

Section II - 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, merchants 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 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 less than 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.

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

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

Age Group	Binghamton	Region	Binghamton	Region
	2000	2000	1990	1990
Under 5 years	6.1	5.4	6.6	6.4
5 to 9 year	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

Age Group	Binghamton	Region	Binghamton	Region
	2000	2000	1990	1990
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+				

Source: United States Bureau of the Census

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 City of Binghamton and comparable communities Income Characteristics, 1990

	Median Household Income	Median Family Income	Per Capita Income
Binghamton	\$20,891	\$29,169	\$12,106
Corning	\$24,127	\$31,923	\$13,736
Ithaca	\$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.

Table 2-3 City of Binghamton and comparable communities Income Types, 1990

Income Types	Binghamton	Corning	Ithaca	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

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

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 and 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 City of Binghamton and surrounding communities Housing Costs

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. See: [Existing Land Use Map](#)

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. The [Recreation Facilities Map](#) depicts these places. 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.

1. Broome County Veteran's Memorial Arena
2. Cheri A. Lindsey Park
3. Columbus Park
4. Confluence Park

5. J.F.K. Park
6. MacArthur Park
7. Martin Luther King Park and Promenade
8. NYSEG Stadium
9. Sandy Beach Park
10. Veteran's Park
11. Tyler Park
12. Washington Street Mall & Parlor City Commons
13. 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.

2.5.2 Existing Zoning

The waterfront revitalization area is composed of a number of residential, commercial, industrial and overlay zoning districts, shown in the [Existing Zoning Map](#) and 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

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 is 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.

2.5.3 Land Side Ownership

Land ownership within the waterfront revitalization area is divided among private, public and semi-public entities, as shown on the [Land Ownership Map](#). 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.

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, and the [Underutilized, Abandoned & Deteriorated Sites Map](#) locates these places. 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.

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 1/2 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 water's edge. The locations of the various flood control features within the waterfront revitalization area are shown on the [Riverbank Characteristics Map](#). 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.

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 19th and early 20th 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. The [Historic Resources Map](#) depicts the historic sites and structures in the City. 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.

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

Structure Name	Address	Year Built	Style	National Register
Chenango Canal	State Street	1834	Not Applicable	-
Christ Church	191 Washington St.	1853	Gothic Revival	Y
County Courthouse	Exchange St.	1898	Beaux Arts	Y
Davidge Mansion	31 Front Street	1903	Georgian	-
Dunk House	4 Pine St.	1854	Gothic Revival	-
Fair Stone/Cigar Co.	10-24 Wall St.	1870's		
Fair Stone/Lester Bro.	7-9 Court St.	1864	Italianate	
First Congregational	113 Front Street	1869	Gothic	
First National Bank	49 Court St.	1923	Neoclassical	Y
First Presbyterian	42-46 Chenango St.	1863	Romanesque	
Frank Whitney House	63 Front St.	1828	Greek Revival	
Jonas Kilmer Mansion	9 Riverside Drive	1898	Queen Anne	
Mason Randall House	22 Front St.	1800's	Federal Mix	
Meagley House	35 Front St.	1872		
Newell House	46 front St.	1912		
Old City Hall	79-99 Collier St.	1899	Beaux Arts	Y
Perry Block	89-91 Court St.	1876	Renaissance	Y
Phelps Mansion	191 Court St.	1870	Second Empire	Y

Structure Name	Address	Year Built	Style	National Register
Press Building	19-21 Chenango St.	1904	Beaux Arts	Y
Public Library	Exchange St.	1903	Neoclassical	Y
Roberson Mansion	30 Front St.	1904	Renaissance	Y
Security Mutual	Court/ Exchange St.	1904	Baroque	Y
St. Patrick's Church	11 Leroy St.	1872	Gothic Revival	
St. Patrick's Rectory	9 Leroy St.	1893	Neoclassical	
Stephan's Square	81-87 State St.	1888	Victorian	Y
Stephan's Market	56-58 Court St.	1838	Second Empire	Y
Walter J. Moon House	33 Front St.	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 the buildings in the Court Street Historic District were built between 1840 and 1939. They chronicle some of the earliest development in the City. The district provides sound examples of late 19th Century and early 20th 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 19th 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 19th and early 20th 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.

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. The [Historic Resources Map](#) locates the places with spectacular views of the rivers throughout the City, including the waterfront revitalization area. 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.

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 no designated significant fish and wildlife habitats within the waterfront revitalization area.

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, 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 size 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 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 1st through March 19th 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 that 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](#).

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 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](#).

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 realignment 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.