

Section IV - Proposed Projects

4.1 Proposed Land and Water Uses

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

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

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

The majority of the land use classifications allow for a variety of uses, as mixed-use areas, containing business and service uses, retail, light industrial potentials, housing opportunities, recreation opportunities and cultural activities are key to the revitalization of urbanized areas, such as Binghamton. Development trends, in recent

years, have transitioned to the development of mixed use centers, where the variety of uses are successful due to the support that they offer to one another.

Descriptions of each of the proposed land uses, as identified from the Future Land Use Plan and the [Future Land Uses Map](#), are provided in more detail below.

Residential

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

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

Historic Museum District

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

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

Waterfront Village

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

waterfront and apparent physical and visual access between the rivers and nearby developments.

Urban Village Center

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

Regional Mixed-Use

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

Central Business District

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

Waterfront Industrial / Mixed Use

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

Open Space / Recreational

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

Institutional

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

Public Service

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

Planned Development

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

4.2 Proposed Concept Plan

4.2.1 Design Principles

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

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

The entire waterfront will be more pedestrian and bicycle friendly, through the enhanced trail system, streetscape improvements and additional links between existing and future open spaces, commercial areas, residential enclaves and regional destinations in surrounding communities.

The pedestrian circulation system will be further enhanced as the vehicular circulation system is addressed, including the removal of existing vehicular infrastructure that is no longer necessitated by current and future traffic trends. This specifically includes the current infrastructure located north of the Susquehanna River and directly east of South Washington Street. NYS Route 363 should become a landscaped parkway with fewer traffic lanes and additional traffic calming amenities, including crosswalks.

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

Access

Physical and visual access to the waterfront from surrounding residential neighborhoods, the central business district and parklands is increased with the development of "access standards". Physical access to the waterfront should be developed at approximately 500-foot intervals along the entire lengths of the Chenango

and Susquehanna Rivers, promoting an increased level of access at existing public waterfront areas and developing new access points at locations where there is currently no clearly defined public entry points. Access points are developed in addition to waterfront trails, providing movement from parallel streets and outlying areas.

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

Vehicular Circulation

The vehicular circulation concept for the City's waterfront areas is intended to establish a more streamlined vehicular circulation system that will reduce automobile traffic confusion and create more efficient outlets for automobiles throughout the City, and particularly along the waterfront.

Major roadways along the waterfront currently act as significant barriers between the waterfront and surrounding lands and are viewed as unsafe and hazardous by pedestrians and bicyclers attempting to get from one side to the other. Minimizing the impacts of these roadways is a key objective in reorganizing the vehicular circulation system along the waterfront.

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

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

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

Pedestrian / Bicycle Circulation

Pedestrian accessibility is enhanced along the entire lengths of both sides of the Chenango and Susquehanna Rivers and within the central business district to encourage increased use of the waterfront and downtown. A continuous "green" trail system has been developed for the entire waterfront within the City from the northern border to the southern edge of the rivers and from the western border of the City to the eastern border. The [Future Trail Location Concept Plan Map](#) shows how the trail follows the river banks. Portions of the trail are conceptually located on private property - in these areas the City should negotiate with private property owners to obtain the rights to develop these lands as trails.

The City could utilize a number of different mechanisms, including the purchase or lease of entire parcels, the purchase of easements or the City could obtain permits to develop the land, ensuring the property owner retains ownership.

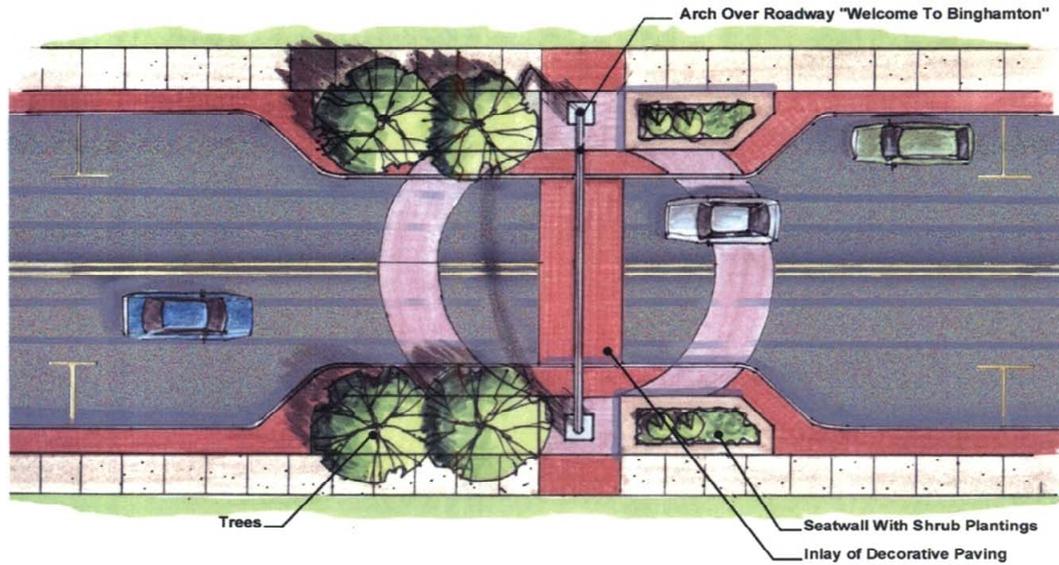
Due to existing characteristics and land uses along the Chenango River, trails and associated uses should be developed as an "urban waterfront" with features that are commonly linked to urbanized areas. These features include defined boardwalks, railings, benches, lighting and other hard-edged amenities that are consistent with the existing character along the Chenango.

The Susquehanna River, in contrast, should be viewed as a "natural waterfront" consistent with the riverbanks current attributes. Amenities along the Susquehanna should include natural trails, wooded lots and naturalized, open space areas, with developments pushed back from the water's edge.

Gateways

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

Figure 4-1 Typical Gateway Design



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

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

Open Space

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

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

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

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

Mixed Use Development

The physical Concept Plan proposes the development of several mixed-use areas within the LWRP waterfront revitalization area boundaries. The new mixed-use areas would potentially satisfy the retail, office and housing needs that are currently deficient in the downtown.

There are two areas within the CBD that are targeted for future mixed-use developments. The first is located between the eastern banks of the Chenango River and west of South Washington Street, bordered by NYS Route 363 to the south. This area of the CBD is designated as a Waterfront Village. Buildings currently located on the site could be adaptively re-used or replaced, depending on the desired character for the area.

The second location designated for mixed use is the Washington Street Mall, which could be redeveloped or replaced with a new development. In both cases, the first floor should be dedicated to retail development, including specialty stores and restaurants and the second floor would be targeted for commercial/office development.

The third and fourth floors, where applicable, could be used for student housing and or market rate apartment buildings. Additional mixed-use buildings, as identified herein, should also be targeted for development throughout the CBD.

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

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

4.2.2 Central Business District General Design Concept

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

Figure 4-2 Proposed Concept Plan - Central Business District



The proposed concept plan enhances north-south and east-west arterials, creating improved sightlines and visual continuity between the downtown and waterfront. Pedestrian linkages have been developed, as well as waterfront amenities for pedestrians to enjoy.

Site features, including a Civic Plaza and a Waterfront Village create "destinations" and a "sense of place" for residents and visitors within the central business district.

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

Opportunities and Constraints

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

Opportunities

- Enhanced property values throughout the central business district
- Increased tax revenues and higher tax base

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

Constraints

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

4.2.3 Binghamton Plaza

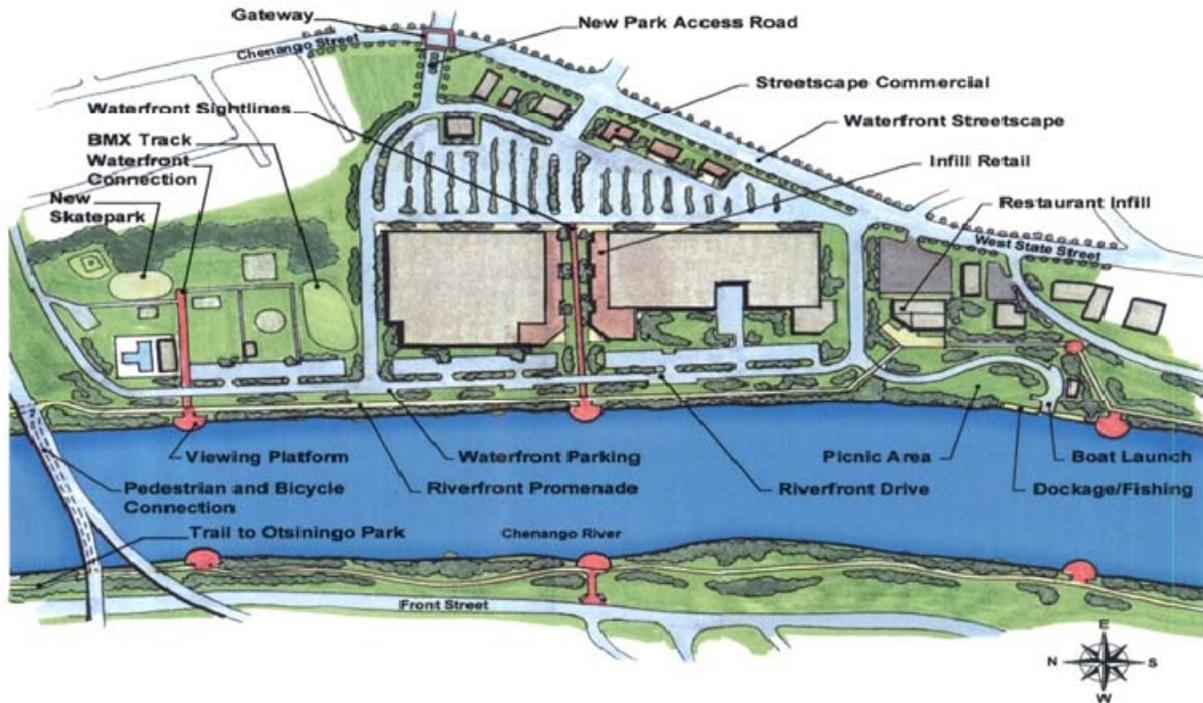
As proposed, Cheri A. Lindsey Park and Binghamton Plaza should be enhanced as a waterfront mixed-use and recreational destination within the City. Reconfigured entryways into the park and retail center would make the area more welcoming and accessible, for both vehicles and pedestrians.

The existing plaza should be reconfigured so it is oriented to the waterfront, with façade openings on the waterside. Streetscapes along Chenango Street and West State Street should tie in with a designated waterfront theme, uniting all developments on the site.

Recreation facilities and programs in the Park would remain in their current locations with designated site enhancements, including landscaping and improved accessibility and connectivity to surrounding attractions.

Waterfront improvements should be "formal" with hard edges and urban characteristics including viewing platforms, a riverfront promenade, boat launch, fishing piers, picnic area and a waterfront multi-use trail. Additional retail, office and restaurant opportunities would be supported throughout the site at designated locations.

Figure 4-3 Proposed Concept Plan - Binghamton Plaza



Opportunities and Constraints

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

Opportunities

- Enhanced visual quality of entry into the City from NYS Route 17, onto Front Street (view across River);
- Developed pedestrian and bicycle connections north of the City to existing open space and trail developments, such as Otsiningo Park;
- Improved property values and tax base;
- Enhanced retail opportunities;
- Improved waterfront access, both visually and physically;

- Strengthened waterfront connections through building orientation and linkages;
- Improved pedestrian accessibility and connectivity;
- Create relationship and on-going communication with NYS Department of Transportation to direct future roadway improvements, including realignment of Route 81 Bridge to coordinate with City plans

Constraints

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

4.2.4 Sandy Beach Park

The proposed concept plan for Sandy Beach Park would increase passive and active recreation opportunities on both the land and waterside of the park. The park, in an ideal waterfront location, is currently an underutilized waterfront asset within the City. An enhanced entry, connections to the Conklin Avenue bike lane to the south, residential streets to the west and the railroad bridge to the northwest would improve the parks profile within the community.

The natural attributes of the site should be maintained along the riverfront, with all improvements and enhancements pushed back from the water's edge in order to maintain the natural character.

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

Opportunities and Constraints

The proposed concept plan for the enhancement of Sandy Beach Park offers significant potentials and opportunities for the City to expand upon.

The development of the Park into a local and regional destination will not likely be achieved without financial support from private investors. The potentials and constraints of the plan, if implemented as shown in the concept, are identified below:

Opportunities

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

Figure 4-4 Proposed Concept Plan - Sandy Beach Park



Constraints

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

4.3 Proposed Projects

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

- the available sites, needs, resources and opportunities identified in Section 2.0, Inventory and Analysis, of this LWRP;
- the policies and actions set forth in Section 3.0, Waterfront Revitalization Program Policies, of this LWRP;
- the design principles and concept plan presented in Section 4.2 - Proposed Concept Plan; and
- the Goals and Objectives identified by the City of Binghamton, the LWRP Steering Committee and through public input obtained throughout the LWRP planning process.

The proposed projects, with locations identified in the [Proposed Projects Map](#), build upon the guiding design principles for the waterfront and will increase public access to and around the Rivers, create additional locations for active and passive recreation opportunities within the City and promote and stimulate economic development potentials.

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

4.3.1 Central Business District Improvements

Project #1 - Chenango River Promenade

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

The first phase of the plan, which is currently in its final stage, includes the development of Confluence Park and the renovation of the existing trail from the South Washington Street pedestrian bridge to Memorial Bridge. The total cost of the first

phase is \$400,000, which is being partially financed through a \$100,000 Environmental Protection Fund grant through the OPRHP. Phase 2 of the project, as proposed by the City, involves the VI mile to 1/2 mile extension of the Promenade from the Memorial Bridge to the East Clinton Street Bridge. The preliminary estimated cost for this phase of the project is \$1.2 million. The City will receive a \$200,000 Environmental Protection Fund grant from OPRHP and a \$340,000 grant from Senator Libous to supplement the costs of Phase 2. Phase 3 of the project includes a 4,000-foot extension of the trail from the East Clinton Street Bridge to Cheri A. Lindsey Park and Binghamton Plaza. A TEA-21 grant application for this phase of the project, in the amount of \$489,500, was recently awarded to the City for the one-mile stretch of the trail from East Clinton Street to Cheri A. Lindsey Park. Local match for the grant will be provided through in-kind services and a \$100,000 Community Development Block Grant.

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

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

Estimated Project Cost: To be determined

Project #2 - Downtown Lighting

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

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

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

Project #3 - Streetscapes

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

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

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

Estimated Project Cost:

| | |
|----------------------------------|--------------|
| Court Street reconstruction | \$2,300,000 |
| State Street reconstruction | \$ 1,100,000 |
| General streetscape improvements | \$ 200,000 |
| TOTAL | \$ 3,600,000 |

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

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

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

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

Project #5 - Gorgeous Washington Street Improvements

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

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

Estimated Project Cost: \$1,175,000

Project #6 - Civic Plaza and Community Gathering Area

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

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

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

Project #7 - Waterfront Village

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

Estimated Project Cost: To be determined

Project #8 - Roberson Museum Site

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

Estimated Project Cost: To be determined

4.3.2 North Side Planning Projects

Project #9 - Binghamton Plaza

Binghamton Plaza is located in northern Binghamton and is bounded by the Chenango River to the west and Chenango and West State Streets to the east.

Binghamton Plaza and additional surrounding commercial properties located along the roadway are underutilized properties within the City and their redevelopment and enhancement are considered key to the overall revitalization of the North Side neighborhood.

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

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

Estimated Project Cost: To be determined

Project #10 - Route 17 Bridge Overpass

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

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

Estimated Project Cost: Not Applicable

Project #11 - Boat Launch

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

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

4.3.3 East Side Planning Projects

Project #12 - Sandy Beach Park

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

constructed in coordination with trail development along the entire length of the Susquehanna River.

Estimated Project Cost:

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

Project #13 - Binghamton Psychiatric Center Site

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

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

4.3.4 West Side Planning Projects

Project #14 - Pedestrian Bridge

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

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

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

Project #15 - Bike Lanes along Route 434

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

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

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

Estimated Project Cost: N/A 4.3.5 Future Planning Projects

Project #16 - Gateways

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

Estimated Project Cost: \$25,000 per gateway

Project #17 - Susquehanna River Trail

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

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

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

Estimated Project Cost: To be determined

Project #18 - Rockbottom Dam Park

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

Estimated Project Cost: To be determined

Project #19 - Citywide Signage/Way-Finding Program

Binghamton has identified the need to improve signage throughout the Central Business District and waterfront areas. This need will intensify as additional

waterfront development and programming begins. Funding should be sought for a cohesive sign program throughout the City that attracts residents and visitors, and informs them of opportunities. The design and format of the sign program, as well as its implementation, should be a priority in the city in order to stimulate resident interest and excitement.

Estimated Project Cost: \$50,000

Project #20 - Update Citywide Zoning Ordinance

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

Estimated Project Cost: \$75,000 - \$100,000 4.3.6 Marketing and Promotion

Project #21 - Promotional Literature

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

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

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

Estimated Project Cost: \$5,000 - \$100,000

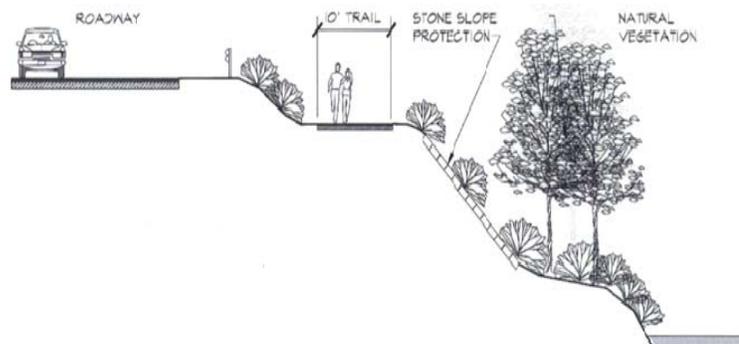
Dependent on extent of marketing campaign and activities that are undertaken

4.4. Trail Enhancements

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

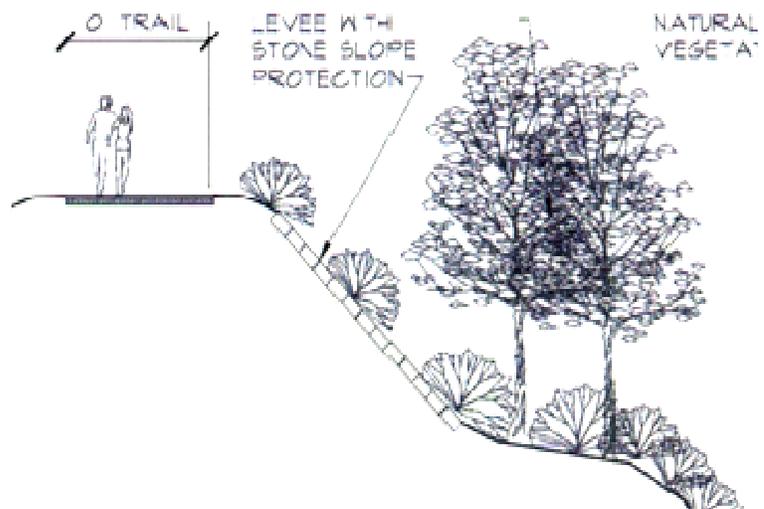
1. Trail Above Slope Protection

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



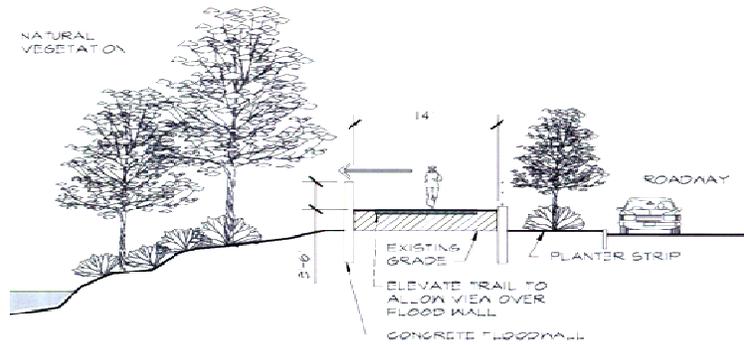
2. Trail at Top of Levee

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



3. Trail Behind Floodwall Near Roadway

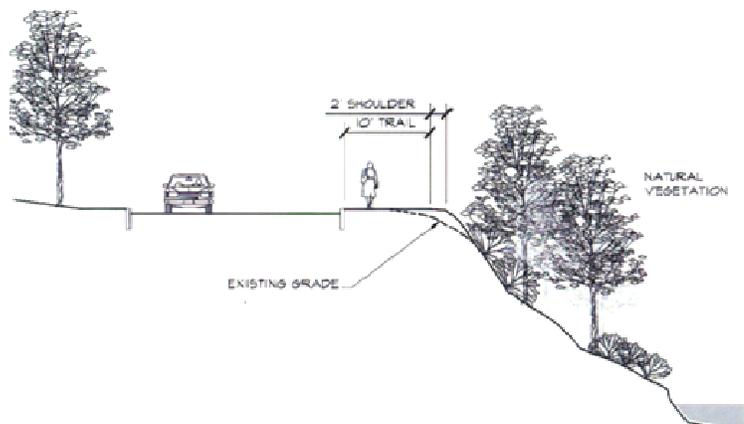
On the east side of the Chenango River, primarily in downtown Binghamton, the banks of the river are lined with concrete flood control walls. In this area of the City, trails should be constructed on the outside of the flood control walls.



Wherever possible, trails should be elevated above existing grade to allow for views to the waterfront. A planter strip may be designed to soften the area between the trail and roadway.

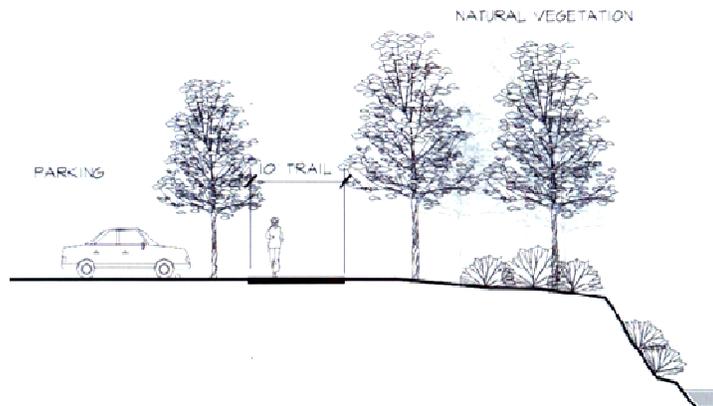
4. Trail Along Road Above Riverbank

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



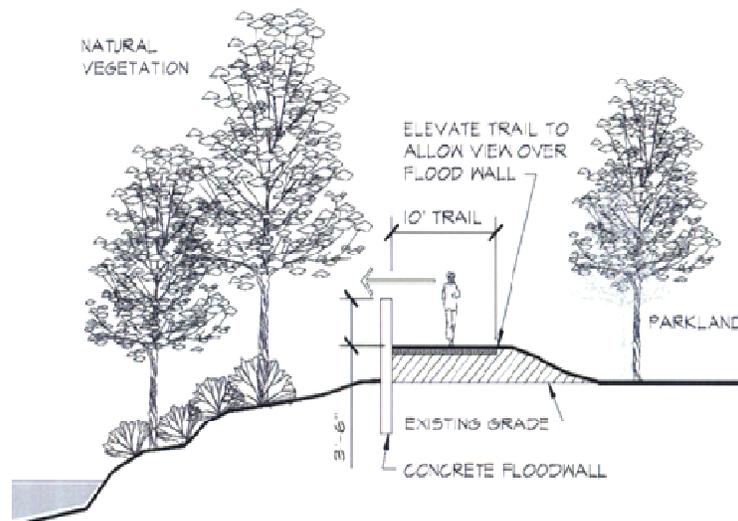
5. Trail Along Back Parking Lots

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



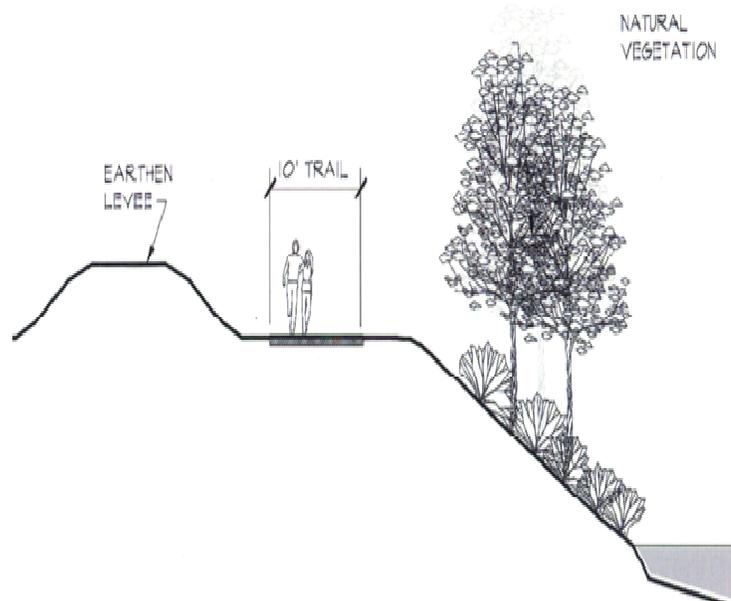
6. Trail Between Levee and River

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



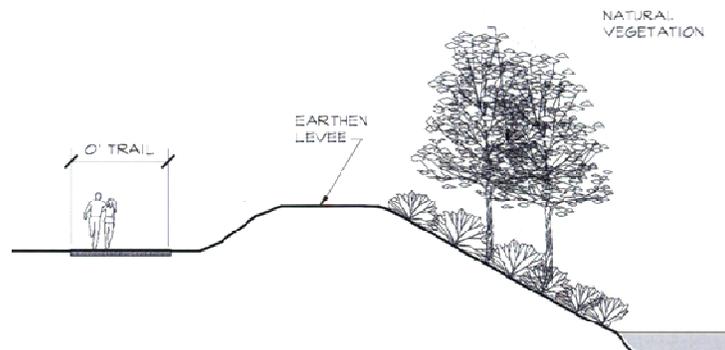
7. Trail in Parkland Behind Floodwall

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



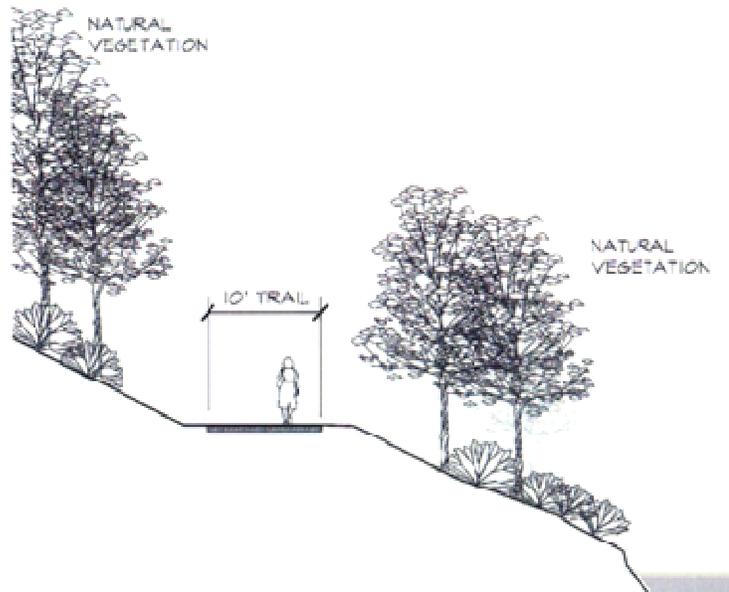
8. Trail Opposite Levee, Away from River

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



9. Trail Along Natural Riverbank

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



10. Trail Along Steep Natural Riverbank

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

