

**BLUEPRINT
BINGHAMTON**
FORWARD TOGETHER

Main/Court Street Corridor

CHARRETTE REPORT

Binghamton, New York



DECEMBER 13, 2013



MAIN/COURT STREET CORRIDOR CHARRETTE

OCTOBER 18 – 24, 2013

PROJECT LEAD

INTERFACE STUDIO, PHILADELPHIA

CHARRETTE TEAM

CODE STUDIO, AUSTIN

THIRD COAST DESIGN STUDIO, NASHVILLE

URBAN ADVANTAGE, BERKELEY

CHARRETTE SUPPORT

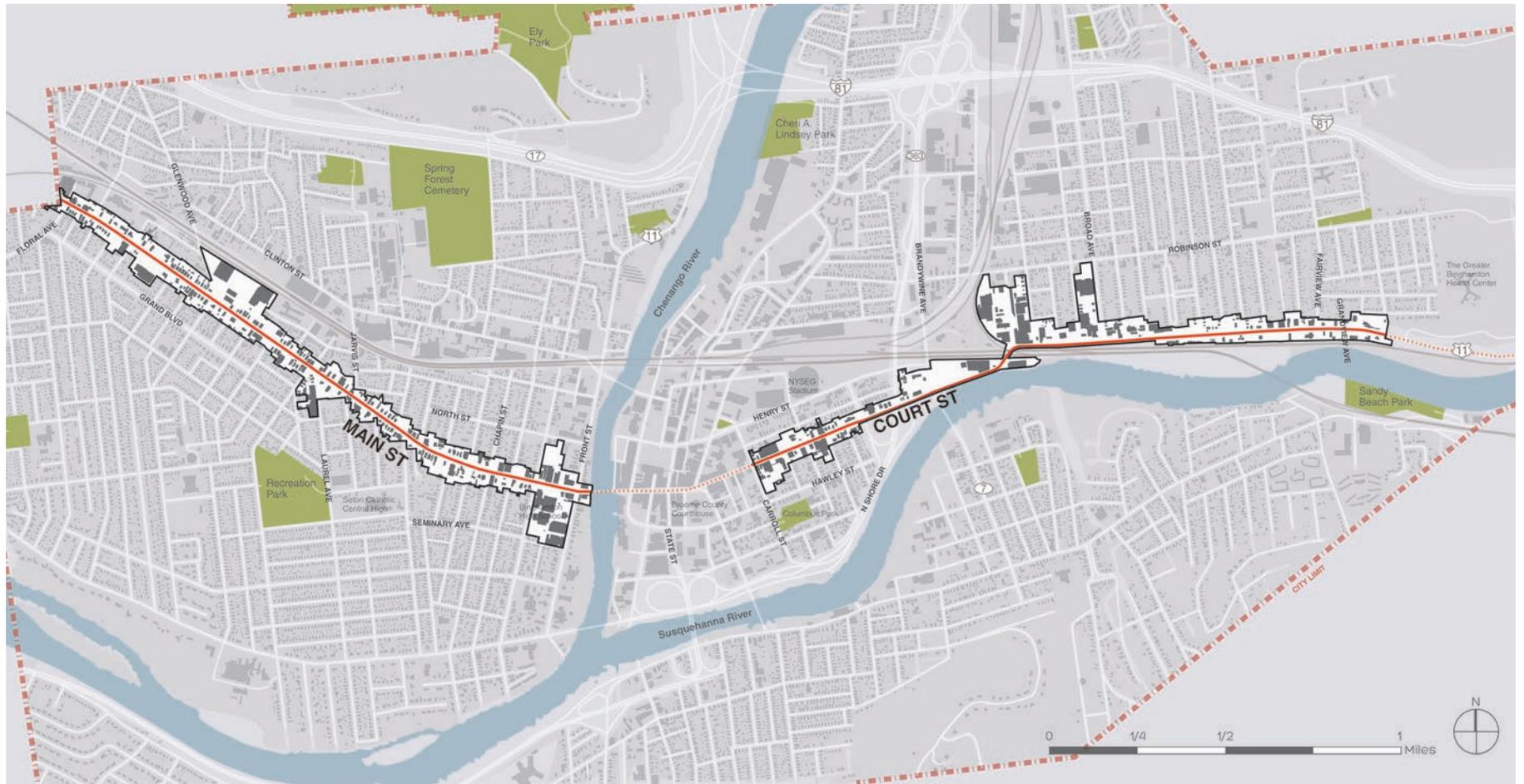
SAM SCHWARTZ ENGINEERING, CHICAGO

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CODE FOR AMERICA, STREETMIX.NET

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AS PART OF BLUEPRINT BINGHAMTON, NEW ZONING WILL BE PREPARED FOR THE MAIN/COURT STREET CORRIDOR, NOT INCLUDING DOWNTOWN.

INTRODUCTION

BACKGROUND

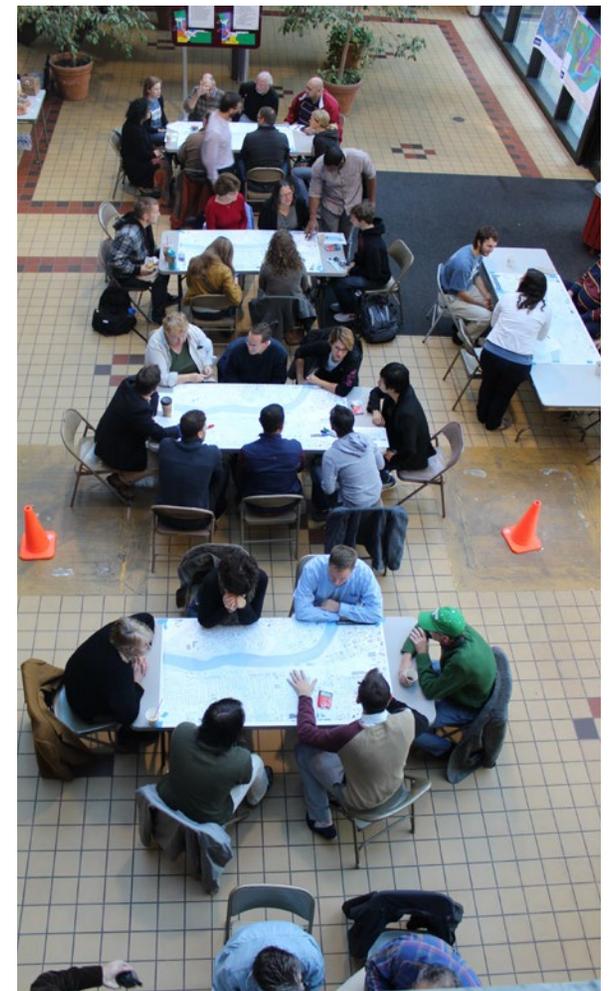
The City of Binghamton is in the process of updating its Comprehensive Plan. *Blueprint Binghamton: Forward Together*, will guide the growth and development of the City over the next 10 years.

As part of the *Blueprint Binghamton* effort, new zoning recommendations for Main Street and Court Street are being prepared. The study area runs from the city limits on the east to the city limits on the west and excludes Downtown. These new zoning recommendations will focus on enhancing Main and Court streets into more pedestrian- and bike-friendly environments, with the goal of attracting new businesses and enhancing opportunities for existing businesses.

To quickly engage the community in expressing their ideas and desired outcomes, a public participation charrette was held. A charrette is a series of public workshops held on-site over a short period of time and includes a variety of stakeholders and participants. Charrettes offer a very effective way to focus citizen participation. The hands-on

nature of a charrette, the opportunity to interact with differing perspectives and the short feedback loops allow issues to be identified and resolved early on in the planning process. As participants see their ideas incorporated, they recognize their concerns are being addressed and take ownership in the plan. Participants often see their desires for their community are remarkably similar to those of other residents. In addition, a charrette provides an educational opportunity for all attendees. By spending a week in Binghamton, hearing from local residents and business owners and exploring and getting a feel for the City, the consultant team was able to generate a clearer understanding of the community over a very short period of time.

This report is intended to document the charrette and refine the vision and illustrative material prepared during the week. Following public reconfirmation of this report, new zoning recommendations, in the shape of a form-based code, will be prepared.

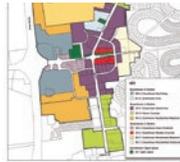


WHAT IS A FORM-BASED CODE?

A form-based code is a type of zoning code that places the primary emphasis on the physical form of buildings and site development with the end goal of producing a predictable built environment or specific type of place. This sets a form-based code apart from conventional zoning, which focuses on regulating land uses and density, whose physical outcomes in terms of what a development will look like are difficult to predict.

Form-based codes are being used in a variety of settings, from large scale mixed-use developments, to small scale infill redevelopment on parcels under multiple ownership, to complex downtowns. Under all scenarios, form-based coding is a particularly effective tool for promoting mixed use and pedestrian-friendly development and can also help improve the predictability of desired outcomes for the built environment. A form-based code, produced through a public process and in conjunction with a physical plan, can help ensure development that is inherently more pedestrian- and bicycle-friendly, and where appropriate can encourage mixed use and compact building design. Form-based codes are a way to translate the ideals of a plan into regulatory language to create the physical place envisioned by a community.

FORM-BASED CODE ELEMENTS:



REGULATING PLAN.
A plan or map of the zoning districts designating the locations where different standards apply.



ILLUSTRATION OF ZONING DISTRICTS.
A drawing and intent statement that defines and illustrates the main characteristics of each district.



PUBLIC SPACE STANDARDS.
Specifications of public elements such as sidewalks, travel lanes, on-street parking, street trees, street furniture, etc.



BUILDING FORM STANDARDS.
Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm.



ADMINISTRATION.
A clearly defined application and project review process.

HEIGHT



FORM



SITING



USE



FORM-BASED CODES ADDRESS BUILDING MASS, BUILDING PLACEMENT ON LOTS, THE FORM AND CREATION OF STREETS AND OTHER PUBLIC SPACES, HEIGHTS, WINDOW AND DOORS—DETAILS THAT ALL DIRECTLY AFFECT THE WAY A BUILDING AND STREET FUNCTION—TO ENCOURAGE (OR DISCOURAGE) PEDESTRIAN ACTIVITY. THE STANDARDS IN A FORM-BASED CODES ARE ALSO PRESENTED IN A HIGHLY GRAPHIC FASHION.

Form-based codes address building mass, building placement on lots, the form and creation of streets and other public spaces, heights, windows and doors—details that directly affect the way a building and street function—to encourage (or discourage) pedestrian activity. They also direct the location and design of parking and the design of the public spaces. In short, form-based codes address public spaces that conventional zoning ignores. Rather than relying on use and density prescriptions, form-based codes are proactive in specifically describing the form of the desired built environment. The standards in form-based codes are also presented in a highly graphic fashion. New zoning for the Main/Court Street Corridor, in the shape of a form-based code, will have the following benefits:

>>Promote positive community involvement in the preparation and implementation of new zoning.

The genesis of the focus on the Main/Court Street Corridor was in part a desire to encourage community involvement in the implementation of new zoning within the context of the Comprehensive Plan update processes. As part of this effort, residents of Binghamton will have been directly involved in the preparation of new zoning through the generation of ideas for the future of the

Corridor. Therefore, new zoning for Main Street and Court Street directly reflects the community’s desire and outcomes for the future of “their” Corridor.

>>More effectively accommodate the variety in character that exists along the Corridor today.

The Main/Court Street Corridor is currently zoned almost entirely C-1 (Service Commercial). Upper Court Street and Main Street are treated exactly the same from a zoning perspective even though they are very different in character. Zoning for the Corridor should be more responsive to the differences and should strive to provide the appropriate tools to effectively accommodate future development patterns along each roadway.

>>Provide improved clarity and predictability in the outcome of future development along the Corridor.

A wide spectrum of development patterns are permitted under current C-1 rules, ranging from a single-story, large format retailer like a grocery store set back on the site to a 5-story residential building pulled right up to the street. While these development patterns are compatible in a well planned project, the district remains unpredictable



MORE PREDICTABLE AND PRESCRIPTIVE ZONING STANDARDS ARE NEEDED FOR THE CORRIDOR. UNDER C-1, EITHER ONE OF THE ABOVE WALGREENS IS ACHIEVABLE, BUT FROM A WALKABILITY PERSPECTIVE THEY ARE VERY DIFFERENT.

to neighbors and even to the City itself. Also, in many communities, a preference for location of development up to the street versus set back is a characteristic of different districts. Downtown and other pedestrian-oriented places such as Main Street would typically require buildings pulled up to the street. Narrowing the potential outcomes to a predictable range is needed both to help neighbors understand what is coming, as well as help the development community understand the City's future expectations for Corridor.

>>Provide streamlined approval using enhanced standards that promote mixed use and walkability, and reduce the burden of on-site parking.

In today's economic climate, developers are looking for clear, predictable and objective standards that do not require discretionary, subjective approvals. Discretionary approvals can be time-consuming, unpredictable and can increase the cost of development. It is not unusual for a community to include prescriptive pedestrian-oriented standards that can be approved administratively, such as build-to lines (replacing minimum front setbacks), parking location requirements and street facade activation provisions. The current zoning along the Corridor does little in terms of requiring pedestrian-oriented improvements.

Also, current on-site parking requirements are inhibiting for both new and existing development. New zoning should rethink the current parking requirements and make it easier to reuse existing buildings.

>>Provide an easy to use, more self explanatory set of zoning requirements.

Zoning regulations should be understandable and easy to use. They don't have to read like a novel, but they do need to be presented so that people can intuitively find the information they need. The trend today is to move away from zoning regulations written primarily for lawyers and toward

codes that are written for the general public and design professionals. New zoning for the Corridor should be heavily illustrated to help "broadcast" the City's intent to developers and neighbors. The inclusion of color, photographs, graphics, illustrations, tables, running headers and footers, and automated paragraph numbering are standard code drafting best practices.

G. Mixed Use 1 (MU-1, MU-2)

PURPOSE & INTENT

The Mixed Use District accommodates retail, office, service, hotel, and residential uses, and in some cases, multiple uses will be combined within the same building. The purpose is to create a dynamic urban environment in which uses reinforce each other and promote an attractive, walkable neighborhood.

Located in central Collegeville, the Mixed Use District allows the highest density within the Collegeville Area Form District. Redevelopment is encouraged and encouraged with the recognition of designated local landmarks, and the intent is to accommodate the majority of additional development needs within these districts.

The Mixed Use District regulations have been designed to encourage exceptional urban design and high-quality construction. The Mixed Use 1 district permits buildings up to 9 stories and 75 feet in height while the Mixed Use 2 district allows buildings up to 6 stories and 60 feet in height. Building setbacks exceed other requirements. While it may be desirable to design a building with a greater number of stories within the maximum allowed height in feet, the intent of the district regulations is to meet both requirements. The additional building height in feet has been allowed for the purpose of providing adequate space for mechanicals and accommodating high-quality design features and finishes.

The objective of both Mixed Use Districts is to create an urban form that gives priority to pedestrians and encourages year-round commercial activity at the street level. Regional form elements, such as a maximum distance between stories and a maximum height of blank wall, activate the street level of buildings to engage pedestrians through the high-contrast scenes of Collegeville. In addition, blank urban facades have been recognized as a street-adjacent space to provide wider sidewalks, and a safer pedestrian environment. A required 10-foot blank wall or additional setback or corner cut within the Mixed Use 2 District will allow greater visibility and natural light at busy intersections.

(1) Mixed Use 1 (MU-1)

LOT CRITERIA

LOT SIZE	
1. Area, min	5,000 sq ft
2. One-family or two-family dwelling	5,000 sq ft
3. Multiple dwelling and other uses	5,000 sq ft
4. Width at street line, min	30'
5. One-family or two-family dwelling	30'
6. Multiple dwelling and other uses	40'

LOT COVERAGE

1. Net coverage by buildings, min	75%
2. Green space, min	10%

MIN OFF-STREET PARKING

None	
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SITING

PRINCIPAL BUILDING

1. Front setback, min	5'
2. Side setback, min	5'
3. Height (corner/flat), min	5'
4. Height (corner/flat), min	5'
5. All other structures	5'

ACCESSORY STRUCTURE

1. One-family or two-family dwelling	30'
2. Multiple dwelling and other uses	40'

SPACING BETWEEN STRUCTURES

On-site paved, min	5'
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ACCESSORY STRUCTURE SETBACKS

Side setback, min	0'
Rear setback, min	0'
Space between footprints per unit, min	100 sq ft

PARKING LOCATION

- 1. Parking setbacks from street facade, min
- 2. Limited on-street parking may be provided on street-facing facade (except for commercial) and may not be visible from adjacent street.

HEIGHT

PRINCIPAL BUILDING

1. Frontal (corner/flat), min	5/70
2. Height (corner/flat), min	5/50'

ACCESSORY STRUCTURE

Height (corner/flat), min	20/20'
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BLANK FACADE (PRINCIPAL BUILDING)

1. Residential	10'
2. Commercial	12'
3. Other (except those in Block), min	10'

ROOF

1. Pitched or flat, min	Allowed
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STREET FACADE

1. Frontal length, min	75'
2. Length of blank wall, min	117'

DOORS AND ENTRIES

- 1. Distance between functioning doors: Facing entries, min
- 2. Commercial entries must be functioning and visible during business hours.

PORCH, STOOP OR RECESSED ENTRY

- 1. Front porch, stoop or recessed entry required for each storefront entry.

ZONING REGULATIONS SHOULD BE UNDERSTANDABLE AND EASY TO USE. NEW ZONING FOR THE CORRIDOR SHOULD BE HEAVILY ILLUSTRATED TO "BROADCAST" THE CITY'S INTENT TO DEVELOPERS AND NEIGHBORS.

PUBLIC OUTREACH

A variety of outreach methods were used to inform the community about the charrette events, including flyers, emails and news articles and features. In addition, social networking tools were used to get the word out. *Blueprint Binghamton* has a Facebook page (www.facebook.com/BlueprintBinghamton), a Twitter page (www.twitter.com/BlueprintBing) and a project website (www.blueprintbinghamton.com). In addition, the Facebook page was updated continuously throughout the charrette week with photos, ideas and initial concepts.

Approximately 6 weeks before the charrette, a preliminary site visit was held. The purpose of the visit was to meet with the *Blueprint Binghamton* Steering Committee and City staff and participate at the Project Design Studio event during First Friday Art Walk. During this trip an introductory presentation on form-based codes was given to the City Council. The visit also provided an opportunity to tour the study area and take photographs.

THE CHARRETTE

Starting Friday, October 18 and running through Thursday, October 24, a temporary design studio was set up in Downtown at the former First National Bank. During the week, the following public events were held:

Hands-On Design

Saturday, October 19, 9:00am-noon @ the Metrocenter Atrium

Open Design Studio

Sunday, October 20 through Wednesday, October 23, 9:00am-8:00pm @ the former First National Bank (the Project Design Studio)

Mid-Week Open House

Tuesday, October 22, 6:00pm-8:00pm @ the former First National Bank (the Project Design Studio)

Final Presentation

Thursday, October 24, 6:00pm-8:00pm @ the Black Box Theater, Binghamton High School

The charrette was well received and community members and participants were pleased to have a forum to help plan and design the future of the Main/Court Street Corridor.

The hands-on design session was a great success. About 50 people participating in the session helped develop ideas and provide local knowledge for the charrette team to work with throughout the week. During the week, the design studio was open to the public, allowing anybody to stop by at any time to check on the work as it progressed and offer additional input. For the mid-week open house, approximately 40 people dropped in to see how ideas were developing and to chat with members of the charrette team. For the final presentation, approximately 45 people came out to see the culmination of the week's work.

BLUEPRINT BINGHAMTON
FORWARD TOGETHER

brings a
SPECIAL 3-PART EVENT:
FORM-BASED CODE
DESIGN CHARRETTE
for COURT & MAIN

SAT, OCT 19, 9AM - NOON: PUBLIC WORKSHOP
TUES, OCT 22, 6PM - 8PM: OPEN HOUSE
THURS, OCT 24, 6PM - 8PM: FINAL PRESENTATION

SAY WHAT?
* **WHAT kind of code?**
FORM-BASED CODE:
an alternative to
conventional zoning
coming soon to
Court & Main

* **Design WHAT?**
CHARRETTE:
an intensive, hands-on
design process in which
designers collaborate
[with YOU]
No experience
necessary!

JOIN US: AT THE PROJECT DESIGN STUDIO TO HELP
GUIDE ZONING, DEVELOPMENT & DESIGN DECISIONS FOR COURT & MAIN STREET

MARK YOUR CALENDARS FOR THE OCTOBER DESIGN CHARRETTE FOR COURT & MAIN!

WHAT IS A DESIGN CHARRETTE?
Charrette: A hands-on design process in which designers collaborate with the community to create a vision for a neighborhood. It is a multiple-day collaborative design and planning workshop held on-site and inclusive of affected stakeholders.

WHY DO WE NEED YOUR HELP?
We're launching our Form-Based Code planning process for the Main Street-Court Street Corridor. We need your input on how to guide zoning & development on these two important streets.

CALENDAR OF CHARRETTE EVENTS

1 PUBLIC WORKSHOP Saturday, October 19 9:00 am to noon A hands-on charrette focused on development and zoning led by Code Studio.	2 OPEN HOUSE Tuesday, October 22 6:00 - 8:00 pm An informal meeting and chance for you to view and comment on the work-in-progress as the FISC begins to emerge.	3 FINAL PRESENTATION Thursday, October 24 6:00 pm A formal presentation by Code Studio documenting the collaborative community process and the outcomes of the design charrette for the Main Street - Court Street Form-Based Code.
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ALL EVENTS WILL TAKE PLACE AT THE PROJECT DESIGN STUDIO (43 COURT STREET)
FOR MORE INFORMATION: WWW.BLUEPRINTBINGHAMTON.COM

Blueprint Binghamton

SEE YOU ALL TONIGHT AT THE BLACK BOX THEATER IN THE BINGHAMTON HIGH SCHOOL!

Tuesday Night Open House (27 photos)
Join us for our next open house! We'll be discussing the design process for the Main Street-Court Street Corridor. We'll be reviewing the preliminary Form-Based Code and the preliminary zoning map. We'll be reviewing the preliminary high-density zoning map as well.

Public Workshop (1 photo)
Join us for our public workshop on Thursday, October 19, 9:00 am to 12:00 pm. We'll be discussing the design process for the Main Street-Court Street Corridor. We'll be reviewing the preliminary Form-Based Code and the preliminary zoning map. We'll be reviewing the preliminary high-density zoning map as well.

Open House (1 photo)
Join us for our open house on Tuesday, October 22, 6:00 pm to 8:00 pm. We'll be discussing the design process for the Main Street-Court Street Corridor. We'll be reviewing the preliminary Form-Based Code and the preliminary zoning map. We'll be reviewing the preliminary high-density zoning map as well.

Final Presentation (1 photo)
Join us for our final presentation on Thursday, October 24, 6:00 pm. We'll be discussing the design process for the Main Street-Court Street Corridor. We'll be reviewing the preliminary Form-Based Code and the preliminary zoning map. We'll be reviewing the preliminary high-density zoning map as well.

BLUEPRINT BINGHAMTON
FORWARD TOGETHER

HOME | ABOUT | THE PLAN | NEWS | EVENTS | OPPORTUNITIES | GET INVOLVED | CONTACT

BLUEPRINT BINGHAMTON IS A CITIZEN-DRIVEN EFFORT TO PLAN FOR BINGHAMTON'S FUTURE AND MOVE OUR CITY FORWARD TOGETHER.

LATEST NEWS
FALL 2013
Bring your ideas to our working charrette on how to guide zoning and development for the Main Street-Court Street Corridor.

REACHING OUT TO BINGHAMTON'S YOUTH
Binghamton children and teenagers share their opinions on where they live, work, learn and play, and their vision for the future.

UPCOMING EVENTS!
STAY TUNED for more BLUEPRINT BINGHAMTON events in the New Year!

SIGN UP
COMMUNITY DISCUSSIONS
WHAT A SUCCESS
Many thanks to the 442 PEOPLE who attended the 1st round of discussions - and to all of the BINGAMTONians who are looking for a topic that we might bring to a future discussion series!

CITY OF BINGHAMTON | DEPARTMENT OF PLANNING, ZONING AND COMMUNITY DEVELOPMENT | 30 W. MAIN ST. | BINGHAMTON, NY 13902 | 607.733.7000

A VARIETY OF OUTREACH METHODS WERE USED TO INFORM PEOPLE ABOUT THE CHARRETTE INCLUDING FLYERS, EMAILS AND NEWS ARTICLES AND FEATURES. IN ADDITION, A VARIETY OF SOCIAL NETWORKING TOOLS WERE USED TO GET THE WORD OUT.

DRIVING & WALKING TOUR

The charrette team, Code Studio from Austin and Third Coast Design Studio from Nashville, arrived a day early to tour the project area. On Friday afternoon they set out to explore the almost 5-mile Main/Court Street Corridor. They drove from end to end, taking in the look and feel of the street and identifying aspects of the Corridor that work and aspects that need improvement. To get a closer look, the charrette team got out on foot to walk and take pictures of certain portions of the Corridor. The Corridor made a lasting impression; some of the things that stood out included:

- » The striking difference in character between Upper Court Street (very auto-oriented) and Main Street (more pedestrian-oriented);
- » The fabulous building fabric that still exists along certain portions of the Corridor;
- » The lack of street trees and greenery along the Corridor, and the number of landscaping planting strips that have been paved over;
- » The high-level of pedestrian activity and the number of buses serving the Corridor was very encouraging; and
- » The large number of people riding bikes along the Corridor, especially along Main Street, even without formal bike facilities such as marked or protected bike lanes.



THE CHARRETTE TEAM ARRIVED EARLY TO TOUR THE PROJECT AREA, TAKE PHOTOS AND TO GET A GENERAL FEEL FOR THE PLACE.

HANDS-ON DESIGN SESSION

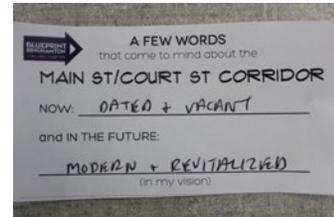
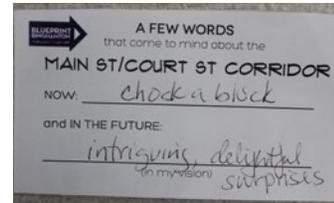
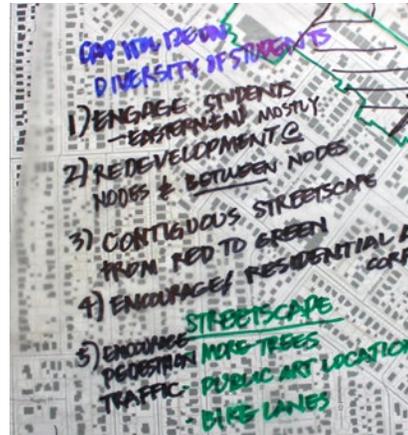
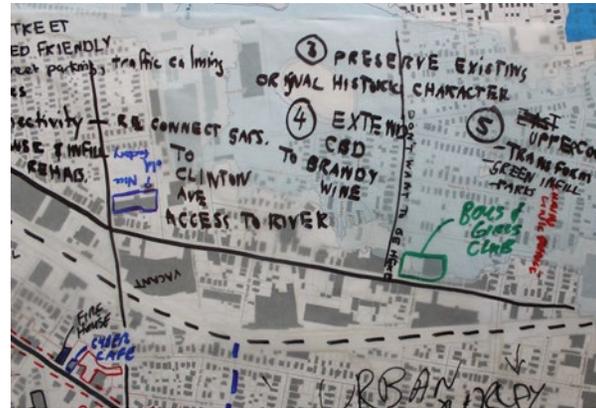
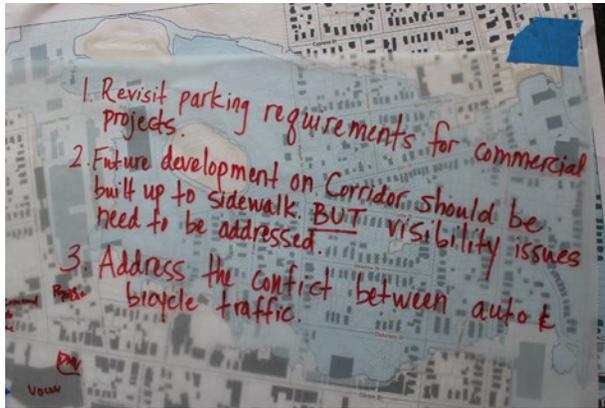
On Saturday morning, approximately 50 people gathered at the Metrocenter Atrium to roll up their sleeves and serve as “planners” for the day.

The City’s Director of Planning welcomed the gathering and thanked everyone for their participation and attendance. Lee Einsweiler from Code Studio outlined the charrette process, highlighting the community’s role in the effort. Lee explained the project goals and discussed the key elements of any potential new zoning for the Main/Court Street Corridor. He also stressed the importance of continuous public involvement throughout the week.

Following the introductory presentation, participants divided into 6 smaller groups, with about 8 or 9 people in each group. Each group gathered around a table with a facilitator and worked on a set of maps that included on the west, Main Street and on the east, Court Street. Each table drew diagrams and sketches to convey the character of the Corridor today and to describe what they would like to see in the future.



THE CHARRETTE BEGAN ON SATURDAY MORNING WHERE APPROXIMATELY 50 PEOPLE GATHERED AT THE METROCENTER ATRIUM TO ROLL UP THEIR SLEEVES AND PLAY “PLANNERS” FOR THE DAY.



TO CONCLUDE THE HANDS-ON SESSION, PARTICIPANTS PRESENTED SOME OF THEIR BIG IDEAS TO THE LARGER GROUP.

To conclude the session, each group selected a spokesperson who presented their table's "big ideas" to the larger audience. The presentations allowed participants to see common interests emerge. Some of the big ideas discussed during the session included:

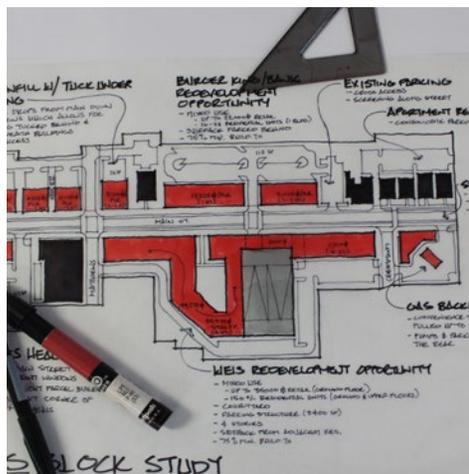
- » Make the Corridor more pedestrian-friendly, on-street parking, cross-walks, street trees, more bus shelters, repair sidewalks, improved lighting, reduce sign clutter, and add public art.
- » Need more green space – parks, street trees, community gardens, landscaping.
- » Improve bike infrastructure, buffered or protected bike lanes, slow traffic down.
- » Identify different areas along the Corridor, any new zoning should address the differences.
- » Preserve the existing character and historic fabric on Main, promote compatible infill, make it easier to reuse existing buildings, unified streetscape needed.
- » Transform Upper Court, humanize, think about a road diet with a boulevard, connect to Robinson and the river, opportunity for "green" stormwater improvements.
- » Need to rethink parking its preventing existing buildings from getting reused.

OPEN DESIGN STUDIO

A temporary design studio was set up at the former First National Bank for the duration of the charrette. The design studio served as an on-site working space where team members could analyze information, refine ideas and test conceptual zoning scenarios. Working on-site throughout the week gave the team easy access to the study area. The team was able to observe day-to-day activity, visit local businesses and generally experience everyday life in Binghamton.

The studio was open to the public each day, offering community members the flexibility to stop in when they were available to see how the work was progressing and to bring in new ideas for the team to consider.

During the week, members of the charrette team met with stakeholders to gather specific information, ask questions and test the applicability of proposed concepts. Stakeholder involvement included business owners, design professionals, NYSEG representatives, City staff and members of the Shade Tree Commission. On the Monday evening of the charrette, a brief presentation on the work completed to date and potential benefits of form-based coding was held with the City Council.



A TEMPORARY DESIGN STUDIO WAS SET UP AT THE FORMER FIRST NATIONAL BANK IN DOWNTOWN FOR THE DURATION OF THE CHARRETTE. THE STUDIO WAS OPEN TO THE PUBLIC EACH DAY.

MID-WEEK OPEN HOUSE

On Tuesday evening, residents were invited to an open house at the design studio. Preliminary designs and drawings were pinned up around the room. The purpose of the open house was to receive feedback on initial ideas. No formal presentation was given -- participants could stop in any time between 6 and 8 pm to tour the studio, meet with members of the charrette team, ask questions and offer additional ideas. Approximately 40 community members stopped through the open house.

Some of the specific comments received included:

- » Excellent work.
- » Consider impervious surface requirements for development on Upper Court.
- » Require all surface parking lots over a certain size to be landscaped with impervious surfaces.
- » Weis site - moving buildings up towards the street is good but need to provide an adequate buffer to the residential behind.
- » Require hedges to screen surface parking lots from the street.



THE TUESDAY EVENING OPEN HOUSE GAVE RESIDENTS AN OPPORTUNITY TO PROVIDE INITIAL FEEDBACK ON PRELIMINARY CONCEPTS AND DESIGNS FOR THE CORRIDOR.

CLOSING PRESENTATION

On Thursday evening, about 45 community members gathered at the Black Box Theater at Binghamton High School to see what the charrette team had been working on all week. The City's Director of Planning opened the meeting by welcoming everybody and thanking them for their support and continued input throughout the week. He then introduced Lee Einsweiler, who began the formal presentation by introducing and thanking all charrette participants for their effort. Lee provided a summary of the week's events, which included proposed zoning concepts. The presentation included photographs and illustrative drawings to help people gain a better understanding of the proposed recommendations. Lee concluded the presentation by reminding attendees that the work presented was a draft and that community members must continue to offer input on the concepts and ideas. Everyone was encouraged to continue to send in comments and to fill out an exit survey. After the presentation, participants were able to review the draft concepts on display outside of the theater and offer further suggestions. Some of the specific comments received included:

» Responding to the reality of flooding is very important. Things have to change.

- » Require developers to do more than the lowest common denominator.
- » Why no discussion of transit-oriented development? Not so much parking is needed.
- » Try to work closely with the University - using the student population as future residents.
- » Loved the Alice Street study. The area is a little scary. The concept shown was great and I would love the concept to become a reality.
- » I have enjoyed the opportunity to learn. I will definitely stay connected to the project and if there is a way for the community to help in some way to pursue the goals I would love to assist.
- » What about zoning with regards to the NYSEG utility poles?
- » Encourage the use of green technologies.
- » Make it easier for sidewalk cafes.
- » Massing study at Weis, too much height and bulk.
- » Housing stock is aging - good affordable housing needs to be prioritized.
- » Form-based code is a business-friendly way to improve the aesthetics of the Corridor.
- » Great stuff, great event.



ABOUT 45 PEOPLE ATTENDED THE CLOSING PRESENTATION THURSDAY EVENING.

FUTURE CHARACTER

COMPLETE STREETS

The Main/Court Street Corridor is the commercial spine for the City -- the primary connection between the east and west ends of the City. Corridor users include pedestrians, cyclists, bus riders and motorists. While the Corridor attracts this great diversity of users, the current infrastructure is limited and in many sections cannot accommodate all of the types of users in a safe and efficient manner. Accommodating such a variety of users is challenging, but some elements are essential in order to ensure safety and accessibility.

Main Street generates a significant amount of bike traffic. However, without dedicated bike lanes it is not safe or comfortable. Main Street is also well served by buses, and more sheltered bus stops with seating areas should be provided. All bus stops should be easily identifiable and provide a comfortable and safe environment for riders to wait.

Pedestrians should have accessible sidewalks and shade from street trees, with well marked crosswalks at regular intervals. A complete and connected sidewalk system for the entire Corridor must be a priority for the City, including the planting of street trees and the restoration of planting strips that have been paved over.

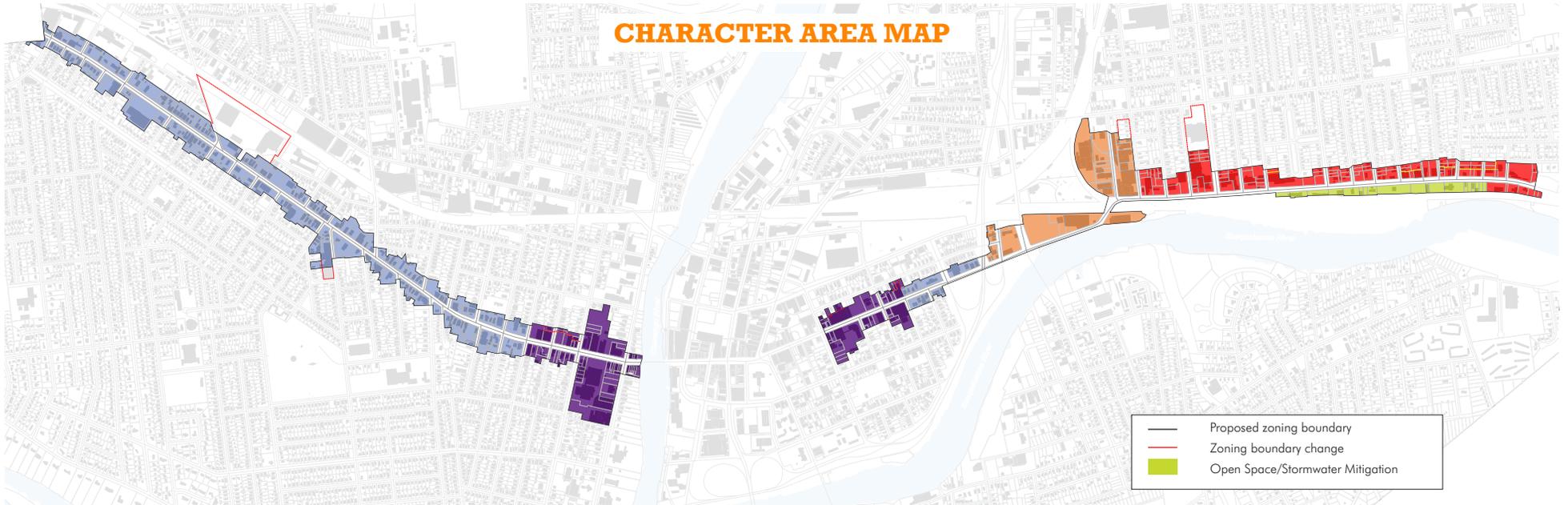
CHARACTER AREAS

During the charrette week, a future character map for the Corridor was prepared. The future character map identifies proposed new zoning districts. The character area map defines areas along the Corridor where differences in current or proposed character exist, either in terms of land use, building height, building setbacks, parking or the proposed configuration of the street.

The following pages describe each character area. Incorporated within each character area are a mix of block studies, precedent images, computer visualizations, sketchup modeling and street dimensions.

The block studies test the application of each character area and show how proposed zoning recommendations might actually build out. It is important to note that the individual buildings shown are less important than implementation of the character and form recommendations associated with each block study. They present one way an area may redevelop over time, but many options are possible. In preparing each block study, assumptions about future parking demand were made. Parking ratios used vary based on the specific use mix, but about 5 spaces per 1,000 square feet of gross floor area for retail and restaurants was the ratio used. A ratio of 2 parking spaces plus visitor parking was used for each residential unit.

CHARACTER AREA MAP



	Main Street	Downtown Transition	Industrial	Commercial Corridor
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Building Type	Shopfront, Office, Residential, Civic	Shopfront, Civic	Industrial, Live-work, Residential	Shopfront, Office, Residential, Civic
Preferred Use	Mixed Use	Mixed Use	Manufacturing, Artisan, Residential	Single-Story Commercial
Height	1 to 4 Stories	1 to 5 Stories	1 to 4 Stories	1 to 3 Stories
Building Placement	75% Built to the Street	90% Built to the Street	75% Built to the Street	Flexible, Set Back
Parking Location	To the Side or Rear	To the Rear	To the Side or Rear	Front, Side or Rear
Parking Ratio	Existing Building: No Parking Required New Building: First 2,500 sf exempt then 50% of Required Parking	No Parking Required	Existing Building: No Parking Required New Building: First 2,500 sf exempt then 50% of Required Parking	All Uses 100% Required
Streetscape	Tree Wells (Expanded Sidewalk)	Tree Wells (Expanded Sidewalk)	Tree Lawn	Tree Lawn

MAIN STREET Character Area



Building Type	Shopfront, Office, Residential, Civic
Preferred Use	Mixed Use
Height	1 to 4 Stories
Building Placement	75% Built to the Street
Parking Location	To the Side or Rear
Parking Ratio	Existing Building: No Parking Required New Building: First 2,500 sf exempt then 50% of Required Parking
Streetscape	Tree Wells (Expanded Sidewalk)



MAIN AT MATTHEWS



EXISTING BUILDING
 NEW BUILDING
 SURFACE PARKING
 STRUCTURED PARKING

- A Lourdes Health**
 - » Small single-story commercial added at corner of Main and Matthews screens surface parking lot
 - » Center for Family Health building - storefront windows added along Main Street.
- B New Infill with Tuck Under Parking**
 - » 2-story mixed use fronts Main Street.
 - » Grade drops from Main down Matthews, allows for parking tucked behind and underneath buildings that front Main.
- C Weis Redevelopment**
 - » 4-story mixed use with up to 35,000 SF of ground floor retail and 150 residential units (ground and upper floors).
 - » Includes central courtyard and structured parking.
 - » Landscape and height transition to neighborhood.
- D Burger King/Bank Redevelopment**
 - » 2-story mixed use fronts Main Street with parking behind replaces Burger King and bank.
 - » Up to 22,000 SF ground floor retail with 16 to 24 residential units above one of the buildings).
- E Existing Parking Lot**
 - » Provides cross-access to adjacent development, screening provided along Main.
- F Apartment Rehab**
 - » Existing apartments rehabbed with parking consolidated to the rear.
- G Gas Backwards**
 - » Convenience store pulled up to street.
 - » Gas pumps and parking to rear of building.

MAIN AT SCHILLER



- A 2-Story Mixed Use**
 - » 2-story mixed use fronts Main Street with parking to rear, replaces car dealer.
- B Single-Story Retail**
 - » Single-story retail fills in surface parking lot, continues existing development pattern, parking moved to rear.
- C Auto-Zone Redevelopment**
 - » 4-story mixed use fronts Main Street
 - » 2-story residential fronts Charlotte Street
 - » 4-story residential fronts Hamilton Street
 - » Utilizes city-owned property.
 - » All surface parked, with parking under buildings fronting Main Street.
- D Aaron's Redevelopment**
 - » 2-story mixed use fronts Main Street with parking to rear.
 - » Cross-access to rear, enhances connectivity across multiple parcels and reduces traffic on Main.
- E Asian Market Site**
 - » Grade drops from Main down Hamilton.
 - » Allows for parking tucked underneath, 1 to 2 stories of residential above retail fronts Main.

EXISTING BUILDING
 NEW BUILDING
 SURFACE PARKING

PRECEDENT IMAGES: MAIN AND MATHEWS



THE CURRENT WEIS SITE AS IT LOOKS TODAY.



THE PERIMETER OF SURFACE PARKING LOTS SHOULD BE SCREENED.



AN EXAMPLE OF AN INTERNAL COURTYARD.



AN EXAMPLE OF A 4-STORY MIXED USE BUILDING THAT COULD FRONT MAIN, REPLACING THE SURFACE PARKING LOT THAT EXISTS TODAY.



GAS BACKWARDS. CONVENIENCE STORE PULLED UP TO THE STREET WITH CANOPY TO THE REAR.



A VARIETY OF BUILDING FORMS AND SCALES COULD EXIST COMFORTABLY ALONG MAIN STREET.



PRECEDENT IMAGES: MAIN AT SCHILLER



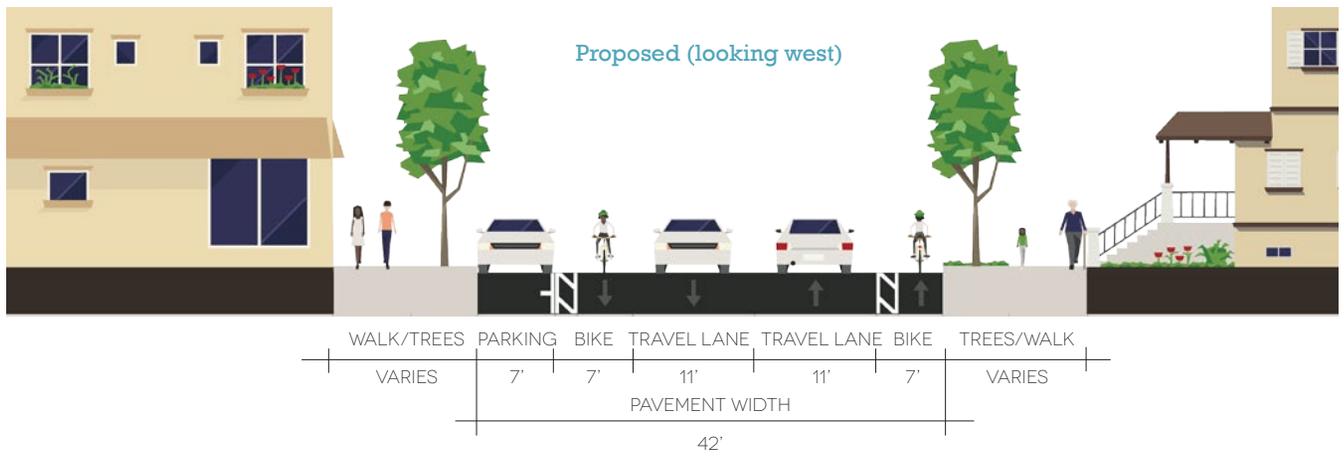
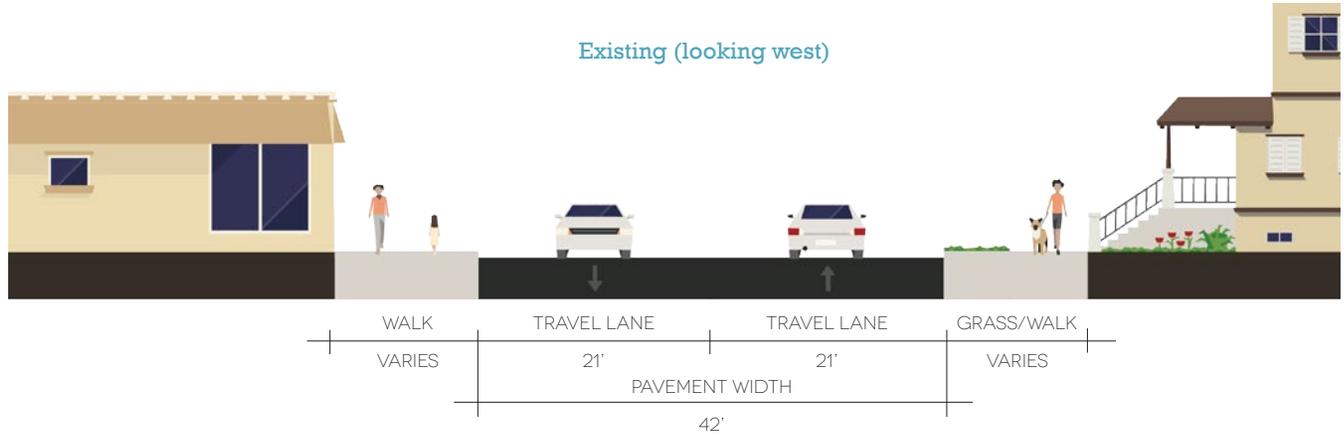
ALONG MAIN STREET, BUILDINGS SHOULD BE PULLED UP TO THE STREET WITH SURFACE PARKING TO THE REAR. FROM A 4-STORY MIXED USE BUILDING TO A SINGLE-STORY COMMERCIAL BUILDING, A VARIETY OF BUILDING FORMS AND SCALES CAN BE ACCOMMODATED. THE GOAL IS TO ENLIVEN THE STREET WITH ACTIVE AND ENGAGING USES.

MASSING STUDY: MAIN AND MATTHEWS



- A Parking Structure**
 - » Structured parking hidden from the street and screened by building.
- B Courtyard**
 - » Internal courtyard provides focal point for the development.
- C Neighborhood Transition**
 - » Height and landscape transition provided to the neighborhood.
- D Mixed Use Building**
 - » 4-story mixed use fronts Main Street.
- E Main Street Activation**
 - » Storefront windows added to existing building along Main Street.
- F Surface Parking Lot**
 - » Small single-story commercial added in parking lot.

CROSS-SECTION: MAIN STREET



DOWNTOWN EXPANSION Character Area



Building Type	Shopfront, Civic
Preferred Use	Mixed Use
Height	1 to 5 Stories
Building Placement	90% Built to the Street
Parking Location	To the Rear
Parking Ratio	No Parking Required
Streetscape	Tree Wells (Expanded Sidewalk)



MAIN AT MURRAY



- A CVS Redevelopment**
 - » 2-story mixed use with surface parking behind.
 - » Up to 11,000 SF of ground floor retail with residential above.
- B Gas Station Redevelopment**
 - » Single-story retail with surface parking behind.
 - » Up to 11,500 SF of ground floor retail, includes mid-building pedestrian connection.
- C Cross-Access**
 - » Zoning boundary expanded to the north to create connected rear access across multiple properties.
 - » Adds parking and allows for taller buildings.
- D Family Dollar Redevelopment**
 - » 2-story mixed use with surface parking behind.
 - » Up to 12,000 SF of ground floor retail with 14 residential units above.

Based on the size of parcels and the expense of structured parking, it is unlikely that many 2+ story mixed use buildings will be built. However, zoning should not be the limiting factor. A developer may be able to consolidate parcels or sloped sites may make structured parking economically viable. Recommended maximum building heights have therefore been intentionally set higher (5 stories) than would likely be achieved based on current economic and physical constraints.

MAIN AND MURRAY: PHOTO-VISUALIZATION

The series of images below show how Main Street could be transformed over time.



AS A RESULT OF THE PUBLIC INVESTMENT IN THE STREET, THE PRIVATE MARKET RESPONDS WITH SHOPS AND RESTAURANTS THAT ACTIVATE AND ENLIVEN THE STREET. BUILDINGS ARE PULLED UP TO THE STREET WITH SURFACE PARKING TO THE REAR.



EXISTING CONDITIONS. MAIN AND MURRAY LOOKING WEST.

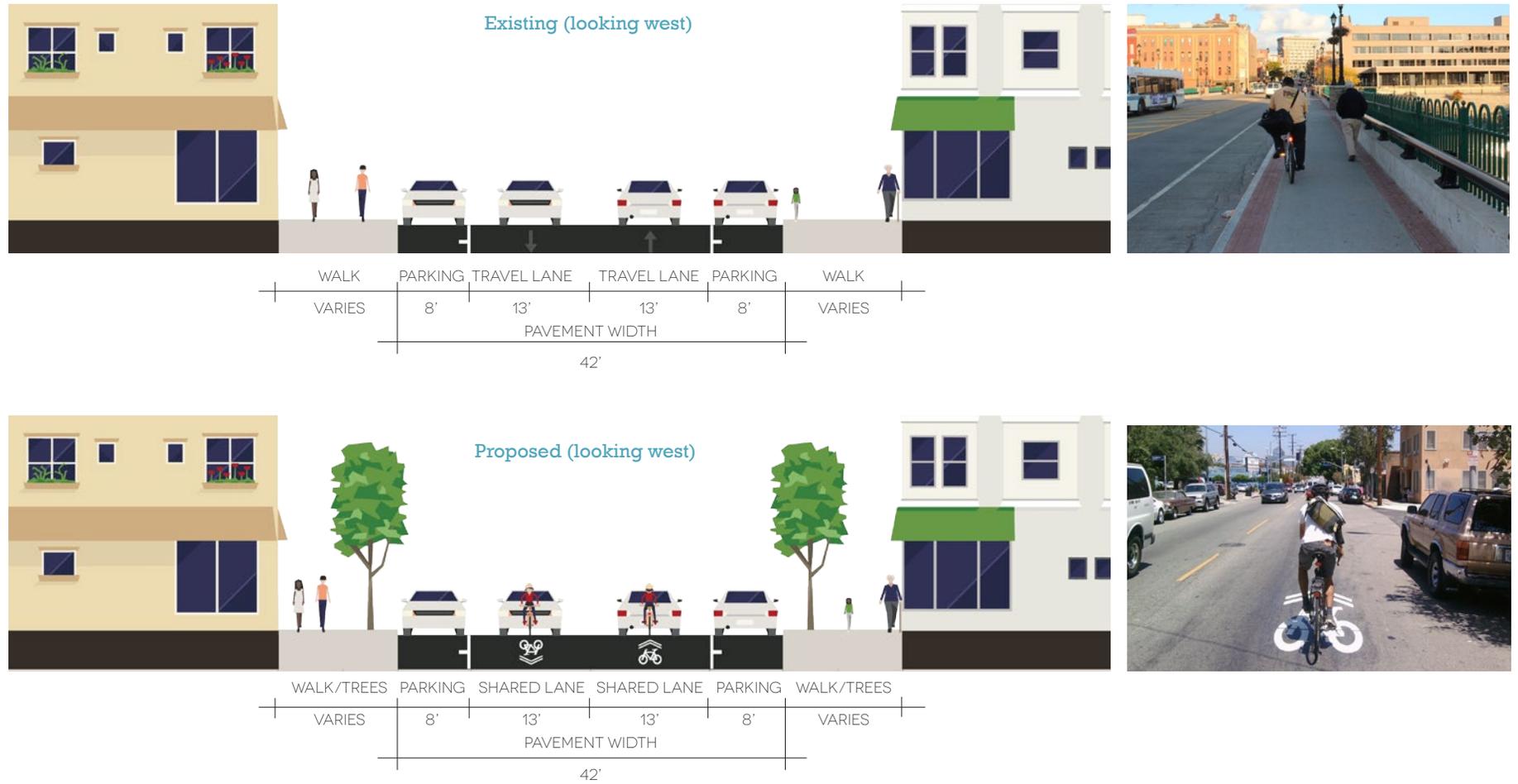


OPTION 1. ON-STREET PARKING, BUFFERED BIKE LANE AND STREET TREES ARE ADDED.



OPTION 2. TO HELP CAPTURE AND CLEAN STORMWATER, ON-STREET PARKING INCLUDES PERVIOUS PAVING AND TREE WELLS INCORPORATE VEGETATED BIO-SWALES.

CROSS-SECTION: MAIN STREET



INDUSTRIAL Character Area



Building Type	Industrial, Live-work, Residential
Preferred Use	Manufacturing, Artisan, Residential
Height	1 to 4 Stories
Building Placement	75% Built to the Street
Parking Location	To the Side or Rear
Parking Ratio	Existing Building: No Parking Required New Building: First 2,500 sf exempt then 50% of Required Parking
Streetscape	Tree Lawn



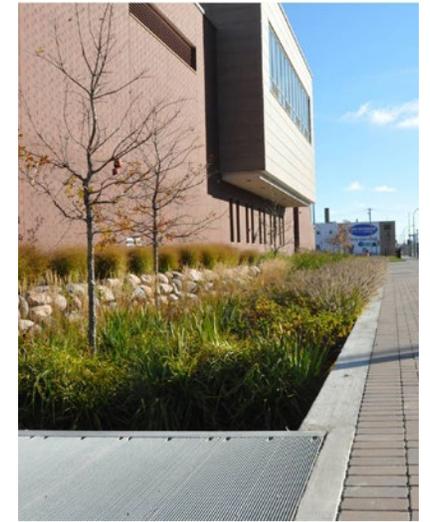
ALICE STREET



EXISTING BUILDING
 NEW BUILDING
 SURFACE PARKING

- A Mixed Use Infill**
 - » 2- to 3- story mixed use with surface parking behind.
 - » Up to 21,000 SF of ground level artisan or industrial space with residential or office above.
- B Live/Work Units**
 - » Artist or light industrial live-work space.
- C Stormwater Retention**
 - » Take advantage of space in front of and between buildings to create usable public space that could also capture and clean stormwater run-off (rain garden, bio-swale)
- D Adaptive Reuse**
 - » Reuse existing building for artisan or industrial space.
- E Additions**
 - » Increase usable building area.
 - » Improve blank facades.

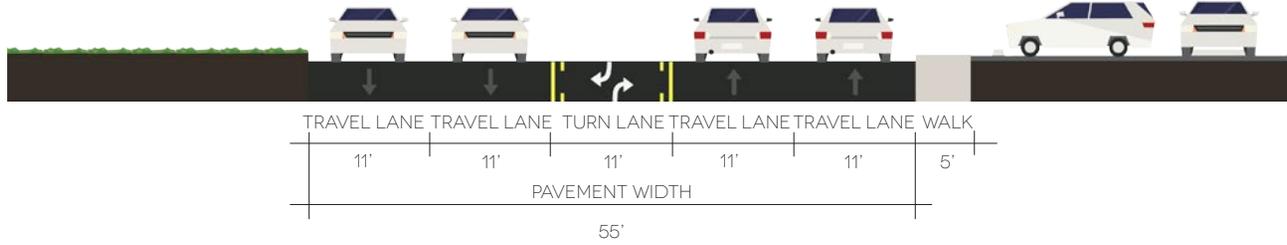
PRECEDENT IMAGES: ALICE STREET



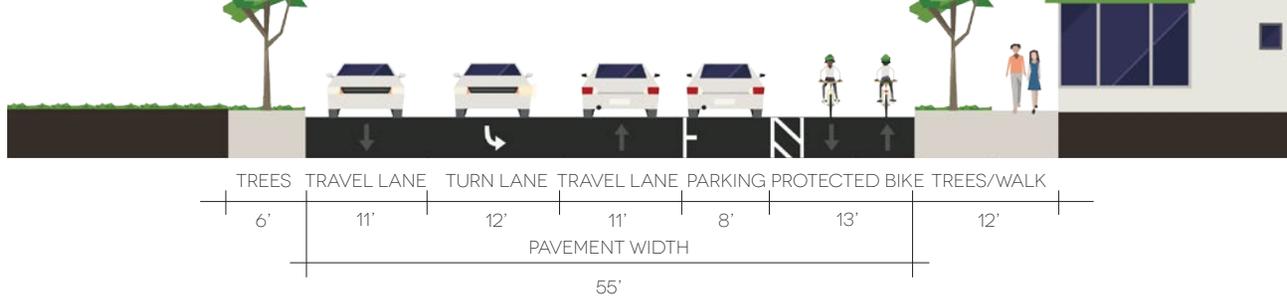
IN THE FUTURE, ALICE STREET COULD SERVE AS A KEY VEHICULAR AND PEDESTRIAN CONNECTION TO THE RIVER AND COURT STREET FROM ROBINSON. THE IMAGES ABOVE SHOW HOW ALICE COULD BE RECONFIGURED TO ACCOMMODATE CARS AND PEDESTRIANS IN THE SAME PHYSICAL SPACE. TO HELP IMPROVE STORMWATER MANAGEMENT IN THE AREA, IMPROVEMENTS TO ALICE STREET SHOULD INCORPORATE PERVIOUS PAVING, RAIN GARDENS AND VEGETATED BIO-SWALES.

CROSS-SECTION: COURT STREET

Existing (looking west)



Proposed (looking west)



COMMERCIAL CORRIDOR Character Area



Building Type	Shopfront, General, Residential, Civic
Preferred Use	Single Story Commercial
Height	3 Stories
Building Placement	Flexible, Set Back
Parking Location	Front, Side or Rear
Parking Ratio	All Uses 100% Required
Streetscape	Tree Lawn



FLOOD MAP CHANGES

In September 2011, Tropical Storm Lee brought catastrophic flooding to the Court Street area. For the second time in five years, a 100-year flood event inundated the homes and businesses closest to the Susquehanna River. An updated Flood Insurance Rate Map has been proposed by the Federal Emergency Management Agency and is illustrated to the right.

Most of Upper Court Street is 'under-water' in the 100-year flood zone. As new zoning is developed, planning for the future form of the area provides an opportunity to develop standards for elevated buildings and structures that would be more easily flood-proofed, as well as standards that help mitigate stormwater run-off.



TO HELP REDUCE DAMAGE WHEN FLOODING OCCURS, BUILDINGS CAN BE ELEVATED.



COMMERCIAL BUILDINGS CAN BE FLOOD-PROOFED.



CURRENT 100-YEAR AND 500-YEAR FLOODPLAINS.



EXTENT OF DAMAGE FROM THE 2011 FLOODING.



PROPOSED 100-YEAR AND 500-YEAR FLOODPLAINS.

UPPER COURT STREET



A Commercial Redevelopment

- » Single-story commercial with limited parking between the building and the street.
- » Landscaping provided along street edge to screening parking.
- » Vehicular access limited along Court Street, consolidated access provided off side streets.

B Enhanced Commercial Strip

- » Single-story commercial with limited parking between the building and the street.
- » Drive-thru located to the side
- » Additional parking and service behind buildings.

C Court Street

- » 4 Lanes with stormwater median, trees and a multi-use path (bikes and pedestrians).

D Open Space

- » Due to the potential for continued flood damage, over time open space replaces buildings.
- » The open space provides a natural way to manage stormwater.

E Pedestrian Connection

- » New pedestrian connection extends over the railroad to provide access to the riverfront.
- » Connection extends under the existing rail bridge crossing the river to continue access to the west.

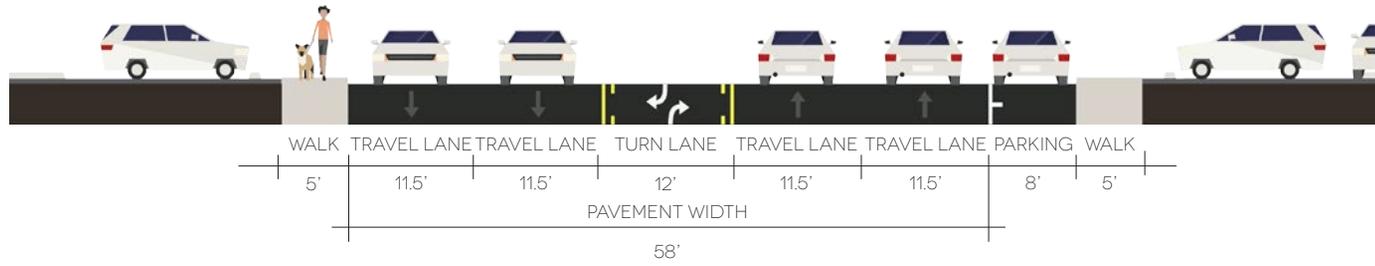
PRECEDENT IMAGES: UPPER COURT STREET



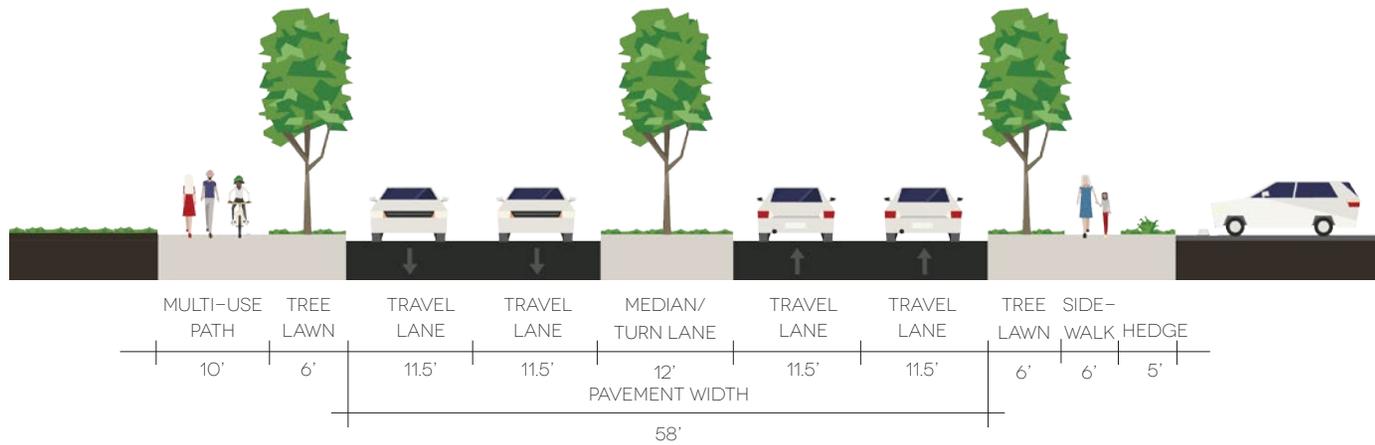
IMPROVEMENTS TO THE UPPER COURT STREET AREA SHOULD FOCUS ON PRESERVING AND RE-CREATING NATURAL LANDSCAPE FEATURES AND MINIMIZING IMPERVIOUS AREA TO CREATE FUNCTIONAL AND APPEALING SITE DRAINAGE THAT IMPROVES STORMWATER MANAGEMENT. THERE ARE MANY PRACTICES THAT COULD BE USED SUCH AS VEGETATED BIO-SWALES, RAIN GARDENS, VEGETATED ROOFTOPS, RAIN BARRELS, AND PERMEABLE PAVEMENT.

CROSS-SECTION: UPPER COURT STREET

Existing (looking west)



Proposed (looking west)



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