments, including business resources, youth services and a local history center. The business resources department offers materials relevant to business development, including demographic information, directories of businesses and suppliers, planning materials, business instructional videos, investment reporting services and small business newsletters and magazines. The Youth Services Department offers materials and programs to meet the educational and recreational needs of the areas children. Storytimes, a reading club, weekly special themed programs, tours and multi-media computers are available for children of all ages. The library also provides space for the Broome County Historical Society, receiving upwards of 50,000 visitors annually.

### Forum Theatre

The Forum Theatre is located at 236 Washington Street and is home to the Binghamton Philharmonic Orchestra, the Tri-Cities Opera, the Broadway Theater League and various other small dance groups. The Forum provides a unique opportunity to local performing arts groups to present their acts in an elegantly restored vaudeville house which seats approximately 1,500 people. In addition, the theatre organ found within the Forum Theatre is one of the few remaining organs of its kind still in existence.

### Roberson Museum and Science Center

The Roberson Museum and Science Center is located within the LWRP boundary, at 30 Front Street. The Museum is named after Alonzo Roberson Jr. who was born in Binghamton in 1861. As a prosperous businessman, Alonzo bought a lumber company and enjoyed many successes. In 1907 Alonzo and his wife moved to a prestigious Italian Renaissance Revival home on Front Street that was designed by C. Edward Vosbury, a prominent Binghamton architect. Alonzo lived in the house until his death in 1934 and in his will he declared that he wanted to establish an "education center" in his home after its use by his widow.

The Roberson Museum opened in 1954 as the Roberson Memorial Center and today the Roberson Museum and Science Center provide entertaining educational programs for people of all ages to enjoy. Permanent exhibits include "Voices and Visions" which focuses on the history of the area, a hands-on science gallery and the "Edwin A. Link and the Air Age" exhibit that looks at World War II aviation through interactive stations, games, and examples of clothing, instruments and aircrafts. The Link Planetarium is also located in the Roberson Museum with planetarium shows free with museum admission.

### Veterans Memorial Arena

The Broome County Veterans Memorial Arena opened in 1973 and has consistently provided a diverse array of entertainment options for residents of Binghamton, and all of Broome County. Annually, over half a million people attend events here, including the United Hockey League BC Icemen, Disney on Ice, concerts, trade shows, amateur sporting events and additional professional and scholastic events. Veterans Memorial Arena is also home to the recently acquired Binghamton Senators of the American Hockey League (AHL). The Binghamton Senators are the farm club team of the Ottawa Senators of the National Hockey League (NHL). The Arena, located on State Street in downtown, has a seating capacity of 7,200.

### Visitor Center

The Binghamton Visitor Center is located on the Roberson Museum complex and is the perfect place to begin exploring the programs, facilities and events that the community has to offer. Housed within the Visitor Center are exhibits relating to the Susquehanna Heritage Area, including an exhibit gallery, interactive computers and a small theater. In addition, visitors have the opportunity to learn about the City's historic districts, the City's industrial roots and additional information regarding the heritage of the Triple Cities area. Brochures and maps are available for additional information on the history of the City and other area attractions, destinations and amenities.

### 2.8.2 Programs

#### Broome County Arts Council

The Broome County Arts Council is located in the LWRP waterfront revitalization area, in the historic Decker Mansion at 31 Front Street. The mission of the Broome County Arts Council is to preserve local cultural heritage by working with local organizations to provide a network of support services. Originally founded in 1948, the Community Arts Council became part of the Roberson Museum complex in 1954 and in 1986 it became its own entity and was renamed the Broome County Arts Council. The Broome County Arts Council provides a wide scope of programs and services to both members and the community at large. Programs and services include the United Cultural Fund, SOS grant program, grant writing assistance, workshops and seminars, art exhibition space and referral services.

#### New York State Heritage Trails – Revolutionary War Heritage Trail

The Heritage New York Program was established by the State of New York to preserve, interpret and celebrate the history found throughout the state. A major component of the program is to coordinate the development of a series of thematic trails, known as Heritage Trails. By focusing on specific themes, the trails will encourage visitors to explore specific sites and develop a more thorough understanding of the role New York has played in a number of historical events. The program, through partnerships with locally based organizations, aims to make sites more marketable and accessible to the public, increasing visitation numbers and educational opportunities. Heritage tourism will be promoted and links will be made between thematic properties through web sites, brochures, signage, informational kiosks and special exhibits.

The first of the heritage trails within the City of Binghamton, and LWRP waterfront revitalization area, is the Revolutionary War Heritage Trail. This trail was developed in order to recognize and preserve New York's significant sites and to educate the public on the State's critical role in the American Revolutionary War. Specific sites within the City, including Confluence Park and the Roberson Museum and Science Center are currently designated as Revolutionary War Heritage Trail sites.

### Susquehanna Heritage Area

The Susquehanna Heritage Area, formerly known as the Susquehanna Urban Cultural Park, is an imaginative revitalization program designed to recognize the inherent qualities of historic areas. Adopted in 1986, the Susquehanna Heritage Area is one of seventeen historic areas in New York State that depicts specific areas of the state's heritage. The goal of the program is to focus on the potentials for economic, educational and recreational opportunities within heritage areas. The primary themes of the Heritage Area spotlight the industrial expansion and labor policies that developed in Binghamton in the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries, and the immigration that resulted from development. During this time Binghamton was an international center for the production of cigars, accounting for a quarter of the City's labor force and generating abundant citywide prosperity. Further developments, including Endicott-Johnson's theory of employees as "working partners" and the emergence of IBM furthered the areas industrial success. Immigrants arrived in the City in great numbers, sharing in the region's prosperity, building elaborate churches and contributing to the local architectural, cultural and social history of the region. The Susquehanna Heritage Area Visitor Center, operated by the Susquehanna Heritage Area Program, is located within the waterfront revitalization area boundaries on the Roberson Museum and Science Center property at 30 Front Street.

## 2.9 Historic Resources

### 2.9.1 Historic Structures

The City of Binghamton has a rich history and is home to a wide array of historic and cultural sites that should be protected and preserved for the future. Demolitions and redevelopment to historic structures in the City in the 1970's led the City to develop a more thorough database of local landmarks and noteworthy structures. The following structures, located in the waterfront revitalization area, have local significance and/or are listed on the State or National Registers of Historic Places.

#### Bridges

Transportation has played an integral part in the history of the City of Binghamton, and access across the rivers has been crucial to the development of the City's downtown and outlying neighborhoods. A number of bridges, which have played a pivotal role in the City's history, are located within the LWRP waterfront revitalization area. The Court Street Bridge was the first bridge constructed in the City. Other historically significant bridges that cross the Chenango River include the Art Deco style East Clinton Street Bridge (1936), Memorial Bridge (1925) and the railroad bridge located just north of the East Clinton Street Bridge.

A number of bridges also provide access over the Susquehanna, with the oldest bridge dating back to the late 1800's. The Washington Street Bridge, which has been renovated for pedestrian use only, was built in 1886 and is the longest parabolic arch bridge in New York. This bridge is listed on the National Register of Historic Places. The Exchange Street Bridge was originally built in 1874 as a footbridge and was adapted for vehicular traffic in 1902. The State Street Bridge (1954) and the Tompkins Street Bridge (1963) are still utilized, while the Rock Bottom Bridge, which was built in 1911, has been torn down.

City of Binghamton Local Waterfront Revitalization Program  
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Buildings

There are a considerable number of buildings within the LWRP waterfront revitalization area of local and national historic significance. The following selected buildings provide a sampling of the architectural and historical jewels located within the waterfront revitalization area, including those listed on the State and/or National Registers of Historic Places:

**Table 2-5 Historic Structures Inventory**

City of Binghamton LWRP Waterfront revitalization area

Building Name	Address	Year Built	Style	National Register
Chenango Canal	State Street	1834	Not Applicable	
Christ Church	191 Washington Street	1853	Gothic Revival	X
County Courthouse	Exchange Street	1898	Beaux Arts	X
Davidge Mansion	31 Front Street	1903	Georgian	
Dunk House	4 Pine Street	1854	Gothic Revival	X
Fair Store / Cigar Co.	10-24 Wall Street	1870's		X
Fair Store / Lester Bro.	7-9 Court Street	1864	Italianate	
First Congregational	113 Front Street	1869	Gothic	
First National Bank	49 Court Street	1923	Neoclassical	X
First Presbyterian	42-46 Chenango Street	1863	Romanesque	
Frank Whitney House	63 Front Street	1828	Greek Revival	
Jonas Kilmer Mansion	9 Riverside Drive	1898	Queen Anne	
Mason-Randall House	22 Front Street	1800's	Federal Mix	
Meagley House	35 Front Street	1872		
Newell House	46 Front Street	1912		
Old City Hall	79-99 Collier Street	1899	Beaux Arts	X
Perry Block	89-91 Court Street	1876	Renaissance	X
Phelps Mansion	191 Court Street	1870	Second Empire	X
Press Building	19-21 Chenango Street	1904	Beaux Arts	X
Public Library	Exchange Street	1903	Neoclassical	X
Roberson Mansion	30 Front Street	1904	Renaissance	X
Security Mutual	Court / Exchange Street	1904	Baroque	X
St. Patricks Church	11 Leroy Street	1872	Gothic Revival	
St. Patricks Rectory	9 Leroy Street	1893	Neoclassical	
Stephen's Square	81-87 State Street	1888	Victorian	X
Stephen's Market	56-58 Court Street	1838	Second Empire	X
Walter J. Moon House	33 Front Street	1870	Shingle Style	

*Source: Preservation Association of the Southern Tier, Binghamton Walking Tour Brochure*

## 2.9.2 Historic Districts

In addition to a list of single structures, the City of Binghamton recognized the importance of developing historic districts in which multiple structures would be designated. Working with local and state preservation agencies, the City developed numerous historic districts and areas that they found to be worthy of recognition, based on their historical and cultural contributions to the City. The following provides a brief outline and description of the existing historic districts, all of which fall completely, or partially within the LWRP waterfront revitalization area boundaries.

### Court Street National Register Historic District

The Court Street Historic District was originally established in 1984 and includes 108 historic structures. The general boundaries of this district include the Chenango River to the west, Hawley Street on the south, the terminus of commercial development near Carroll Street to the east and modern development to the north. The majority of buildings in the Court Street Historic District were built between 1840 and 1939 and chronicle some of the earliest development in the City. The district provides sound examples of late 19<sup>th</sup> Century and early 20<sup>th</sup> Century commercial and public architecture in a variety of styles, ranging from Greek Revival to the Beaux Arts Classical Press Building at 19 Chenango Street. The district is a showcase of works designed by regionally known architects, including Isaac Perry and Truman I Lacey.

### State / Henry Street National Register District

The State / Henry Street Historic District was officially designated in 1986. This district includes properties facing State Street between Henry and Lewis Streets and Henry Street between Water and Prospect Streets. The district is represented by a wide variety of architectural styles, including Gothic, Romanesque, Vernacular, Neo-Classical and Art Deco. The district is comprised of approximately 23 commercial and industrial buildings that developed after the closing of the Chenango Canal in 1877.

### Rail Terminal National Register Historic District

The Rail Terminal National Register Historic District is of particular importance to the City due to its simultaneous development with the area's railway systems and its close ties to the City's industrial growth in the late 19<sup>th</sup> Century. The structures within the district are associated with the development of the Erie and Delaware/Hudson Railroads and are constructed primarily of masonry with decorative brick features. The district

was officially adopted in 1986. The general boundaries of the Rail Terminal District are State Street to the west, Lewis Street to the south and North Depot Street and Eldredge Street to the north.

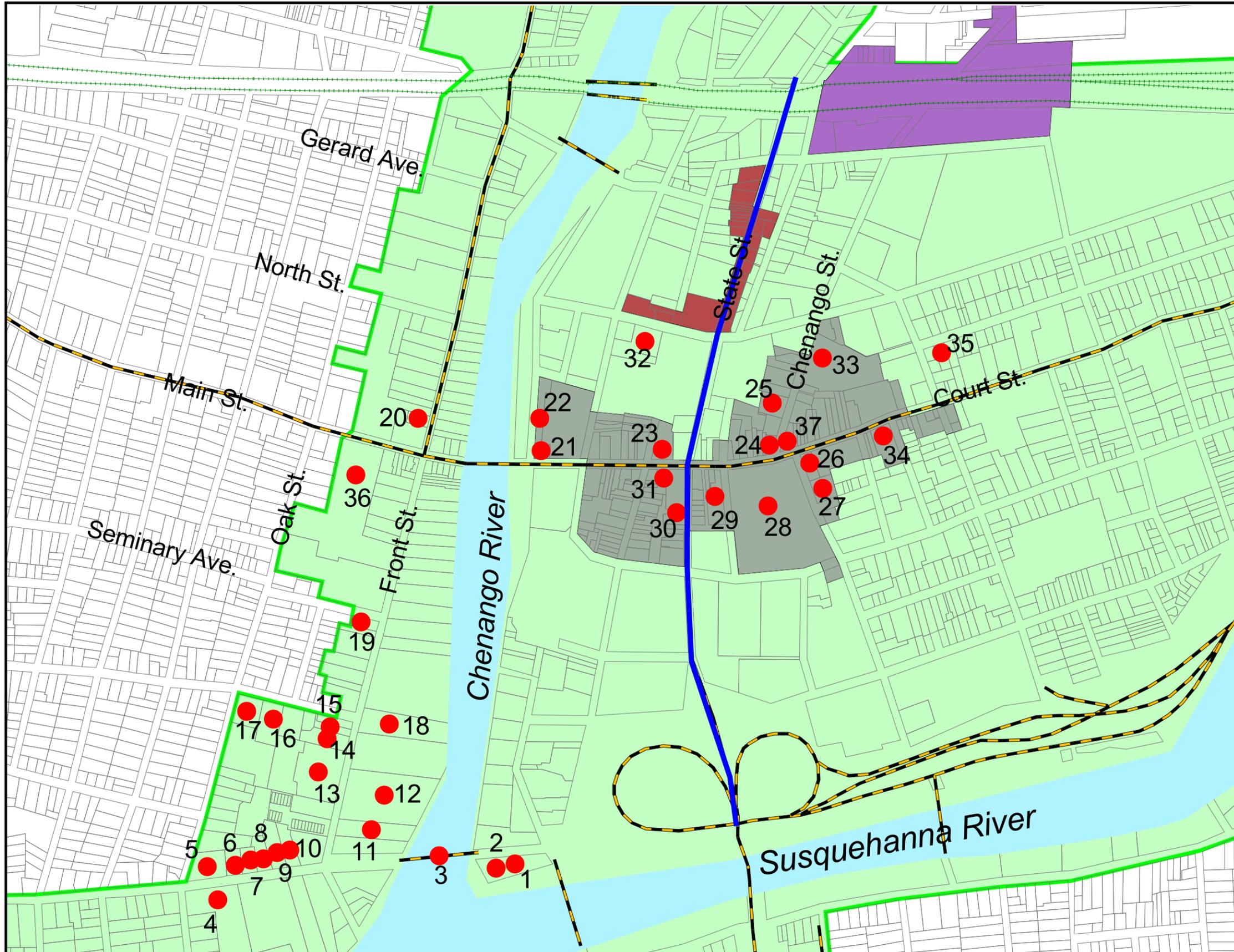
### The Local Landmark District

As a specific component of the Susquehanna Heritage Area, the Local Landmark District was formed to illustrate the architectural styles prominent during the period of growth in the late 19<sup>th</sup> and early 20<sup>th</sup> Centuries. Two hundred and sixty structures were designated as local landmarks, with building types ranging from residential to religious structures. Architectural styles represented in the district include Victorian, Neo-Classical, Greek Revival, Beaux Arts and Vernacular

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## Historic Resources



Former Chenango Canal

Historic Sites

Court Street Historic District

Rail Terminal Historic District

State & Henry Street Historic District

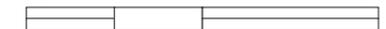
Study Area Boundary

- |  |  |
|--|--|
| 1. The Skirmisher                                    | 19. Frank Whitney House  |
| 2. South Washington St. Bridge/Confluence Park       | 20. First Congregational Church                                |
| 3. Riverside Dr. Soldiers' World War Memorial Bridge | 21. Fair Store/Lester Brothers Shoe Company                    |
| 4. Jonas Kilmer Mansion                              | 22. Fair Store/American Cigar Company                          |
| 5. Charles Titchener House                           | 23. First City National Bank                                   |
| 6. Henry C. Stowell House                            | 24. Perry Block  |
| 7. Patrick McTighe House                             | 25. Press (Kilmer) Building                                    |
| 8. Davidge-Pratt House                               | 26. Security Mutual Building                                   |
| 9. Jones/Winans House                                | 27. Binghamton Public Library                                  |
| 10. McKinney (Hamilton) House                        | 28. Broome County Courthouse                                   |
| 11. Mason-Randall House                              | 29. Old City Hall/Binghamton Municipal Building/Hotel de Ville |
| 12. Alonzo Roberson Mansion                          | 30. Stephan's Square   |
| 13. Davidge Mansion                                  | 31. Stephan's Market   |
| 14. Walter J. Moore House                            | 32. Christ Church  |
| 15. Meagley House & Tiffany House                    | 33. First Presbyterian Church                                  |
| 16. St. Patrick's Rectory                            | 34. Landmark Church  |
| 17. St. Patrick's Church                             | 35. Dunk House   |
| 18. Newell House                                     | 36. Binghamton High School                                     |
|  | 37. First National Bank  |

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## 2.10 Scenic Resources

The City of Binghamton offers diverse topography that ranges from gently rolling terrain in the northernmost areas to flat valley terrain. Spectacular views of the rivers can be enjoyed at locations throughout the City, and particularly within the LWRP waterfront revitalization area boundaries. At some locations however, views are obstructed or partially obstructed by woods and vegetation, roadways, structures, and in many areas, flood control features, such as floodwalls.

The most magnificent views of both of the rivers are available from Confluence Park. This location is at the confluence of the Chenango and Susquehanna Rivers and allows for unobstructed views of the rivers vegetated banks. The Washington Street pedestrian bridge, adjacent to Confluence Park, also provides spectacular viewing opportunities of both rivers and surrounding banks.

Views of the Chenango River can be best appreciated from the following locations within the LWRP boundary area:

- Bevier Street Bridge
- 
- NYS Route 17 Bridge
- the foot of Prospect Street
- Cheri A. Lindsey Park
- Clinton Street Bridge
- Court Street Bridge
- Memorial Bridge
- Confluence Park
- Chenango River Promenade

A significant portion of the Chenango River is obstructed from view by concrete floodwalls and stone and concrete paved slope flood control features. These are particularly visible for the average traveler in the northern area of the City and along the lower section of the river before it merges with the Susquehanna. The flood control features limit both visual and physical access to the river, currently limiting the rivers' attractiveness as a community resource.

Unobstructed and magnificent views of the Susquehanna River are best appreciated from the following locations, starting at the western edge of the river within the City limits:

along Vestal Parkway (NYS Route 434)

•

Memorial Bridge

•

Washington Street Pedestrian Bridge

Confluence Park

State Street Bridge

Exchange Street Bridge

Tompkins Street Bridge

Sandy Beach Park

The Susquehanna River does not offer particularly open views in many locations due to high concentrations of residential, commercial and private development along its banks. Views are hampered in other areas by woods and vegetation that prevent motorists along waterfront streets from appreciating the river views. A minimal number of locations along the Susquehanna River have flood control features that restrict views to the river.

# Two Rivers, One Future

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## Scenic Resources

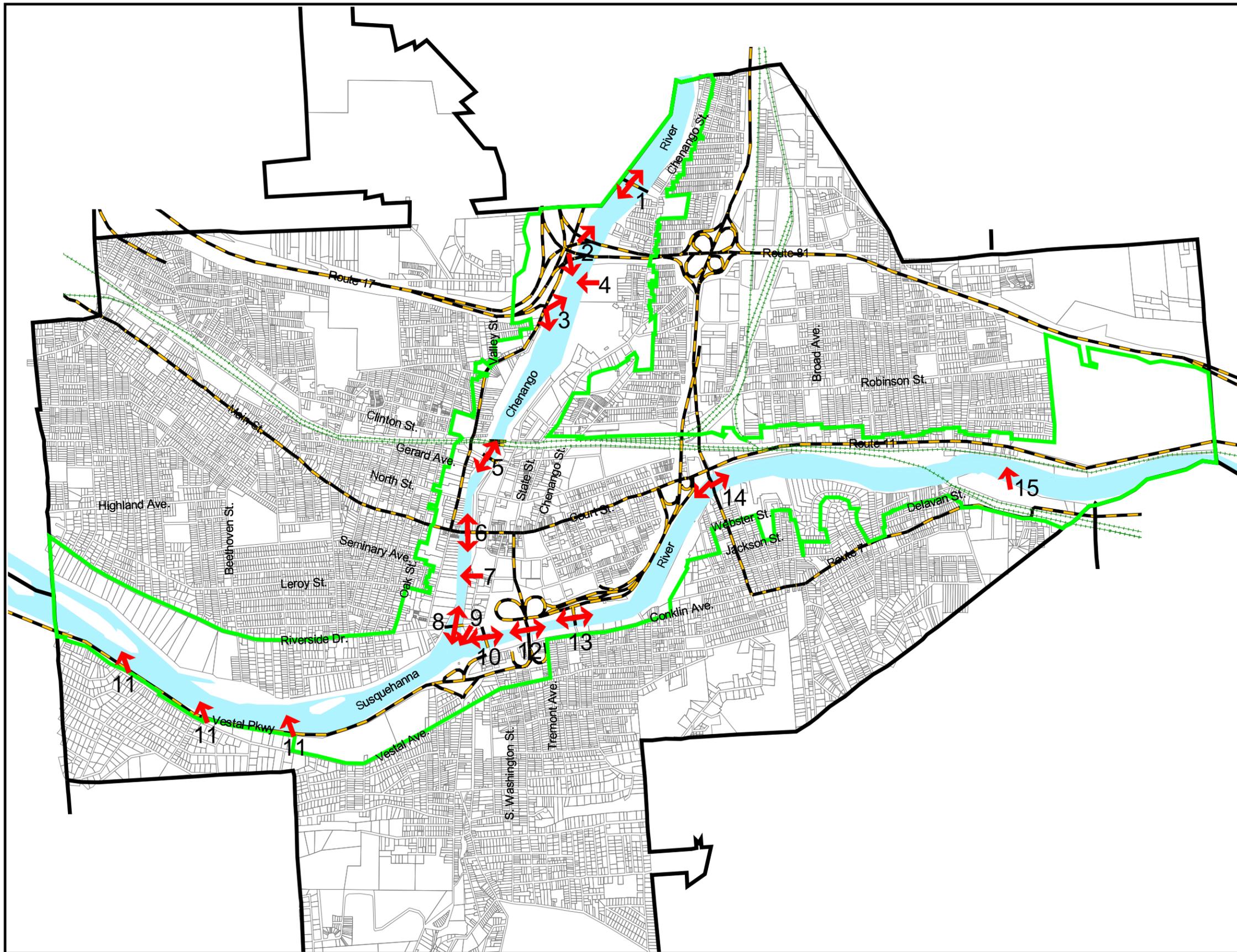
1. View of river from Bevier St. bridge  
-Limited by bridge railing
2. View of river from Route 17 bridge  
-Limited by bridge railing
3. View of river from end of Route 17 Front St. exit  
-Open, stark view of treeless riverbank
4. View of river from Cheri A. Lindsey Park  
-Open stark view of treeless riverbank
5. View of river from Clinton St. bridge  
-Limited by bridge railing
6. View of river from Main St. bridge  
-Limited by bridge railing
7. View of river from downtown walkway  
-Open view of vegetated riverbank w/  
residential/commercial beyond
8. View of riverbank from Riverside Dr. bridge  
-Limited by bridge railing
9. View of river from Confluence Park  
-Open view of vegetated riverbank
10. View of river from Washington St. pedestrian bridge  
-Open extended view of vegetated riverbank up  
and down river
11. View of river from Vestal Parkway  
-Open view of vegetated shoreline
12. View from State St. bridge  
-Limited by bridge railing
13. View of river from Exchange St. bridge  
-Limited by bridge railing
14. View of river from Tomkin's St. bridge  
-Limited by bridge railing
15. View of river from Sandy Beach Park  
-Open view of vegetated riverbank



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## 2.11 Environmental Resources

### 2.11.1 Wildlife Management Areas

There are currently no designated Wildlife Management Areas within the Binghamton city limits. As defined by the New York State Department of Environmental Conservation, Wildlife Management Areas (WMA) "are lands owned by NYS under the control and management of the Department of Environmental Conservation's Division of Fish, Wildlife and Marine Resources". The WMA program is part of a long-term effort to establish permanent access to lands in New York State for the protection and promotion of its fish and wildlife resources.

The closest Wildlife Management Area to Binghamton is in the Village of Whitney Point, located 18 miles north of the City. The Whitney Point WMA, formed by the construction of the Whitney Point flood control dam, includes over 4,645 acres of multiple-use facilities for recreational purposes.

### 2.11.2 Significant Fish and Wildlife Habitats

Significant fish and wildlife habitats are designated by the New York State Department of State and were originally created to preserve areas where the wildlife is endangered or of unique importance. Once designated as a significant habitat by the Department of State, the designated land or water area is monitored by the Department of State to ensure that proposed developments within the general area do not disturb the existing character and quality of the habitat. There are several endangered and/or threatened species within the waterfront revitalization area, such as the yellow lamp mussel, green floater, and peregrine falcon.

### 2.11.3 Wetlands

The US Army Corps of Engineers protects wetlands under Section 404 of the Clean Water Act, irrespective of their size. The Chenango and Susquehanna Rivers, as underwater lands, are protected by the US Army Corps of Engineers as federal wetland areas. Also included are land masses located within the Susquehanna River.

However, for wetlands to be protected under the Freshwater Wetlands Act (passed by the New York State legislature in 1975 and administered through the NYS DEC), a wetland must be 12.4 acres or larger in size. Wetlands smaller than this are protected only if they are considered to be of unusual local importance. According to wetland mapping provided by the NYS Department of Environmental Conservation, there are no wetland

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areas within the waterfront revitalization area, or the City of Binghamton that are subject to, or protected by the Freshwater Wetlands Act.

#### 2.11.4 Water Quality

Pursuant to the Federal Clean Water Act of 1977 (PL 95-217) the State has classified its coastal and other waters in accordance with considerations of best usage in the interest of the public and has adopted water quality standards for each class of waters. The Susquehanna River, within the City of Binghamton has been classified "A" for which the best use is designated public water supply with filtration and disinfection. The Chenango River, within the City, is classified "B".

The current threats to water quality within the City of Binghamton are primarily from non-point sources, as opposed to point-sources. Point-source discharge, which stems from an identifiable source, is currently not a significant threat within the City. However, as future waterfront development occurs, the City should assess the methods of pollutant discharge for each individual project and make approval contingent on satisfactorily meeting local standards and requirements.

Non-point pollution, in contrast, is pollution that originates from sources that are not localized or easily identifiable, such as when rain or snowmelt runs over land, picks up pollutants and transports the pollutants to local water bodies, such as the Chenango and Susquehanna Rivers. Non-point sources are the primary threat to water quality within the waterfront revitalization area.

Priority actions taken by the City should include efforts to identify non-point pollution sources, and subsequently reducing and removing them. The City should consult federal documentation and reports, including the 1987 Clean Water Act and the Coastal Non-Point Pollution Program to integrate pollution prevention and pollution reduction initiatives into local planning documents and strategies, in addition to identifying and implementing appropriate best management practices.

In addition the City could undertake a public education process to inform residents of how their actions may impact non-point source pollution, thus adversely affecting water quality within the City. Simple lifestyle changes, such as no littering, the proper disposal of toxic household products and limited use of fertilizers, for example, would help to decrease the amount of non-point source pollution in the community. In addition, the City should closely monitor development sites, create litter removal and clean-up programs and prohibit direct and indirect discharges of refuse into the Rivers, at a minimum, to reduce non-point source pollution.

## 2.12 Development Considerations

### 2.12.1 Flood Hazard Areas

The hazard of floods, and their occurrences, has been a defining feature of the City of Binghamton since its origins. The flood potential within the City exists along the shores of both the Susquehanna and Chenango Rivers. The highest flood levels ever recorded for all of Broome County were the 1935 and 1936 flooding of the Chenango and Susquehanna Rivers, respectively. The summertime flood of the Chenango in 1935 resulted from a series of heavy thunderstorms that occurred over south central New York. This storm also caused the flooding of the Susquehanna, although not nearly as drastically as the flood on March 19, 1936. This flood was caused by two primary factors, the thawing of existing snow and heavier than average precipitation levels. Precipitation from March 1<sup>st</sup> through March 19<sup>th</sup> totaled 5.13 inches, and by month's end the total had reached 6.24 inches, almost 3.5 inches over normal precipitation levels.

The potential for future floods remains a prominent concern within the community with possible results ranging from minor inconveniences such as flooded yards to the potential loss of homes and businesses. In some cases the threat of flooding limits specific development potentials and in others it poses substantial threats to existing uses. After the major floods of 1935 and 1936, flood control walls and amenities were constructed along large stretches of both the Susquehanna and Chenango Rivers. The flood control features range from concrete floodwalls or concrete paved slopes to earthen dikes or low walls along the water's edge.

According to the City of Binghamton Flood Hazard Boundary Map, areas of the City in Flood Hazard Zone A are within the 100-year flood boundary, areas in Zone B are between the limits of the 100-year and 500-year flood boundary, areas in Zone C are outside the 500-year flood boundary and land classified in Zone D are those areas that have undetermined, but potential, flood hazards.

The Flood Hazard Boundary Map indicates that the entire length of the Chenango and Susquehanna Rivers are in Zone A, the 100-year flood boundary. The entire length of Pierce Creek, which flows north into the Susquehanna River, is also located within a Zone A flood hazard area. The specific boundaries of Flood Hazard Zone A, or the 100-year flood boundary, are located for reference on the Riverbanks Characteristics Map located within this Section.



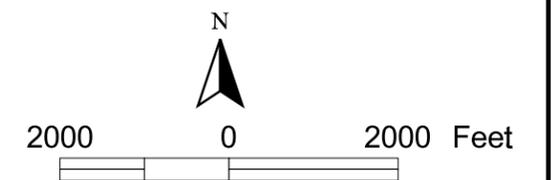
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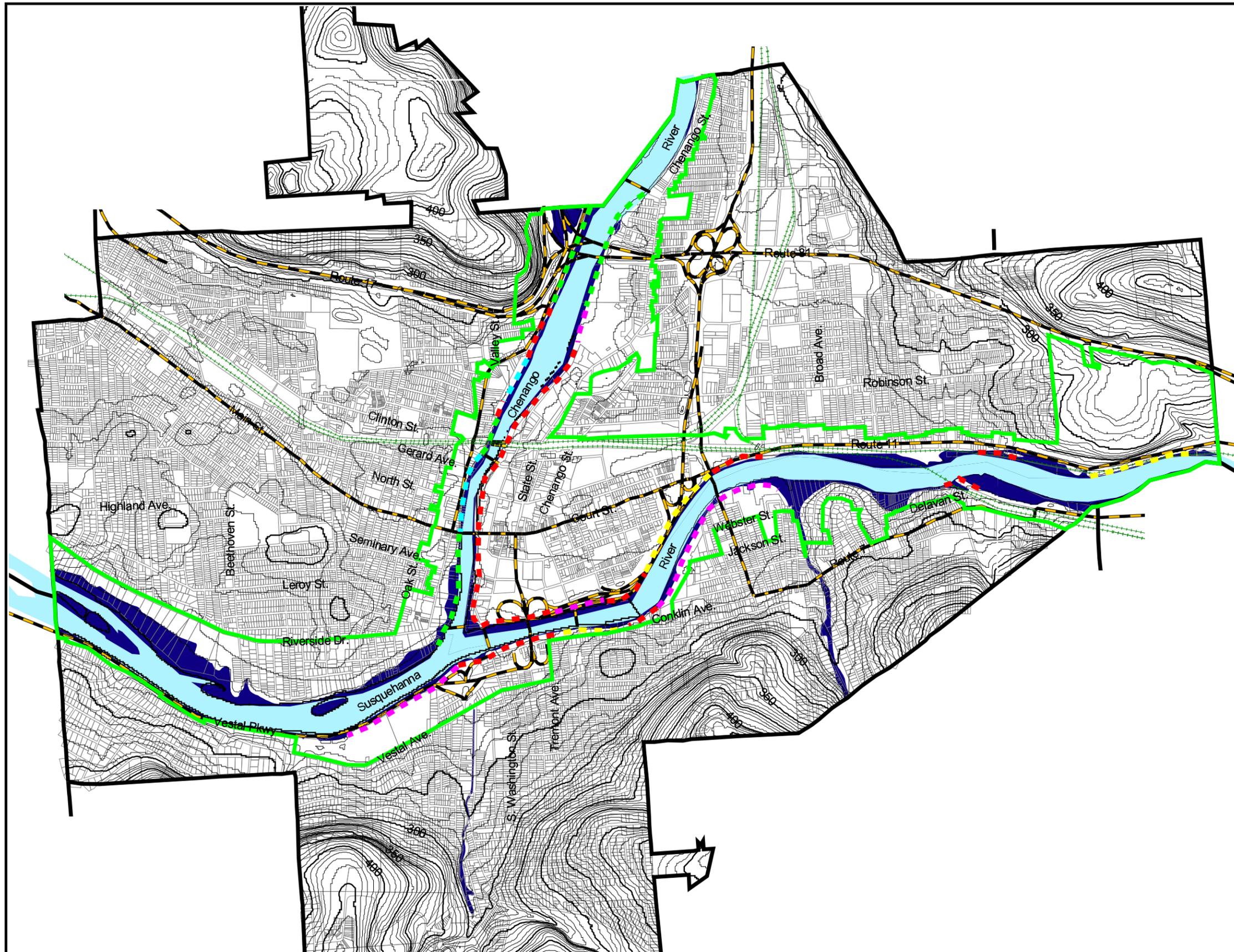
## Riverbank Characteristics

- Concrete Flood Wall
- Earthen Dike
- Concrete Paved Slope
- Stone Paved Slope
- Low Wall @ Waters Edge
- 100 Year Flood Plain

Contour Interval = 5 Meters



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The Zone B areas in the City of Binghamton, and the LWRP waterfront revitalization area, are significant and generally follow the banks of the two rivers. One major Zone B area exists in a residential section of the City, directly south of the Susquehanna River, bordered by John Street to the west, Conklin Avenue to the south and Hayes Street to the east. Other significant Zone B areas exist north of the Susquehanna to Robinson Street, along the eastern bank of the Chenango River to State Street and west of the Chenango on the land north of the railway lines.

### 2.12.2 Soils

According to the Broome County Soil Survey, issued in 1971 by the United States Department of Agriculture Soil Conservation Service, the following are the predominant soil series located within the City of Binghamton LWRP waterfront revitalization area boundaries:

Chenango – Howard – Unadilla association  
Tioga – Chenango – Howard association  
Lordstown – Volusia – Mardin association

Primary characteristics of each of these soils, and their general location within the waterfront revitalization area, are described below.

#### Chenango – Howard – Unadilla association

Soils in the Chenango – Howard – Unadilla association are generally located along the banks of both the Chenango and Susquehanna Rivers and throughout the Central Business District. The Chenango series consists of deep, well-drained, medium textured gravelly soils that form in glacial outwash. These soils are extensive on valley floors and terraces and alluvial fans and on kames and eskers. Gently sloping Chenango soils are among the best in the County for crops, although the medium moisture capacity limits yields in dry years. Steeper slopes with these soils are very droughty and many of these soils are good for some nonfarm uses, as they are fine sources of sand and gravel.

#### Tioga – Chenango – Howard association

The Tioga – Chenango – Howard association soils can be found along the banks of the Chenango River in northern Binghamton. This association is defined by deep, well-drained, medium textured soils that originally formed in deposits of medium acid to slightly acid alluvium on flood plains. These soils are not among the most productive in the County. Nutrient deficiencies and occasional flooding are the main limitations to farming and flooding is the main drawback to nonfarm uses.

### Lordstown – Volusia – Mardin association

The Lordstown – Volusia – Mardin association is located, within the waterfront revitalization area, on the southern side of the Susquehanna River but not directly adjacent to the River itself. This association consists of moderately deep, well-drained soils and deep well-drained to somewhat poorly drained soils that have an impervious subsoil. Lordstown soils are generally gently to steeply sloping and are scattered throughout much of the county. These soils are suitable for early tillage and for spring grazing. The slope and depth to bedrock are limitations for many nonfarm uses of these soils.

#### 2.12.3 Hazards to Navigation

The low water depths in both the Susquehanna and Chenango Rivers provide one of the most significant hazards to water-based navigation. Two sanitary sewer line pipe crossings provide additional hazards to water navigation. One pipe is located at the confluence of the Susquehanna and Chenango Rivers. The second pipe is located downstream in the Susquehanna River, where the City line meets the Town of Vestal.

#### 2.12.4 Public Sewer and Water

The entire LWRP waterfront revitalization area is within public sewer and water service areas. Both the public sewer and public water systems are in good condition throughout the waterfront revitalization area. Proposed development projects outlined in the LWRP are not significant enough that they would warrant the need for the expansion of public sewer or public water lines.

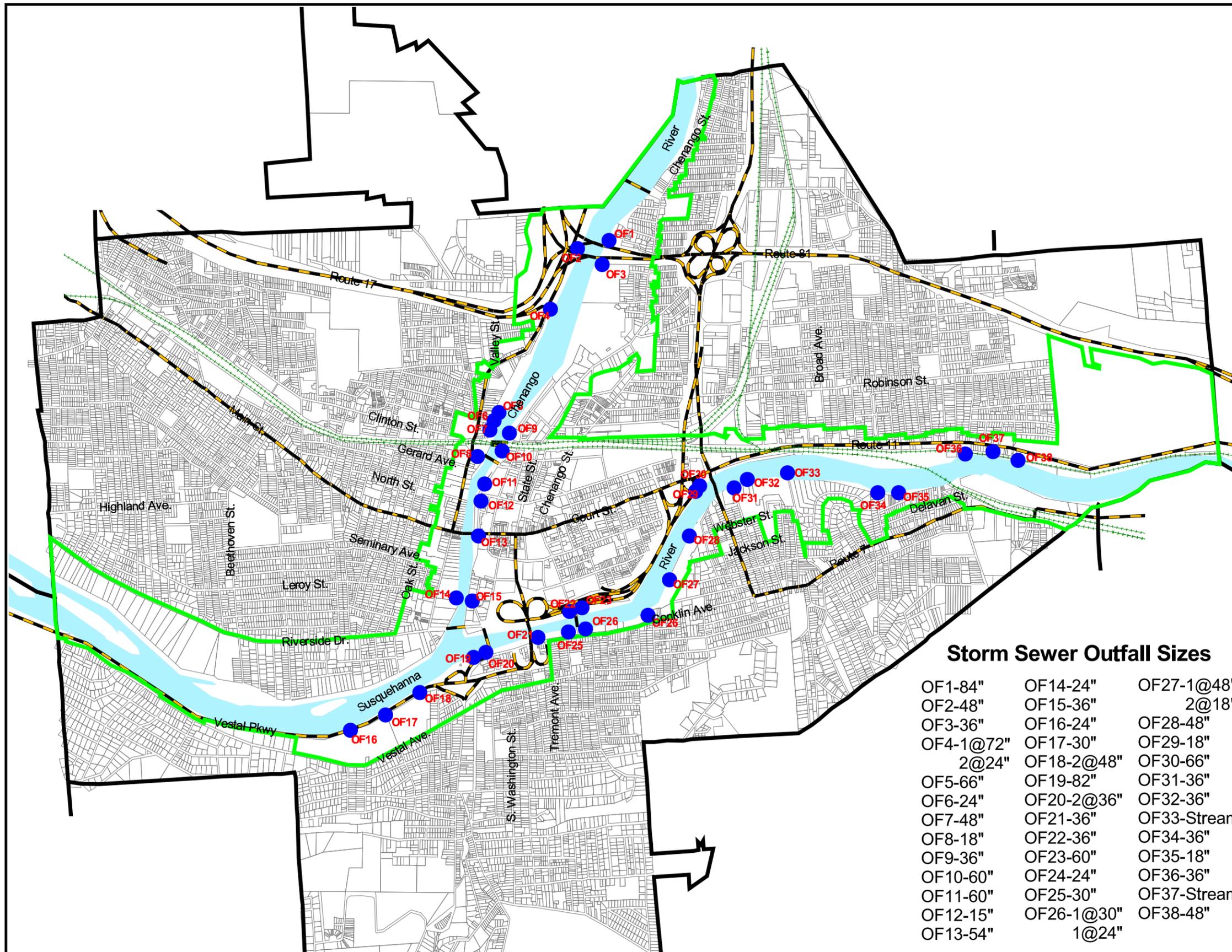
Storm sewer outfall locations and sizes are documented on the Storm Sewer Outfalls Inventory Map.

# Two Rivers, One Future

A Local Waterfront  
Revitalization Program

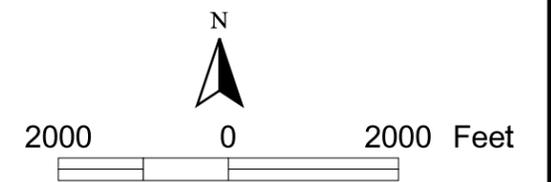
## Storm Sewer Outfalls

● Outfall Point (OF)



### Storm Sewer Outfall Sizes

OF1-84"	OF14-24"	OF27-1@48"
OF2-48"	OF15-36"	2@18"
OF3-36"	OF16-24"	OF28-48"
OF4-1@72"	OF17-30"	OF29-18"
2@24"	OF18-2@48"	OF30-66"
OF5-66"	OF19-82"	OF31-36"
OF6-24"	OF20-2@36"	OF32-36"
OF7-48"	OF21-36"	OF33-Stream
OF8-18"	OF22-36"	OF34-36"
OF9-36"	OF23-60"	OF35-18"
OF10-60"	OF24-24"	OF36-36"
OF11-60"	OF25-30"	OF37-Stream
OF12-15"	OF26-1@30"	OF38-48"
OF13-54"	1@24"	



peter j. smith & company inc.  
Buffalo, New York-Fort Erie, Ontario



## 2.13 Transportation Characteristics

The transportation network in a community determines how easily people and goods can move into, out of and within a community and the LWRP waterfront revitalization area. The access and circulation systems inventory includes an investigation of the existing transportation systems including roads, air, pedestrian access, public transit and boat access.

### 2.13.1 Road Systems

The road system in Binghamton includes Interstate Highways, a US Route, NY State Routes, arterial roads and additional town roads.

#### Major Roadways

The major arterial road within the City of Binghamton, providing easy access in and out of the City, is Interstate 81. Interstate 81 runs into the City from the north, where it intersects with the New York State Thruway at the City of Syracuse. Within the City, Route 81 turns slightly east and follows the northern border of the Susquehanna River in a southeasterly direction out of the City and into northern Pennsylvania. Only a minimal portion of Interstate 81 is included in the LWRP waterfront revitalization area boundaries.

Interstate 88 does not run directly into the City, but provides access from northern New York State into the Town of Fenton, located directly north of Binghamton. In Fenton, Interstate 88 splits and becomes NYS Route 7 or Interstate 81, both of which traverse the City.

US Route 11 is a second major arterial in and around the City of Binghamton. Route 11 begins north of the City and enters the City as Front Street, which is included within the LWRP waterfront revitalization area. At the intersection of Front Street and Main Street, Route 11 turns east and continues into the neighboring Town of Kirkwood. In the easterly direction, Route 11 is locally known as Court Street and is included, in its entirety, in the LWRP waterfront revitalization area boundary. US Route 11 is in good condition and is a widely used roadway within the City, providing access into and out of the Central Business District.

## NYS Routes

A number of NY State Roadways are located within the City of Binghamton, providing a means of easy access around the City and into neighboring communities. New York State Route 17 enters the City from the west and merges with Interstate Route 81 in northern Binghamton, continuing in an easterly direction out of the City. NYS 17 will be designated as Interstate 86 once Federal Interstate mandates are met. Route 17 is in good condition, however, due to the high number of accidents that occur on the roadway near its merge with Interstate Route 81, Route 17 is scheduled for re-alignment by the New York State Department of Transportation. As part of the re-alignment, the potential relocation of the vehicular crossing over the Chenango River will be addressed. The Department of Transportation has already recognized the need for better pedestrian and bicycle access across the river and will consider those issues as the re-alignment project proceeds.

NYS Route 434, known locally as Vestal Parkway, runs parallel to the Susquehanna River on the southern side. At the approximate location of the Washington Street Pedestrian Bridge, Route 434 becomes NYS Route 7. NYS Route 7 begins north of the City at Port Dickinson and continues south, crossing the Susquehanna and merging with Route 434 before continuing east out of Binghamton, following the southern border of the Susquehanna River. Vestal Parkway is included in the waterfront revitalization area boundaries, as are small portions of Route 7 at various different locations. NYS State 434 is a heavily utilized roadway, carrying the majority of traffic between the City and all communities to the west, including Binghamton University.

NYS Route 363 splits from Route 7 just north of Robinson Street in the City, continuing south until it reaches the northern edge of the Susquehanna River, which it continues to follow in a westerly direction. Route 363 is a heavily traveled road within the waterfront revitalization area and is often utilized by vehicles as a “through” road, as opposed to a local road that services traffic to the downtown. NYS Route 363 is a major obstruction between the Central Business District and the waterfront due to the speed and volume of traffic, as well as the limited number of identifiable pedestrian crossings. The potential to divert non-local traffic from Route 363 to other major roadways around the City needs to be considered in an attempt to create a more pedestrian and waterfront friendly landscaped parkway at this location.

### Local Roads

All roads, excluding major roadways defined above, which lead to the waterfront, are considered local roads. In the western portion of the City, roads included in this category that fall within the LWRP waterfront revitalization area are primarily those which are perpendicular to Riverside Drive. These roadways are primarily dead ends that terminate at the River, with the only access to them from Riverside Drive. These roads are generally in good condition.

Local roads in the eastern section of the City, within the waterfront revitalization area boundaries, include all roadways within the existing central business district. The locations of these roadways, depending on their direction, provide access to either the Chenango River (east-west) or Susquehanna River (north-south). In the southern section of the City local roads running perpendicular to Conklin Avenue (NYS Route 7) are included in the waterfront revitalization area and generally terminate at the waterfront right-of-way.

### 2.13.2 Air Service

Air service to the Binghamton region is provided through the Binghamton Regional Airport located in Maine, NY, approximately 8 miles northwest of the City of Binghamton. The airport was originally opened in 1951 as a small hub airport to service the growing commercial needs of the southern tier of New York. Since its opening over 50 years ago, the airport has undergone several expansion projects, including a runway expansion, an apron expansion to accommodate more commercial aircraft and most recently, a major upgrade to the passenger terminal. Upgrades included the modernization of the terminal, including Internet connectivity in the departure lounge, private work stations, data ports, telephones and a conference center and meeting room.

The newly renovated facility is owned and operated by the Broome County Department of Aviation. The airport primarily services business and leisure travelers, with 35 daily flights to four major hub airports. The major airlines that fly in and out of Binghamton Regional Airport are US Airways, Northwest and United Express.

### 2.13.3 Public Transit

Public transportation within the City of Binghamton is provided by BC Transit, a public transportation system owned and operated by Broome County. BC Transit covers seventeen routes over eighty square miles in the urbanized cores of Binghamton, Endicott and Johnson City.

The BC Transit downtown office, commonly referred to as BC Junction, is located within the LWRP waterfront revitalization area boundaries, on Hawley Street between State and Exchange Streets. The BC Junction serves as a main transfer point for all BC Transit buses that have layovers there to allow for bus transfers and stops. BC Transit is nationally recognized for its safety, having one of the lowest accident rates in the country. BC Transit also accommodates alternative forms of travel, as all buses are equipped with bicycle racks that can secure up to two bicycles at a time. BC Transit charges a fee of \$1.00 per trip, with service offered seven days a week. The Monday through Saturday schedule includes regular trips throughout the service area, with many routes having extended service until 12:00 AM. The Sunday schedule is limited to service between 11:30 AM and 6:00 PM.

The Broome County Department of Public Transportation (BCDOT) provides paratransit services, including BC Lift and BC Country. BC Lift serves the urban areas within the LWRP waterfront revitalization area and is available for those individuals who are unable to ride the fixed route

service due to mental or physical disabilities. BC Lift requires a fee of \$2.00 for all trips. BC Country is made available to those individuals living outside of the Triple Cities in rural areas who need to travel to the urban core of the Triple Cities. These buses travel to various rural areas in the County on specific scheduled days of the week. There is a fee for BC Country service and discounts are provided for those with disabilities.

#### 2.13.4 Pedestrian and Bicycle Circulation

There are deficiencies in the pedestrian circulation system within the City of Binghamton, with respect to waterfront access. The central business district and the neighborhoods immediately surrounding the downtown core have ample sidewalks for pedestrian circulation. Many of the small neighborhood enclaves also have sidewalk systems that allow for safe travel over short distances within the immediate neighborhood vicinity.

Shortcomings of the pedestrian circulation system are most evident along major roadways within the City. Pedestrian and bicycle circulation is limited or non-existent along many major roadways, including the Vestal Parkway. In these areas walking would be considered dangerous for most users, as road shoulders are not wide enough to ensure a high comfort level against the heavy traffic and high speeds of passing vehicular traffic. None of the existing pedestrian paths are truly suitable for avid multi-use recreational uses.

Similar shortcomings also exist with respect to bicycle circulation in the City. Experienced cyclists may be more comfortable traveling on existing City roads, as they tend to be more at ease sharing the road and interacting with motorists. However, inexperienced or recreational cyclists would likely find the same roadways to be dangerous and unnerving. There are designated bicycle routes within the City, including the Binghamton Metropolitan Bicycle Route System and the NYSDOT Bike Route 17. The local bike route system is geared towards more utilitarian purposes, such as commuting, errands and access to some of the City's more popular destinations. NYSDOT Bike Route 17 is geared more towards long distance riding and bicycle touring. The Binghamton Metropolitan Bicycle Route System and the NYSDOT Bike Route 17 are on-road signed bicycle routes designed to be a continuous network linking residential, commercial and business districts, educational institutions and recreational areas. All applicable routes are outlined in the Binghamton Metropolitan Bicycle Route Map.

Efforts are being taken within the City to improve pedestrian and bicycle circulation systems. Bike and pedestrian improvements to roads on the bike route system, as well as for all Federal eligible roads in the Binghamton Urban Area, are considered when roads are scheduled for construction. The City also considers pedestrian and bicycle needs and accommodations when completing locally funded road projects, reconstructing sidewalks and adding bike lanes in association with roadway improvements.

Residents of the City of Binghamton are most interested in seeing the development of multi-use recreation trails that would provide opportunities for walkers, bicyclers, rollerbladers, hikers and runners. A trail along the Chenango River is currently in the design and funding phase and will provide an additional recreational opportunity for City residents and visitors. Additional paths could be provided along the waterfront or in alternative areas of the City, possibly along former railroad right of ways as part of a Rails-to-Trails program. A Rails-to-Trails program has already been developed in neighboring communities, including Vestal, located to the west of Binghamton.

#### 2.13.5 Gateways

Gateways into the City, and within the City, are not well defined or easily identifiable for those traveling from surrounding communities, or within the City limits of Binghamton. Signature gateways are needed within the City to identify entry into the downtown core and to waterfront developments. Potential gateway locations have been determined in the Binghamton Metropolitan Transportation Study, however, the specific design for these gateways should be determined in future planning initiatives involving the City and City residents.

## 2.14 Key Waterfront Revitalization Issues

Based on the detailed inventory and analysis of economic and physical attributes of the waterfront revitalization area, a number of issues have been identified that should be considered as the Local Waterfront Revitalization Program is further developed and promoted. The key issues and opportunities identified as part of the Inventory and Analysis, including potential development / re-development sites, available resources and constraints are summarized below:

Linkages between the waterfront and the downtown must be strengthened and enhanced through streetscape and other public improvements

Public access opportunities must be enhanced through the completion of the Chenango River Promenade

Public improvements must be intensified in the downtown core that build upon, and take advantage of, the City's historic building stock and character

Innovative flood control feature alternatives will be researched and implemented, in order to improve access to the waterfront

Strengthen the North Side neighborhood planning process by coordinating efforts between the local neighborhood and community groups, City officials and stakeholders and the New York State College of Environmental Science and Forestry

Gateways, established at key locations into the City at the borders of adjacent communities and within the City limits at targeted intersections within the downtown and along the waterfront, will create identifiable nodes

The population of the City of Binghamton has continuously decreased since 1950, resulting in fewer people to take advantage of waterfront amenities

A quarter of the population is between the ages of 35 and 54, creating the need for specific services and programs that should be addressed in the Local Waterfront Revitalization Program

Current zoning classifications in the waterfront revitalization area need to be updated and revised to accommodate flexible development opportunities, including provisions for mixed use developments and design guideline standards for buildings, sites and streetscapes

Over half of the land in the waterfront revitalization area is privately owned, creating specific obstacles and constraints with respect to public access to the rivers

Underutilized, abandoned and deteriorated sites within the waterfront revitalization area will be developed / re-developed in the future to create more desirable, community-oriented waterfront facilities and amenities

A number of the existing park and open space facilities are in need of upgrades and expansion in order to continue to adequately serve the needs and desires of residents

- Scenic views of the rivers exist from locations throughout the study area and efforts should be made to preserve them as future growth and development occurs along the waterfront
- Environmental resources, such as wildlife, water quality and wetlands, are not significant issues within the waterfront revitalization area with respect to creating barriers for future development
- Flood hazards are a particular concern for the City, which has, on numerous occasions, suffered from severe flood damage over the past Century
- A significant portion of the waterfront revitalization area is located within the 100-year and 500-year flood boundary and this should be taken into consideration when new development is proposed
- Vehicular circulation in, and around, the waterfront revitalization area, and the City of Binghamton, is relatively fluid and no major circulation problems currently exist in the City
- NYS Route 363, or North Shore Drive, is a heavily utilized through road that crosses through the City's central business district and abuts the south side of the Susquehanna River, creating a barrier and limiting access of all types between the City's downtown and riverfront at this location
- Pedestrian circulation is limited along the waterfront, on major roadways and along some secondary streets
- Shoulder widths on major roadways are not conducive for regular use for pedestrians and bicycles
- There are a minimal number of multi-use trails designated within the City and the waterfront revitalization area
- There are designated bicycle routes within the City, but the routes are in need of expansion and safety upgrades in order to increase use for general, recreation purposes

### **3.0 Waterfront Revitalization Policies**

An integral part of the Local Waterfront Revitalization Program is the adaptation of the State-established waterfront policies by the local communities. This allows communities, like Binghamton, to identify their own waterfront issues and utilize local approaches to address them. Once the LWRP is accepted by the Department of State, the local policies possess the legal authority for any activity occurring within the designated LWRP boundary.

The policies identified below for the City of Binghamton are consistent with those established by the New York Department of State, yet they are specifically tailored to meet the specific needs and characteristics of the City. The policies have been developed in accordance with input obtained through meetings with local officials, the LWRP Steering Committee and interested citizens and organizations. Background documents, including the recently completed City of Binghamton Comprehensive Plan and Future Zoning map were also reviewed and considered in the development of the LWRP policies.

Policy standards are provided for each Department of State designated policy to further explain the general policy. They provide standards by which the local, state and federal government can better determine if the overall LWRP policies are being adequately addressed and met within the community.

## **General Policy**

### **Policy 1 Foster a pattern of development in the riverfront area that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a coastal location, and minimizes adverse effects of development.**

The dominance of waterfront features in the City of Binghamton and the rivers' vitality is a critical component of the future character and development of the area. The character of the waterfront revitalization area is currently defined by commercial and residential development, interspersed with open and green spaces. The City's commercial enclaves, as well as the traditional central business district, are included in the waterfront revitalization area boundaries. New development in the City has been limited, as a large portion of new commercial and residential growth has taken place in adjoining "suburban" communities. Infrastructure (roads, water, sewer) has made this outlying development easy to accommodate.

The revitalization of waterfront areas is one of the most effective means of encouraging economic growth and rejuvenating residential and commercial districts in the City. The longstanding planning goals of the City of Binghamton are to increase the utilization of the waterfront and promote economic development in order to improve the overall quality of life for Binghamton residents and visitors. The future zoning map, as proposed in the City of Binghamton's Comprehensive Plan, identifies specific areas of the City, namely along Main Street, in the existing CBD and along portions of both rivers for future commercial development and economic growth, with residential development focused to the more outlying areas. Inherent in these goals is the preservation of the region's abundant natural resources, while allowing for additional commercial and residential growth.

The City of Binghamton LWRP policies seek to advance these longstanding planning goals and to further the shared vision of the areas future. The policies are designed to foster a development pattern that provides for:

the beneficial use of waterfront areas:  
enhances existing recreation, open space and natural areas;  
encourages water dependent uses; minimizes potential adverse  
impacts associated with further development; and  
protects stable residential areas.

Development that does not reinforce the traditional land use pattern within the City would result in the loss of their landscape and overall community character.

*Policy Standards*

**Policy 1.1 Ensure that development or uses make beneficial use of their waterfront location and concentrate future developments to appropriate waterfront sites in order to revitalize deteriorated and underutilized waterfront sites and strengthen the overall waterfront focus of the City of Binghamton.**

Although the City of Binghamton is situated directly on two rivers, it has limited potential for future development and redevelopment directly along the water's edge. Due to the fact that water-based uses are limited, it is important that the City encourage development and redevelopment that is appropriate for a waterfront location and is properly sited, designed and oriented towards the water. If the development is not directly adjacent to the water, it should have strong pedestrian connections that expand upon the current pedestrian circulation system and easily link residents and visitors to the various activities and facilities located on the waterfront.

Existing water-dependent and water-enhanced uses that are currently situated along the water's edge will be protected and allowed to fully continue functioning as access to the water is an integral part of these uses. New development directly at the water's edge which is not dependent on a waterfront location or which cannot make beneficial use of a waterfront location should be avoided. Any new development, particularly large-scale projects and activities, should be located where infrastructure is adequate to support the proposed development or could be easily upgraded to service the new development. New development, and particularly redevelopment efforts, should be focused in the Central Business District where the necessary public infrastructure is already in place. The revitalization of the downtown should be viewed as integral to the sustainability of future waterfront development.

Uses should be avoided that would result in a loss of waterfront resources, ignore the waterfront setting as indicated in design and orientation or that do not derive economic benefit from a waterfront location. A development pattern that avoids environmentally sensitive areas exhibiting poor drainage, high erosion hazard, extreme flood hazards, sensitive riverbank features and a high scenic and aesthetic quality should be promoted.

To accommodate new waterfront development in an orderly manner and foster a safe, convenient atmosphere, the issue of access and parking should be addressed for a variety of vehicle types, including bicycles. The City of Binghamton will review their local land use regulations to ensure that provisions for parking within close proximity to the waterfront are made.

Regulations should be determined regarding the specific number of spaces that are required for various new uses that may begin to emerge in the waterfront revitalization area, such as a community gathering area, mixed-use development nodes and expanded recreation and open space facilities. Specific parking requirements are outlined in the City of Binghamton Zoning Code, Section 1005, and should be reviewed for their applicability to the waterfront revitalization area when the City of Binghamton undertakes the process of updating their Zoning Code. For uses proposed within the waterfront revitalization area, parking requirements are currently determined to be as follows:

Dwelling, one-unit	2 spaces
Dwelling, two-unit	4 spaces
Dwelling, multiple unit	2 spaces
Hotel and motel	1.5 spaces per room
Recreation facility	1 space for each three occupants based on maximum capacity
Theater	1 space for each four seats
General Retail	1 space for each 250 s/f of gross floor area
Restaurant	1 space for each 100 s/f
Professional Office	1 space per 300 s/f

Parking requirements and standards should be revised and reviewed based on the implementation of proposed projects within the waterfront revitalization area.

Incentives should be offered to develop shared parking facilities to ensure minimal impact to the aesthetic quality of the waterfront and to promote efficient use of land and resources. Bicycle parking facilities for both long-term (bike lockers) and short-term (bike racks) should be considered at appropriate locations. The City should provide a reduction in the number of required off-street parking spaces for uses that provide bicycle parking or that make special provisions to accommodate bicyclists. Consideration of the seasonal nature of bicycle use should be given in approving this reduction.

**Policy 1.2 Protect stable residential areas from deterioration and incompatible uses, while providing additional housing options.**

Residential areas along the Chenango and Susquehanna Rivers are generally stable and range from older housing to renovated housing and new construction, and are generally located within specific, concentrated areas. One fully developed residential area within the waterfront revitalization area boundaries is located on the south side of Riverside Drive between the northern banks of the Susquehanna River. This residential area consists of larger scale homes, with construction dates ranging from the late 1800's to present. This is one of the most stable, successful residential neighborhoods within the City.

A second residential neighborhood within the LWRP waterfront revitalization area is located directly east of the Central Business District, bordered by Carroll Street to the west, Henry Street to the north and the Susquehanna River to the east and south. Additional residential pockets are located in northern Binghamton along Chenango Street and on the east side of the City between Conklin Avenue and the Susquehanna River. The predominant type of housing in all of these neighborhoods is single-family residential and are not subject to any foreseeable changes in market conditions or factors which would significantly alter the existing character. In protecting viable residential areas, the existing housing stock should be preserved and opportunities provided for the development of a variety of housing types to meet the needs of a variety of people. New development located in or adjacent to existing residential areas should be compatible with existing neighborhood characters. Whenever practical, infill techniques should be used to integrate affordable housing in existing neighborhoods, on existing lots.

Binghamton, in a joint effort with Cornell University – College of Environmental Science and Forestry and local neighborhood groups working on behalf of neighborhoods in the northern area of the City, are currently involved in a planning endeavor aimed at improving various elements of the north side neighborhoods. Today the north side neighborhoods are characterized by deteriorating residential properties, under-utilized commercial properties and conflicting highway patterns. The planning process currently being undertaken is focused on creating programming and development scenarios that would re-establish the residential quality and conditions in the area, redevelop Binghamton Plaza as a commercial destination and enhance amenities at Cheri A. Lindsey Park for residents and visitors. The focus rests primarily on strengthening the existing stable residential neighborhoods, with the expectation that improvements in the commercial base would be a logical and natural, market-driven outcome.

New large-scale uses that have a large amount of parking, noise and garbage associated with them should be avoided in stable residential areas. Where appropriately scaled, commercial development is allowed to occur only if provisions are made to reduce impacts on adjacent neighborhoods, including screening, light and noise reduction.

**Policy 1.3 Ensure that development or land uses take appropriate advantage of their riverfront location.**

There is only a limited amount of waterfront land in the City of Binghamton suitable for further development purposes. Allowing only market forces to determine the future, long-term use of these lands will not be enough to ensure an attractive, publicly accessible waterfront in the City. This policy seeks to provide a measure of control to future waterfront uses in the region by devoting these lands to uses that are water-dependent or water-enhanced. It is important that the City

encourage development and redevelopment that is appropriate for a waterfront location and is properly sited, designed and oriented towards the water. If the development is not directly adjacent to the water, it should have strong pedestrian connections that expand upon the current pedestrian circulation system and easily link residents and visitors to the various activities and facilities located on the waterfront.

Water-dependent uses are defined by the Department of State as those "activities that require a location, in, on, over or adjacent to the water because the activities require direct access to water, and the use of water is an integral part of the activity". Water-enhanced uses are also defined by the State as those "activities that do not require a location on or adjacent to the water to function, but whose location on the waterfront could add to public enjoyment and use of the water's edge, if properly designed and sited. Water-enhanced uses are generally of a recreational, cultural, commercial, or retail nature".

There are currently a limited variety of opportunities available for residents and visitors to enjoy the Chenango and Susquehanna Rivers and water-enhanced uses, as opposed to water-dependent uses, account for the majority of current land uses along the river's edges. The role the rivers played in the history of the area and their current potentials could fuel future tourism efforts throughout the City, and the region. Maintaining and enhancing the water-dependent and water-enhanced uses along the riverbanks is recognized as integral to the future vision of the City. Existing water-dependent and water-enhanced uses that are currently situated along the water's edge should be protected and allowed to fully continue functioning as access to the water is an integral part of these uses. New development directly at the water's edge which is not dependent on a waterfront location or which cannot make beneficial use of a waterfront location should be avoided.

The lands along the Chenango River should be developed as an "urban waterfront" with urban characteristics, such as defined boardwalks, railings, benches, lighting and hard-edge amenities which are consistent with the existing character of the Chenango riverfront. Lands along the Susquehanna riverfront should be developed as a "natural waterfront", consistent with existing conditions. Amenities would include natural trails, wooded lots and naturalized open space areas. Cheri A. Lindsey Park, Sandy Beach Park, Confluence Park and existing boat launch areas should be further promoted as the most suitable locations for water-dependent uses within the City of Binghamton.

**Policy 1.4 Maintain and enhance natural areas and open space land.**

Natural areas and open space lands in the City of Binghamton produce immeasurable public benefits. In addition to the aesthetic and recreational contributions that these lands supply, they also support wildlife, providing habitats for birds, fish and other wild animals. In addition, the rivers provide a water source for the region and contribute to the overall economy of the area.

The loss of economic, environmental and aesthetic values of important natural and open space lands within the City of Binghamton should be avoided. Protect and maintain the natural resource values of the City of Binghamton, including open water, creeks, woodlands, beaches and the diversity of wildlife and fish resources to the maximum extent possible. Whenever possible, avoid expanding infrastructure and services which would promote conversion of these lands to other uses. The natural areas and open spaces that should be maintained to the greatest extent possible include all public park and recreation areas within the waterfront revitalization area and the natural riverbank characteristics along both banks of the Susquehanna River. Trail development in this area should preserve, to the greatest extent possible, the natural character of the riverbanks and not encroach on the habitats of any natural resources or wildlife.

**Policy 1.5 Maintain and enhance park and recreation lands in the City.**

Parks and recreation lands in the City of Binghamton produce immeasurable public benefits. These lands supply residents and visitors with active and passive recreation opportunities and improve the overall quality-of life experience. The City should promote park and recreation lands for the purpose of supplying residents and visitors with active and passive recreation opportunities that improve the overall quality-of life experience and provide additional recreation oriented activities within the City. Apart from minimal shoreline trails, park and recreation use of the waterfront is currently quite limited in the City due to flood control features and walls.

**Policy 1.6 Minimize potential adverse land use, environmental and economic impacts that would result from proposed developments.**

To enhance community character and maintain and improve the quality of the natural and man-made environments of the community, any potential adverse impacts on existing development, the natural environment and the economy must be addressed and mitigated. All local (zoning and site plan review), state and federal review processes should be strictly administered and enforced in an effort to ensure the protection of the City of Binghamton community, including the adherence of all requirements of the State Environmental Quality Review Act (SEQRA).

All new uses within the City of Binghamton LWRP boundaries should relate to the unique qualities associated with a waterfront location and match existing site characteristics, limit disturbance to land and water and foster visual compatibility with surrounding areas. All potential projects shall be reviewed and this review shall take into account the economic, social and environmental interests of the City. All development shall take place in a manner that preserves community character, environmental quality, open space, natural resources and existing water-dependent uses. Existing developments should consider alterations that promote the redesign and configuration of these uses to make better use of their waterfront location, with façade openings on the waterside.

## **Economic Development Policies**

### **Policy 2 Protect Binghamton's water-dependent uses and promote siting of new water-dependent uses in suitable locations.**

As described in further detail in Section 2.6 of Chapter 2.0 – Inventory and Analysis, the Chenango and Susquehanna Rivers are generally not navigable, due to the shallow depth of the water in both rivers. As such, water uses are confined to small watercraft, such as paddleboats, canoes and rowboats, resulting in a limited amount of activity within the waterways. In addition, public access to the rivers is further constrained by a system of flood control walls and features that have been constructed along the shorelines. Due to the restricted amount of water use activity that exists in the Chenango and Susquehanna Rivers, a Harbor Management element of the Local Waterfront Revitalization Program is not necessary.

Existing water-dependent uses in the City of Binghamton include a number of small, underutilized boat launches and recreational fishing facilities. The continued enhancement of these limited uses is desirable to preserve and promote the City's character and economic well being. Actions that would adversely impact or interfere with these and other water-dependent uses should be avoided.

Many water-dependent uses are often supported by, and integrated with, non-water-dependent uses that are complementary and supportive to the water-dependent use and do not impair the functioning of the water-dependent use. In many cases, these support uses are considered water-enhanced uses. The water-enhanced uses often provide beneficial support to the primary use, as well as an additional convenience to waterfront users.

Sub-policies and policy standards for the siting of water-dependent and non-water-dependent uses are established below.

#### *Policy Standards*

### **Policy 2.1 Protect existing water-dependent uses located near or adjacent to the Chenango and Susquehanna Rivers.**

As new developments are considered along the Chenango and Susquehanna Rivers, the impacts of the development on existing water-dependent uses should be considered. Actions that would adversely impact or interfere with these existing uses should be avoided. Existing uses within the City of Binghamton include all identified boat launches and recreational fishing facilities.

In specific cases, non-water dependent uses on waterfront lands may be allowed provided that one or more of the following criteria are met: the use is an accessory use to a water-dependent use and contributes to the sustainment of the water-dependent use, the use accentuates the water-dependent use and is accompanied by a demonstrable commitment to continue operation of a water-dependent use, the use is sited and operated so as not to interfere with the principal operation of the site of a water-dependent use or the use does not preclude future expansion of a water-dependent use.

**Policy 2.2 Promote the siting of new water-dependent uses at suitable locations along the Chenango and Susquehanna riverfronts.**

New water-dependent uses proposed for the City's riverfront areas have a varied choice of possible sites due to the large expanse of waterfront in the area. Careful review of each individual project is required to ensure the development does not adversely impact the natural environment, existing community character or scenic or aesthetic resources.

The City should seek to attract a mix of unique, water-based businesses and attractions that increase the activity at appropriate sites along the waterfront while not harming the existing natural riverfront character. Uses that are not directly water-dependent or water-enhanced should be avoided in these locations but relocated in an area near these waterfront lands.

The development and redevelopment of new and existing waterfront parks, such as Sandy Beach, Confluence Park and Cheri A. Lindsey Park, should include public open space, such as green space, recreation facilities or water-dependent uses, such as a boat launch or marina. The preservation and enhancement of the City of Binghamton's waterfront as an anchor for regional wide resident and visitor amenities should be encouraged. The City could build upon existing waterfront tourism measures, such as the New York State Heritage Trail – Revolutionary War program, to promote its history, amenities and to further City wide economic development.

**Policy 2.3 Allow water-enhanced uses that complement or improve the viability of water-dependent uses.**

Water-enhanced uses are those activities that do not require a location on the water to function, but whose location on the waterfront could add to public enjoyment and use of the water's edge, if properly designed and sited. Acceptable water-enhanced uses are generally of a recreational, cultural, commercial or retail nature. Along the City of Binghamton waterfront, acceptable water-enhanced uses may include waterfront trails, open space areas for passive recreation activities, commercial uses oriented to the water, restaurants which make use of their waterfront views and active recreation facilities. The waterfront should be both visibly and physically connected to the City's central business district in order to promote the economic development of both areas.

The following criteria shall be considered when determining if a water-enhanced use is appropriate along the waterfront:

- the use would provide an economic incentive to prevent the loss of a water-dependent use,
- the use would be sited and operated so that it does not interfere with water-dependent uses, or
- the use would be sited in a manner that, as far as can be determined, does not preclude future expansion of a water-dependent use.

**Policy 2.4 Promote the efficient management of surface waters and underwater lands within the City of Binghamton.**

To effectively administer this policy, the City of Binghamton shall adopt suitable planning techniques for water uses, as outlined in Chapter 6.0: Techniques for Local Implementation. A number of techniques, known as water surface laws, could be implemented to reduce any potential conflicts between activities and uses in the rivers, such as water use zones. Due to limited use of the rivers for navigation and recreational purposes, potential conflicts are minimal, but should still be addressed.

**Policy 3 Protect agricultural lands.**

The intent of this policy, as stated by the Department of State, is to conserve and protect agricultural land by preventing the conversion of farmland to other uses and protect existing and potential agricultural production.

For the purposes of this policy, agricultural lands are lands included in agricultural districts as created under Article 25 – AA of the Agricultural and Markets Law; lands comprised of soils classified in soil groups 1,2,3 or 4 according to the NYS Department of Agriculture and Markets Land Classification System; or lands used in agricultural production, as defined in Article 25-AA of the Agriculture and Markets Law.

This policy does not directly apply to the City of Binghamton, as there are no agricultural lands within the LWRP waterfront revitalization area boundaries, or within the City limits.

**Policy 4 Promote sustainable use of fish and wildlife resources.**

Continued use of the City's living marine resources depends on maintaining the long-term health and abundance of fisheries resources and their habitats, and on ensuring that the resources are sustained in usable abundance and diversity for future generations. This requires the active management of fisheries, protection and conservation of habitats and maintenance of water quality at a level that will foster occurrence and abundance of living marine resources. Allocation and use of the available resources must be consistent with the restoration and maintenance of healthy stocks and habitats. They must also maximize the benefits of resource use so as to provide valuable recreational experiences and viable business opportunities for recreational fishing.

Activities that might have a significant adverse impact on fish or wildlife populations should not be undertaken. The sub-policies and policy standards below expand upon these objectives.

*Policy Standards*

**Policy 4.1 Ensure the long-term maintenance and health of the living marine resources in the waters of the City of Binghamton.**

Any project that permanently or significantly creates increased sedimentation, erosion or toxic discharge into the river should not be undertaken in order to ensure the long-term maintenance of living resources in the Chenango and Susquehanna Rivers.

The City of Binghamton, in an effort to ensure the recreational use of living marine resources, should manage these resources in a manner that places primary importance on maintaining the long-term health and abundance of fisheries, results in sustained usable abundance and diversity of marine resources, does not interfere with population and habitat maintenance and restoration efforts and takes advantage of the best available scientific information in managing the resources.

**Policy 4.2 Provide for recreational fishing use of the City of Binghamton's waters.**

Recreational fishing opportunities should be protected and expanded within the City of Binghamton. Direct public use of marine resources provides recreational experiences and economic benefits that could play an integral role in the future identity of the City. The City should expand existing infrastructure needed to meet these recreational needs, including additional boat launches, fishing piers and docks. There is currently no commercial fishing activity occurring in the Chenango or Susquehanna Rivers within the City limits of Binghamton.

Recreational uses of fish and wildlife resources include not only consumptive uses, such as fishing and hunting, but also such non-consumptive uses as wildlife photography, bird watching and nature study. Walkways and trails along the riverbanks support these types of activities. The City may also consider designating specific locations that would educate visitors as to the common types of wildlife found in these portions of the Chenango and Susquehanna Rivers. This would be an important tool in educating the general public of the importance of the natural world and diversity of the natural environment in their own community.

The City should also work to protect and manage native stocks and restore sustainable populations of indigenous fish and wildlife species and other living marine resources. The protection of native stocks includes protecting the genetic integrity of recognizable native populations that can be placed at risk by inappropriate stocking. Native stocks also need to be protected from adverse impacts due to introduction of non-indigenous species.

## **Waterfront Natural Resources Policies**

### **Policy 5 Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands, and rare ecological communities.**

Significant Fish and Wildlife Habitats, identified by the State Department of Environmental Conservation as critical to the maintenance or re-establishment of species of fish and wildlife in the waterfront area and designated by the Secretary of State, must be protected for the habitat values they provide and to avoid permanent adverse changes to the local ecosystem.

#### *Policy Standards*

#### **Policy 5.1 Protect and restore significant fish and wildlife habitats in the City of Binghamton.**

As stated under Policy 4, all projects that take place along the riverfronts must be developed in a manner that ensures the protection of fish and wildlife resources. When individual projects are reviewed, potential impacts on fish and wildlife habitats should be considered. No significant fish and wildlife habitats have been designated within the City of Binghamton LWRP waterfront revitalization area boundaries. Should any significant habitats be identified and designated, the City should take every necessary step to ensure their long-term protection and promote their restoration. Identified or designated.

In the review process for future development, the following should be considered as appropriate: avoidance of activities that would destroy or impair the value of habitats through direct physical alteration, disturbance or pollution, or indirectly affect the loss of habitat, avoidance of ecologically sensitive areas when siting new development, schedule development or other activities to avoid vulnerable periods in life cycles of habitats and encouragement of project designs that will result in the least amount of potential adverse impact on habitats.

**Policy 5.2 Ensure land use or development does not harm freshwater wetlands or wooded areas.**

Wetlands in the City of Binghamton provide benefits to the natural environment as well as to the people living there: habitats for fish and wildlife, erosion and flood control, natural pollution treatment, groundwater protection and aesthetic open space. There are no significant wetlands in the City of Binghamton identified by criteria set forth in the Freshwater Wetlands Act. However, as determined by criteria set forth by the US Army Corps of Engineers, wetlands in the City include the entire length of the Chenango and Susquehanna Rivers, as well as all land bodies located within the Susquehanna River. When new developments are considered, State and federal wetland maps should be consulted to ensure these areas are not adversely affected. This information should be made available, for public review, to the communities for display in local government offices.

New developments affecting, or potentially affecting wetland areas within the waterfront revitalization area would be subject to all federal regulations under Section 404 of the Clean Water Act. Section 404 of the Clean Water Act establishes a program to regulate the discharge of dredged or filled material into wetlands within the United States. When applying for a permit for a development, Section 404 requires that steps be taken to avoid wetland impacts where practicable, potential impacts to wetlands must be minimized and compensation must be provided for any remaining, unavoidable impacts through activities to restore or create wetlands. The Army Corps of Engineers is the primary agency responsible for administering Section 404, with assistance from the Environmental Protection Agency.

Wooded tracts of land make up a considerable portion of land within the LWRP waterfront revitalization area, most notable along the southern riverbanks of the Susquehanna River. These areas are important to maintain, as they contribute to the natural ecosystem of the region, function in the role of habitat preservation and provide beauty to the overall landscape of the City.

**Policy 6 Protect and improve water resources.**

The purpose of this policy is to protect the quality and quantity of water resources in the City of Binghamton. Factors that affect water quality include both point and non-point source pollution. The quantity of water resources in the region is measured by the maintenance of an adequate supply of potable water for private and public use.

The entire LWRP waterfront revitalization area is part of the Susquehanna River watershed. Activities that take place within the LWRP waterfront revitalization area of Binghamton can directly impact the entire watershed area. Taking this into consideration, the City proposes the following sub-policies and policy standards as related to Policy 6.

*Policy Standards*

**Policy 6.1 Prohibit discharges in the City of Binghamton that would harm water quality.**

This sub-policy focuses on discharges into the Susquehanna and Chenango Rivers that have an identifiable source, known as a point-source discharge. In order to minimize discharges from point-source uses, the City should undertake periodic monitoring of the Chenango and Susquehanna Rivers to identify unwanted discharges at the earliest possible stage.

For all future waterfront developments that may act as a point-source discharge use, the city should assess the method of pollutant discharge for each proposed projects and make project approval contingent on satisfactorily meeting local standards.

**Policy 6.2 Minimize non-point pollution of waters within the City of Binghamton and manage activities causing non-point pollution.**

Non-point pollution is pollution that originates from sources that are not localized or easily identifiable. Non-point source pollution is created when rain, snowmelt and other water sources run over the land, picking up pollutants and transporting them to local water bodies. The City of Binghamton's water quality is most affected by non-point pollutants, including storm water runoff. The City should identify non-point pollution sources and focus on reducing and removing these sources.

Non-point pollution includes run-off from urban areas, where every individual contributes to the problem simply by performing everyday activities. This is one source of non-point pollution in the City of Binghamton. The City should inform residents of the repercussions of their careless behavior on the environment and inform them of how they may be able to change their behavior. Simple lifestyle changes can help prevent and minimize non-point source pollution in the environment. The following habits, if adopted by local residents and visitors, would aid in the reduction of non-point pollution in the City of Binghamton:

- Proper disposal of household products containing toxic ingredients
- Regular maintenance of household septic systems
- Return of used car oil to local service stations or recycling centers
- Use of fertilizers and pesticides sparingly
- Avoid littering

Limiting non-point sources of pollution is the best way to avoid any future non-point pollution. In addition to the efforts defined above, this can be done in the community by:

- Reducing pollutant loads to water sources by managing unavoidable non-point sources of pollution and use appropriate best management practices as defined in federal non-point source control programs
- Ensuring the total suspended solids in runoff at development sites remain at predevelopment levels
- Prevent increased erosion or velocity of storm water runoff
- Minimizing the runoff of contaminants from roads into waterfront areas
- Prohibiting direct and indirect discharges of refuse into the Rivers
- Removing and disposing of litter from surface waters and riverbanks

Development projects and any activity located near the water may also be responsible for non-point pollution. At the federal level, non-point source pollution is controlled by amendments to the 1987 Clean Water Act and the Coastal Non-Point Pollution Program. The City should consult these documents to integrate pollution prevention and pollution reduction initiatives into local planning documents and strategies.

**Policy 7 Minimize loss of life, structures, and natural resources from flooding and erosion.**

In response to existing erosion and flood hazards, the City of Binghamton has constructed flood control features, including flood control walls and dikes, along a majority of the City's riverfront. The City has experienced flooding of the Chenango and Susquehanna Rivers at various times throughout history and a number of these floods have been severe, causing extensive property damage and hardships for residents and business owners.

Flood control features may contribute to increased erosion, aesthetic impairments, the loss of public recreational resources, loss of natural habitats and water quality degradation. The cumulative impact of these structures can be large and must be considered in the future design and programming for waterfront areas within the City. Although the majority of Binghamton's riverbanks have some form of flood control feature, there are stretches that remain in their natural state. The natural shoreline has an inherent natural, social and economic value that should be respected to ensure continuing benefits to the City, region and state.

Sub-policies and policy standards pertaining to Policy 7 are outlined below.

*Policy Standards*

**Policy 7.1 Minimize losses of human life and structures from flooding and erosion hazards through appropriate management measures.**

This policy is applicable to all flood hazard areas identified by the Federal Emergency Management Agency. A significant portion of the LWRP boundary area is located in the City's 100 and 500-year Flood Hazard Boundary. In order to minimize the potential adverse effects of flooding, the City should, to the greatest extent possible, locate development and structures away from areas of known flooding and erosion hazards and avoid development other than water-dependent uses in flood hazard areas. In addition, non-water related uses should be located as far inland as practicable from identified flood hazard areas.

In locations that do not currently have flood control features in place, vegetative, non-structural measures should, to the greatest extent possible, be utilized to manage flooding and erosion hazards. Vegetative, non-structural measures that have a reasonable probability of managing flooding and erosion, based on riverbank characteristics including exposure, geometry and sediment composition should be constructed in order to increase the protective capabilities of natural protective features. Hard structural erosion protection measures for erosion control should be used only where other means will not be effective.

**Policy 7.2 Ensure that development is not permitted in areas where site conditions or location may pose a danger to public safety, public health or result in property damage and encourage a coordinated approach to the use of land and the management of water in areas subject to flooding.**

Due to the history-based potential for flooding in Binghamton, the City should discourage all development from the 100-year floodplain, in order that the 100-year flood can be carried without substantial increases in flood heights. The boundaries of the 100-year and 500-year floodplains are described in detail in Section 2.0 – Inventory and Analysis. All development within the 100-year floodplain should be discouraged and guidelines within the City’s Zoning Ordinance for Floodplain Management (Chapter 503) should be amended to ensure that development is strictly controlled in these areas. When development is permitted within the 100-year floodplain, hazards from flooding should be minimized through the advancement of suitable regulations that define acceptable construction techniques and materials, siting and maintenance of drainage areas.

**Policy 7.3 Protect public lands and use of these lands when undertaking all erosion or flood control projects.**

Avoid losses or likely losses of public lands or use of these lands, including public access along the banks, which can be reasonably attributed to or anticipated to result from flood control or erosion protection structures.

**Policy 7.4 Ensure the expenditure of public funds for flooding and erosion control projects results in a public benefit.**

The City should give priority in expenditure of public funds to actions which protect public health and safety, mitigate flooding and erosion problems caused by previous human intervention, protect areas of intensive development and protect substantial public investment in land, infrastructure and facilities. The expenditure of public funds for flooding or erosion control projects is limited to those circumstances where public benefits exceed public costs and is prohibited for the exclusive purpose of protection for private development. The City should consider the use of lands in Binghamton that are susceptible to flooding or erosion for the development of trails.

Factors to be used in determining public benefit attributable to the proposed flood or erosion control measure include: economic benefits derived from protection of public infrastructure and investment and protection of water-dependent commerce; protection of significant natural resources and maintenance or restoration of waterfront processes; integrity of natural protective features; extent of public infrastructure investment; or extent of existing or potential public use.

## **General Environmental Policies**

### **Policy 8 Protect and improve air quality.**

This policy provides for protection of the City of Binghamton from air pollution generated within the waterfront revitalization area boundaries or from outside the area which adversely affects the air quality in the waterfront revitalization area.

#### *Policy Standards*

#### **Policy 8.1 Minimize existing air pollution and prevent new air pollution in the City of Binghamton.**

The City should ensure that developments proposed for the riverfront areas of Binghamton do not exceed thresholds established by the federal Clean Air Act and State air quality laws, including restricting emissions or air contaminants to the outdoor atmosphere that are potentially injurious or unreasonably interfere with enjoyment of life or property.

The City should strive to limit pollution resulting from vehicle movement or operation, including actions that directly or indirectly change transportation uses or operation resulting in increased pollution. Promoting their existing public transportation network for residents and increasing participation in carpooling programs through an incentive program would help to achieve this goal within the City.

#### **Policy 8.2 Assist the State whenever possible in the administration of its air quality statutes pertaining to chloro-flouorocarbon compounds.**

#### **Policy 8.3 Assist the State whenever possible in the administration of its air quality statutes pertaining to the atmospheric deposition of pollutants in the region.**

**Policy 9 Promote appropriate use and development of energy and mineral resources.**

The intent of this policy is to foster the conservation of energy resources in the City of Binghamton by seeking alternative energy sources, providing for standards to ensure maximum efficiency and minimum environmental impacts when siting energy facilities, minimizing the impact of fuel storage facilities.

Sub-policies and policy standards applicable to Policy 9 include the following:

*Policy Standards*

**Policy 9.1 Foster the conservation of energy resources.**

The conservation of energy should be an important part of future planning initiatives within the City of Binghamton. Energy efficiency can be achieved through several means that fall into the jurisdiction of local governments, including: promoting the increased use of public transportation within, and around, the City of Binghamton and surrounding communities, increasing energy efficiency of transportation by integrating various modes of transportation (boat, pedestrian, bicycle, auto, rail, air and public) and coordinating with larger regional entities, promoting energy efficient design in new developments, including the use of solar energy, protection from wind and landscaping for thermal control and promoting energy efficiency through design upgrades of existing facilities.

In addition, improvements need to be made to the existing pedestrian and bicycle circulation system within the City that would allow people to move more effectively from location to location in an environment that is comfortable and safe. This includes improving connections between residential neighborhoods, parks and playgrounds, the waterfront, neighborhood commercial areas and the central business district.

**Policy 9.2 Promote alternative energy sources that are self-sustaining, including solar and wind powered energy generation.**

While promoting the use of alternative energy sources in the City, interference with waterfront resources, including migratory birds and waterfront processes should be simultaneously avoided.

**Policy 9.3 Ensure maximum efficiency and minimum adverse environmental impact when siting major energy-generating facilities.**

Major energy generating facilities may not be sited on a waterfront location due to their potential adverse environmental impacts.

**Policy 10 Minimize environmental degradation from solid waste and hazardous substances and wastes.**

The intent of this policy is to protect people from sources of contamination and to protect the water resources in the City of Binghamton from degradation through proper control and management of wastes and hazardous materials.

Solid wastes are those materials defined under ECL 27-0701 and 6 NYCRR Part 360-1.2. Hazardous wastes are those materials defined under ECL 27-0901 and 6 NYCRR Part 371. Substances hazardous to the environment are defined under ECL 37-0101. Toxic pollutants are defined under ECL 17-0105.

Sub-policies and policy standards related to Policy 10, include:

**Policy 10.1 Manage solid waste to protect public health and control pollution.**

The disposal of solid wastes should be properly and effectively planned for prior to undertaking major development or activities generating solid wastes. The city should promote methods of effectively reusing or recycling solid waste materials. Such methods could include the development and marketing of products manufactured with recovered materials. All efforts should be made to prevent the discharge of solid wastes into the environment by using proper handling, management and transportation practices.

**Policy 10.2 Manage hazardous wastes to protect public health and control pollution.**

Hazardous wastes should be managed in accordance with the following priorities:

Eliminating or reducing the generations of hazardous wastes to the greatest extent feasible;

- Recovering, reusing or recycling remaining hazardous wastes to the greatest extent feasible; and

Using treatment, detoxification or destruction technologies to dispose of hazardous wastes that cannot be reduced, recovered, reused or recycled.

**Policy 10.3 Protect the environment from degradation due to toxic pollutants and substances hazardous to the environment and public health.**

In the city of Binghamton, the release of toxic pollutants or substances hazardous to the environment that would have a deleterious effect on fish and wildlife resources should be prevented to the greatest extent possible. All unregulated releases of hazardous substances in the City of Binghamton should be reported to the appropriate county or state agency.

**Policy 10.4 Encourage the safe transportation of hazardous substances and wastes through the City of Binghamton.**

Solid wastes, particularly hazardous wastes, shall not be transported, stored, treated or disposed of in any manner that would adversely affect groundwater and surface water supplies, significant fish and wildlife habitats, recreation areas or scenic resources within the City of Binghamton.

**Policy 10.5 Site solid waste and hazardous waste facilities to avoid potential degradation of water resources.**

Solid and hazardous waste facilities should not be sited within the waterfront revitalization area boundaries unless there is a demonstrated need to do so. If the need for a waterfront location is demonstrated, minimize impairment of resources by siting these facilities so that they are not located in or would not adversely affect: natural protective feature areas, surface waters or primary water supplies, habitats critical to fish and wildlife species, vulnerable plant species and rare ecological communities and/or wetlands.

## **Recreation and Cultural Policies**

### **Policy 11 Improve public access to and use of public lands and waters.**

Along many stretches of the City of Binghamton waterfront, physical and visual access to the water and shoreline is limited for the general public. With the exception of community parks and open space areas along the waterfront, a significant portion of the waterfront is privately owned or in the hand of a semi-public entity such as the Roberson Museum complex. The main objective of the City is to improve facilities, providing increased public access, waterfront recreation and to link existing and new access and recreation sites in the City. The City of Binghamton will take the necessary steps to maximize the appropriate use of the waterfront to ensure public access in a manner that will not adversely impact sensitive natural areas. Steps are already being undertaken to improve access along the waterfront. The Chenango River Promenade is a major project, to be completed in phases, which will create a continuous multi-use trail along the eastern side of the Chenango River from Confluence Park north to Cheri A. Lindsey Park. The project is a key initiative being undertaken by the City to improve physical and visual access to the waters edge.

The development of flood control features is responsible for limiting recreational opportunities and public access to much of the waterfront. Problems in accessing the water are further heightened by limiting access and recreational opportunities to local residents. Reduced visual accessibility has resulted from the loss of vantage points or outright blockage of views. Binghamton's riverbanks have the potential to offer a continuous right of access along its edge.

Sub-policies and policy standards related to Policy 11 include:

#### *Policy Standards*

#### **Policy 11.1 Promote appropriate and adequate physical access and recreation to waterfront resources throughout the City of Binghamton.**

Improving public access to the Binghamton waterfront is integral to the development of the community, as public access and associated recreation facilities can attract tourists, improve the quality of life for residents and generate revenues for the community. A variety of measures should be made in an effort to promote the waterfront within the City of Binghamton as an anchor for tourism and recreation development throughout the region. These efforts may include one or more of the following:

- Complete the Chenango River Promenade in its entirety, creating continuous waterfront access from Confluence Park to Cheri A. Lindsey Park;
- Promote and foster improved linkages between the Chenango River Promenade and downtown Binghamton through enhanced and strengthened pedestrian connections;
- Provide a transportation network that unites the waterfront by developing New York Route 363 as a "parkway" that includes points of interest for accessibility to the water and surrounding areas;
- Reconstruct Route 434 in a manner that accommodates pedestrian and bicycle connections to Pennsylvania Avenue;
- Promote the conversion of existing cloverleaf's on the north side of the Susquehanna River (intersections of NY 363 and NY 434) for future community use and development as open space, a community gathering area or recreational facilities;
- Strengthen connections from the north and western areas of the City to the southern side of the Susquehanna River and out to Binghamton University;
- Create interpretive nodes, picnic areas, multi-use trails and active recreation nodes along the entire waterfront;
- Promote the acquisition of lands for public use and parklands to meet existing and projected needs;
- If private, and non-water-related uses do locate in this area, visual and physical public access to the waterfront should be included in the development and enforced through site plan review;
- Access points should be developed in addition to waterfront trails, providing movement from parallel streets and outlying areas;
- Protect and maintain existing public access and recreation facilities along the Chenango and Susquehanna Rivers;
- Provide amenities on the road network for non-motorized modes of transportation, such as improved sidewalks, pedestrian crosswalks and bike lanes to ensure maximum access to the waterfront;

Promote the development of a regional multi-use recreation trail along the riverbanks that services both residents and visitors of the City of Binghamton; and

Link existing and future trails within the City with regional and local trails in surrounding communities.

**Policy 11.2 Provide public visual access to waterfront lands and the water in the City of Binghamton.**

To the greatest extent possible, views of the Chenango and Susquehanna Rivers from roads, facilities and public access locations should be expanded upon to allow for the maximum appreciation of the beauty of these resources, as well as to increase the attractiveness of the waterfront for residents and tourists.

The following standards should be applied within the City with respect to the desired objective of maintaining and increasing visual access to waterfront lands and the water:

Preventing the loss of existing visual access by limiting the scale, design, location or structures of development or activities;

Protecting view corridors provided by streets and other public areas leading to the waterfront.

Requiring that all roads that run perpendicular to the rivers should terminate at the river with, at a minimum, visual access.

Creating visual access to the waterfront at 250-foot intervals along the entire lengths of the Chenango and Susquehanna Rivers within the City of Binghamton, promoting an increased level of visual access to the waterfront.

Allowing vegetative or structural screening of an industrial or commercial waterfront site if the resulting overall visual quality outweighs the loss of visual access.

**Policy 11.3 Increase opportunities for public access at appropriate sites within the City of Binghamton waterfront areas.**

The creation of additional access to trails and facilities in areas where there is currently limited or no public access should be developed as a key priority within the City.

Specific constraints should be considered for all developments along the waterfront, in order to ensure that public access is maximized and adequately planned for. Constraints for buildings along both waterfronts should adhere to the following:

A building setback from the water's edge of 20 feet along the banks of the Chenango River (urban waterfront) should be required to allow for the development of public walkways, boardwalks and amenities.

A building setback from the water's edge of 100 feet along the Susquehanna River (natural waterfront) should be required to allow for the maintenance of natural conditions along the waterfront and the development of naturalized trails and amenities.

**Policy 11.4 Provide access and recreation opportunities which are compatible with the City of Binghamton's natural resources.**

Existing access and recreational opportunities along the riverfronts should be expanded upon in the City, while simultaneously considering the natural resources found in these areas. Contiguous trails along the banks of the Chenango and Susquehanna Rivers for the recreational use of fish and wildlife resources should be promoted and developed to foster public appreciation of these resources.

**Policy 12 Enhance visual quality and protect outstanding scenic resources.**

The inherent scenic qualities of the City of Binghamton's rivers and surrounding landscape contribute significantly to the area's beauty and character. Many water views can be appreciated from Vestal Parkway, Front Street, various bridges and waterfront parks and open space areas. While not a tangible attribute, the region's scenic qualities are nonetheless important to maintaining its identity as a waterfront community. Areas of visual opportunity should be protected and additional sites enhanced for enjoyment by the general public.

*Policy Standards*

**Policy 12.1 Protect and improve the visual quality of resources within the City of Binghamton's waterfront areas.**

The Chenango and Susquehanna Rivers are two of the most valuable assets that Binghamton currently has to build upon and enhance. The protection of the scenic and aesthetic qualities of these assets, in addition to its recreational role, is a main priority for the City. In this regard the City proposes to encourage developments and activities along the rivers that will add visual interest to the waterfront and to consider the impact of new developments on existing visual resources. The City should strive to avoid structures or activities along the waterfront that introduce visual interruptions to landscapes such as intrusive artificial lighting, intrusion into open space areas and changes to the continuity of natural riverbanks and vegetation.

**Policy 12.2 Identify and develop parcels that have potential to enhance the public's appreciation of the visual resources in the City.**

Although there are numerous locations within the City that offer spectacular views of the water, in many areas views are limited and hindered by flood control features, waterfront access and natural barriers. To this end, the City proposes to promote the development of additional overlooks and viewing areas at appropriate locations along the banks of both the Chenango and Susquehanna Rivers. Viewing areas should be established approximately every 1,000 feet on both sides of the Chenango River to allow for maximum viewing opportunities.

**Policy 13 Preserve historic resources located in the waterfront area.**

The intent of this policy is to preserve the historic and archaeological resources of the City of Binghamton, within the LWRP waterfront revitalization area. These resources not only provide points of interest for residents and tourists, they become valuable links with the region's past. This policy recognizes the importance of preserving such treasures, as well as the overall quality of the adjacent areas.

For purposes of this policy, historic resources are those structures, landscapes, districts, areas or sites that are:

- in a federal or state park established in order to protect the resource
- on, nominated, or deemed eligible to be on the National or State Register of Historic Places
- managed by the State Nature and Historic Preserve Trust or the State Natural Heritage Trust
- on the inventories of archaeological sites maintained by the State Education Department of the State Office of Parks, Recreation and Historic Preservation
- locally designated as a historic or archaeological resource protected by a local law or ordinance

*Policy Standards*

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**Policy 13.1 Maximize preservation and retention of historic resources.**

The provisions of this policy are applicable to the following resources, which are listed on the National Register of Historic Places and further described in Section 2.0 – Inventory and Analysis:

Christ Church, 191 Washington Street  
County Courthouse, Exchange Street  
Dunk House, 4 Pine Street  
Fair Store / Cigar Company, 10 – 24 Wall Street  
First National Bank, 49 Court Street  
Old City Hall, 79 – 99 Collier Street  
Perry Block, 89 – 91 Court Street  
Phelps Mansion, 191 Court Street  
Press Building, 19 – 21 Chenango Street  
Public Library, Exchange Street  
Roberson Mansion, 30 Front Street  
Security Mutual, Court / Exchange Street  
Stephen's Square, 81 – 87 State Street  
Stephen's Market, 56 – 58 Court Street

The City of Binghamton has a strong architectural history with many historical buildings and structures located within the LWRP waterfront revitalization area boundaries. The City recognizes that public investment in historical development is important to illustrate a commitment to the business community who may later invest in the City, and the waterfront. The City should promote the designation of historic landmarks that reflect elements of the region's culture, social, economic, political and architectural history as "landmarks" to be protected. These landmarks should be renovated, when possible, and promoted in the community. All possible efforts should be undertaken to minimize the loss of historic resources or the historic character of the resources when it is not possible to completely preserve the resource. The City of Binghamton protects local landmarks and significant historical buildings through their Landmarks Ordinance. All regulations and procedures outlined in the ordinance apply to all applicable historical buildings within the LWRP waterfront revitalization area boundaries. The current City of Binghamton Landmarks Ordinance guidelines and regulations are consistent with the policies stated herein.

In order to take full advantage of the city's historical assets, appropriate public improvements should be completed. Funds, in the form of existing grants or low interest loans, are available and should be sought for these types of improvements and enhancements. The City should continue to work with the State of New York

to promote the area's history through the Heritage New York Trails program and apply for designation as a trail site / gateway.

In order to avoid potential adverse impacts of development on adjacent or nearby historic resources, land use controls should be implemented which control the development size, scale, proportion, materials and features in order to ensure compatibility with nearby historic resources.

**Policy 13.2 Protect and preserve archaeological resources in the LWRP waterfront revitalization area.**

The City of Binghamton has a long and important history. The area served as a site of the Revolutionary War, as a stop on the Underground Railroad and its location along the Chenango Canal was instrumental in the areas development. To ensure archeological remains of the historical aspects of the City are protected, the location of archaeological resources in the review of proposed actions should be considered by the City of Binghamton by consulting any archaeological resources inventory mapping prepared by the State Department of Environment or private consultants when reviewing proposed actions. If impacts are anticipated on a significant archeological resource, potential adverse impacts should be minimized by redesigning the project, reducing direct impacts on the resource and/or documenting and recovering data and artifacts prior to construction.

## 4.0 Proposed Projects

### 4.1 Proposed Land and Water Uses

The uses proposed for the Binghamton waterfront must achieve a compatible mixture of activities that satisfy the desired vision for the waterfront and central business district. Proposed land and water uses are intended to provide the City with a basis for physically achieving their short and long-term goals and objectives. The development of the waterfront, as well as adjacent neighborhoods, must produce an aesthetically pleasing result in order to attract private investment in new facilities and attractions. Waterfront development should also encourage increased public use of existing and proposed retail, commercial, recreational, residential, open space and tourist facilities.

The waterfront revitalization area has been divided into the following future land use classifications:

- Residential
- Historic Museum District
- Waterfront Village
- Urban Village Center
- Regional Mixed-Use
- Central Business District
- Waterfront Industrial / Mixed Use
- Open Space / Recreational
- Institutional
- Public Service
- Planned Development

The majority of the land use classifications allow for a variety of uses, as mixed-use areas, containing business and service uses, retail, light industrial potentials, housing opportunities, recreation opportunities and cultural activities are key to the revitalization of urbanized areas, such as Binghamton. Development trends, in recent years, have transitioned to the development of mixed use centers, where the variety of uses are successful due to the support that they offer to one another.

Descriptions of each of the proposed land uses, as identified on the Future Land Use Plan are provided in more detail below.

### Residential

Residential areas within the waterfront revitalization area boundaries are proposed along the eastern border of the Chenango River in northern Binghamton, along the western border of the Chenango River east of Front Street, parcels located between Riverside Drive and the Susquehanna River and south of the Susquehanna River on the eastern edge of the City.

These residential areas will provide for a wide array of residential uses, ranging from single-family homes to multiple family housing projects, depending on the appropriate character of the area and market forces. These residences will optimally be supported by, and will support, surrounding services and retail opportunities. The revitalization of residential neighborhoods will bring people back into the City, provided that they offer desirable amenities, including easy waterfront access and linkages to the downtown and surrounding attractions. These areas should build on the unique qualities of the existing urban residential neighborhoods characterized by unobstructed front yards, pedestrian scale streetscapes and buildings designed to be compatible with the neighborhood.

### Historic Museum District

The Historic Museum District is located along the western banks of the Susquehanna River, directly north of Riverside Drive on both sides of Front Street.

The parcels of land designated as part of the Historic Museum District will be the focus of development that is based on the history of the City and rivers, and on the educational potentials of the site. The goal of the district is to create an "educational waterfront campus", centered on the existing Roberson Museum and Visitors Center complex. Potential land uses in this area will be associated with educational and economic development, as well as mixed uses that would complement and support the "educational campus" and the waterfront location.

### Waterfront Village

The Waterfront Village areas are located directly adjacent to the Chenango River, on both the eastern and western banks. The areas designated for Waterfront Village will include office, niche retail, boutiques, specialty shops and additional small-scale uses on the first floor and residential uses on the second and third stories. All buildings in this district should be oriented to the water, with façade openings facing the waterfront and apparent physical and visual access between the rivers and nearby developments.

### Urban Village Center

The Urban Village Center is proposed on the southern side of the Susquehanna, centered around the existing South Washington Street commercial district. The Urban Village Center should be developed as a small-scale entertainment and commercial district with strong waterfront connections. Residential uses should be integrated in an appropriate manner, as infill development or on the upper stories of mixed-use buildings. Commercial and entertainment-based uses in the district should be low intensity, unobtrusive and conducted in a manner that is compatible with the surrounding residences. The Urban Village Center should be designed for easy pedestrian circulation. Buildings in this area should be consistent with existing structures, ranging in height from one to four stories. The demand for public services, transportation and utilities would be relatively low.

### Regional Mixed-Use

Regional Mixed-Use areas are proposed along Court Street in the western section of the City and on the western side of the Chenango River on the current site of the Binghamton Plaza. The Regional Mixed-Use areas are defined by a variety of uses that are corridors. Typical uses found in these areas include big box retail, chain restaurants and grocery stores that can draw a wider audience. The character of these areas should be preserved through appropriate design elements including amenities or treatments that create, enhance and reinforce the design relationships between the buildings, sites and streets. Although uses in this area may tend to be considered more "suburban", the Regional Mixed-Use areas should be established with an urban ambience that focuses on pedestrian and waterfront linkages.

### Central Business District

The Central Business District, located at the confluence of the City's two rivers, will allow for uses typically found in urban downtowns. The CBD is intended to foster a vibrant, safe twenty-four hour center city by encouraging residential development while retaining and further developing a broad range of commercial, office, institutional, public, cultural and entertainment uses. The CBD should serve as the anchor for the waterfront and be considered a desirable place to live, work and recreate. The historical and architectural integrity of the CBD should be maintained and used as a basis to guide future development that is compatible and harmonious with the existing character.

### Waterfront Industrial / Mixed Use

The Waterfront Industrial / Mixed Use area is located on the eastern side of the Chenango River, flanking both sides of the City's existing railroad line. The Waterfront Industrial / Mixed Use land classification will allow for the adaptive re-use of existing industrial buildings into mixed-use developments that could potentially include commercial, residential and office uses. New developments in this area should conform to the existing character. Residential conversions could accommodate innovative loft-style living spaces and meet the needs of those seeking the benefits of live-work arrangements within the downtown. In addition to re-use opportunities, these parcels would provide an area within the City where a broad range of light industrial uses would be suitable.

### Open Space / Recreational

Open Space / Recreational areas are located at various locations throughout the waterfront revitalization area, and include local parks, recreation facilities, natural wildlife areas and open spaces along the riverbanks. Open Space / Recreational land uses are those developed and naturalized areas within the waterfront revitalization area boundaries designated for active or passive recreational use and/or the continuation of natural habitats, including forests and woodlands, wetlands, wildlife and vegetation. These areas are protected from developments that would adversely affect the natural amenities offered at these locations.

### Institutional

Institutional land uses include those major parcels within the waterfront revitalization area boundaries that are currently considered institutional, including Lourdes Hospital and local educational facilities. These facilities offer services that are vital to the sustainability and quality of life within the City of Binghamton.

### Public Service

Public service land uses have been identified on the future land use plan at locations where public services already exist.

### Planned Development

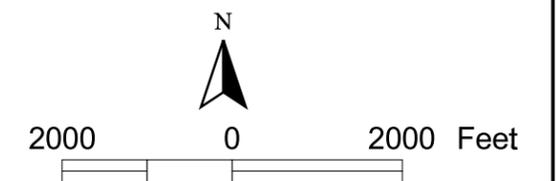
The Planned Development land use category has been applied to the land currently occupied by the Binghamton Psychiatric Center. This land use category is intended to create a flexible development opportunity, allowing for variation in the relationship of uses and structures as part of a cohesive, unified project.

# Two Rivers, One Future

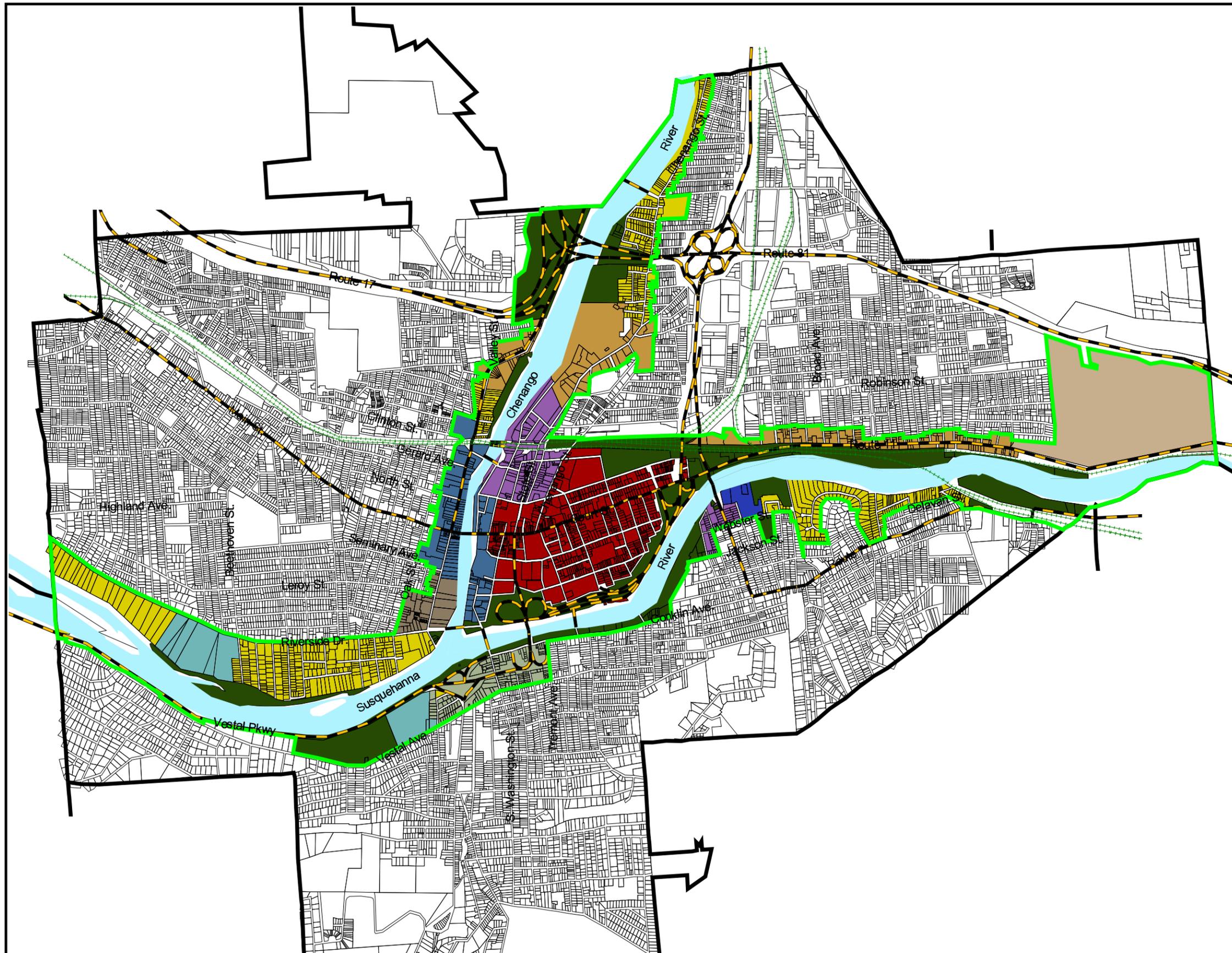
A Local Waterfront  
Revitalization Program

## Future Land Uses

- Residential
- Historic Museum District
- Waterfront Village
- Urban Village Center
- Regional Mixed Use
- Central Business District
- Waterfront Industrial/Mixed Use
- Open Space/Recreational
- Institutional
- Public Service
- Planned Development



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## 4.2 Proposed Concept Plan

### 4.2.1 Design Principles

The overall design concept for the City of Binghamton, as related to the development of a Local Waterfront Revitalization Program, is to establish desirable water-based uses for the City of Binghamton's waterways and adjacent lands, resulting in the establishment of a "destination" that serves the recreational, social and economic needs of residents and visitors.

The physical design aims to make the waterfront more accessible - physically, visually and psychologically. Physical access, by means of waterfront trails, the opening up of roadways and the creation of additional linkages is evident in the concept plan. Visual access is improved through the development of strategically placed viewing areas and platforms, as well as the "opening" of sightlines between the downtown and waterfront.

The entire waterfront will be more pedestrian and bicycle friendly, through the enhanced trail system, streetscape improvements and additional links between existing and future open spaces, commercial areas, residential enclaves and regional destinations in surrounding communities. The pedestrian circulation system will be further enhanced as the vehicular circulation system is addressed, including the removal of existing vehicular infrastructure that is no longer necessitated by current and future traffic trends. This specifically includes the current infrastructure located north of the Susquehanna River and directly east of South Washington Street. NYS Route 363 should become a landscaped parkway with fewer traffic lanes and additional traffic calming amenities, including crosswalks.

In place of the vehicular infrastructure that will be removed, a number of alternative developments have been proposed in the concept plan for that parcel of land, including the creation of a civic plaza with an amphitheater and skating pond. The civic plaza would serve as a gathering space for City-wide events and could be utilized for a number of year-round attractions, including ice skating in the winter and outdoor concerts and performances in the summer. The civic plaza would fill an existing gap within the City, as there is currently no public gathering place and, at its proposed location, it would also create an important link between downtown and the waterfront.

### Access

Physical and visual access to the waterfront from surrounding residential neighborhoods, the central business district and parklands is increased with the development of “access standards”. Physical access to the waterfront should be developed at approximately 500-foot intervals along the entire lengths of the Chenango and Susquehanna Rivers, promoting an increased level of access at existing public waterfront areas and developing new access points at locations where there is currently no clearly defined public entry points. Access points are developed in addition to waterfront trails, providing movement from parallel streets and outlying areas.

Visual access was also a priority in the development of the Concept Plan, with visual access created at approximately 250-foot intervals along the lengths of both rivers.

### Vehicular Circulation

The vehicular circulation concept for the City’s waterfront areas is intended to establish a more streamlined vehicular circulation system that will reduce automobile traffic confusion and create more efficient outlets for automobiles throughout the City, and particularly along the waterfront. Major roadways along the waterfront currently act as significant barriers between the waterfront and surrounding lands and are viewed as unsafe and hazardous by pedestrians and bicyclers attempting to get from one side to the other. Minimizing the impacts of these roadways is a key objective in reorganizing the vehicular circulation system along the waterfront.

The concept plan proposes the removal of the cloverleaf at the intersection of State Street and NYS Route 363. The removal of the cloverleaf will simplify the existing transportation network and supply the City with a vital waterfront site suitable for a large-scale development project. NYS Route 363 would then be altered from its existing condition into a landscaped parkway with decreased traffic speeds, pedestrian crossings at regular intervals and improved visual access to the waterfront.

All major streets within the central business district are enhanced in the Concept Plan as “connector” streets with significant street line landscaping, creating strong linkages between the downtown and the waterfronts to the west (Chenango River) and south (Susquehanna River), as well as developments to the north and east. “Bump-outs” are proposed throughout the central business district and at designated intervals along NYS Route 363. A bump-out is an extension of the sidewalk into the road that is landscaped and helps to define driving lanes and parking spaces, psychologically reduce traffic speeds, offer areas for landscaping and ease pedestrian crossings.

Distinctive paving patterns should be established at designated intersections within the central business district, establishing an additional "calming" element for traffic and signifying key locations. Distinctive paving patterns should be established at the location of all "local" gateways, including major intersections along South Washington Street and State Street in the central business district.

### Pedestrian / Bicycle Circulation

Pedestrian accessibility is enhanced along the entire lengths of both sides of the Chenango and Susquehanna Rivers and within the central business district to encourage increased use of the waterfront and downtown. A continuous "green" trail system has been developed for the entire waterfront within the City from the northern border to the southern edge of the rivers and from the western border of the City to the eastern border. Portions of the trail are conceptually located on private property – in these areas the City should negotiate with private property owners to obtain the rights to develop these lands as trails. The City could utilize a number of different mechanisms, including the purchase or lease of entire parcels, the purchase of easements or the City could obtain permits to develop the land, ensuring the property owner retains ownership.

Due to existing characteristics and land uses along the Chenango River, trails and associated uses should be developed as an "urban waterfront" with features that are commonly linked to urbanized areas. These features include defined boardwalks, railings, benches, lighting and other hard-edged amenities that are consistent with the existing character along the Chenango. The Susquehanna River, in contrast, should be viewed as a "natural waterfront" consistent with the riverbanks current attributes. Amenities along the Susquehanna should include natural trails, wooded lots and naturalized, open space areas, with developments pushed back from the water's edge.

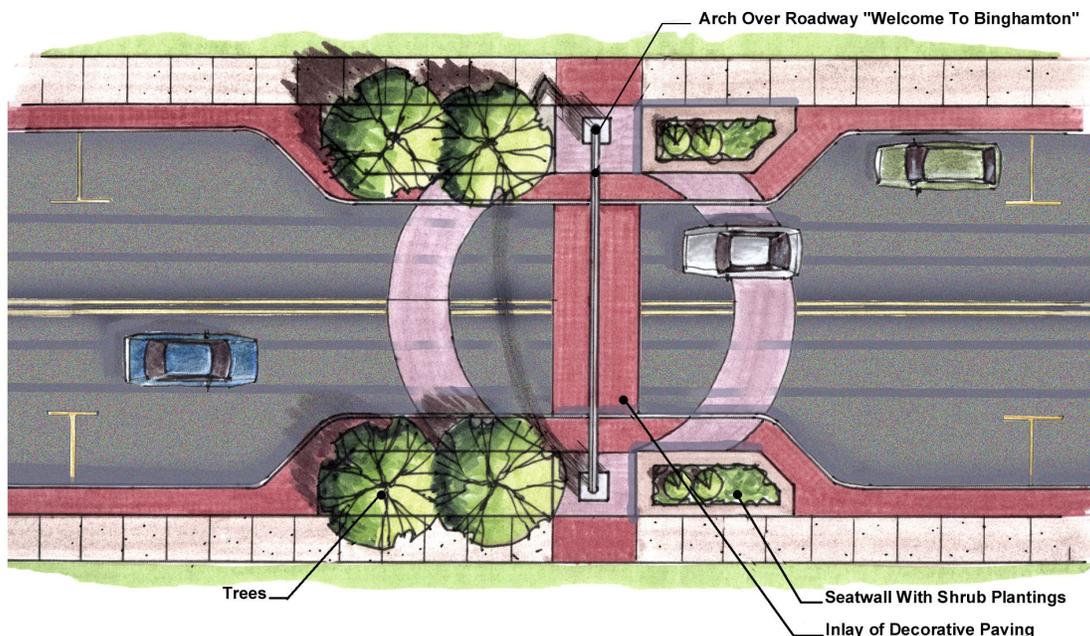
## Gateways

The physical concept plan identifies several specific gateways within the City that "announce" ones arrival into Binghamton. The gateways should be enhanced and developed to clearly showcase ones entry into both the City, and to the waterfront area.

There are a number of significant gateways into the City from surrounding municipalities. When entering the City from the northwest along NYS Route 17, Front Street becomes the primary gateway and entry point into the City. From the north, on the eastern side of the Chenango River, Chenango Street is an important gateway into the central business district. Entering the City limits from the Town of Vestal to the west, major gateways are located on the Vestal Parkway (NYS Route 434) south of the Susquehanna River, and Riverside Drive north of the Susquehanna River. At the eastern border, major gateways into the City are located along Court Street north of the River and along Conklin Avenue south of the River.

Additional "local" gateways are also identified within the City. These gateways are tailored more towards identifying features and destinations that are important to residents and visitors spending time within the City at local attractions and creating sightlines between the downtown and the waterfront. "Local" gateways within the downtown are located at major intersections, primarily along South Washington Street.

**Figure 4-1 Typical Gateway Design**



## Open Space

A continuous “green” trail system has been developed for the waterfront in order to increase active and passive recreation opportunities in areas along, and adjacent to, the waterfront. The contiguous open space system would be maintained in its natural condition in some areas (Susquehanna River) and would be designed and “urbanized” in other areas (Chenango River). Interpretive nodes, picnic areas and active recreation nodes will be developed at intervals along the length of the trails, which should link with regional and local trails in surrounding communities.

A number of new park and gathering spaces have been proposed within the waterfront revitalization area boundaries. The creation of a “Central Park”, at the corner of State Street in the CBD provides a green area for use by downtown employees and creates a small, centralizing element within the CBD. A civic plaza is proposed for the location where vehicular infrastructure is to be removed in the downtown. The civic plaza could be developed as an all-purpose community gathering area and passive recreation park within close proximity to the waterfront. The civic plaza would include recreation-based features such as a skating pond and an amphitheater for outdoor shows and events. The intent of this gathering space is to allow residents and visitors to simultaneously enjoy the natural assets of the rivers and the urbanized, downtown location.

The potential recycling of occupied urban land (ex. parking garages) into open space areas will require that additional issues be addressed within the downtown, including the displacement and relocation of parking areas that service nearby businesses and attractions.

Existing park and recreation areas have also been enhanced to further meet the recreation needs of residents and visitors. Recreation facilities, natural areas, trails and sports opportunities have been expanded upon and improved all along the waterfront to meet the active and passive recreational needs of the City. Improvements at Sandy Beach Park and Cheri A. Lindsey Park are described in further detail in Section 3.2.

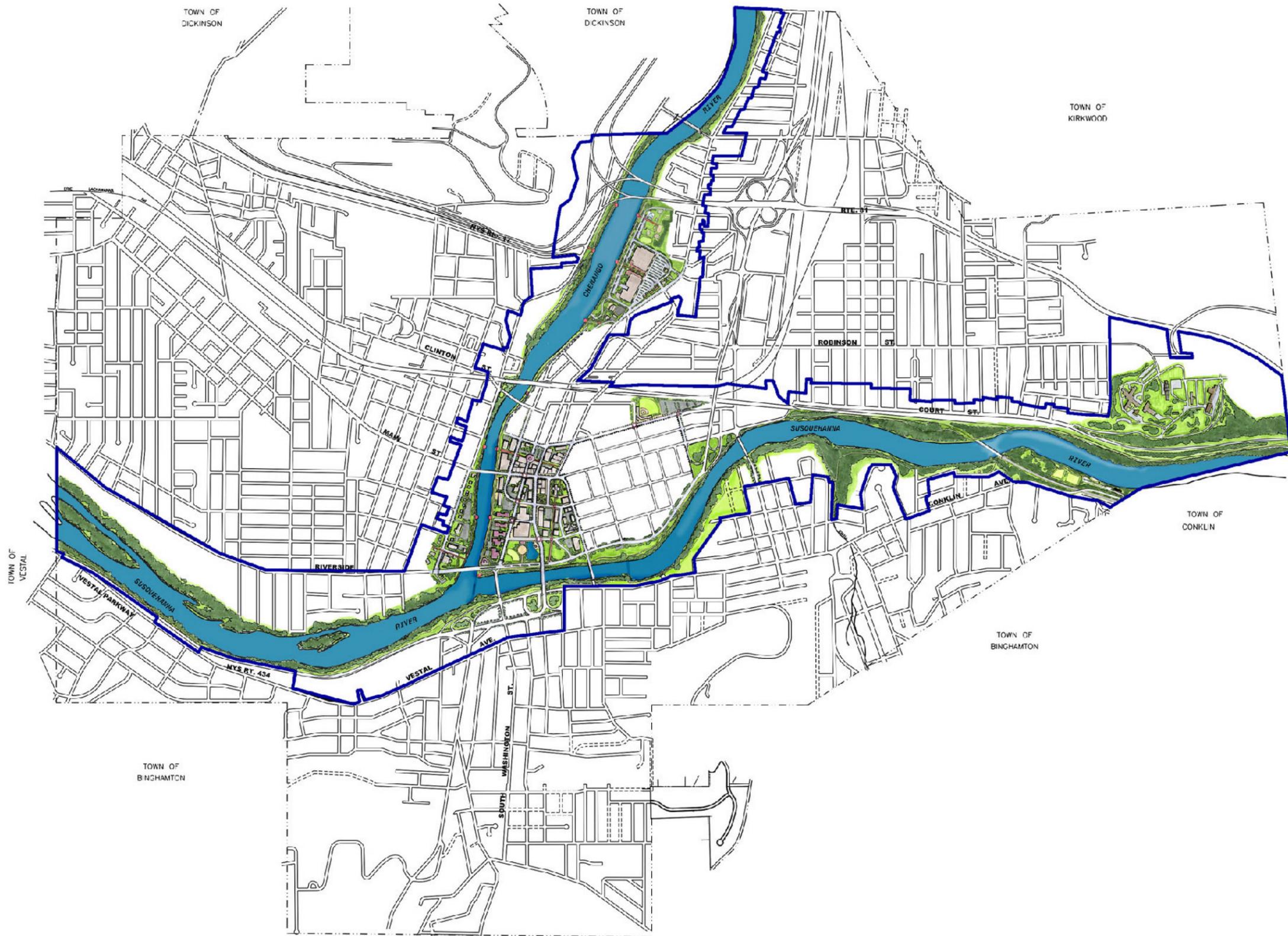
### Mixed Use Development

The physical Concept Plan proposes the development of several mixed-use areas within the LWRP waterfront revitalization area boundaries. The new mixed-use areas would potentially satisfy the retail, office and housing needs that are currently deficient in the downtown. There are two areas within the CBD that are targeted for future mixed-use developments. The first is located between the eastern banks of the Chenango River and west of South Washington Street, bordered by NYS Route 363 to the south. This area of the CBD is designated as a Waterfront Village. Buildings currently located on the site could be adaptively re-used or replaced, depending on the desired character for the area.

The second location designated for mixed use is the Washington Street Mall, which could be redeveloped or replaced with a new development. In both cases, the first floor should be dedicated to retail development, including specialty stores and restaurants and the second floor would be targeted for commercial/office development. The third and fourth floors, where applicable, could be used for student housing and or market rate apartment buildings. Additional mixed-use buildings, as identified herein, should also be targeted for development throughout the CBD.

A third site within the waterfront revitalization area boundaries, but outside of the CBD is also designated for future mixed-use development. This site is located in the northern portion of the City, to the east of the Chenango River, along Chenango Street. The site is currently the home of the Binghamton Plaza. Large portions of the existing plaza could be retained for the future development, with alterations made to the façade and to the buildings orientation, improving its relationship to the waterfront and making it more accessible and welcoming for pedestrians. The re-designed plaza would include a variety of retail and restaurant opportunities, enhanced by their waterfront views and access.

The new mixed-use developments should reflect the waterfront character of their locations. These areas will offer additional retail, office and housing options for City residents and visitors and should complement their waterfront location, as well as existing goods and services already offered within the City.



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## Study Area Concept Plan



Not to Scale



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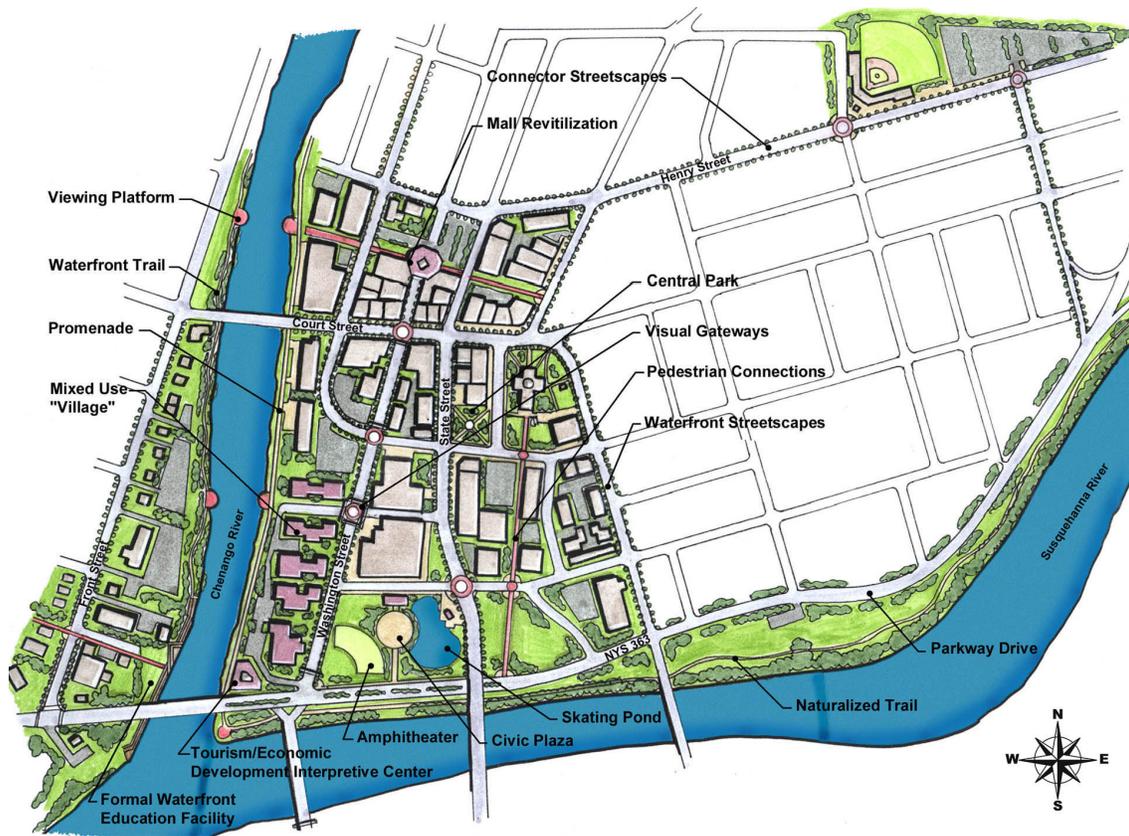
## 4.2.2 Central Business District

### General Design Concept

The Central Business District is currently an underutilized waterfront asset within the City. A lack of visual and physical access points currently prohibits the development of a strong relationship between the central business district and surrounding riverfront areas. The proposed concept plan strengthens relationships to the waterfront, visually and physically, while simultaneously promoting economic development potentials and community spirit.

The proposed concept plan enhances north-south and east-west arterials, creating improved sightlines and visual continuity between the downtown and waterfront. Pedestrian linkages have been developed, as well as waterfront amenities for pedestrians to enjoy. Site features, including a Civic Plaza and a Waterfront Village create "destinations" and a "sense of place" for residents and visitors within the central business district.

**Figure 4-2 Proposed Concept Plan – Central Business District**



The Tourism Interpretive Center, in correlation with the Roberson Museum and Waterfront Educational Facility located across the River, creates a unique museum campus that becomes a significant destination in the City.

### Opportunities and Constraints

The proposed concept plan for the central business district offers significant potentials and opportunities for the City to expand upon, but is not without constraints that will have to be considered and addressed, in more detailed studies, before implementation could be successfully achieved. The general benefits and issues associated with the concept plan, if implemented as shown here, are identified below:

#### **Opportunities**

- Enhanced property values throughout the central business district
- Increased tax revenues and higher tax base
- Improved waterfront access, both visually and physically
- Increased open space and recreation opportunities in the downtown
- Streamlined vehicular infrastructure network
- Improved pedestrian safety, accessibility and connectivity
- Create relationship and on-going communication with NYS Department of Transportation to coordinate future roadway improvements, including possible by-pass road, reducing "through" traffic along North Shore Drive (NYS 363)

#### **Constraints**

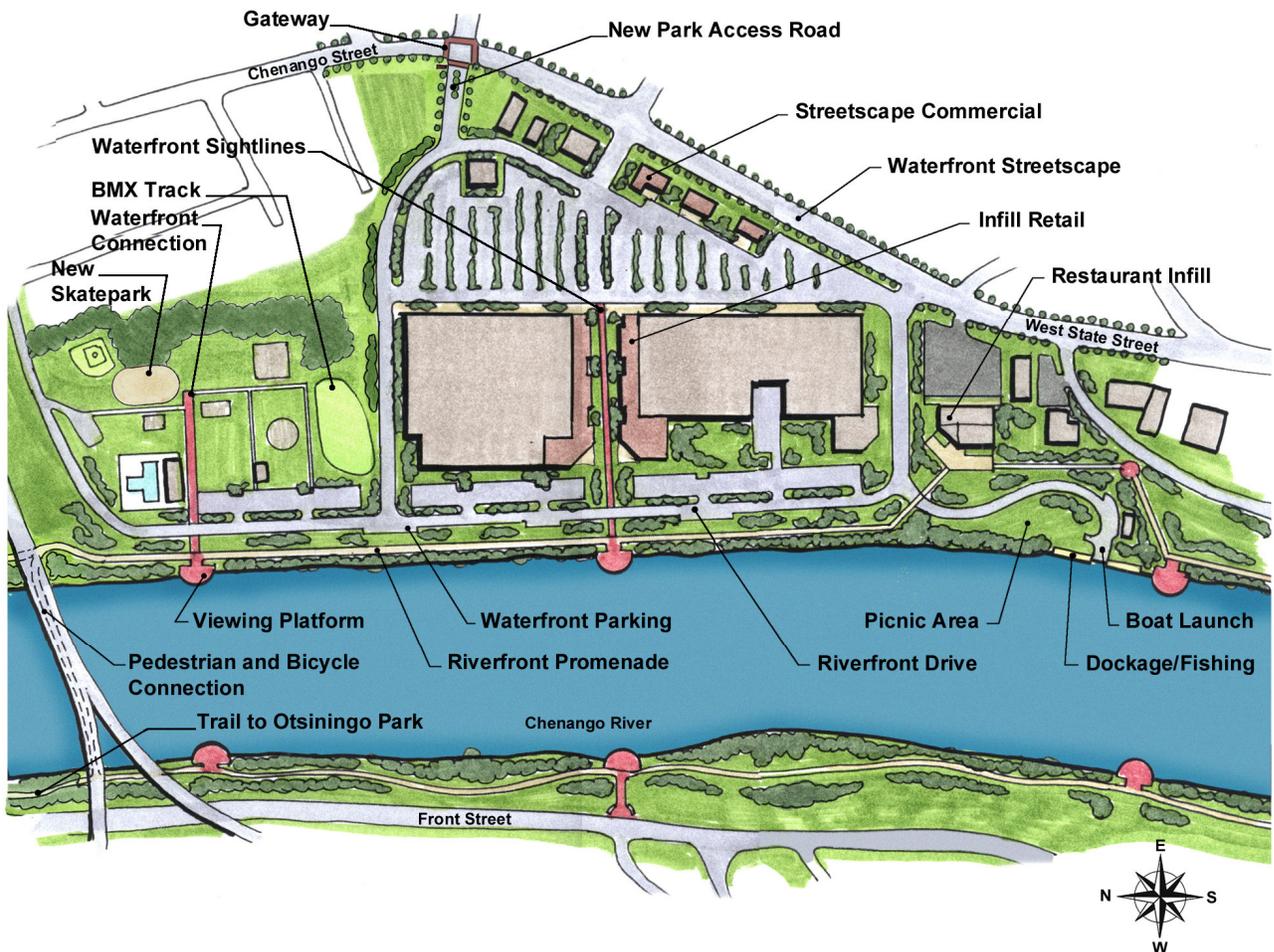
- Feasibility and cost of removal of the existing vehicular infrastructure, specifically the existing cloverleaf north of North Shore Drive (NYS 363)
- Feasibility of North Shore Drive (NYS 363) becoming a landscaped parkway, based on current traffic levels and demand
- Funding sources for major renovation and development projects
- Funding for sufficient municipal parking facilities

### 4.2.3 Binghamton Plaza

As proposed, Cheri A. Lindsey Park and Binghamton Plaza should be enhanced as a waterfront mixed-use and recreational destination within the City. Reconfigured entryways into the park and retail center would make the area more welcoming and accessible, for both vehicles and pedestrians. The existing plaza should be reconfigured so it is oriented to the waterfront, with façade openings on the waterside. Streetscapes along Chenango Street and West State Street should tie in with a designated waterfront theme, uniting all developments on the site.

Recreation facilities and programs in the Park would remain in their current locations with designated site enhancements, including landscaping and improved accessibility and connectivity to surrounding attractions. Waterfront improvements should be "formal" with hard edges and urban characteristics including viewing platforms, a riverfront promenade, boat launch, fishing piers, picnic area and a

**Figure 4-3 Proposed Concept Plan – Binghamton Plaza**



waterfront multi-use trail. Additional retail, office and restaurant opportunities would be supported throughout the site at designated locations.

### Opportunities and Constraints

The proposed concept plan for the redevelopment of Binghamton Plaza and the adjacent Cheri A. Lindsey Park offers significant potentials and opportunities for the City to expand upon. However, the redevelopment will not be achieved without financial support and cooperation from other government agencies and organizations. The potentials and constraints of the plan, if implemented as shown in the concept, are identified briefly below:

#### **Opportunities**

- Enhanced visual quality of entry into the City from NYS Route 17, onto Front Street (view across River)
- Developed pedestrian and bicycle connections north of the City to existing open space and trail developments, such as Otsiningo Park
- Improved property values and tax base
- Enhanced retail opportunities
- Improved waterfront access, both visually and physically
- Strengthened waterfront connections through building orientation and linkages
- Improved pedestrian accessibility and connectivity
- Create relationship and on-going communication with NYS Department of Transportation to direct future roadway improvements, including realignment of Route 81 Bridge to coordinate with City plans

#### **Constraints**

- Funding sources for site amenities, including viewing platforms
- Initiating private investment in retail facilities
- Cooperation of existing land and building owners to follow the design and development recommendations as outlined in the concept plan

#### 4.2.4 Sandy Beach Park

The proposed concept plan for Sandy Beach Park would increase passive and active recreation opportunities on both the land and waterside of the park. The park, in an ideal waterfront location, is currently an underutilized waterfront asset within the City. An enhanced entry, connections to the Conklin Avenue bike lane to the south, residential streets to the west and the railroad bridge to the northwest would improve the parks profile within the community. The natural attributes of the site should be maintained along the riverfront, with all improvements and enhancements pushed back from the water edge in order to maintain the natural character.

On-site recreation facilities should be improved and expanded upon, with an updated softball field, football/soccer field, basketball court, boat launch and a dock. An on-site rental office for small watercraft, such as canoes and paddleboats, would increase water usage in this area. The development of a beach would also provide residents and visitors an additional water-dependent activity in which to partake. Additional amenities, including ample parking, parking for trailers and restrooms should be included on the site as a convenience for users.

**Figure 4-4 Proposed Concept Plan – Sandy Beach Park**



## Opportunities and Constraints

The proposed concept plan for the enhancement of Sandy Beach Park offers significant potentials and opportunities for the City to expand upon. The development of the Park into a local and regional destination will not likely be achieved without financial support from private investors. The potentials and constraints of the plan, if implemented as shown in the concept, are identified below:

### **Opportunities**

Increased active and passive recreation opportunities not currently available at the site – softball field, soccer / football field, trails, basketball court  
Developed pedestrian and bicycle connections across the railroad bridge, to neighboring residential streets and existing roadside bike lanes  
Improved waterfront access, both visually and physically  
Improved pedestrian accessibility and connectivity  
Improved water-based active and passive recreation opportunities – beach, boat launch  
Profit-based private investment opportunities – boat rentals, docks

### **Constraints**

Securing private investment for site enhancements and improvements  
Obtaining public funds for general site improvements

### 4.3 Proposed Projects

The following section describes specific land and water projects that are proposed within the City of Binghamton Local Waterfront Revitalization Program waterfront revitalization area boundaries. The projects have been developed in response to:

the available sites, needs, resources and opportunities identified in Section 2.0, Inventory and Analysis, of this LWRP;

- the policies and actions set forth in Section 3.0, Waterfront Revitalization Program Policies, of this LWRP;

the design principles and concept plan presented in Section 4.2 – Proposed Concept Plan; and

the Goals and Objectives identified by the City of Binghamton, the LWRP Steering Committee and through public input obtained throughout the LWRP planning process.

The proposed projects build upon the guiding design principles for the waterfront and will increase public access to and around the Rivers, create additional locations for active and passive recreation opportunities within the City and promote and stimulate economic development potentials.

The identification of proposed projects have been divided into six categories, including the Central Business District, Binghamton Plaza, Sandy Beach, the North Side Neighborhood, Marketing Initiatives and Future Planning Initiatives. An overview of each of the categories including the specific resources, opportunities and constraints of each is discussed, followed by the specific projects that should be implemented to achieve the needs of each.

### 4.3.1 Central Business District Improvements

#### Project #1 – Chenango River Promenade

The City has identified the implementation of the Chenango River Promenade development as a priority-planning project within the City, particularly as it relates to improving waterfront access and enhancing the attractiveness of the Chenango River. The City has segmented the extension and enhancement efforts of the Chenango River Promenade into three phases. Upon completion, the Promenade will extend from Confluence Park north to Cheri A. Lindsey Park and Binghamton Plaza.

The first phase of the plan, which is currently in its final stage includes the development of Confluence Park and the renovation of the existing trail from the South Washington Street pedestrian bridge to Memorial Bridge. The total cost of the first phase is \$400,000, which is being partially financed through a \$100,000 Environmental Protection Fund grant through the OPRHP. Phase 2 of the project, as proposed by the City, involves the ¼ mile to ½ mile extension of the Promenade from the Memorial Bridge to the East Clinton Street Bridge. The preliminary estimated cost for this phase of the project is \$1.2 million. The City will receive a \$200,000 Environmental Protection Fund grant from OPRHP and a \$340,000 grant from Senator Libous to supplement the costs of Phase 2. Phase 3 of the project includes a 4,000-foot extension of the trail from the East Clinton Street Bridge to Cheri A. Lindsey Park and Binghamton Plaza. A TEA-21 grant application for this phase of the project, in the amount of \$489,500, was recently awarded to the City for the one-mile stretch of the trail from East Clinton Street to Cheri A. Lindsey Park. Local match for the grant will be provided through in-kind services and a \$100,000 Community Development Block Grant.

Funding gaps for Phases 2 and 3 of the project total approximately \$670,000. The City has submitted a 2002 Land and Water Conservation Fund application in the amount of \$659,800 for the completion of Phases 2 and 3 of the Chenango River Promenade project. Award decisions for pending grants are the only existing obstacles for the continued implementation of this project.

In addition to efforts along the eastern banks of the Chenango River, it is also possible that similar trail development could take place along the western banks of the River, creating a contiguous multi-use waterfront trail along the entire length of the Chenango. To accommodate a variety of users, trails would be developed with a minimum width of ten feet (10'-0"). The specific details of this trail construction would have to be established under future planning initiatives and permission, in the form of easements or other agreement, would have to be made with private land owners in order to gain necessary public access rights for trail construction on private land.

Estimated Project Cost: To be determined

Project #2 - Downtown Lighting

The installation of new street lighting within the downtown is viewed as a key project within the City. The City has already completed a conceptual study that identified two potential design options, ranging in cost from 1 million to 1.5 million. The first phase of the project, scheduled to commence in the Spring of 2003, will include the installation of lighting along Court Street from the eastern edge of the Chenango River to Exchange Street.

The City has committed \$500,000 of Community Development funds for the project, and the remainder of the funding for the implementation of the project still needs to be determined. The City has applied for \$250,000 through the Environmental Protection Fund from the Department of State and \$350,000 through the New York State Energy Research & Development Agency.

Estimated Project Cost: \$1 million to \$1.5 million

Project #3 – Streetscapes

The City has identified the need to make investments to major corridors within the Central Business District with respect to streetscape improvements and enhancements that increase the overall visual aesthetics of the downtown and strengthen its relationship to the waterfront. These primary downtown corridors include Henry Street, Court Street, Washington Street and State Street.

The addition of street trees, landscaping, benches and trash receptacles throughout the downtown will enhance the visual appeal of the area, making it more attractive to downtown investors and the general public who travel to the downtown for various services. Reinvestment by existing businesses and the attraction of new businesses with the desire to improve the overall character of the downtown should be encouraged.

In addition to general streetscape improvements, the City has given priority to the reconstruction of two major downtown thoroughfares – Court Street and State Street. Final plans for the reconstruction have not yet been developed and funding for the projects has not been secured.

Estimated Project Cost:

Court Street reconstruction	\$2,300,000
State Street reconstruction	\$1,100,000
General streetscape improvements	\$ 200,000
<b>TOTAL</b>	<b>\$3,600,000</b>

Project #4 – NYS Route 363 (North Shore Drive)

The stretch of NYS Route 363 north of the Susquehanna River and directly south of the Central Business District has, in recent years, become a major vehicular traffic corridor through the City of Binghamton. The speed and volume of traffic, as well as the lack of pedestrian crossing points along the corridor, has become an issue in the City. NYS Route 363 has become a physical obstacle between the waterfront and the rest of the City at this particular location.

The conversion of NYS Route 363 to a parkway with a landscaped median, pedestrian crossings and additional traffic calming measures will be a primary initiative of the City. This conversion would be consistent with other City planning measures aimed at improving physical and visual access to the water and creating a more pedestrian-friendly riverfront.

Estimated Project Cost: \$1.6 – \$2.3 million

Project #5 – Gorgeous Washington Street Improvements

The City of Binghamton has identified the revitalization of Washington Street as a primary initiative within the Central Business District. A coalition of business owners along Washington Street has teamed with the City to develop a conceptual plan for the redevelopment and improvement of this area. The project will include the installation and reconstruction of streetscape improvements along the Washington Street pedestrian way in the City's downtown historic district.

The City has committed \$100,000 of Community Development funds for the Gorgeous Washington project and there is an additional grant application pending for \$25,000 through the Main Street NY Downtown Development Initiative through the Governor's Office for Small Cities.

Estimated Project Cost: \$1,175,000

Project #6 - Civic Plaza and Community Gathering Area

In an effort to further the City's desired objective of creating more usable land along the waterfront for use by the community, the development of a gathering area and civic plaza for community events would be desirable at the site of the existing vehicular cloverleaf. The community gathering area would include an amphitheater for outdoor concerts and shows, a civic plaza for special events and festivals and the installation of a pond to provide year-round, on-site recreation opportunities.

Should the designated site not become available for development by the City, the construction of an amphitheater along the Chenango River Promenade near the Main Street Bridge has been proposed. The City has completed a conceptual plan for the amphitheater project, but has not yet determined a cost estimate or funding sources for the amphitheater at this location.

Estimated Project Cost:           \$500,000 - \$1,000,000

Project #7 – Waterfront Village

An underutilized site currently exists along the Chenango River waterfront that is bounded by the Chenango River to the west, North Shore Drive to the south, Washington Street to the east and Main Street to the north. In an effort to create attractions and a destination on the waterfront, the City should consider redeveloping this site as a mixed-use waterfront commercial, entertainment and residential area of the City. Cost estimates for the redevelopment of the site would be dependent on the exact type of uses that were determined for the site.

Estimated Project Cost:           To be determined

Project #8 – Roberson Museum Site

The Roberson Museum complex is currently located on the western side of the Chenango River, with Front Street as its western border and Riverside Drive as its southern border. Directly south of Riverside Drive, at the confluence of the City's two rivers is an undeveloped parcel of prime waterfront land. Redevelopment of this land, in coordination with expansion efforts of the Roberson and water-based educational facilities would be consistent with the goals and policies of the LWRP, and the long-range plans of the City to develop relationships and partnerships with school districts, colleges and universities for waterfront and downtown revitalization efforts.

Estimated Project Cost:           To be determined

### 4.3.2 North Side Planning Projects

#### Project #9 - Binghamton Plaza

Binghamton Plaza is located in northern Binghamton and is bounded by the Chenango River to the west and Chenango and West State Streets to the east. Binghamton Plaza, as well as additional surrounding commercial properties located along the roadway, are underutilized properties within the City and their redevelopment and enhancement are considered key to the overall revitalization of the North Side neighborhood.

As part of an overall revitalization plan for the North Side neighborhood and the City as a whole, Binghamton Plaza should be a primary focus for enhancement efforts due to its location on the waterfront, as a gateway into the City and because of its commercial contribution to the economic sustainability of the City. The City should encourage private investment that focuses on re-orientating uses away from the roadside and to the waterside, façade improvements and the opening of additional commercial and restaurant uses. Public improvements, including landscaping, parking lot reorganization, improved site signage, installation of public amenities (benches, trash receptacles) and pedestrian circulation improvements will be required by the City in order to stimulate private investment interest.

The City is currently working with Cornell University and the College of Environmental Science and Forestry on programming and development scenarios for all of the North Side, which is generally considered the area north of the railroad tracks, east of the Chenango River, west of Brandywine Avenue and south of Routes 17 and 81. The North Side neighborhood, as well as Binghamton Plaza, was addressed in the City's draft Comprehensive Plan but revitalization scenarios require further refinement by the City.

Estimated Project Cost: To be determined

### Project #10 - Route 17 Bridge Overpass

Located in northern Binghamton, the Route 17 overpass crosses the Chenango River, carrying traffic from western Binghamton to the Route 81 interchange. This is a heavily utilized vehicular bridge that does not currently provide safe and accessible pedestrian or bicycle access across the Chenango River. The City has identified the need for pedestrian access at this location, particularly as an important recreation-oriented linkage between Cheri A. Lindsey Park and Otsiningo Park to the northwest.

The New York State Department of Transportation has informed the City of their desire to re-locate and or make improvements to the existing Route 17 Bridge overpass and the City has expressed their desire to have pedestrian and bicycle access integrated into the improvement plans.

Estimated Project Cost: Not Applicable

### Project #11 - Boat Launch

Within the general vicinity of the Binghamton Plaza there is a small boat launch that is used by area fisherman for access to the waters of the Chenango River. The boat launch is not maintained and access to the site is difficult, as no formal roadways lead to the water-based amenity. There is a need to upgrade the facility, including improved access, signage and additional site amenities, including picnic tables and waterfront trails. No funding has yet to be identified for the project, however, as a stand alone project this would be an important implementation initiative within the larger priority project of increasing waterfront access throughout the City and increasing water-dependent uses along the waterfront.

Estimated Project Cost: \$20,000 - \$30,000

### 4.3.3 East Side Planning Projects

#### Project #12 - Sandy Beach Park

Sandy Beach Park is an active and passive recreation area located on the eastern side of the City, which abuts the Susquehanna River. The entry into the park is not clearly defined, which may adversely affect the amount of usage at the park. Currently the park has a softball diamond, soccer field and a basketball court that are in need of substantial upgrades and improvements. A lack of public necessities, including public restrooms, picnic tables and trash receptacles, is an additional negative attribute of the park. A natural beach area, an enhanced boat launch and a dock for small, non-motorized vessels are proposed in the park to increase the number of water-dependent uses available in the City. Complementary to these uses would be a rental facility for small water vessels (canoes, paddle boats, kayaks), which should ideally be a private development initiative. A natural trail system, that builds upon the natural character of the site and links the park to surrounding neighborhoods and amenities, should be constructed in coordination with trail development along the entire length of the Susquehanna River.

#### Estimated Project Cost:

Active Recreation Field Improvements	\$ 50,000
Waterside Enhancements (dock, beach, etc.)	\$ 100,000
Public Amenities	\$ 50,000
Rental Facility	\$ 75,000
<b>TOTAL</b>	<b>\$ 275,000</b>

#### Project #13 - Binghamton Psychiatric Center Site

An approximately 190-acre site is situated on a hilltop overlooking Route 11 and the Susquehanna River. This site is directly accessible from Route 11, which has turned into a commercial corridor comprised primarily of suburban-style developments, such as fast food chain restaurants and large-scale automotive uses. Route 11 is a major access road between the City of Binghamton Central Business District and the Town of Kirkwood to the east. The site is currently occupied by the Binghamton Psychiatric Center and a number of complementary services. The majority of the site is expected to be under City ownership in the near future and the City has identified the need to determine what the highest and best use of the site may be in terms of its redevelopment potential. Additional planning studies, including a feasibility/market study and a development plan would be required to identify what uses may be most successful at this location once under control by the City.

Estimated Project Cost: \$20,000 - \$30,000 (Feasibility / Market Study)

#### 4.3.4 West Side Planning Projects

##### Project #14 - Pedestrian Bridge

The City has identified that pedestrian and bicycle access and circulation is a significant issue throughout the City, particularly between the North Side neighborhoods and across the Susquehanna River to southern locations and other areas west of the City, including the Binghamton University campus along Route 434. The construction of an additional pedestrian and bicycle use only bridge across the Susquehanna River, in the vicinity of Lourdes Hospital has been the topic of discussion among City residents. Implementation of this project would result in an important connection between the City and the University, in addition to improving waterfront access opportunities in an area where access is currently limited.

The pedestrian bridge would link on the western banks at the rear of the Lourdes Hospital site. Access to the River at this location is largely inaccessible to the general public behind the hospital but could be improved with the installation of trails and passive recreation areas. Walkways around the site by the riverbanks would connect the site to surrounding neighborhoods and developments.

Estimated Project Cost: \$400,000 - \$450,000

##### Project #15 – Bike Lanes Along Route 434

Route 434 is a major artery in the City that provides the primary route between the City of Binghamton and the Town of Vestal, as well as Binghamton University. Route 434, known locally as the Vestal Parkway, has limited shoulder widths and in many areas there is a substantial drop-off between the roadway and the Susquehanna River. These roadway characteristics provide unsafe and detrimental conditions for bicyclers and walkers.

The City, working in coordination with the NYS Department of Transportation, has determined that improving pedestrian and bicycle opportunities, including the addition of designated bike lanes, is a top priority as future transportation improvements are considered and implemented along Route 434. The NYS Department of Transportation has agreed that any future improvements to Route 434 will take into consideration opportunities for alternative modes of transportation.

The development of bike lanes along Route 434, in conjunction with the construction of a pedestrian bridge across the Susquehanna River would be an integral part of the larger proposed trail system that would link the entire lengths of both riverfronts to all areas of the City, as well as surrounding communities.

Estimated Project Cost: N/A

### 4.3.5 Future Planning Projects

#### Project #16 - Gateways

Improvements to several key gateways in the City are a priority. The goal of the city is to create signature gateways that lead into the Central Business District from several different locations around the City. The Binghamton Metropolitan Transportation Study has conducted a study for the location of these gateways, however, specific designs for these gateways have not been completed. A visual preference survey is underway within the City to identify public preferences regarding land uses, landscaping and desirable road configurations. The Binghamton Metropolitan Transportation Study is sponsoring this phase of the project and is expected to complete their investigations by the end of 2002. The preparation of detailed designs for each of the designated gateways and the identification of funding sources for implementation will be the next steps that will need to be undertaken by the City.

Estimated Project Cost: \$25,000 per gateway

#### Project #17 - Susquehanna River Trail

The City has proposed a riverfront trail that extends along the southern banks of the Susquehanna River from Sandy Beach Park west to Veterans Park, which is located directly to the east of the Washington Street pedestrian bridge. The vision for this trail development should be expanded to include lands along the entire length of the Susquehanna River, on both the northern and southern banks. The trail will be naturalized along the Susquehanna River in order to maintain the natural character of the existing riverbanks. Amenities along the trail in these naturalized areas would include interpretive areas and plaques, wooded lands and open spaces for passive recreation activities.

Trail development would ultimately link with trails and destinations throughout the City, and in surrounding communities. In order to accommodate a variety of users, including walkers, joggers, rollerbladers and bicyclers, the trail would be a minimum width of ten feet (10'-0"). The specific details of this trail construction would have to be established under future planning initiatives and the riverbank characteristics at various locations would be the defining factor as to what type of trail is constructed. Potential construction approaches for trails, based on riverbank characteristics are included as part of this LWRP.

Permission to build the trail, in the form of easements or other agreement, would have to be made with private land owners in order to gain necessary public access rights for trail construction on private lands.

Estimated Project Cost: To be determined

Project #18 - Rockbottom Dam Park

The City of Binghamton has prepared a conceptual plan for the expansion of a park and recreation area along the banks of the Susquehanna River at the Rockbottom Dam. Enhancements at Rockbottom Dam Park have been identified as priority projects by the City in an effort to improve pedestrian access and recreation opportunities along the waterfront. Improvements on the northern side of the Dam include two enhanced boat launches, picnic areas, a recreation area, defined access roads, a bait and tackle shop and a fishing pier. On the southern side of the river, improvements include a waterfront trail, fishing area, patio space for the existing Park Diner and paved trails linking the water to bike lanes along the City's roadways. The potential for a ferry that carries passengers from one side of the river to the other, just east of the Dam has been proposed.

Estimated Project Cost: To be determined

Project #19 - Citywide Signage/Way-Finding Program

Binghamton has identified the need to improve signage throughout the Central Business District and waterfront areas. This need will intensify as additional waterfront development and programming begins. Funding should be sought for a cohesive sign program throughout the City that attracts residents and visitors, and informs them of opportunities. The design and format of the sign program, as well as its implementation, should be a priority in the city in order to stimulate resident interest and excitement.

Estimated Project Cost: \$50,000

Project #20 – Update Citywide Zoning Ordinance

The City has identified the need to update and revise the City's Zoning Ordinance to reflect the recommendations of the Local Waterfront Revitalization Program, including the designation of new zoning districts and design standards. After the City adopts their recently completed Comprehensive Plan (tentatively scheduled for Spring 2003), the City should begin the process of updating their zoning to incorporate the recommendations of both planning documents. This should be a priority project in the City in order to ensure that future development is consistent with the policies and recommendations of the Local Waterfront Revitalization Program.

Estimated Project Cost: \$75,000 - \$100,000

#### 4.3.6 Marketing and Promotion

##### Project #21 - Promotional Literature

In order to adequately promote the City to local residents, business owners and visitors, the City is in need of a formal marketing strategy. The City will be responsible for preparing promotional literature for distribution at the Binghamton Visitors Center, regional tourism centers and area travel agencies. The Local Development Corporation and the Department of Economic Development have developed marketing brochures and a new City website is currently under construction but additional marketing techniques are needed to showcase the City within the market area.

Future promotional literature should highlight the recreational happenings and attractions along the City's waterfront, as well as special events and programs available for people to partake in along, and within close proximity to the waterfront and the central business district. Due to the number of historic structures, sites and events associated with the waterfront revitalization area, the City should focus portions of the literature on developing historic themes and events.

The identification of available financial resources for promotional purposes and technical assistance will need to be explored further.

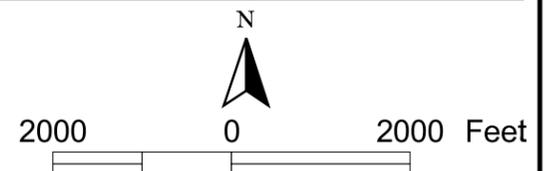
Estimated Project Cost:   \$5,000 - \$100,000  
  Dependent on extent of marketing campaign and  
  activities that are undertaken

# Two Rivers, One Future

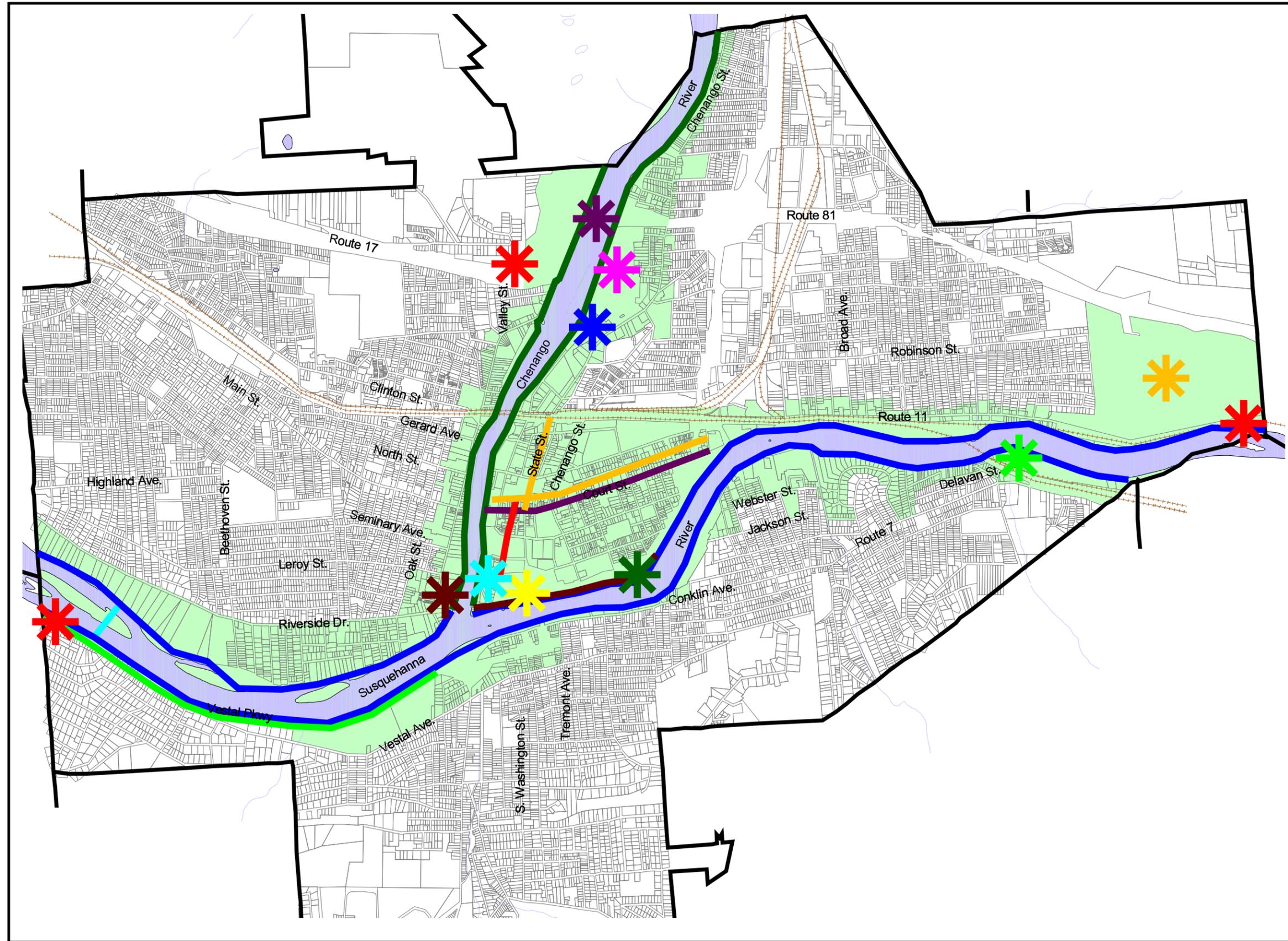
A Local Waterfront Revitalization Program

## Proposed Projects

-  Gateways
  -  Binghamton Plaza
  -  Boat Launch
  -  Waterfront Village
  -  Rockbottom Dam Park
  -  Sandy Beach Park
  -  Roberson Museum
  -  Community Gathering Area
  -  Route 17 Bridge Overpass
  -  Binghamton Psychiatric Center Site
- 
-  Downtown Lighting
  -  Streetscapes
  -  Washington Street Improvements
  -  Chenango River Trail
  -  Pedestrian Bridge
  -  Susquehanna River Promenade
  -  Bike Lanes Along Route 434
  -  NYS Route 363 (North Shore Drive)



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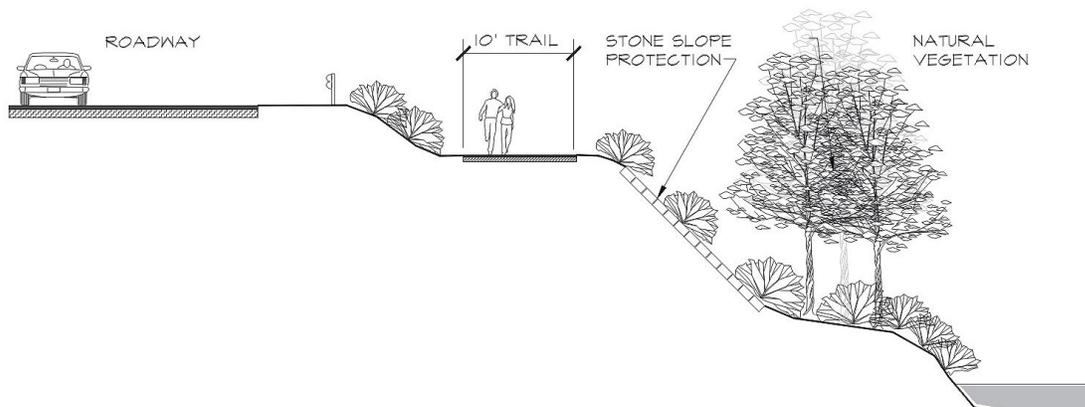


## 4.4 Trail Enhancements

As identified in the concept plan, the Binghamton waterfront should ideally include a contiguous trail system along both sides of the Chenango and Susquehanna Rivers. However, existing conditions and trail potentials differ from location to location. During an on-site inventory of the entire waterfront within the City, site characteristics were identified and recorded at various locations along both waterfronts. Information obtained during these site observations were used to identify potential ways in which a multi-use trail could be integrated into the existing waterfront landscape, based on the attributes of the riverbanks.

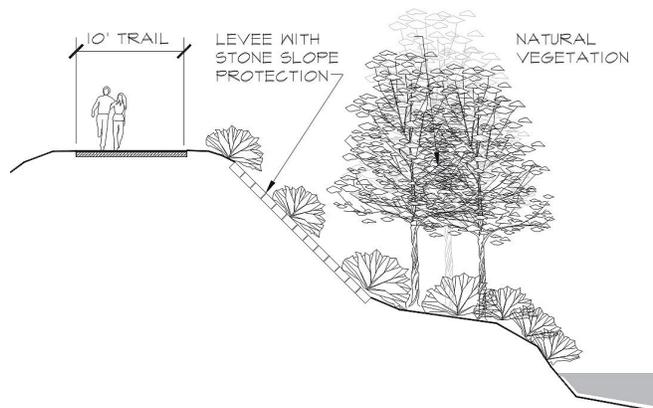
### Trail Above Slope Protection

Along the banks of the Chenango River, in the northern sector of the City, the riverbanks are characterized by stone slope protection features. In this area trail development would be most desirable located between the slope protection features and the roadway.



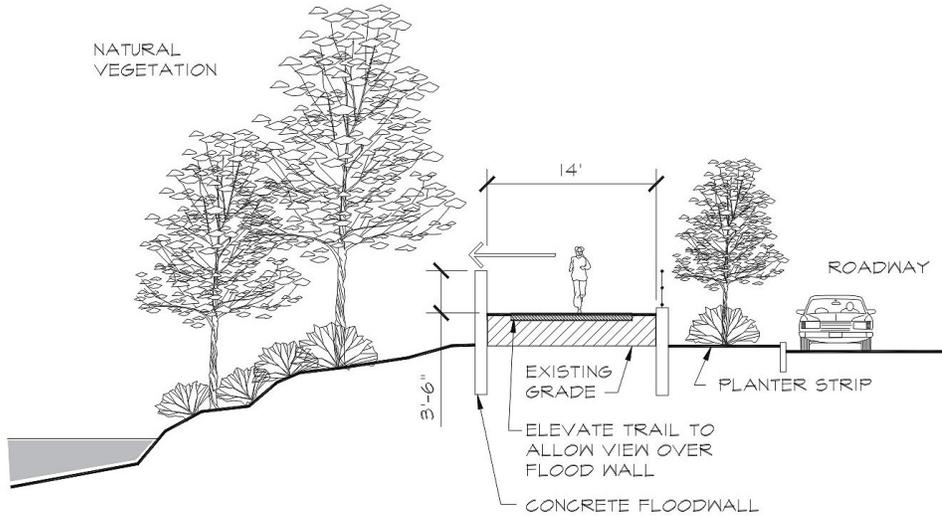
### Trail at Top of Levee

Along the western banks of the Chenango River, north of the Court Street Bridge, there is a continuous levee that was constructed in order to prevent the flooding of the River. At this location, a trail would be most suitable if constructed along the top of the levee. At this location, trail users could enjoy unobstructed views of the River.



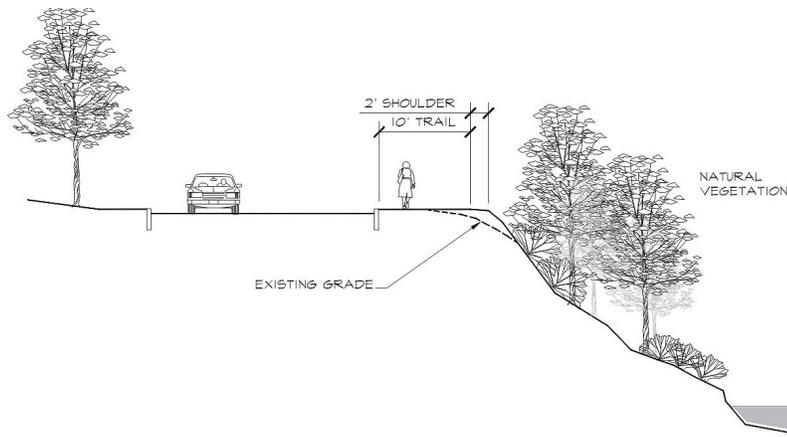
### Trail Behind Floodwall Near Roadway

On the east side of the Chenango River, primarily in downtown Binghamton, the banks of the river are lined with concrete flood control walls. In this area of the City, trails should be constructed on the outside of the flood control walls. Wherever possible, trails should be elevated above existing grade to allow for views to the waterfront. A planter strip may be designed to soften the area between the trail and roadway.



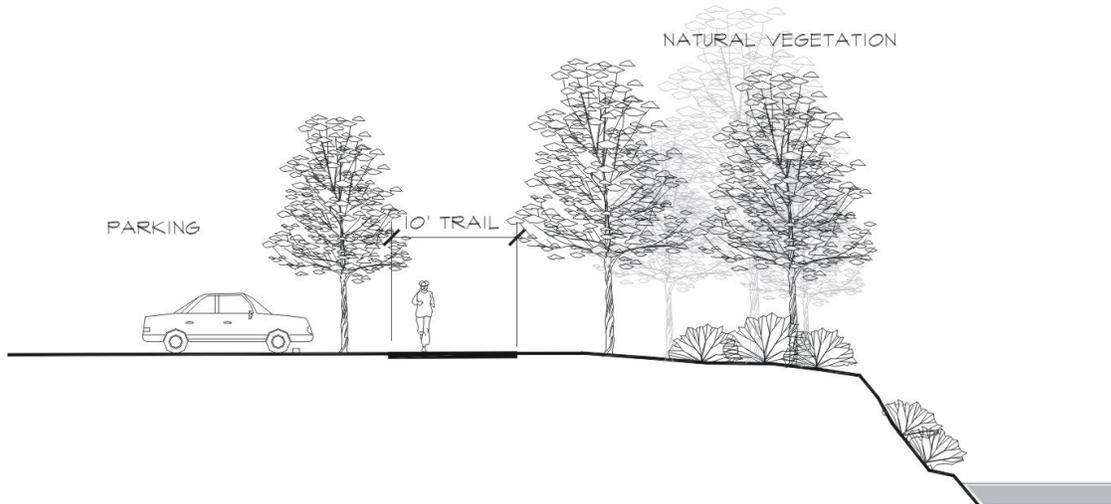
### Trail Along Road Above Riverbank

Along the western banks of the Chenango River, north of Main Street, steep slopes prevent a trail from being constructed along the riverbank and there are no man-made flood protection features, with only natural vegetation existing between the River and roadways. At this location the trail should be developed along either side of the existing roadway to maximize the potentials of the site.



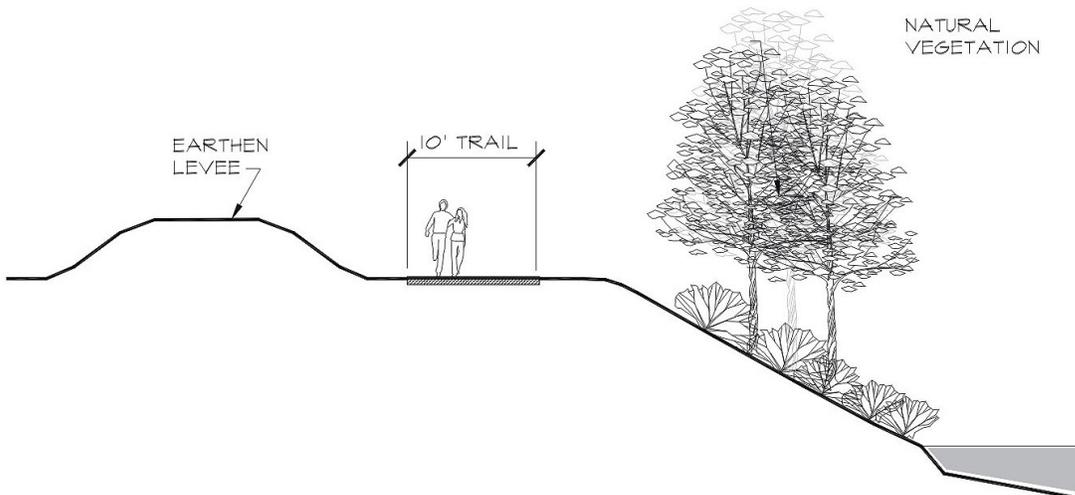
### Trail Along Back Parking Lots

Developments along the western banks of the Chenango River, near the confluence of the two rivers typically have parking lots located between the existing structures and the riverbank. Multi-use trails should be placed on the riverside of the parking lots in order to take full advantage of waterfront amenities and features.



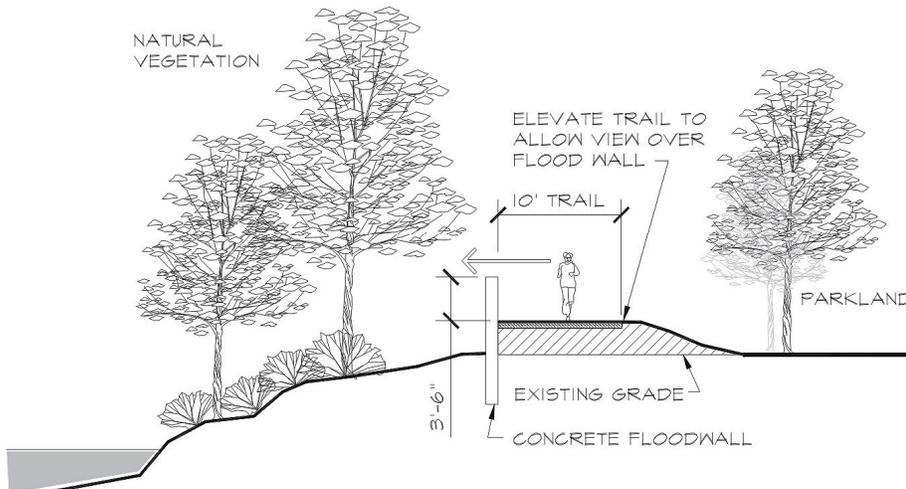
### Trail Between Levee and River

On the southern side of the Susquehanna River, near the western City limits, a multi-use trail would be most suitably located on the land between the flood control levee and the natural vegetation along the riverbank. Trails placed along the inside of the levee, as opposed to the outside, would allow for unobstructed views of the River.



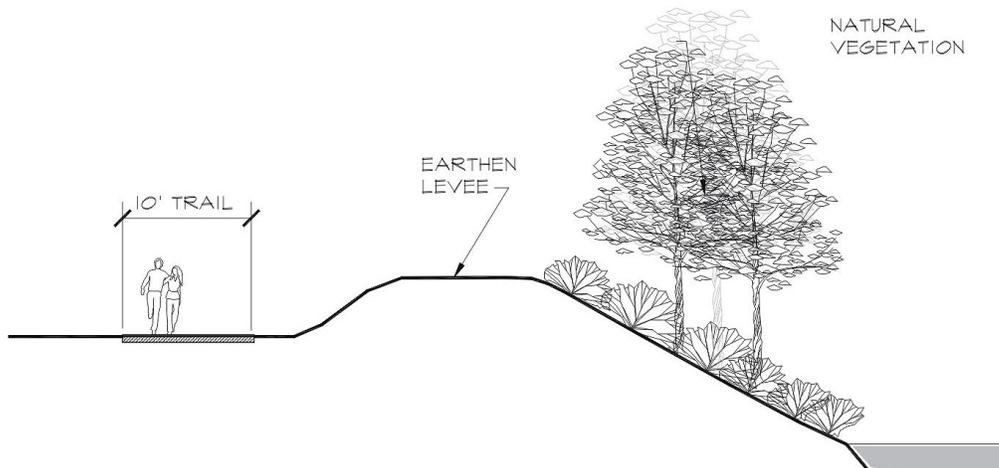
### Trail in Parkland Behind Floodwall

At various locations along both sides of the Susquehanna River there are concrete floodwalls that have been constructed to prevent property damage due to the flooding of the River. At these locations, trails should be constructed on the outside of the flood control walls in a manner that makes the best use of the waterfront location. The trail should be elevated above the existing grade in order to provide users with unhindered views of the River over the flood control walls.



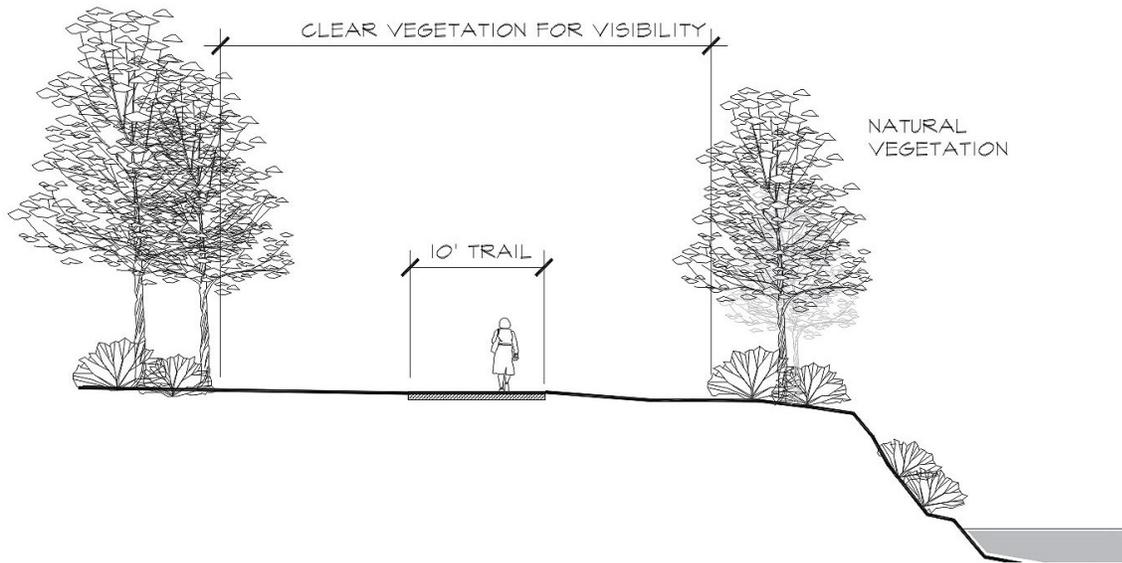
### Trail Opposite Levee, Away from River

South of the Susquehanna River, in the area just east of the Rock Bottom Dam, trails should be constructed on the outside of the levee, due to the physical constraints of the site and related safety issues. Views to the River will be only partially obstructed.



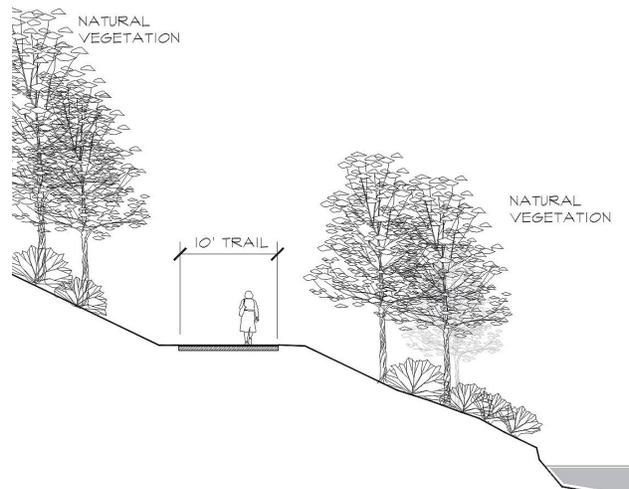
### Trail Along Natural Riverbank

On the southern side of the Susquehanna River, including Sandy Beach and areas west, trail development should occur directly along the natural riverbank. The physical characteristics in this area make it ideal for the development of a multi-use trail that takes full advantage of the surrounding environment. Existing vegetation, which is thick in many areas, should be cleared to allow for maximum visibility while still maintaining the desirable natural character.



### Trail Along Steep Natural Riverbank

Along the northern side of the Susquehanna River, from the eastern City limits westward, the riverbank is significantly steeper than in other areas of the City. In these areas the trail should be located along a level plateau within the slope, with natural vegetation both above and below. The multi-use trail in this area will be natural in its character, with an abundance of native plants, shrubbery and trees.





# Two Rivers, One Future

A Local Waterfront Revitalization Program

## Future Trail Locations Concept Plan

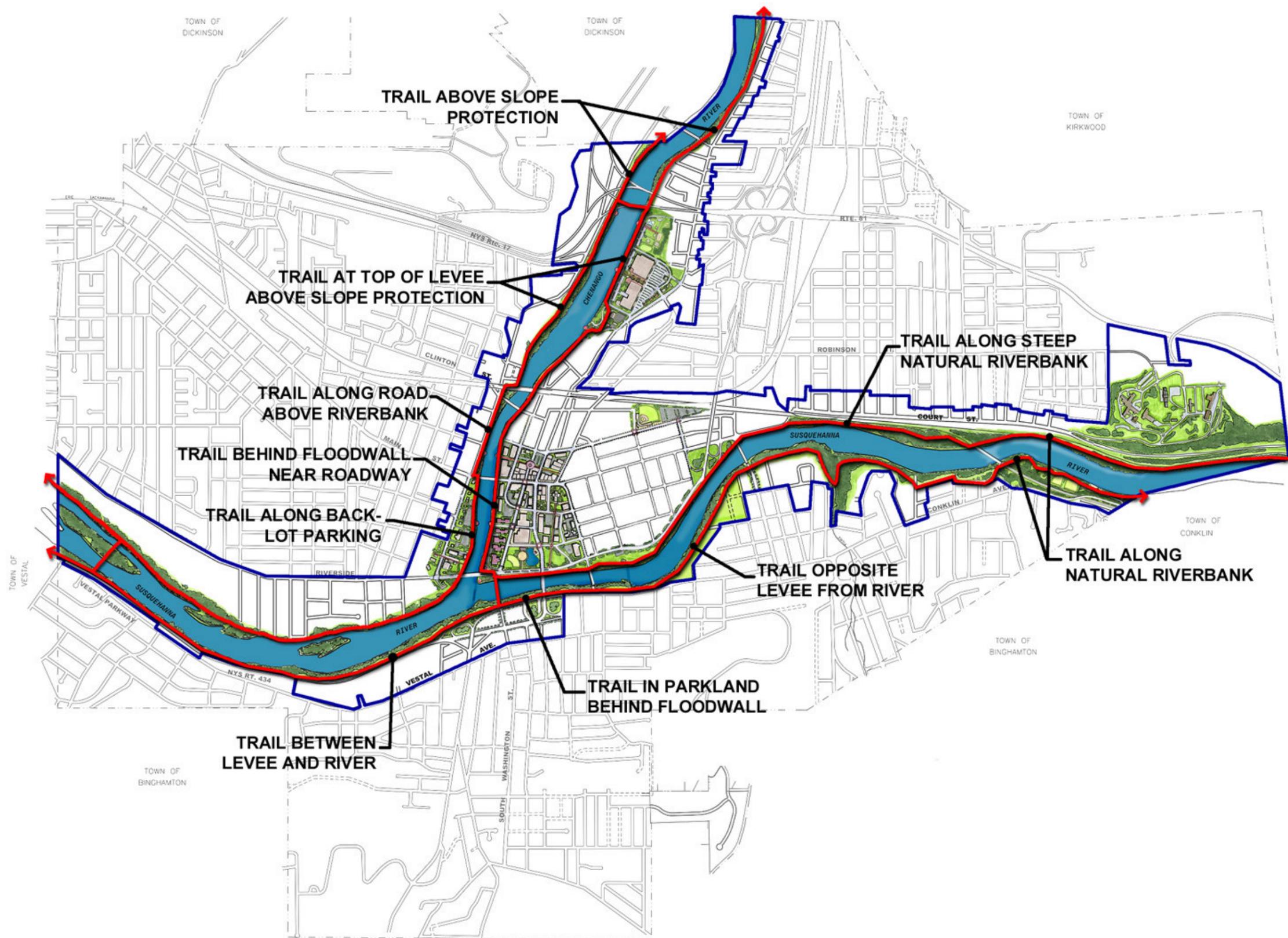
 Existing or Proposed Trails  
 LWRP Boundary



Not to Scale



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## **5.0 Local Implementation Techniques**

The following section describes the City techniques and management structure for implementation of the City of Binghamton LWRP. It describes land use controls that are necessary for implementation of the LWRP and describes the means for long-term management of Binghamton's LWRP. It specifies the authority of the City to implement the LWRP and presents the organizational strategy that the City will follow to implement the LWRP's policies and projects.

### **5.1 Local Planning Initiatives**

The following section summarizes land use and planning documents that have been completed, or are in the process of being completed, which may have implications on the future of the City of Binghamton.

#### City of Binghamton Comprehensive Plan

The City of Binghamton completed its Comprehensive Plan in May of 2003. The Comprehensive Plan, worked on by an outside consulting team, was prepared with full input by City staff and elected officials. The Comprehensive Plan looks at the entire City, rather than focusing on waterfront areas, and identifies potential revitalization efforts and coordinated design schematics.

The Comprehensive Plan identifies goals for the City, policies to address the goals and specific actions to implement the policies. Many of the LWRP recommendations and policies were derived from, or build upon, those contained in the Comprehensive Plan.

#### Binghamton Metropolitan Greenway Study

The Binghamton Metropolitan Greenway Study was completed in 1999 in an effort to improve bicycle and pedestrian transportation opportunities throughout the greater Binghamton metropolitan region. Trail Master Plans were described in detail in the study, which identified trail development opportunities and obstacles for thirteen trail systems in, and around, the City of Binghamton. Specifically addressed were trail systems along the East and West banks of the Chenango River and along the Susquehanna River. The study identified trail design standards, including off-road trails, on-road trails, trailhead facilities, access control and signage, as well as a long-term implementation strategy.

During the development of the policies, recommendations and concept plans prepared for the LWRP, the Binghamton Metropolitan Greenway Study was reviewed and all pertinent information was considered and integrated, as deemed appropriate.

### Susquehanna River Greenway Plan

The Susquehanna Greenway Plan was prepared by Binghamton University in 2000 to address the benefits of constructing a greenway within the City of Binghamton. The document explores options and routes for a linear park within the City, examines ecological resources, economic development potentials, financing issues and legal matters. The plan was reviewed during the compilation of the Local Waterfront Revitalization program for the City of Binghamton.

## 5.2 Existing Local Laws and Regulations

One of the primary means of implementing the City of Binghamton LWRP is through local laws and regulations that concern, or are related to, land use. The following local laws and regulations of the City of Binghamton are relevant to the implementation of this LWRP.

### Binghamton Zoning Ordinance

The Zoning Ordinance of the City of Binghamton, adopted April 7, 1987, was prepared to provide for the orderly growth of the City, to promote public health, safety and the general welfare of its citizens, to prevent the overcrowding of land, to minimize conflicts among land uses and buildings and to safeguard the heritage of the City of Binghamton.

The Zoning Ordinance regulates all land use activities in the City and establishes specific land use classifications, or districts, which govern development and redevelopment actions. Within each of the districts, the zoning establishes setbacks and density requirements, arrangement of buildings, area covered by lots, open spaces to be preserved, provisions for off-street parking, accessory uses, fences and walls, lighting, screening and landscaping, in addition to other similar issues typically regulated under zoning ordinances. The document also includes all regulations governing the City Planning Commission and Zoning Board of Appeals.

The existing zoning districts located within the Local Waterfront Revitalization Program waterfront revitalization area boundaries are identified and described in detail in the Inventory and Analysis section of this LWRP.

The Zoning Ordinance is an important element in the implementation of the LWRP since all development must conform with the regulations specified for the district in which the development is proposed. No LWRP actions or policies can be undertaken without meeting the requirements of the zoning ordinance, therefore modifications to the zoning ordinance shall be required if the LWRP policies and recommendations are to be fully implemented. Recommendations for appropriate and necessary amendments to the City's existing Zoning Ordinance are incorporated as part of this LWRP.

The City has begun a complete overhaul of the existing Zoning Ordinance at this time. All recommended zoning districts and amendments identified within the Local Waterfront Revitalization Program, will be incorporated into the Zoning Ordinance Update.

### Subdivision Regulations

The City of Binghamton has Subdivision Regulations that require the submission of proposed subdivisions to the City Planning Commission for review and approval. The regulations include standards for submittals of applications, street layout, intersection configuration, cul-de-sac requirements, construction and design standards, provisions for drainage and water and sewer systems as well as provisions for landscaping and recreation areas.

Amendments to this land use regulation may not be significant with respect to the implementation of this LWRP due to the fact that there are very few areas within the waterfront revitalization area boundaries, or the City, where further subdivision of land can occur that has not already been developed.

### City of Binghamton Landmarks Ordinance

As stated within, the City of Binghamton Landmarks Ordinance was adopted in order to:

- Promote the educational, cultural, economic and general welfare of the public through the protection, enhancement and perpetuation of landmarks and districts of historic and cultural significance;
- Safeguard the City's historic, aesthetic and cultural heritage by preserving landmarks and districts of historical and cultural significance;
- Stabilize and improve property values;
- Foster civic pride in the legacy of beauty and achievements of the past;
- Protect and enhance the City's attractions to tourists and visitors and provide a stimulus to new business;
- Strengthen the economy of the City; and
- Promote the use of landmarks and districts of historic and cultural significance as sites for the education, pleasure and welfare of the people of the City of Binghamton.

The law establishes a Commission on Architecture and Urban Design of eleven persons and specifies certain types of qualifications that are required. The Ordinance outlines the powers of the Commission and all pertinent procedures and regulations required as part of those powers. As currently written, the City of Binghamton Landmarks Ordinance implements the historic and cultural resource protection policies of the LWRP.

### Floodplain Management (Chapter 503)

This Chapter of the City's Zoning Ordinance states that "no permits for use within the floodplain management area, as delineated on the flood insurance rate map dated June 1, 1977, for the City of Binghamton shall be permitted without compliance with the floodplain management regulations as set forth in Local Law No. 5 of 1987". Projects within the floodplain management area are reviewed to ensure that hazards from flooding are minimized through appropriate standards concerning construction techniques and materials, siting and protection and maintenance of drainage areas.

### Performance Standards (Chapter 504)

The purpose of these performance standards is to regulate the potentially objectionable aspects of land uses or activities in the City of Binghamton by the application of specific standards whenever possible. This involves standards for allowable conditions with respect to various environmental parameters, including noise, vibration, atmospheric pollutants (smoke, dust, etc.), radiation, electromagnetic interference, humidity and heat and light.

### State Environmental Quality Review Act

The DEC Division of Regulatory Affairs manages the State Environmental Quality Review Act (SEQRA). SEQRA is a law that establishes a process that requires the consideration of environmental factors early in the planning stages of actions that are directly undertaken, funded or approved by local, regional and state agencies. The City considers all applicable requirements under SEQRA during review of all qualifying projects.

### 5.3 Additional Local Laws Needed to Implement LWRP

The City of Binghamton recognizes that waterfront and downtown renewal and revitalization is one of the most effective means of stabilizing and rejuvenating residential and commercial districts within the waterfront revitalization area, and throughout the City. City efforts will focus on promoting the waterfront character of the City, encouraging additional water-dependent and water-enhanced uses and promoting additional commercial and recreational activities that have historically made waterfront communities appealing as commercial and residential areas for residents, as well as visitors.

The previous Section (5.2) outlined the various local laws and regulations of the City to determine how well they implement the policies and proposals of the City of Binghamton Local Waterfront Revitalization Program. The only local regulation in need of updating and revision in the immediate future is the City of Binghamton Zoning Ordinance, including the incorporation of design standards in appropriate areas and new zoning districts that provide for a wider array of uses along the waterfront.

#### Establish a New Local Law to be Entitled the "City of Binghamton Waterfront Consistency Review Law"

The purpose of this new local law is to establish a framework and procedures for agencies in the City to consider the policies and purposes of the LWRP when reviewing applications for actions or direct agency actions located within the City; and to assure that such actions and direct actions are consistent with the policies and purposes of the City's LWRP. The text of this law is included as an Appendix of this document.

This proposed local law establishes consistency review procedures for City actions within the City in order to implement the LWRP. This local law will require of each board, department, office, officer or other body of the City that its actions to directly undertake, or to permit, fund or otherwise approve any project, use or activity within the City, be consistent to the maximum extent practicable with the State and local policies set forth in the City of Binghamton Local Waterfront Revitalization Program. To this end, the LWRP Consistency Review Law establishes procedures for:

initial review of proposed actions in a manner compatible with requirements of the State Environmental Quality Review Act (SEQRA) and Title 6, Part 617 NYCRR;

advisement and assistance to applicants (if involved) and/or the boards, the departments, offices, officers or other bodies of the City involved regarding forms, procedures, etc.; and

LWRP consistency and SEQRA review through advisement from a newly created Waterfront Advisory Committee and the local lead agency, respectively.

## 5.4 Other Required Public and Private Actions

The City of Binghamton completed their Comprehensive Plan in 2003, which this LWRP is consistent with and which refines the recommendations to the waterfront area. The City is currently in the process of rewriting the Zoning Ordinance. Although the existing zoning ordinance is adequate to implement the LWRP, it is anticipated that the new ordinance will be more beneficial.

### New Zoning Districts

Although the City is not proposing drastic changes in general land uses along the waterfront and in the Central Business District, the LWRP suggests that increased flexibility and a shift to mixed-use development is most desirable within the waterfront revitalization area, for the purposes of creating a 24-hour downtown and waterfront, to spur economic development initiatives, to increase residential and commercial opportunities and to create development that is visually consistent and aesthetically pleasing. It is recommended that the City update their current Zoning Ordinance, including all of their existing zoning classifications in order to accommodate and guide future developments and changes in land uses. All zoning districts and land use classifications are shown on the enclosed map, labeled "Future Land Use and Zoning".

Proposed zoning and land use classifications within the waterfront revitalization area boundaries are identified in detail in Section 4.1 of this LWRP, and include the following:

- Residential (R)
- Historic Museum District (HMD)
- Waterfront Village (WV)
- Urban Village Center (UVC)
- Regional Mixed Use (RMU)
- Central Business District (CBD)
- Waterfront Industrial / Mixed Use (WI)
- Open Space / Recreational (OS)
- Institutional (INS)
- Public Service (PS)
- Planned Development (PD)

The HMD, WV, UVC, RMU, CBD, WI and PD districts strive to encourage a mix of residential, entertainment and commercial uses to serve as a catalyst for the economic and physical revitalization of the entire City core. It is the purpose of these districts to encourage development with a consistent set of design standards that ensure a unified and comprehensively planned development, which will function effectively and achieve a high standard of site planning and architectural design. Both the LWRP and the mixed use zoning districts, identified above, call for a high level of public access to each of the Rivers.

There are heavily populated residential neighborhoods within the waterfront revitalization area that do not lend themselves to mixed-use developments and should be recognized as residential enclaves that provide a stable residential base to the City. These areas are located along Riverside Drive, northern Chenango Street and at the eastern edge of the City on the southern side of the Susquehanna River. These areas would be classified under the Residential (R) Zoning District. This zoning district mirrors the existing type and pattern of one and two family residential development found along these areas of the waterfront.

Open Space / Recreational (OS) uses are those existing park and open space areas, as well as additional undeveloped lands within the waterfront revitalization area that are ideal locations for future park and open space development. The unique attributes of open space areas and parklands, and their contribution to the overall quality-of-life in a community, warrants the establishment of their own zoning classification in order to address their specific issues.

A new Planned Development (PD) Zoning Classification has been included specifically for the Binghamton Psychiatric Center site. This will allow the site to be developed as a planned development for the entire site, ensuring the site is developed with uses that complement and work with one another, as opposed to competing against one another.

Institutional (INS) and Public Service (PS) Zoning Districts are established to identify existing institutional and public service land uses in the waterfront revitalization area that do not reasonably fit into any of the other mixed-use zoning districts.

While the LWRP identifies the laws and regulations in need of updating within the City, the actual rewriting of the zoning, as part of a separate planning process, will be necessary. This should be considered a priority project by the City and should be undertaken in an immediate and timely manner. All recommended zoning districts and amendments, as identified within the Local Waterfront Revitalization Program, will be incorporated into the Zoning Ordinance Update at this time.

### Design Standards in Designated Zoning Districts

In addition, the revised Zoning Ordinance will incorporate specific design standards in order to create an attractive waterfront and downtown. These design standards will be implemented in the waterfront revitalization area and will coordinate with existing and /or desired architectural and design characteristics of the different "character areas" along the waterfront. Design standards are necessary to address, at a minimum, the following building and streetscape criteria:

- Overall Design and Building Style
- Architectural Details
- Building Mass and Height
- Building Setback
- Building Orientation

Window Coverage  
Signage  
Lighting  
Landscaping  
Screening and Buffering  
Lot Coverage  
Public Access  
Relationship to Waterfront  
Off-Street Parking  
On-Site Utilities and Services

### Secure Necessary Waterfront Easements

A property survey and easements or other means of negotiated passage will need to be secured for private properties bordering on the Chenango or Susquehanna Rivers where the waterfront trail is proposed.

### Private Investment in Public Amenities

The implementation of certain components of the proposed waterfront redevelopment projects will require significant private investment. This includes the construction and maintenance of commercial facilities, residential structures, rental facilities and certain other amenities. The City and other involved public agencies should seek to maximize the contribution of private funds toward the development of public amenities, such as portions of waterfront trails, internal roadways, park improvements, parking facilities and public restrooms.

### Economic Development Strategy

It is recommended that the City undertake an economic development feasibility study to uncover the realistic redevelopment potentials and future uses within the Central Business District and at appropriate locations along the waterfront. The economic development strategy would determine what would be the highest and best uses for the lands within the waterfront revitalization area, based on local supply and demand and market needs.

Broome County is currently completing a regional economic development strategy that the City of Binghamton could build upon with respect to developing their own economic strategy. Binghamton should maintain a role in the development of the Broome County Economic Development Strategy in order to more clearly recognize the potentials of the local economy, as well as their position in the regional economy. In addition, the participation of the City in the planning process will assist the City in building regional partnerships and relationships that will be of a benefit far into the future.

### Continue Trail Development in Accordance with BMTS Greenway Study

City of Binghamton Local Waterfront Revitalization Program  
"Two Rivers, One Future"

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The City should continue to invest in the development of a contiguous trail system through the City that would enhance public use along the water and improve connections between different neighborhood areas within the City. Trail locations have been identified in the BMTS Greenway Study and the document should be consulted with respect to future trail development.

## 5.5 Administrative Actions Necessary for Implementation

The following section summarizes the additional administrative actions that should be undertaken in order to successfully implement the LWRP:

### Obtain Services of Additional Grant Writer

The City of Binghamton Department of Planning, Housing and Community Development should hire an additional part-time grant writer to assist the department in the research and writing of grant applications for funding opportunities to implement future waterfront development efforts.

### Designate a "Waterfront Coordinator" to Oversee Waterfront Related Activities

The City of Binghamton should create a new position within the Department of Planning, Housing and Community Development that focuses solely on planning as it relates to waterfront programming and development. The Waterfront Coordinator could be a full or part-time position and would be responsible for coordinating with other department staff and grant writers to seek funding for identified projects, solicit private development interest, organize activities and special events, create waterfront themed marketing and promotional materials and manage general planning efforts for all waterfront related projects.

### Develop Partnerships with Local Schools, Universities and Colleges

The City should pursue relationships with the local school district and area colleges and universities in order to fully address the needs and concerns of the various educational institutions with respect to future waterfront development efforts. Working in conjunction with these institutions, the City should strive to develop waterfront facilities and amenities that promote educational opportunities, with the Rivers and riverbanks acting as a field laboratory for scientific and natural studies of the living environment.

### Determine Maintenance Schedule and Responsibilities for Waterfront

In order to sustain the character of the waterfront as a clean, safe and welcoming attraction within the City, a maintenance schedule, including responsibilities, is an important issue for the City to address. The City should develop a maintenance schedule that identifies what City department, or other local organization holds responsibility for maintaining specific waterfront facilities and amenities and how often the designated maintenance is required. The maintenance requirements should then be incorporated into the City budget to ensure that they are consistently and adequately upheld. When new, private developments are considered for any location within the waterfront revitalization area, they should be required to submit their own maintenance schedule, outlining the frequency and extent of their actions to satisfactorily maintain the facility and/or lands that are under their ownership.

## 5.6 Local Management Structure and Procedures

It is the intention of the City of Binghamton that the revitalization of the City takes place in a coordinated and comprehensive manner that ensures a proper balance between the protection of natural resources and the need for economic development and revitalization. In order to provide a LWRP focus within the community, the City needs to enact a Waterfront Advisory Committee Local Law and a Local Consistency Review Law that provide for the establishment of an advisory committee and a process for review of actions within the City for consistency with the LWRP. The procedures for review are identified in the Local Consistency Review Law found in Appendices 4 of this LWRP.

The Waterfront Advisory Committee, once created, will assist in interpreting the LWRP to the City Council, the Planning Commission, the Zoning Board of Appeals and any and all other City agencies, officers, personnel and the general public, and will also be responsible for coordinating and/or overseeing implementation of projects identified in Section 4.0 – Proposed Projects of the LWRP. The main role of the Waterfront Advisory Committee will be to advise the City Council, Mayor and Planning Commission on the consistency of proposed actions in the City with the policies of the City's LWRP. The recommendation of consistency by the Waterfront Advisory Committee will be an important element in the decision by the Lead Agency relating to both the determination of consistency and the eventual approval, disapproval, or modification of the project proposal.

The purpose of the LWRP Consistency Review Law is to provide a framework for agencies of the City to consider the policies, purposes and common interests contained in the City's LWRP when reviewing applications for actions or direct City agency actions and to assure that such actions are consistent with those policies and purposes. The procedures for consistency review are intended to ensure that all of the policies of the City's LWRP are considered, to the greatest extent possible, in the formulation or a proposed action. Timing for review by the Waterfront Advisory Committee will be established so as to avoid delays in the permitting process.

All proposals for land development in the waterfront revitalization area are subject to the City's land use regulations, in addition to the policies set forth in the Local Waterfront Revitalization Program for the City of Binghamton.

## 5.7 Financial Resources

There are three main funding implications associated with implementation of the City's LWRP. These include administrative costs associated with local management of the LWRP, capital and revenue costs associated with project implementation and costs related to the maintenance and upkeep of projects.

Management costs and technical assistance support must be budgeted by the City and financed out of general revenues. This involves creating a separate budget item for the administration of the LWRP by the Waterfront Advisory Committee to cover the costs of consistency reviews, production of an annual report and general administrative needs.

The second funding implications involve costs associated with capital projects and the implementation of projects identified in Section 4.0 of this LWRP. Although the City will need to take the lead in achieving the implementation of these projects, it is unlikely that the City will be able to provide the financial resources necessary to implement these projects without additional assistance from other entities or as part of a public/private partnership.

A key element in obtaining money from outside sources is the ability of the City to provide a local match. This match is essential in leveraging money from both the public and private sector. The local match can generally take a number of different forms, including funding from the City, the provision of materials or labor from the City and the use of volunteers and staff time to provide a monetary equivalent. It is also advantageous to link LWRP projects with other capital improvement projects that are current, or planned within the City, whenever possible, as it will help to stretch the benefits of limited public funding and achieve multiple objectives.

There are a number of financial resources available for the acquisition of lands, site improvements, facility development, job creation, economic development, environmental conservation and circulation system improvements, including pedestrian bicycle networks. Federal, state and local funding resources should be considered and combined for maximum benefit to the City for the implementation of recommendations and policies within the Local Waterfront Revitalization Program.

The availability of many funding sources varies greatly from year-to-year, and therefore must be monitored closely. Maintaining up-to-date information regarding qualification criteria, application schedules, requirements and procedures are necessary to take full advantage of all grant monies available. The list of potential funding sources on the following pages provides an overview of perspective funding alternatives (federal, state and local) that the City could potentially target and secure during their efforts to improve and enhance their existing and future waterfront facilities, amenities and programs, as presented in the LWRP.

## Federal Sources

### **Economic Development Administration**

Eligibility: Rural and urban areas in the Nation that are economically distressed

Projects: Assistance is available to areas experiencing high unemployment, low income or severe economic distress in order to generate jobs, retain existing jobs and stimulate industrial and commercial growth

Local Match: Varies

Limit: Varies

Contact: Economic Development Administration

### **Federal Highway Administration Federal Lands Highway Funds**

Eligibility: Municipalities

Projects: Funds may be used for the construction of pedestrian walkways and trails in conjunction with roads, highways and parkways

Local Match: None Required

Limit: One hundred (100) percent federal share program

Contact: Federal Highway Administration  
Attn: New York State Pedestrian Coordinator

### **Intermodal Surface Transportation Efficiency Act**

Eligibility: Municipalities

Projects: Funds may be used for the development of transportation-related bicycle and pedestrian facilities

Local Match: States are required to allocate ten (10) percent of their federal highway funds for transportation enhancements

Limit: None Identified

Contact: New York State Department of Transportation

**Outdoor Recreation Acquisition, Development and Planning Land and Water Conservation Fund**

Eligibility: Municipalities

Projects: Funds may be used for the acquisition and / or development of public outdoor recreation facilities

Local Match: At least fifty (50) percent of total project costs

Limit: Fifty (50) percent of total project costs

Contact: Department of the Interior  
National Park Service Regional Office

**President's Council on Physical Fitness and Sports**

Eligibility: States, local municipalities, private agencies and non-profit organizations

Projects: Funds may be used for the development, implementation and improvement of physical fitness and sports programs

Local Match: Project Specific

Limit: None Identified

Contact: Federal Government

**Rivers, Trails and Conservation Assistance Program**

Eligibility: Municipalities and non-profit organizations

Projects: Funds may be used for technical assistance services, including resource assessment, regional assessments and workshops offering advice on conservation techniques in communities hoping to protect rivers, trails and greenways on lands without Federal ownership

Local Match: Project Specific

Limit: None Identified

Contact: National Park Service

## State Sources

### **Community Development Block Grant – State Administered**

Eligibility: State governments responsible for distributing the funds to units of general local governments, including metropolitan cities and urban counties

Projects: Assistance may be used for projects that would improve commercial buildings, commercial strips, downtown areas and business districts, as well as, new construction projects, renovation improvements, soft costs related to construction or renovation and preliminary planning feasibility studies, surveys or reports related to these projects

Local Match: Varies

Limit: Varies

Contact: Department of Housing and Urban Development

### **Empire State Development Corporation – Commercial Area Development Financing**

Eligibility: Municipalities, Industrial Development Agencies, not-for-profit corporations or any business or group of businesses authorized to conduct business in New York State

Projects: Assistance may be used for projects that would improve commercial buildings, commercial strips, downtown areas and business districts, as well as, new construction projects, renovation improvements, soft costs related to construction or renovation and preliminary planning feasibility studies, surveys or reports related to these projects

Local Match: Fifty (50) percent match required

Limit: Up to 30% of total project costs for new construction and renovations - range from \$75,000 to \$1,000,000  
Up to 50% of total soft costs, preliminary planning and feasibility studies – range from \$25,000 to \$100,000

Contact: Empire State Development  
212-803-3614

**New York Landmarks Conservancy – Consulting Resources Exchange**

Eligibility: Historic religious buildings and sites located within New York State, owned by a religious institution and designated under a local preservation law or listed in the State or National Registers of Historic Places

Projects: Grants may be used for retaining professional services for the preservation of houses of worship, including conditions surveys, specification writing, project management, engineering reports, stained glass surveys, energy audits and fund raising consultants

Local Match: Fifty (50) percent match required

Limit: None identified

Contact: Sacred Sites Program  
New York Landmarks Conservancy  
141 Fifth Avenue  
New York, New York 10010  
212-995-5260

**New York Landmarks Conservancy – Sacred Sites Program**

Eligibility: Historic religious buildings and sites located within New York State, owned by a religious institution and designated under a local preservation law or listed in the State or National Registers of Historic Places

Projects: Funds may be used for general activities related to the preservation of historic religious buildings and sites

Local Match: Fifty (50) percent match required

Limit: \$15,000

Contact: Director, Sacred Sites Program  
New York Landmarks Conservancy  
141 Fifth Avenue  
New York, New York 10010  
212-995-5260

**New York State Council on the Arts - Architecture, Planning and Design**

Eligibility: Nonprofit group with tax exempt status or a unit of government

Projects: Funds may be used for a wide variety of historic preservation activities, including public programming (workshops, conferences), design and building condition studies, publications and exhibitions

Local Match: Formal match is not required

Limit: \$300 - \$10,000

Contact: Director, APD  
New York State Council on the Arts  
915 Broadway  
New York, New York 10010  
212-387-7013

**New York State Council on the Arts - Capital Funding Initiative**

Eligibility: Applicants must have received funding from New York State Council on the Arts for three consecutive years in order to be eligible

Projects: Grants may be used for capital improvements to nonprofit arts facilities including theaters, museums and historical society buildings

Local Match: Fifty (50) percent match required

Limit: \$25,000

Contact: New York State Council on the Arts  
915 Broadway  
New York, New York 10010  
212-387-7018

**New York State Department of Environmental Conservation  
Clean Water / Clean Air Bond Act**

Eligibility: Municipalities, not-for-profit corporations, public benefit corporations and public authorities

Projects: Funds may be used for projects that focus on issues involving clean water, safe drinking water, solid waste, environmental restoration and air quality

Local Match: Project Specific

Limit: Fifty (50) to ninety (90) percent of the total project costs

Contact: New York State Department of Environmental Conservation

**New York State Office of Parks, Recreation and Historic Preservation  
Environmental Protection Act and Clean Water / Clean Air Bond Act**

Eligibility: Municipalities, not-for-profit corporations, public benefit corporations and public authorities

Projects: Funds are available for acquiring a permanent easement in lands or a fee title to lands, waters or structures for use by the public for park, recreation, conservation or preservation purposes

Local Match: Fifty (50) percent match required for State funds

Limit: Environmental Protection Act - \$350,000  
Clean Water / Clean Air Bond Act - \$500,000

Contact: New York State Office of Parks, Recreation and Historic Preservation

**New York State Department of State Environmental Protection Fund**

Eligibility: Municipalities

Projects: Funds are available for use in implementing recommendations and policies in Local Waterfront Revitalization Program's and for general waterfront development

Local Match: At least fifty (50) percent of total project costs

Limit: Fifty (50) percent of total project costs

Contact: New York State Department of State

**New York State Department Of Transportation  
ISTEA Transportation Enhancement Program**

Eligibility: Municipalities and incorporated groups

Projects: Funds are available for transportation enhancement activities including facilities for pedestrians and bicycles, acquisition of scenic easements and scenic or historic sites, scenic or historic highway programs, landscaping and other scenic beautification, historic preservation and removal of outdoor advertising

Local Match: At least twenty (20) percent of total project costs

Limit: Eighty (80) percent of total project costs

Contact: New York State Department of Transportation  
518-457-4835  
[www.dot.state.ny.us/progs/tep.html](http://www.dot.state.ny.us/progs/tep.html)

**Preservation League of New York State and NYS Council on the Arts  
Preserve New York Grant Program**

Eligibility: Municipalities and not-for-profit organizations with 501(c)(3) status

Projects: Funds are available for three types of projects: historic structure reports, historic landscape reports and cultural resource surveys and may be used for consultant fees and travel, photography, report production costs and other associated expenses

Local Match: Formal match is not required

Limit: \$3,000 - \$15,000

Contact: Preservation League of New York State  
Tania G. Werbizky, Director  
Technical and Grants Program  
607-272-6510

**Recreation Trails Program**

Eligibility: Counties, municipalities, school districts and private non-profit groups

Projects: Funds may be used to support the acquisition, development, rehabilitation and maintenance of trails and trail-related projects

Local Match: Project Specific

Limit: None Identified

Contact: New York State Office of Parks, Recreation and Historic Preservation, Attn:  
Chief of Grants

## Local and Private Sources

### **Decker Foundation**

The Decker Foundation, started in 1979 by Dr. G. Clifford and Florence B. Decker, assists charitable organizations that service the residents of Broome County and the City of Binghamton. This assistance is in the form of grants that may be used for capital projects or new and innovative projects and programs. Opportunities tend to focus primarily on educational, medical, cultural and human service organizations.

The Foundation requires an application form be completed for any grant request. Application forms are available via telephone, over the Internet or by written request. Deadlines for grant applications over \$5,000.00 are due by the first day of March, May, September and November. Grants under \$5,000 are accepted at any time throughout the year.

Additional information regarding the Decker Foundation may be obtained from: Dr. G. Clifford & Florence B. Decker Foundation, Attention: Gerald E. Putnam, Executive Director, 8 Riverside Drive, Binghamton, New York or by calling 607-722-0211. The Decker Foundation Home Page may be found on the Internet at <http://www.pronetisp.net/~deckerfn/>.

### **The NYSEG Foundation, Inc.**

Grant monies and funding from the NYSEG Foundation, Inc. are available to community-based organizations throughout upstate New York with an Internal Revenue Service classification as a 501(c)(3).

The NYSEG Foundation, Inc. was established in 1998 in an effort to protect and enhance the well-being and prosperity of the communities that the company serves. NYSEG fully supports community-based organizations that enhance the economic, cultural and social well-being of a municipality and provide financial support, as well as volunteer hours in support of these traditions. Priority is given to education programs, health and human service programs that emphasize health care improvements and early childhood development, programs that promote cultural diversity and advocate community involvement and organizations that encourage economic development or environmental protection.

Requests for funding and assistance must be made in writing to the foundation and additional information is available through the local community development representative. In the Binghamton area, additional information regarding community outreach and development may be obtained from Alan Hertel, Manager at [ahertel@nyseg.com](mailto:ahertel@nyseg.com) or Bob Pass, Coordinator at [bpas@nyseg.com](mailto:bpas@nyseg.com).

### **United Way of Broome County, Inc.**

The United Way of Broome County provides Special Assistance Grants to local health and human service agencies within the City of Binghamton and throughout the County. In conjunction with the Helen T. Howland Foundation, the United Way provides one-time grants for start-up costs and projects that are either related to high-priority community needs or are special one-time projects that cannot be covered by the organization's normal operating budget. In the past, grant monies have been used to meet local youth recreational needs, cultural purposes and transportation programs. Monetary assistance in 2002 ranged from \$9,000 to \$316,000.

Additional information regarding the United Way of Broome County, Inc. and their assistance programs can be obtained from the organization at 607-729-2592 or via email at [info@uwbroome.org](mailto:info@uwbroome.org). The United Way of Broome County office is located 101 South Jensen Road in Vestal, New York 13850 and their mailing address is PO Box 550, Binghamton, New York 13902-0550.

### **Local Community Foundations**

In addition to the foundations described above, the following local community and business related foundations should be contacted regarding potential grants and assistance that may be available to organizations and projects in the Binghamton area that further the recommendations contained within this LWRP:

- Akel Foundation
- Clee Foundation
- Community Foundation
- Crowley Foundation
- Egleston Foundation
- Gassney Foundation
- Kresze Foundation

### **Donations**

Local clubs and organizations, special interest groups, private developers and investors should be viewed as potential sources of money, services and labor for the development and maintenance of waterfront facilities and programs. The discretion and personal input of the donor would determine the amount of the donation and where or what the funds would be used for. Property owners with waterfront lands may also choose to donate or lease their land for public use and / or future development by the City.

### **The Foundation Center**

The Foundation Center is one of the most thorough sources for obtaining information on private funding sources, with information on over 40,000 foundations offering private monies. Grant information is well organized by geography, types of support and affiliations, making it easy for local governments to identify sources that are more likely to have a greater impact on local needs. The Foundation Center also offers additional information on researching corporate donations, government funding sources and Internet sources. In order to use the resources provided by The Foundation Center, a registration fee is required.

## **6.0 State Actions and Programs Likely to Affect Implementation**

State actions will affect and be affected by implementation of the City of Binghamton LWRP. Under State law and the U.S. Coastal Zone Management Act, certain State actions within or affecting the local waterfront area must be "consistent" or "consistent to the maximum extent practicable" with the enforceable policies and purposes of the LWRP. This consistency requirement makes the LWRP document a unique, intergovernmental mechanism for determining future policies and decisions and preventing detrimental actions from occurring within the waterfront revitalization area. At the same time, the active participation of select State and federal agencies is likely to be necessary in order to implement specific provisions identified within the LWRP.

This section identifies the actions and programs of State agencies that should be undertaken in a manner consistent with the LWRP. This is a generic list of actions and programs that is supplied by the New York State Department of State. Some of the programs and actions listed may not be relevant to this specific LWRP.

Pursuant to the State Waterfront Revitalization of Coastal Areas and Inland Waterways Act (Executive Law, Article 42), the Secretary of State individually and separately notifies affected State agencies of those agency actions and programs that are to be undertaken in a manner consistent with approved LWRP's. The list of State actions and programs included herein are informational only and do not represent, or substitute for, the required identification and notification procedures. The current official list of actions subject to State consistency requirements may be obtained from the New York State Department of State.

In addition, this section also includes a more focused and descriptive list of State and federal agency actions that are necessary for further implementation of the LWRP. It is recognized that a State or federal agency's ability to undertake such actions is subject to a variety of factors and considerations. The consistency requirements cannot be used to require a State or federal agency to undertake an action it could not undertake pursuant to other provisions of the law. Reference should be made to Section 6.0 – Local Implementation Techniques, which discusses State and federal assistance needed to implement the LWRP.

## 6.1 State Actions and Programs

### **Office of the Aging**

- 1.00 Funding and/or approval programs for the establishment of new or expanded facilities providing various services for the elderly.

### **Department of Agriculture and Markets**

- 1.00 Agricultural Districts Program
- 2.00 Rural Development Program
- 3.00 Farm Worker Services Programs.
- 4.00 Permit and approval programs:
  - 4.01 Custom Slaughters/Processor Permit
  - 4.02 Processing Plant License
  - 4.03 Refrigerated Warehouse and/or Locker Plant License

### **Division of Alcoholic Beverage Control / State Liquor Authority**

- 1.00 Permit and Approval Programs:
  - 1.01 Ball Park - Stadium License
  - 1.02 Bottle Club License
  - 1.03 Bottling Permits
  - 1.04 Brewer's Licenses and Permits
  - 1.05 Brewer's Retail Beer License
  - 1.06 Catering Establishment Liquor License
  - 1.07 Cider Producer's and Wholesaler's Licenses
  - 1.08 Club Beer, Liquor, and Wine Licenses
  - 1.09 Distiller's Licenses
  - 1.10 Drug Store, Eating Place, and Grocery Store Beer Licenses
  - 1.11 Farm Winery and Winery Licenses
  - 1.12 Hotel Beer, Wine, and Liquor Licenses
  - 1.13 Industrial Alcohol Manufacturer's Permits
  - 1.14 Liquor Store License
  - 1.15 On-Premises Liquor Licenses
  - 1.16 Plenary Permit (Miscellaneous-Annual)
  - 1.17 Summer Beer and Liquor Licenses
  - 1.18 Tavern/Restaurant and Restaurant Wine Licenses
  - 1.19 Vessel Beer and Liquor Licenses
  - 1.19 Warehouse Permit

- 1.21 Wine Store License
- 1.22 Winter Beer and Liquor Licenses
- 1.23 Wholesale Beer, Wine, and Liquor Licenses

### **Division of Alcoholism and Alcohol Abuse**

- 1.00 Facilities, construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.0 Permit and approval programs:
  - 2.01 Certificate of approval (Substance Abuse Services Program)
- 3.0 Permit and approval:
  - 3.01 Letter Approval for Certificate of Need
  - 3.02 Operating Certificate (Alcoholism Facility)
  - 3.03 Operating Certificate (Community Residence)
  - 3.04 Operating Certificate (Outpatient Facility)
  - 3.05 Operating Certificate (Sobering-Up Station)

### **Council on the Arts**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Architecture and environmental arts program.

### **Department of Banking**

- 1.0 Permit and approval programs:
  - 1.01 Authorization Certificate (Bank Branch)
  - 1.02 Authorization Certificate (Bank Change of Location)
  - 1.03 Authorization Certificate (Bank Charter)
  - 1.04 Authorization Certificate (Credit Union Change of Location)
  - 1.05 Authorization Certificate (Credit Union Charter)
  - 1.06 Authorization Certificate (Credit Union Station)
  - 1.07 Authorization Certificate (Foreign Banking Corporation Change of Location)
  - 1.08 Authorization Certificate (Foreign Banking Corporation Public Accommodations Office)
  - 1.09 Authorization Certificate (Investment Company Branch)
  - 1.10 Authorization Certificate (Investment Company Change of Location)

- 1.11 Authorization Certificate (Investment Company Charter)
- 1.12 Authorization Certificate (Licensed Lender Change of Location)
- 1.13 Authorization Certificate (Mutual Trust Company Charter)
- 1.14 Authorization Certificate (Private Banker Charter)
- 1.15 Authorization Certificate (Public Accommodation Office - Banks)
- 1.16 Authorization Certificate (Safe Deposit Company Branch)
- 1.17 Authorization Certificate (Safe Deposit Company Change of Location)
- 1.18 Authorization Certificate (Safe Deposit Company Charter)
- 1.19 Authorization Certificate (Savings Bank Charter)
- 1.20 Authorization Certificate (Savings Bank De Novo Branch Office)
- 1.21 Authorization Certificate (Savings Bank Public Accommodations Office)
- 1.22 Authorization Certificate (Savings and Loan Association Branch)
- 1.23 Authorization Certificate (Savings and Loan Association Change of Location)
- 1.24 Authorization Certificate (Savings and Loan Association Charter)
- 1.25 Authorization Certificate (Subsidiary Trust Company Charter)
- 1.26 Authorization Certificate (Trust Company Branch)
- 1.27 Authorization Certificate (Trust Company-Change of Location)
- 1.28 Authorization Certificate (Trust Company Charter)
- 1.29 Authorization Certificate (Trust Company Public Accommodations Office)
- 1.30 Authorization to Establish a Life Insurance Agency
- 1.31 License as a Licensed Lender
- 1.32 License for a Foreign Banking Corporation Branch

**Office of Children and Family Services**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Homeless Housing and Assistance Program.
- 3.00 Permit and approval programs:
  - 3.01 Certificate of Incorporation (Adult Residential Care Facilities)
  - 3.02 Operating Certificate (Children's Services)
  - 3.03 Operating Certificate (Enriched Housing Program)
  - 3.04 Operating Certificate (Home for Adults)
  - 3.05 Operating Certificate (Proprietary Home)
  - 3.06 Operating Certificate (Public Home)
  - 3.07 Operating Certificate (Special Care Home)
  - 3.08 Permit to Operate a Day Care Center

**Department of Correctional Services**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

**Dormitory Authority of the State of New York**

- 1.00 Financing of higher education and health care facilities.
- 2.00 Planning and design services assistance program.

**Empire State Development / Empire State Development Corporation**

- 1.00 Preparation or revision of statewide or specific plans to address State economic development needs.
- 2.00 Allocation of the state tax-free bonding reserve.

**Education Department**

- 1.00 Facilities construction, rehabilitation, expansion, demolition or the funding of such activities.
- 2.00 Permit and approval programs:
  - 2.01 Certification of Incorporation (Regents Charter)
  - 2.02 Private Business School Registration
  - 2.03 Private School License
  - 2.04 Registered Manufacturer of Drugs and/or Devices
  - 2.05 Registered Pharmacy Certificate
  - 2.06 Registered Wholesale of Drugs and/or Devices
  - 2.07 Registered Wholesaler-Repacker of Drugs and/or Devices
  - 2.08 Storekeeper's Certificate

**New York State Energy Research and Development Authority**

- 1.00 Issuance of revenue bonds to finance pollution abatement modifications in power-generation facilities and various energy projects.

**Department of Environmental Conservation**

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of lands under the jurisdiction of the Department.
- 2.00 Classification of Waters Program; classification of land areas under the Clean Air Act.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 4.00 Financial assistance/grant programs:
  - 4.01 Capital projects for limiting air pollution
  - 4.02 Cleanup of toxic waste dumps
  - 4.03 Flood control, beach erosion and other water resource projects
  - 4.04 Operating aid to municipal wastewater treatment facilities
  - 4.05 Resource recovery and solid waste management capital projects
  - 4.06 Wastewater treatment facilities
- 5.00 Funding assistance for issuance of permits and other regulatory activities (New York City only).
- 6.00 Implementation of the Environmental Quality Bond Act of 1972, including:
  - (a) Water Quality Improvement Projects
  - (b) Land Preservation and Improvement Projects including Wetland Preservation and Restoration Projects, Unique Area Preservation Projects, Metropolitan Parks Projects, Open Space Preservation Projects and Waterways Projects.
- 7.00 Marine Finfish and Shellfish Programs.
- 8.00 New York Harbor Drift Removal Project.
- 9.00 Permit and approval programs:

Air Resources

- 9.01 Certificate of Approval for Air Pollution Episode Action Plan
- 9.02 Certificate of Compliance for Tax Relief - Air Pollution Control Facility

- 9.03 Certificate to Operate: Stationary Combustion Installation; Incinerator; Process, Exhaust or Ventilation System
- 9.04 Permit for Burial of Radioactive Material
- 9.05 Permit for Discharge of Radioactive Material to Sanitary Sewer
- 9.06 Permit for Restricted Burning
- 9.07 Permit to Construct: a Stationary Combustion Installation; Incinerator; Indirect Source of Air Contamination; Process, Exhaust or Ventilation System

Construction Management

- 9.08 Approval of Plans and Specifications for Wastewater Treatment Facilities

Fish and Wildlife

- 9.09 Certificate to Possess and Sell Hatchery Trout in New York State
- 9.10 Commercial Inland Fisheries Licenses
- 9.11 Fishing Preserve License
- 9.12 Fur Breeder's License
- 9.13 Game Dealer's License
- 9.14 Licenses to Breed Domestic Game Animals
- 9.15 License to Possess and Sell Live Game
  
- 9.16 Permit to Import, Transport and/or Export under Section 184.1 (11-0511)
- 9.17 Permit to Raise and Sell Trout
- 9.18 Private Bass Hatchery Permit
- 9.19 Shooting Preserve Licenses
- 9.20 Taxidermy License
- 9.21 Permit - Article 15, (Protection of Water) - Dredge or Deposit Material in a Waterway
- 9.22 Permit - Article 15, (Protection of Water) - Stream Bed or Bank Disturbances
- 9.23 Permit - Article 24, (Freshwater Wetlands)

Hazardous Substances

- 9.24 Permit to Use Chemicals for the Control or Elimination of Aquatic Insects
- 9.25 Permit to Use Chemicals for the Control or Elimination of Aquatic Vegetation
- 9.26 Permit to Use Chemicals for the Control or Extermination of Undesirable Fish

Lands and Forest

- 9.27 Certificate of Environmental Safety (Liquid Natural Gas and Liquid Petroleum Gas)
- 9.28 Floating Object Permit
- 9.29 Marine Regatta Permit
- 9.30 Navigation Aid Permit

Marine Resources

- 9.31 Digger's Permit (Shellfish)
- 9.32 License of Menhaden Fishing Vessel
- 9.33 License for Non-Resident Food Fishing Vessel
- 9.34 Non-Resident Lobster Permit
- 9.35 Marine Hatchery and/or Off-Bottom Culture Shellfish Permits
- 9.36 Permits to Take Blue-Claw Crabs
- 9.37 Permit to Use Pond or Trap Net
- 9.38 Resident Commercial Lobster Permit
- 9.39 Shellfish Bed Permit
- 9.40 Shellfish Shipper's Permits
- 9.41 Special Permit to Take Surf Clams from Waters other than the Atlantic Ocean
- 9.42 Permit - Article 25, (Tidal Wetlands)

Mineral Resources

- 9.43 Mining Permit
- 9.44 Permit to Plug and Abandon (a non-commercial, oil, gas or solution mining well)
- 9.45 Underground Storage Permit (Gas)
- 9.46 Well Drilling Permit (Oil, Gas, and Solution Salt Mining)

Solid Wastes

- 9.47 Permit to Construct and/or Operate a Solid Waste Management Facility
- 9.48 Septic Tank Cleaner and Industrial Waste Collector Permit

Water Resources

- 9.49 Approval of Plans for Wastewater Disposal Systems
- 9.50 Certificate of Approval of Realty Subdivision Plans
- 9.51 Certificate of Compliance (Industrial Wastewater Treatment Facility)

- 9.52 Letters of Certification for Major Onshore Petroleum Facility Oil Spill Prevention and Control Plan
- 9.53 Permit - Article 36, (Construction in Flood Hazard Areas)
- 9.54 Permit for State Agency Activities for Development in Coastal Erosion Hazards Areas
- 9.55 State Pollutant Discharge Elimination System (SPDES) Permit
- 9.56 Approval - Drainage Improvement District
- 9.57 Approval - Water (Diversion for) Power
- 9.58 Approval of Well System and Permit to Operate
- 9.59 Permit - Article 15, (Protection of Water) - Dam
- 9.60 Permit - Article 15, Title 15 (Water Supply)
- 9.61 River Improvement District Approvals
- 9.62 River Regulatory District Approvals
- 9.63 Well Drilling Certificate of Registration
- 9.64 401 Water Quality Certification

10.00 Preparation and revision of Air Pollution State Implementation Plan.

11.00 Preparation and revision of Continuous Executive Program Plan.

12.00 Preparation and revision of Statewide Environmental Plan.

13.00 Protection of Natural and Man-made Beauty Program.

14.00 Urban Fisheries Program.

15.00 Urban Forestry Program.

16.00 Urban Wildlife Program.

### **Environmental Facilities Corporation**

- 1.00 Financing program for pollution control facilities for industrial firms and small businesses.

### **Facilities Development Corporation**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

**Office of General Services**

- 1.00 Administration of the Public Lands Law for acquisition and disposition of lands, grants of land and grants of easement of land under water, issuance of licenses for removal of materials from lands under water, including residential docks over 5,000 square feet and all commercial docks, and oil and gas leases for exploration and development.
- 2.00 Administration of Article 4-B, Public Buildings Law, in regard to the protection and management of State historic and cultural properties and State uses of buildings of historic, architectural or cultural significance.
- 3.00 Facilities construction, rehabilitation, expansion, or demolition.
- 4.00 Administration of Article 5, Section 233 of the Education Law on removal of archaeological objects under the waters of the State.
- 5.00 Administration of Article 3, Section 32 of the Navigation Law regarding location of structures in or on navigable waters.

**Department of Health**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
  - 2.01 Approval of Completed Works for Public Water Supply Improvements
  - 2.02 Approval of Plans for Public Water Supply Improvements.
  - 2.03 Certificate of Need (Health Related Facility - except Hospitals)
  - 2.04 Certificate of Need (Hospitals)
  - 2.05 Operating Certificate (Diagnostic and Treatment Center)
  
  - 2.06 Operating Certificate (Health Related Facility)
  - 2.07 Operating Certificate (Hospice)
  - 2.08 Operating Certificate (Hospital)
  - 2.09 Operating Certificate (Nursing Home)
  - 2.10 Permit to Operate a Children's Overnight or Day Camp
  - 2.11 Permit to Operate a Migrant Labor Camp
  - 2.12 Permit to Operate as a Retail Frozen Dessert Manufacturer
  - 2.13 Permit to Operate a Service Food Establishment
  - 2.14 Permit to Operate a Temporary Residence/Mass Gathering
  - 2.15 Permit to Operate or Maintain a Swimming Pool or Public Bathing Beach
  - 2.16 Permit to Operate Sanitary Facilities for Realty Subdivisions

2.17 Shared Health Facility Registration Certificate

**Division of Housing and Community Renewal and its Subsidiaries and Affiliates**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition.
- 2.00 Financial assistance/grant programs:
  - 2.01 Federal Housing Assistance Payments Programs (Section 8 Programs)
  - 2.02 Housing Development Fund Programs
  - 2.03 Neighborhood Preservation Companies Program
  - 2.04 Public Housing Programs
  - 2.05 Rural Initiatives Grant Program
  - 2.06 Rural Preservation Companies Program
  - 2.07 Rural Rental Assistance Program
  - 2.08 Special Needs Demonstration Projects
  - 2.09 Urban Initiatives Grant Program
  - 2.10 Urban Renewal Programs
- 3.00 Preparation and implementation of plans to address housing and community renewal needs.

**Housing Finance Agency**

- 1.00 Funding programs for the construction, rehabilitation, or expansion of facilities.
- 2.00 Affordable Housing Corporation

**Job Development Authority**

- 1.00 Financing assistance programs for commercial and industrial facilities.

**Medical Care Facilities Financing Agency**

- 1.00 Financing of medical care facilities.

**Office of Mental Health**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
  - 2.01 Operating Certificate (Community Residence)
  - 2.02 Operating Certificate (Family Care Homes)
  - 2.03 Operating Certificate (Inpatient Facility)
  - 2.04 Operating Certificate (Outpatient Facility)

**Office of Mental Retardation and Development Disabilities**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.
- 2.00 Permit and approval programs:
  - 2.01 Establishment and Construction Prior Approval
  - 2.02 Operating Certificate Community Residence
  - 2.03 Outpatient Facility Operating Certificate

**Division of Military and Naval Affairs**

- 1.00 Preparation and implementation of the State Disaster Preparedness Plan.

**Natural Heritage Trust**

- 1.00 Funding program for natural heritage institutions.

**Office of Parks, Recreation and Historic Preservation**

- 1.00 Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Office.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

- 3.00 Funding program for recreational boating, safety and enforcement.
- 4.00 Funding program for State and local historic preservation projects.
- 5.00 Land and Water Conservation Fund programs.
- 6.00 Nomination of properties to the Federal and/or State Register of Historic Places.
- 7.00 Permit and approval programs:
  - 7.01 Floating Objects Permit
  - 7.02 Marine Regatta Permit
  - 7.03 Navigation Aide Permit
  - 7.04 Posting of Signs Outside State Parks
- 8.00 Preparation and revision of the Statewide Comprehensive Outdoor Recreation Plan and the Statewide Comprehensive Historic Preservation Plan and other plans for public access, recreation, historic preservation or related purposes.
- 9.00 Recreation services program.
- 10.00 Urban Cultural Parks Program.

**Power Authority of the State of New York**

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Authority.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition.

**New York State Science and Technology Foundation**

- 1.00 Corporation for Innovation Development Program.
- 2.00 Center for Advanced Technology Program.

**Department of State**

- 1.00 Appalachian Regional Development Program.
- 2.00 Coastal Management Program.

- 3.00 Community Services Block Grant Program.
- 4.00 Permit and approval programs:
  - 4.01 Billiard Room License
  - 4.02 Cemetery Operator
  - 4.03 Uniform Fire Prevention and Building Code

### **State University Construction Fund**

- 1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

### **State University of New York**

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the University.
- 2.00 Facilities construction, rehabilitation, expansion, or demolition or the funding of such activities.

### **Department of Transportation**

- 1.00 Acquisition, disposition, lease, grant of easement and other activities related to the management of land under the jurisdiction of the Department.
- 2.00 Construction, rehabilitation, expansion, or demolition of facilities, including but not limited to:
  - (a) Highways and parkways
  - (b) Bridges on the State highways system
  - (c) Highway and parkway maintenance facilities
  - (d) Rail facilities
- 3.00 Financial assistance/grant programs:
  - 3.01 Funding programs for construction/reconstruction and reconditioning/preservation of municipal streets and highways (excluding routine maintenance and minor rehabilitation)
  - 3.02 Funding programs for development of the ports of Albany, Buffalo, Oswego, Ogdensburg and New York
  - 3.03 Funding programs for rehabilitation and replacement of municipal bridges
  - 3.04 Subsidies program for marginal branchlines abandoned by Conrail
  - 3.05 Subsidies program for passenger rail service

- 4.00 Permits and approval programs:
  - 4.01 Approval of applications for airport improvements (construction projects)
  - 4.02 Approval of municipal applications for Section 18 Rural and Small Urban Transit Assistance Grants (construction projects)
  - 4.03 Approval of municipal or regional transportation authority applications for funds for design, construction and rehabilitation of omnibus maintenance and storage facilities
  - 4.04 Approval of municipal or regional transportation authority applications for funds for design and construction of rapid transit facilities
  - 4.05 Certificate of Convenience and Necessity to Operate a Railroad
  - 4.06 Highway Work Permits
  - 4.07 License to Operate Major Petroleum Facilities
  - 4.08 Outdoor Advertising Permit (for off-premises advertising signs adjacent to interstate and primary highway)
  - 4.09 Real Property Division Permit for Use of State-Owned Property
- 5.00 Preparation or revision of the Statewide Master Plan for Transportation and sub-area or special plans and studies related to the transportation needs of the State.
- 6.00 Water Operation and Maintenance Program--Activities related to the containment of petroleum spills and development of an emergency oil-spill control network.

**Urban Development Corporation (and its subsidiaries and affiliates)**

- 1.00 Acquisition, disposition, lease, grant of easement or other activities related to the management of land under the jurisdiction of the Corporation.
- 2.00 Planning, development, financing, construction, major renovation or expansion of commercial, industrial, and civic facilities and the provision of technical assistance or financing for such activities, including, but not limited to, actions under its discretionary economic development programs such as the following:
  - (a) Tax-Exempt Financing Program
  - (b) Lease Collateral Program
  - (c) Lease Financial Program
  - (d) Targeted Investment Program

(e) Industrial Buildings Recycling Program

3.00 Administration of special projects.

4.00 Administration of State-funded capital grant programs.

**Division of Youth**

1.00 Facilities construction, rehabilitation, expansion, or demolition or the funding or approval of such activities.

## 6.2 State/Federal Programs Necessary to Further LWRP

### 6.2.1 State Actions and Programs Necessary to Further LWRP

#### **Department of Economic Development**

1. Any action or provision of funds for the development or promotion of tourism related activities or development.
2. Any action involving the Seaway Trail.

#### **Department of Environmental Conservation**

1. Planning, development, construction, major renovation, or expansion of facilities in waterfront, including recreational improvement projects.
2. Advance assistance under the Small Communities and Rural Wastewater Treatment Grant Program and a subsequent construction grant subsidy.
3. Review of actions within National Register Districts pursuant to SEQRA.

#### **Division of Housing and Community Renewal**

1. Provision of funding under the Rural Preservation Company Program.
2. Approval of funding for Rural Area revitalization Program projects.

#### **Job Development Authority**

1. Provision of low interest mortgage loans to local non-profit development corporations to finance commercial and industrial facilities.

#### **Office of General Services**

1. Prior to any development occurring in the water or immediate waterfront, the Office of General Services should be consulted for a determination of the State's interest in underwater or formerly underwater lands and for authorization to use and occupy these lands.

**Office of Parks, Recreation and Historic Preservation**

1. Planning, development, construction, major renovation or expansion of recreational facilities or the provision of funding for such facilities.
2. Provision for funding for State and local activities from the Land and Water Conservation fund.
3. Planning, development, implementation or the provision of funding for recreation services programs.
4. Certification of properties within National Register Districts.
5. Provision of funding for State and local historic preservation activities.
6. Review of Type I Actions within National Historic Districts.
7. Activities under Urban Cultural Park program.

**Department of State**

1. Provision of funding for the implementation of an approved LWRP.
2. Provision of funding under the Community Services Block Grant program.

**Department of Transportation**

1. Assistance for street repairs through the Consolidated Highway Improvements Program.

## 6.2.2 Federal Actions and Programs Necessary to Further LWRP

### **Department of Housing and Urban Development**

#### Office of the Assistant Secretary for Community Planning and Development

1. Funding under Urban Development Action Grant Program for core area and Madison Barracks projects.
2. Funding under the Community Development Block Grant Program for improvements in the waterfront.

### **Department of Defense**

#### Corps of Engineers

Review of any proposed action within a National Register District pursuant to NEPA.

### **Department of the Interior**

#### National Park Service

Provision of funding under Land and Water Conservation Fund Program.

1. Review of federal actions within the National Register Districts pursuant to NEPA.

### **Department of the Treasury**

Continuation of Incentives for Qualified Building Rehabilitation.

1. Provision of appropriate tax-exempt status for non-profit agencies active in the waterfront area.

### **Economic Development Administration**

Assistance under the Public Works and Economic Development Act for street improvements.

### **Department of Transportation**

#### United States Coast Guard

1. Maintenance/rehabilitation of facilities.



## **7.0 Local Commitment and Consultation**

### **7.1 Local Commitment**

In the Spring 2002, the City of Binghamton established a Steering Committee to oversee the development of a Local Waterfront Revitalization Program. The Steering Committee, and project responsibility, was largely undertaken through the Department of Planning, Housing and Community Development. Representatives from the Department served as the primary contacts during the project development and played an integral leadership role, including the organization of the Steering Committee. The selected Steering Committee membership reflects a range of expertise, interests and experience, including transportation, history, economic development and the local business community.

With respect to preparation of the draft Local Waterfront Revitalization Program, the Steering Committee met on a regular basis with the designated consultant to review the various sections of the LWRP and offer comments and suggestions. On average, Steering Committee meetings were held approximately every six (6) weeks during the seven (7) month planning process. The City offered the financial resources needed to secure the consultant selected to complete the LWRP, as well as provided considerable time for the review of the document and attendance at Steering Committee meetings, focus group sessions and public open houses and staff resources were utilized to provide all necessary information needed for the document. In addition to the regular Committee meetings, the City maintained contact with their designated representative from the NYS Department of State throughout the planning process, in order to maintain open communications regarding the progress of the draft document. Three (3) focus group sessions and two (2) public open houses were also hosted by the City at various times during the process to provide the general public with the opportunity to share their insights and review the information developed as part of the program

The City is dedicated to the development and improvement of their waterfront and is currently involved in enhancement efforts in addition to the LWRP. Recent efforts undertaken within the City include the renovation and development of Confluence Park. Improvements at this location include benches, a fishing overlook, trails and green space. The City is also expanding a waterfront promenade along the eastern side of the Chenango River, adding pedestrian amenities such as multi-use trails, lighting, benches and landscaping and connecting the various waterfront components. Neighborhood groups also have played a vital role in redevelopment efforts in the City. The North Side is currently working with the City and Cornell University to determine a future vision for the northern neighborhoods, including Binghamton Plaza. This is a unique community run process.

Designated a Quality Community by the New York State Department of State, the City is undertaking a number of revitalization projects in areas directly affecting the waterfront and the Central Business District. These projects are further identified in Section 4.0 – Proposed Projects of this LWRP, and include infrastructure improvements, safety and accessibility and the general aesthetic character of the City.

## 7.2 Consultation with Federal, State and Local Agencies

On-going consultation with various government entities, local agencies, stakeholders and private individuals was an integral part of preparing the Local Waterfront Revitalization Program for the City of Binghamton. Throughout the planning process, local and state government agencies were contacted for the purposes of obtaining necessary information and coordinating actions.

Consultation during the preparation of the draft LWRP involved correspondence, telephone contacts and meetings. The agencies and groups listed below provided essential background information and data pertinent to the preparation of the LWRP.

### Federal Agencies

Army Corps of Engineers  
Department of the Housing and Urban Development  
National Park Service

### State Agencies

Department of Environmental Conservation  
Department of State  
Department of Transportation  
Office of Parks, Recreation and Historic Preservation

### Local Agencies, Groups and Organizations

City of Binghamton  
    Department of Planning, Housing and Community Development  
    Department of Economic Development  
    Engineering Department  
    Mayor's Office  
Binghamton Metropolitan Transportation Study  
Broome County Environmental Management  
Broome County Soil and Water  
Susquehanna Heritage Area

### 7.3 Consultation with Local Officials

The City of Binghamton Local Waterfront Revitalization Program Steering Committee was made up of representatives from various City and County agencies and organizations, as well as local stakeholders from the business community. The Steering Committee met on a regular basis throughout the planning process to review draft sections of the LWRP. The Steering Committee was responsible for providing pertinent information and comments on the draft LWRP and served as a reviewing mechanism for the development of the plan.

The Steering Committee consisted of representatives from the following agencies and organizations:

- City of Binghamton-  
Department of Planning, Housing and Community Development  
Department of Engineering  
Mayor's Office
- Binghamton Metropolitan Transportation Study
- Broome County Environmental Management Council
- Broome County Soil and Water
- New York State Department of Transportation, Region 9
- National Park Service, Rivers and Trails
- Susquehanna Heritage Area
- Holiday Inn, City of Binghamton
- Security Mutual, City of Binghamton

## 7.4 Public Outreach

In order to ensure the needs and desires of the community were reflected in the Local Waterfront Revitalization Program, a public outreach program was undertaken which provided opportunities for members of the community to discuss their ideas and learn more about the LWRP process. Included in the public outreach program were three (3) focus group sessions and two (2) public open houses, which are further detailed below:

### 7.4.1 Focus Groups

In order to obtain public input regarding the existing conditions, opportunities, constraints and visions for the potential of the waterfront revitalization area, three (3) focus group sessions were held at the beginning of the planning process. The focus group sessions were two (2) hour discussions with special interest groups, identified as having a relevant interest or association with the development of the Local Waterfront Revitalization Program for the City of Binghamton. Potential participants received invitations to take part in the session via standard mail. Those who did not reply to the initial invitation were telephoned and personally invited to contribute to the session. A summary of their input is included in the Appendix of this document.

The focus group sessions were held on Friday, May 3<sup>rd</sup> with representatives from the following special interest groups and organizations: economic development, recreation and environment and tourism. A list of attendees for each session is provided below:

#### Economic Development

Lisa Brown, Crowley Foods  
Bernadette Blaisure, New York State Electric and Gas  
Daniel Lord, BBPA  
Nikki Lord, BBPA  
Sally Robb, M & T Bank  
William Von Iderstein, New York State Electric and Gas  
A. Ferrara, Binghamton University  
Diran Kradjian, Kradjian Enterprises  
Chris Papastrat, Park Diner  
Sherry Eaton, Gorgeous Washington  
Carin Webb, City of Binghamton  
Carolyn Price, Binghamton Schools  
George Akel, Akel / Lane Development  
Gary Leats, Binghamton Plaza

### Recreation and Environment

Anna Kinney, Finch Hollow Nature Center  
Susan Cowing, League of Women Voters  
Larry Reistetter, Broome County Parks and Recreation  
Tom Carter, Triple Cities Runners Club  
Jo Malin, West Side Neighborhood Association  
David Ligeikis, NYS Department of Transportation  
Kristin Schafer, Triple Cities Hiking Club

### Tourism

Betty Casey, Roberson Museum  
Judi Hess, Broome County Chamber  
Steve Contento, Ross Park Zoo  
Dick Jacobs, CEO, American Automobile Association

#### 7.4.2 Public Presentations

Two (2), well-publicized public open houses were held during the LWRP planning process to solicit comments and generate interest in the plan.

The public presentations allowed the general community to identify their concerns and desires for the development of the Binghamton waterfront, while simultaneously learning about the LWRP planning and development process. Local media reported on the development of the LWRP and provided the public with important information regarding progress and meeting dates.

The first public meeting was held on August 1, 2002 at 7:00 PM in the Decker Community Room at the main branch of the Broome County Library, located on Court Street within the City. Invitations to the public open house were sent to over one hundred local business owners and focus group attendees, as well as advertised in the local newspaper. Approximately thirty (30) members of the community came to the first public open house, where they were given information regarding the LWRP process and the benefits of having an approved LWRP.

Participants were asked to take part in an information gathering session, which was facilitated by the consultant through the use of a slide presentation and workbooks. The questions posed to the community covered a range of topics relevant to the LWRP, including waterfront programming, access and connections, community pride, tourism, regional cooperation, environment, education and economic development. The results of the community input are summarized in the Appendix of this document.

The second public open house was held on September 26, 2002 at 7:00 PM in the Decker Community Room at the Broome County Library. At this meeting the general public was presented information from the final draft plan, including an overview of the LWRP process, goals and objectives, inventory, recommendations, concept plans, trail designs, implementation techniques and a proposed management plan.

## Appendix

### Appendices 1 – Goals and Objectives

Through dialogue with City representatives, community leaders and the community at large, the Local Waterfront Revitalization Program provides the City of Binghamton with a clear direction on how to enhance and improve its waterfront and surrounding areas. The goals and objectives of the plan are reflective of the determined needs and desires of the community, relevant both for today and for the future. The following goals and objectives will provide the City with an important foundation and guidance in addressing specific waterfront issues, obstacles and concerns.

#### Waterfront Programming

**Goal:** To establish mixed-use waterfront facilities and programming that make the optimal use of the City's waterfront

**Objectives:**

- To designate specific locations within the waterfront revitalization area for potential residential, commercial, office, open space and recreational development and encourage these where appropriate
- To encourage upgrades, improvements and/or the redevelopment of existing structures, facilities and landscapes
- To determine site programming, including trails, site amenities and landscaping that would enhance the overall visual appearance of the waterfront revitalization area
- To determine specific activities that would be effective within the waterfront revitalization area, based on needs and desires of residents and users, and prepare recommendations to physically plan for them

### Access and Connections

**Goal:** To increase public access to the City's waterfront, both physically and visually, and encourage connections between the waterfront and surrounding neighborhoods, businesses and nearby attractions.

**Objectives:**

- To establish more effective access points to the waterfront, opening up facilities and recreation opportunities to the general public, ensuring all
- residents have access to recreation and open space amenities within the City
- 
- To develop a system of travel along the waterfront that enables people to walk easily and safely along the waters edge and encourages this type of use
- 
- To create a cohesive trail system which provides connections between waterfront amenities and surrounding developments, allowing people to move freely and effortlessly from the waterfront to other key development areas within the City
- 
- To implement a way finding program that would clearly identify waterfront destinations, access points, pedestrian and bicycle routes and connections to surrounding uses

### Community Pride

**Goal:** To provide programs, activities and facilities in the waterfront revitalization area which will instill feelings of community pride and encourage community involvement

**Objectives:**

- 
- To create a public gathering area on the waterfront to celebrate small and large-scale community events
- 
- To encourage residents to spend more time partaking in passive and active waterfront opportunities
- 
- To improve safety and security measures along the waterfront, ensuring users of facilities and program participants feel comfortable and at ease
- 
- To ensure the on-going maintenance and upkeep of waterfront facilities and public open space areas for continued enjoyment by the public

### Economic Development

**Goal:** To strive for sustainable and feasible economic development that will have the greatest economic and social impacts on the City of Binghamton

**Objectives:**

- To use the waterfront development as a catalyst for the expansion of the existing economic and employment base, stimulating retail, commercial and business development in the City's central business district core
- To work with existing businesses and developers to implement the revitalization and development strategies of this plan
- To maintain open communication with neighboring municipalities and plan for economic development on a regional basis
- To develop educational programs aimed at increasing business skills and offering technical support for existing businesses, encouraging the expansion of existing businesses along the waterfront
- To develop and maintain communications with Binghamton University, encouraging joint programs and the development of waterfront facilities

### Regional Cooperation

**Goal:** To establish and sustain long-term partnerships with neighboring communities and local organizations for the development and on-going maintenance of the waterfront

**Objectives:**

- To maintain contact with surrounding municipalities to ensure the City is aware of decisions that may effect their development plans
- To develop relationships with local organizations and regional planning agencies in order to ensure the City is involved in decisions that could impact the quality of life and the condition of their waterfront
- To work with surrounding municipalities and organizations on developing regional programs and activities
- To coordinate water related activities with municipalities located along the Susquehanna River

### Tourism

**Goal:** To attract more visitors, both locally and regionally, to the City of Binghamton

**Objectives:**

- To highlight, protect and enhance the scenic, historic and cultural resources in the waterfront revitalization area
- To work with neighboring communities and related organizations to promote waterfront activities and opportunities unique to the region, and tie those activities to other opportunities within the Central Business District
- To attract interest and offer a wide array of recreation and educational opportunities not widely offered in other communities in the region

### Environment

**Goal:** To protect and enhance environmental resources along the waterfront

**Objectives:**

- To implement best management practices that will create minimal negative impacts on the environment and natural resources found within the waterfront revitalization area, while maximizing usage
- To enhance natural areas, visually and physically, for additional public use and enjoyment
- To ensure flood risks and concerns are considered in the proposed redevelopment plans for the waterfront
- To protect significant environmentally sensitive areas from further development, resulting in natural areas which will continue to contribute to the existing character of the waterfront

## Education

**Goal:** To provide a natural, living educational resource for the community

**Objectives:**

- To develop facilities and programs which will provide a laboratory for learning on the waterfront
- To care for and maintain the waterfront to a level that will allow for continued use and enjoyment by those seeking educational opportunities
- To work with local school districts, local organizations and the Binghamton University to implement programs that will be beneficial and contribute to their educational goals

## Appendices 2 – Public Input Session Summary

At the first Public Informational Meeting regarding the Local Waterfront Revitalization Program planning process, held at 7:00 PM on August 1, 2002 at the Broome County Public Library, attendees were given the opportunity to offer input regarding their vision for the future of the waterfront in the City. All attendees were provided a questionnaire, which they were asked to fill in and return. The following is a summary of input compiled from the questionnaires:

### Waterfront Programming

- 1) *What are the future land uses that you believe would be most successful, and suitable, along the “urbanized” waterfront?  
 (Rate each on a scale of 1-5, with 1 being the lowest and 5 the highest)*

<b>Land Use</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
Residential	4	1	8	6	6
Boutique Retail	2	2	1	6	15
Office	7	3	9	3	3
Recreational	1	1	1	5	17
Light Industrial	11	8	3	0	3
Large Scale Commercial	20	2	0	1	2

<b>Land Use</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>
Residential	16%	4%	32%	24%	24%
Boutique Retail	8%	8%	4%	24%	58%
Office	28%	12%	36%	12%	12%
Recreational	4%	4%	4%	20%	68%
Light Industrial	44%	32%	12%	-	12%
Large Scale Commercial	80%	8%	-	4%	8%

#### Summary:

The majority of respondents believe that recreation / open space and small-scale, boutique retail are the most desirable land uses along the waterfront. Large-scale commercial, including big box developments, were seen as the least desirable land use for the waterfront.

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2) *What specific activities / amenities would be most effective within the waterfront revitalization area to increase usage by residents and visitors?  
 (Rate each on a scale of 1-5, with 1 being the lowest and 5 the highest)*

	1	2	3	4	5
Waterfront Trail	0	2	1	3	19
Community Area	1	0	4	7	13
Land-based Recreation	0	4	3	9	9
Water-based Recreation	2	1	5	8	9
Tourism Center	5	3	6	5	6

	1	2	3	4	5
Waterfront Trail	0	8%	4%	12%	76%
Community Area	4%	0	16%	28%	52%
Land-based Recreation	0	16%	12%	36%	36%
Water-based Recreation	8%	4%	20%	32%	36%
Tourism Center	20%	12%	24%	20%	24%

Summary:

The majority of respondents (76%) would like to see a multi-use waterfront trail developed in the community. In addition over half of the respondents felt strongly that the development of a community gathering area would entice people to use the waterfront more frequently. An enhanced tourism center was rated as the lowest priority, with respect to increasing waterfront usage.

**Access and Connections**

3) *What changes, if any, would you like to see along Route 363 (North Shore Drive), north of the Susquehanna River? (choose one)*

<b>Option</b>	<b>Preference</b>	<b>Percentage</b>
Remain as is	4	16%
Widen with more travel lanes	0	-
Widen with on-street parking	2	8%
Narrow with fewer travel lanes	0	-
Parkway with median, pedestrian access	13	52%
Remove cloverleaf to create green space	6	24%

Summary:

Over half of the respondents (52%) would like to see North Shore Drive become a more pedestrian friendly roadway, with a landscaped median and additional pedestrian crossings. Approximately a quarter of respondents (24%) would like to see the cloverleaf removed to create more usable green space.

4) *How should parking be accommodated for waterfront-based activities? (choose one)*

<b>Option</b>	<b>Preference</b>	<b>Percentage</b>
Large, centralized, landscaped lot	2	8%
Several small, satellite, landscaped lots	20	80%
Parking garage	3	12%

Summary:

The majority of respondents would like to see waterfront parking accommodated through the development of small, landscaped lots interspersed at key locations.

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5) Do you agree with the following statements? ( yes / no)

a) The waterfront would benefit from an improved pedestrian and bicycle circulation system, increasing connections to surrounding areas.

Yes	No	Yes	No
24	1	96%	4%

Summary:

Almost all respondents felt that the waterfront would benefit from an improved circulation system for pedestrians and bicyclists.

b) Improved visual access is needed around existing flood control features.

Yes	No	Yes	No
23	2	92%	8%

Summary:

Almost all respondents (92%) felt that the improved visual access to the waterfront is a priority.

c) A cohesive trail system, along the entire length of the waterfront, would improve access and increase waterfront usage?

Yes	No	Yes	No
23	2	92%	8%

Summary:

The majority of respondents believe that a trail system along the waterfront would improve usage and access to the rivers edge.

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- 6) *The following are important amenities that should be developed along the waterfront and in the Central Business District:  
 (Rate each on a scale of 1-5, with 1 being the lowest and 5 the highest)*

	1	2	3	4	5
Way-finding / sign program	2	0	4	5	14
On-road bicycle lanes	4	4	4	3	10
Off-road bicycle trail	0	1	4	6	14
Sidewalks	2	1	4	3	15
Multi-use recreation trail	2	0	0	4	19
Historic interpretive trail	1	4	3	5	12

	1	2	3	4	5
Way-finding / sign program	8%	-	16%	20%	56%
On-road bicycle lanes	16%	16%	16%	12%	40%
Off-road bicycle trail	-	4%	16%	24%	56%
Sidewalks	8%	4%	16%	12%	60%
Multi-use recreation trail	8%	-	-	16%	76%
Historic interpretive trail	4%	16%	12%	20%	48%

Summary:

Residents generally feel that an off-road bicycle trail, sidewalks and a multi-use recreation trail would be the most desirable amenities along the waterfront in the Central Business District.

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Community Pride

- 7) *What are the most significant constraints that must be overcome in the revitalization of the Binghamton waterfront?  
 (Rate each on a scale of 1-5, with 1 being the lowest and 5 the highest)*

	1	2	3	4	5
Safety and security	0	1	1	8	15
Pedestrian/bicycle access	0	1	4	10	10
Maintenance	2	1	3	3	16
No public gathering area	2	4	6	4	9
Community perception	1	1	2	7	14
Vehicular traffic	7	7	3	3	5
Funding for redevelopment	2	1	6	5	11

	1	2	3	4	5
Safety and security	-	4%	4%	32%	60%
Pedestrian/bicycle access	-	4%	16%	40%	40%
Maintenance	8%	4%	12%	12%	64%
No public gathering area	8%	16%	24%	16%	36%
Community perception	4%	4%	8%	28%	56%
Vehicular traffic	28%	28%	12%	12%	20%
Funding for redevelopment	8%	4%	24%	20%	44%

Summary:

When considering constraints against waterfront development, over half of the respondents felt that maintenance (64%), safety and security (60%) and community perception (56%) were the biggest obstacles to overcome. Vehicular traffic was not perceived as a major constraint, nor was the lack of a public gathering area for community events.

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Tourism

- 8) *Do you believe the Binghamton waterfront has the potential to be developed as a local or regional tourist destination? (yes / no)*

	<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>
Local	22	3	88%	12%
Regional	19	6	76%	24%

Summary:

Over three quarters of all respondents believe that the Binghamton waterfront has the potential to be developed as a local (88%) and regional (76%) tourist destination.

- 9) *What tourist themes could be developed along the waterfront?*

Chenango Canal	21
Cigar Industry	9
Civil War	12
Historic Architecture	18
Underground Railroad	13
Industrial History	14
Southern Gateway to NYS	12

Summary:

Based on responses, the most popular tourism development themes are the Chenango Canal, the City's historic architecture and its industrial history.

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Regional Cooperation

10) *Do you see the Binghamton waterfront directly related to, and having a relationship with, any of the following?*

*(Rate each on a scale of 1-5, with 1 being the lowest and 5 the highest)*

	1	2	3	4	5
Other waterways in County	1	7	4	3	10
Surrounding communities	2	2	4	7	10
Binghamton University	1	1	2	5	15
Surrounding open space areas	0	2	1	8	14

	1	2	3	4	5
Other waterways in County	4%	28%	16%	12%	40%
Surrounding communities	8%	8%	16%	28%	40%
Binghamton University	4%	4%	8%	20%	60%
Surrounding open space areas	-	8%	4%	32%	56%

Other: downtown, commercial districts

Summary:

Respondents felt that the Binghamton waterfront had the strongest relationship with Binghamton University. The City’s waterfront is perceived to be least strongly related to waterways throughout Broome County.

11) *How important is it for Binghamton to work with surrounding municipalities, including Broome County, in the development of the waterfront in the City?*  
*(choose one)*

Option	Preference	Percentage
Very important, essential to future development	19	76%
Important, relationships may benefit City	4	16%
Not important, City should not pursue partnerships	1	4%
No opinion	1	4%

Summary:

The majority of respondents (76%) believe that it is very important for the City to work with the County and surrounding municipalities in developing the waterfront.

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Environment

12) *Would you like to see the natural character along the Susquehanna River be preserved, as opposed to developed and "urbanized"? (yes / no)*

<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>
25	0	100%	-

Summary:

All respondents feel that the natural character along the Susquehanna River should be preserved.

Education

13) *Do you believe the waterfront provides an educational opportunity as a "natural laboratory" for learning? (yes / no)*

<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>
22	3	88%	12%

Summary:

The majority of respondents (88%) believe the waterfront could be developed as a "natural laboratory" for educational purposes.

14) *Should the City pursue partnerships with Binghamton University and the local school district for education-based waterfront development? (yes / no)*

<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>
24	1	96%	4%

Summary:

Almost all respondents (96%) would like to see the City pursue partnerships with Binghamton University and the local school district for education-based waterfront development.

Economic Development

- 15) *The following should be further explored for assistance in revitalizing the waterfront and / or central business district: (please provide contact names and phone numbers)*

Local Businesses: Washington Street businesses  
Gorgeous Washington  
Maggie Martin-Art Mission  
Binghamton Business and Professional Association  
Absolute Music – Dan Lord  
Eureka Company

Schools: Binghamton High School  
BOCES Vocational School – Harry Barnes  
Susquehanna School  
Catholic Central High School  
Chenango Forks Schools – Steve Busch, 648-7446

College/University: Binghamton University  
Broome County Community College  
Cornell University  
Syracuse ESF

Government Agency: Town of Vestal  
NYSDOT  
Broome County Parks Department  
BMTc

Other: Civic Groups (Project Pride, Rotary)  
Federal Highway Department (FHWA)  
Susquehanna River Watch  
Harry Barnes  
Broome County Teachers Group  
North Side Shalam  
Ahwaga Canoe Club

Additional Comments

- I have long wished we could develop a hands-on museum of our industrial history, including the development of the computer, shoes and film – to name a few. "State-of-the-art" computer equipment designed for children and youth to explore could be a national draw if presented effectively. Connecting such a development with waterfront trails might enhance both developments.
- Concerns: To preserve green space and open space along the trail system.
- Suggest separating wheeled transport from pedestrian traffic for safety and feeling of security.
- Suggest providing basic amenities (restrooms, drinking fountains, lighting, gardens, etc.) in the urbanized section of the trails, and at suitable intervals throughout the system.
- Please refer to gentleman's idea about building a pedestrian bridge by Lourdes Hospital. It's a good idea.
- Pedestrian bridge from west side to Route 434
- This is a great idea
- Find a way to hook the west side to the south side near SUNY
- As a paddling instructor, and paddler in many disciplines, I would like to see access for canoes and kayaks. Also, as more people utilize the water, law enforcement must be present on the water. There already exists a conflict between jet skis and paddlers at Sandy Beach. Thank you. Steve Busch, 648-7446 or sbusch@stny.rr.com.
- Would like to see part of the rivers developed like San Antonio, TX with restaurants, etc.
- Provide portages around dams/pipes crossing the rivers to encourage canoe/kayak opportunities. Also possible exercise stations along trail for fitness buffs and markers to keep track of distances.
- Long time in coming – make it happen before I get "too old"
- If there is some way the plan can convey to the public how beneficial a trail system would be to this area that would be great. There is an overwhelming negative feeling towards trails – they cost too much, they attract crime, etc. The major problem with this community is that no one wants to take a leap of faith and try something new.
- Its great that people are enjoying areas like San Antonio with Riverwalks. This area will never be San Antonio. To make this work we need a unique plan with public input throughout the entire process. The public needs to be instrumental in creating a plan like this or it will never work.

## Appendices 3 – Focus Group Session Summary

The following summarizes responses that were recorded at each of the three Focus Group Sessions held in the City on May 2, 2002 with respect to obtaining information relevant to the development of the Local Waterfront Revitalization Program. A list of participants from each focus group is also included.

### **Focus Group 1 – Business / Economic Development**

Attendees: George Akel, Akel/Lane Development  
Bernadette Blaisure, NYSEG  
Lisa Brown, Crowley Foods  
Sherry Eaton, Gorgeous Washington  
Tony Ferrara, Binghamton University  
Diran Kradjian, Kradjian Enterprises  
Daniel Lord, BPBA – Binghamton Professional Business Assoc.  
Nikki Lord, BPBA  
Carolyn Price, Binghamton School District  
Sally Robb, M&T  
Chris Papastrat, Park Diner  
William Von Iderstein, NYSEG  
Gary Leatz, Binghamton Plaza  
Chris Klein, City of Binghamton  
Laurie Kimball, City of Binghamton  
Carin Webb, City of Binghamton  
Mylene Serrano, City of Binghamton  
Kimberly Thaler, peter j. smith & company, inc.  
Mary Kopaskie, peter j. smith & company, inc.

*Focus Group Questions*

**If anything was possible, and there were no constraints (i.e. time, budget, etc.), what is your personal "ideal vision" for the Binghamton waterfront?**

- Active waterfront
- Barge by Tompkins Street - Dinner/Show on the water
- Pedestrians along the waterfront – more pedestrian bridges
- Cyclists
- Fishing
- Restaurants
- Amphitheater – South Washington Street Bridge – Symphony
- Clean and environmentally pristine
- Pedestrian access is important
- Dredge river to accommodate small boats – ACOE was supposed to dredge
- There are dykes along the way – is this an obstacle
- Landing point – put boat in and head to other surrounding communities - "Water Taxi" – link communities
- Increased navigation on the river
- Binghamton topography – steep – water passes through quickly
- Different from Owego – flattens and water pools
- Inflatable Dam – could be a solution – is this cheaper than dredging?
- We have beautiful rivers but have not capitalized on them – what is the result of Confluence Park – 1<sup>st</sup> step in the right direction – how effective will this be?
- Shouldn't be too big of a project – "hesitant"
- Safe – all days of the year at all times
- Flood walls are necessary – how do we combine with safety – and all the amenities – benefits of being along the water – capitalize
- Pedestrian traffic that moves around
- Lost the Pops on the River event – certain amount of liability – City has discontinued
- From a business perspective – needs to be balanced with business
- The professional community – the arts community – retail
- People like to walk and shop
- Should bring the community together
- Draw attention to CBD – as an attraction
- Business community should play a vital role – important for the viability of the river – can't just be limited to recreation
- Shops, restaurants – always busy – centered on the downtown
- Historic preservation is also important – people need to understand what Binghamton was – part of the Erie Canal system

**What do you see as the biggest obstacles and constraints currently facing the City, and particularly the waterfront that need to be addressed in the plan?**

- There is a lot of interest in the waterfront
- Many people have a wait and see attitude
- People are concerned about their personal safety
- Attitude in the area – people are negative towards anything that is new or different
- Money is always a huge impediment
- End up with less than we might have had
- Topography itself hurts the city
- Banks are steep – prevents “building” in certain areas
- Development only at key points along the River
- People at the water – is there an issue with this?
- Personal safety issue – perception
- So many plans – come and go – people do studies and nothing ever happens
- Don’t believe anything will ever change
- Profile of the City is not high enough
- Often ignored – “Destination USA” is an example
- Binghamton wasn’t even considered as the “Gateway” to the State
- How can the City increase its profile
- Politics may get in the way once in a while
- Need economic strength combined with political strength
- All the special interest groups must come together – political, environment, arts, education – people focus on their own issues and often ignore the larger picture - This is a hurdle being worked on – but more can be done
- Safety is a perception – more people help make the user feel safe – need to avoid feelings of isolation
- Weed and seed program – the City needs to work on making people feel safe
- More Police – Safety issue is a perception and then it becomes a reality – police on bicycles
- Need capital investment – piece meal approach may not work – need money to get this done
- People need to see progress – trails, phones, maintenance
- Need to see a significant change
- Topography is not perfect – capital resources should be focuses on specific projects and areas – start small and work from there
- Focus on downtown first – then move on
- The length of the waterfront is immense
- Fortunate to have a vibrant downtown – large department store and three hotels
- Maximize Visibility all times of the day
- Destination

- We also have cold weather – have to consider the seasons – four seasons of use not just the summer
- Not enough people or money
- Need money from state, federal and private sources
- Federal funding is short in NYS – we need more
- Senators don't get money for all of NYS – money goes downstate –
- Private dollars are profit driven
- Need to attract students and elderly – downtown housing
- Have people populate the downtown area
- Cooperation is essential
- Seed money – construction, more development and then other things follow
- Money, Planning, Coordination
- Need to get the entire community behind
- A united voice
- More regional cooperation
- What is good for one community is good for the entire county
- Encourage people to spend money in the City, County and Region
- 20-30 governmental units impact the University alone
- Have to benefit the entire Southern Tier
- Education – NOW – to children, the elderly, the general public – start now to get people to buy-in to the project
- People must respect the project
- Get in to the schools and have the children take ownership

**What specific issues, if any, would you like to see addressed in the LWRP that are directly related to business, development and economic opportunities?**

- Development of a single plan – have a vision
- Have a clear idea of where the waterfront is going
- Regional Vision
- We start, we stop, we start, we stop, we do a little we stop – and on and on
- It's our community – we need to find the ownership – this is a good thing to do – we are all going to benefit
- Do projects really well – focus on "Phase 1" and then move on
- Restaurants and shops attract people
- Linking the various facilities along the River – start small to achieve the vision
- Washington Street – 45 members – mostly grass roots – dedication of the people who live and work there have made this work – people feel ownership
- Willingness to work with the City on the overall vision
- The BBPA – can be used as a conduit – they can promote the waterfront – musicians to donate time
- City - Sponsor events – on the waterfront, concerts – can help to get people to the waterfront

## Focus Group 2 – Recreation and Environmental Organizations

**Attendees: Susan Cowing, League of Women Voters and EMC**

Tom Carter, Triple Cities Runners Club  
Anna Kinney, Finch Hollow Nature Preserve  
Dave Ligeikis, NYSDOT  
Jo Malinen, West Side Neighborhood Association  
Larry Reistetter, Broome County Parks and Recreation  
Kristin Schafer, Triple Cities Hiking Club  
Chris Klein, City of Binghamton  
aurie Kimball, City of Binghamton  
Kimberly Thaler, peter j. smith & company, inc.  
Mary Kopaskie, peter j. smith & company, inc.

### *Focus Group Questions*

**If anything was possible, and there were no constraints (i.e. time, budget, etc.), what is your personal "ideal vision" for the Binghamton waterfront?**

- 2 visions
- San Antonio – riverfront
- 1 - Our downtown – more retail – near the CBD – splits the business district
- 2 - Other vision – series of dams to create usable water on both rivers – summers are dry – river's edge – walking and hiking trails
- Boats on the water
- More use of the river – both high and low water – see watercraft infrequently – in Owego there is water skiing
- Sail boats, canoes, skulls – BU rowing team
- ACCESS – there is very little right now – Confluence Park is a start
- Need trails – places for people to stop and have picnics
- Vision needs to extend beyond Binghamton
- Clean river – there is a lot of dumping in the river – need to keep clean
- South side – flood walls are unattractive – but necessary
- Murals on the walls – competition – block by block – children
- Bridge is wonderful – more landscaping is needed on both ends – native plant materials
- South side of the bridge needs additional amenities
- How can the "hard walls" be softened
- Trail system – that links the entire region – walkers, runners, in-line skaters, baby strollers, cyclists – non-motorized vehicles and boating
- Parks along the way – attractive is important
- Pleasant and safe
- This will increase the quality of life and the number of people that use the trail
- Safe, flat track – people want this – they will use

- People would use trails
- People want active places to go
- Eugene, Oregon (as an example) paved paths along and across the rivers, link with neighborhoods, marked, maintained, mileage increments, wide enough (10-15 feet wide) – critical so there is not congestion and so that it is safe without conflicts between users, lighting
- Otsiningo Park – heavily used – link the waterfront with this Park
- Grants will be necessary
- This will take time
- Keep views open – this is important for safety reasons – visibility is important
- Picnic areas, site furniture, water fountains

**What do you see as the biggest obstacles and constraints currently facing the City, and particularly the waterfront that need to be addressed in the plan?**

- Secluded areas could be an issue – creates safety issues
- Signage is important
- Flooding is an issue that has to be considered
- Floodwalls – how can you plan a trail with these in place
- Park should be built in conjunction with the Susquehanna River Basin Commission
- Releases (if things are dammed) during the summer could impact other parks/communities in the region
- Whatever happens in the Susquehanna will impact the entire region – can't plan this in isolation
- Money – who will pay for all of this
- There have to be clear priorities
- How much are tax payers going to have to pay
- The sounds of the river and uses could impact the neighborhoods
- Security
- There is a lot of private property that extends along the river – west side of Chenango in particular
- Maintenance and clean
- Obesity is an epidemic – federal money to increase how walkable communities are to help this issue
- Susquehanna River Basin Commission
- Winter maintenance – ice build-up
- Don't want to limit to only summer months – ice build-up – damage could occur and limit use in the cold months
- Removable or permanently tied down
- Bolted in place so that they are easier to maintain (no weeds), and then they are not stolen
- Very conservative area

- This will be very expensive – City residents don't want to pay more taxes for anything – want taxes to be stable or even decrease
- Marketing in the proper way is essential
- Show the long-term benefits
- Quality of life – connect to health for publicity
- People are looking for attractions when they relocate
- Vestal – rails to trails – DOT money – Enhancement Program – more applications for extension

**What specific issues, if any, would you like to see addressed in the LWRP, which are directly related to recreation opportunities and the environment?**

- Water quality – the cleaner the rivers, the more people will use the amenities
- Regionally – this is an issue – the rivers used to be very polluted – this is not the case anymore
- Need to change peoples perception of the rivers – so that people see them as amenities rather than something you turn your back to when you develop
- Education of the public is essential
- Identify the top visual areas of the rivers
- The connector bridge – There are outstanding views – 201 Bridge
- Need to enhance these types of amenities
- Viewing platforms
- Take advantage of the spectacular parts of the rivers – identify and enhance these areas
- Could help to promote the area to outsiders
- Nodes – tied together
- Greenways study – completed by the County – the City is trying to follow this to the greatest extent possible
- Ultimate – all on the riverbank – but sometimes we may have to move the trail and into the neighborhoods
- Signage and marking is key if this occurs – residents need to cooperate
- **NEED TO LINK ALL THE TRAILS**
- Link all the segments together – Regional momentum – link the entire community
- People might commute to work on the trail system
- Community needs to be more pedestrian friendly – sidewalks are essential – people need to have a choice

### Focus Group 3 - Tourism

Attendees: Betty Casey, Roberson Museum  
Steve Contento, Ross Park Zoo  
Gail Domin, Visitors Center and Susquehanna Heritage Area  
Judi Hess, CVB  
Dick Jacobs, CEO, AAA  
Chris Klein, City of Binghamton  
Laurie Kimball, City of Binghamton  
Kimberly Thaler, peter j. smith & company, inc.  
Mary Kopaskie, peter j. smith & company, inc.

#### *Focus Group Questions*

**If anything was possible, and there were no constraints (i.e. time, budget, etc.), what is your personal "ideal vision" for the Binghamton waterfront?**

- San Antonio – restaurants, shops
- Floodwalls are an issue – but can we have mixed use, dinner boats
- Walkways and bikeways are important
- Create a destination
- Two hotels on waterfront are important – Roberson across the river – natural springboard
- Downtown to find these activities
- Owego – Front Street area – shops, restaurant
- Encourage a length of stay – zoo – link with other attractions in the region
- Create a destination
- Attract and encourage to stay
- Doesn't have to be really unique – tremendous rest area – have people stay overnight or two
- Already a great family destination
- Size of community – location off the highway – inexpensive – pushing for people to come for a long weekend – the price of things are so low – there are great golf courses – all of these things should be linked
- River needs better access – public involvement is essential
- Make it easy for people to get to the river
- Access is essential – easy – business and attractions – trail, walkways, docks – these things enhance the entire waterfront
- Great marking to link with surrounding communities and attractions
- Nodes and hubs of activity – parking and then people go off and enjoy the City
- Can't even get to the waterfront right now
- Pops on the River – sponsorship was an issue – got expensive to do on the river
- Amphitheater on the River to be able to bring in events

- People on a dock – music on land – potential behind Roberson
- Pedestrian Bridge activities
- Utilize the facilities that are there for tourism attractions – "Dance on the Bridge"
- More water – potential to dam – dredging – water in the river during the summer is really low
- More usable in the wintertime – 6 months out of the year there is snow or cold weather
- Keep momentum – closed pavilions, cross country trails, ice fishing – winter activities – ice rink on the trail – flood the trail
- Riverwalk is a key
- What do Susquehanna and Chenango (land of the stinking onion) mean
- Festival of lights along the river – bonfires, First Night – lighting the City buildings
- Music along the river

**What do you see as the biggest obstacles and constraints currently facing the City, and particularly the waterfront that need to be addressed in the plan?**

- Funding – money
- Perception
- Discouragement – we've tried this before
- People fear that illegal activity will occur
- NIMBY
- Justification – losing population and getting older – if it's too OUT THERE – it won't fly
- Need to revitalize the downtown
- Start simple and build off of this
- Link with activities that are occurring now
- Things happening now have to be considered
- This should work in conjunction with the things going on
- City welcomes new ideas and will try new things
- Have to get the public on board
- City supports many of the things going on
- Weather is an issue – things should be usable year-round
- Parking to allow convenient access to the riverfront
- Good current on the river – water doesn't freeze
- 10 foot wide strip – can you get pedestrians and cyclists on this narrow an area
- Floodwall is also a reality
- Need to look at both sides of the river
- Bank is steep on both sides – canoe access is difficult – near Roberson – could banks be reshaped
- Two rivers – different characteristics
- Some uses may be more appropriate only on one river
- There is a regional plan to be considered

- Intangibles impact the quality of life
- People are active – young families look for these activities
- They want to get outside
- Some inactivity during the cold months – some things could be used – try to avoid drain on maintenance
- Try to attract people – business – limited traffic during some parts of the year – this could limit people's willingness to invest
- Vendors that can pull out during the winter
- Year-round activity – access by locals and tourists
- Reduced hours in the winter
- What are other communities doing
- There is a PR issue – regional attraction to use downtown Binghamton as a kick start – regional riverbank and trail concept
- Investments are tied together
- There has been a lot of planning and little done
- Some small successes – need more – people need to have confidence
- Overcome the typical negativism that people often have
- What will be different this time – why is this different
- Development must link and continue – expand outside of the downtown – tie into existing successes
- Needs to be bigger than the City of Binghamton – they need to have regional cooperation and linkages
- Bring in the surrounding communities for consensus – reach out to communities that may be able to benefit from this project – buy-in

**What specific issues, if any, would you like to see addressed in the LWRP that are directly related to the tourism industry?**

- Northern community – so the number of people visiting varies greatly during the year
- Binghamton is a great City – this area can prosper and the waterfront can act as a catalyst – economic deterioration is a reality
- Key is to have more activities – shops, retails, restaurants, vendors
- Places for tourists and locals
- People want to be by the water – they link to the water
- Safety issue – make sure secure, well lit and that they are safe – this area is safe
- People have to feel safe – perception is key
- Development of shops – don't duplicate what is occurring – something that is unique and affordable
- Have to consider tourists and residents – who supports when
- Issue with shortening the "Party on the Patio" – City has to be careful of this – it's hard to get people to invest in a community – this is short-sited
- Businesses say it's hard to get young people and they don't want to stay
- Activities for young people are important
- Outside activities are important
- City Council needs to recognize the importance of young people
- Trying to attract business – they will invest other places if there is no cooperation
- Don't let the special interests dictate policy
- Negotiations rather than ramming things down people's throats
- Barriers need to be broken down – more cooperation – why things are happening
- Politics have to be put aside
- There are things worth seeing here – need to convince those in charge of how special the area really is – inherently beautiful, natural, industrial history
- Rivers are a theme
- Blend of existing facilities helping each other is important
- Start spending City money won't get support unless you can prove that people are going to come in – routine maintenance is often ignored – these things need to be taken care of often



## Appendices 4 – Draft Consistency Review Law

### **City of Binghamton, (Broome County) New York**

Local Law No. \_\_\_\_\_ of the year 200\_\_

Be it enacted by the City Council of the of the City of Binghamton, New York as follows:

#### **GENERAL PROVISIONS**

##### **I. Title**

This local law will be known as the City of Binghamton Waterfront Consistency Review Law.

##### **II. Authority and Purpose**

1. This local law is adopted under the authority of the Municipal Home Rule Law and the Waterfront Revitalization of Coastal Areas and Inland Waterways Act of the State of New York (Article 42 of the Executive Law).
2. The purpose of this local law is to provide a framework for agencies of the City of Binghamton to consider policies and purposes contained in the Local Waterfront Revitalization Program when reviewing applications for actions or direct agency actions located in the coastal area; and to assure that such actions and direct actions are consistent with the said policies and purposes.
3. It is the intention of the City of Binghamton that the preservation, enhancement, and utilization of the natural and manmade resources of the unique coastal area of the City of Binghamton take place in a coordinated and comprehensive manner to ensure a proper balance between natural resources and the need to accommodate population growth and economic development. Accordingly, this local law is intended to achieve such a balance, permitting the beneficial use of coastal resources while preventing: loss of living estuarine resources and wildlife; diminution of open space areas or public accesses to the waterfront; erosion of shoreline; impairment of scenic beauty; losses due to flooding, erosion and sedimentation; or permanent adverse changes to ecological systems.
4. The substantive provisions of this Local Law shall apply while there is in existence a City of Binghamton Local Waterfront Revitalization Program which has been adopted in accordance with Article 42 of the Executive Law of the State of New York.

**III. Definitions**

1. "Actions" mean either Type I or unlisted actions as defined in SEQRA regulations (6 N.Y.C.R.R. 617.2) which are undertaken by an agency and which include:
  - (1) projects or physical activities, such as construction or other activities that may affect the environment by changing the use, appearance or condition of any natural resource or structure, that:
    - (i) are directly undertaken by an agency; or
    - (ii) involve funding by an agency; or
    - (iii) require one or more new or modified approvals from an agency or agencies;
  - (2) agency planning and policy making activities that may affect the environment and commit the agency to a definite course of future decisions
  - (3) adoption of agency rules, regulations and procedures, including Local Laws, codes, ordinances, executive orders and resolutions that may affect the environment; and
  - (4) any combinations of the above.

This law does not apply to Type II, excluded or exempt actions as defined in the S.E.Q.R.A. regulations 6 N.Y.C.R.R. Part 617.

2. "Agency " means any board, agency, department, office, other body, or officer of the City of Binghamton.
3. "Coastal area" means that portion of the New York State coastal waters and adjacent shorelands as defined in Article 42 of the Executive Law which is located within the boundaries of the City of Binghamton, as shown on the Coastal Area map on file in the office of the Secretary of State and as delineated in the City of Binghamton Local Waterfront Revitalization Program.
4. "Coastal Assessment Form (CAF)" means the form used by an agency to assist it in determining the consistency of an action with the Local Waterfront Revitalization Program.
5. "Consistent" means that the action will fully comply with the LWRP policy standards and conditions and, whenever practicable, will advance one or more of them.

6. "Direct Actions" means actions planned and proposed for implementation by an agency, such as, but not limited to a capital project, rule making, procedure making and policy making.
7. "Local Waterfront Revitalization Program (LWRP)" means the Local Waterfront Revitalization Program of the City of Binghamton, approved by the Secretary of State pursuant to the Waterfront Revitalization and Coastal Resources Act (Executive Law, Article 42), a copy of which is on file in the Office of the Clerk of the City of Binghamton.
8. "Waterfront Advisory Committee" or "Committee" means the Waterfront Advisory Committee of the City of Binghamton, as created by Local Law No. \_\_\_\_\_ of the City of Binghamton.

**IV. Waterfront Advisory Committee**

1. The Committee is authorized to review and make recommendations to appropriate agencies regarding the consistency of proposed actions with the City of Binghamton Local Waterfront Revitalization Program policy standards.

**V. Review of Actions**

1. Whenever a proposed action is located in the City's Coastal Area, an agency shall, prior to approving, funding or undertaking the action, make a determination that is consistent with the LWRP policy standards and conditions set forth in Paragraph 7 herein.
2. Whenever an agency receives an application for approval or funding of an action or as early as possible in the agency's formulation of a direct action to be located in the Coastal Area, the applicant, or in the case of a direct action, the agency, shall prepare a Coastal Assessment Form (CAF) to assist with the consistency review of the proposed action.
3. The agency shall refer a copy of the completed CAF to the Committee within ten (10) days of its submission and prior to making its determination, shall consider the recommendation of the Committee with reference to the consistency of the proposed action.
4. After referral from an agency, the Committee shall consider whether the proposed action is consistent with the LWRP policy standards and conditions set forth in Paragraph 7 herein. The Committee shall require the applicant to submit all completed actions, CAF's and any other information deemed to be necessary to its consistency recommendation.

5. The Committee shall render its written recommendation to the agency within thirty (30) days following referral of the CAF form the agency, unless extended by mutual agreement of the Committee and the applicant or in the case of the direct action, the agency. The recommendation shall indicate whether, in the opinion of the Committee the proposed action is consistent with or inconsistent with one or more of the LWRP policy standards or conditions and shall elaborate in writing the basis for its opinion.

The Committee shall, along with its consistency recommendation, make any suggestions to the agency concerning modification, of the proposed action to make it consistent with LWRP policy standards and conditions or to greater advance them.

In the event that the Committee's recommendation is not forthcoming within the specified time, the referring agency shall make its decision without the benefit of the Committee's recommendation.

6. The agency shall make the determination of consistency based on the CAF, the Committee recommendation and such other information as deemed to be necessary in the determination. The agency shall issue its determination within thirty (30) days following receipt of the Committee's recommendation and submission by the applicant of any additional required information. The agency shall have the authority, in its finding of consistency, to impose practicable and reasonable conditions on an action to ensure that it is carried out in accordance with this Local Law.
7. Actions to be undertaken within the Binghamton Coastal Area shall be evaluated for consistency in accordance with the following LWRP policy standards and conditions, which are derived from and further explained and described in Section 3.0 of the City of Binghamton LWRP, a copy of which is on file in the City's Department of Planning, Housing and Community Development and available for inspection during normal business hours. Agencies which undertake direct actions shall also consult with Section 4.0 of the LWRP in making their consistency determination. The action shall be consistent with the policies to:
  - A. Foster a pattern of development in the riverfront area that enhances community character, preserves open space, makes efficient use of infrastructure, makes beneficial use of a coastal location, and minimizes adverse effects of development.
  - B. Protect Binghamton's water-dependent uses and promote siting of new water-dependent uses in suitable locations.
  - C. Promote sustainable use of fish and wildlife resources.

- D. Protect and restore ecological resources, including significant fish and wildlife habitats, wetlands, and rare ecological communities.
  - E. Protect and improve water resources.
  - F. Minimize loss of life, structures, and natural resources from flooding and erosion.
  - G. Protect and improve air quality.
  - H. Promote appropriate use and development of energy and mineral resources.
  - I. Minimize environmental degradation from solid waste and hazardous substances and wastes.
  - J. Improve public access to and use of public lands and waters.
  - K. Enhance visual quality and protect outstanding scenic resources.
  - L. Preserve historic resources located in the waterfront revitalization area.
8. If the agency determines that the action would not be consistent with one or more of the LWRP policy standards and conditions, such action shall not be undertaken unless the agency makes a written finding with respect to the proposed action that:
- A. No reasonable alternatives exist which would permit the action to be undertaken in a manner which will not substantially hinder the achievement of such LWRP policy standards and conditions.
  - B. The action would be undertaken in a manner which will minimize all adverse effects on such LWRP policy standards and conditions.
  - C. The action will advance one or more of the other LWRP policy standards and conditions: and
  - D. The action will result in an overriding City, regional or state-wide public benefit.

Such a finding shall constitute a determination that the action is consistent with the LWRP policy standards and conditions.

9. Each agency shall maintain a file for each action made the subject of a consistency determination, including any recommendations received from the Committee. Such files shall be made available for public inspection upon request.

**VI. Enforcement**

The City Zoning Enforcement Officer and Building Inspectors shall be responsible for enforcing this Local Law. No work or activity on a project in the Coastal Area which is subject to review under this Local Law shall be commenced or undertaken until the Zoning Enforcement Officer has been presented with a written determination from an agency that the action is consistent with the City's LWRP policy standards and conditions. In the event that an activity is not being performed in accordance with this Local Law or any conditions imposed thereunder, the Zoning Enforcement Officer, Building Inspector or any authorized official of the City shall issue a stop work order and all work shall immediately cease. No further work or activity shall be undertaken on this project so long as a stop work order is in effect.

**VII. Violations**

1. A person who violates any of the provisions of, or who fails to comply with any conditions imposed by, this chapter shall have committed a violation, punishable by a fine not exceeding five hundred (500) dollars for a conviction of a first offense and punishable by a fine of one thousand (1,000) dollars for a conviction of a second or subsequent offense. For the purpose of conferring jurisdiction upon courts and judicial officers, each week of continuing violation shall constitute a separate violation.
2. The City attorney is authorized and directed to institute any and all actions and proceedings necessary to enforce this local law. Any civil penalty shall be in addition to and not in lieu of any criminal prosecution and penalty.

**VIII. Severability**

The provisions of this Local Law are severable. If any provision of this Local Law is found invalid, such finding shall not affect the validity of this Local Law as a whole or any part of provision hereof other than the provision so found to be invalid.

**IX. Effective Date**

This Local Law shall take effect immediately upon filing with the Secretary of State in accordance with Section 27 of the Municipal Home Rule Law.