

# NORTH CHENANGO RIVER CORRIDOR

## Brownfield Opportunity Area Step 2 - Nomination Study



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# **The North Chenango River Corridor Brownfield Opportunity Area Step 2 – Nomination Study**

## **Report Prepared for:**

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# Executive Summary

## Executive Summary

### Community BOA Project Overview

The City of Binghamton has received funding from the New York State Department of State with funds provided through the Brownfield Opportunity Area (BOA) Program. The BOA planning process compliments the ongoing planning efforts of the City and County to evaluate and plan for potential redevelopment activity in areas that have experienced, or are perceived to have experienced some form of contamination related to historical activity. This vestige of the City's industrial and commercial heritage has led to disinvestment, underutilization and in some cases abandonment of properties. The City's participation in the BOA program is in keeping with good planning and smart growth concepts. These include the evaluation of redevelopment of formerly developed properties and how to better integrate the Study Area with the balance of the City (physically, economically and socially).

The North Chenango River Corridor Brownfield Opportunity Area (the North Chenango BOA) is a 407± acres area located in the north-central section of the City of Binghamton, Broome County, New York. The City is located in the heart of the Southern Tier Region, bisected by major transportation routes (Southern Tier Expressway, Interstate 88 and Interstate 81) that make it conveniently accessible to multiple markets and population centers in the north-east. Further, the City and Broome County have been the center of commerce, governance, education, and cultural affairs for the area for the Southern Tier region of the State of New York. The North Chenango River Corridor neighborhood has a long history and strong neighborhood identity by its residents, although there are signs of disinvestment that have been identified as potential opportunities to redefine its future.

The North Chenango BOA has played a pivotal role in the City and the region as a leader in innovation. The Center for Technology & Innovation has noted that the area continues to be at the forefront of innovation having one of the highest number of patents issued per capita in the country. The Center has further cited examples of this innovative history which includes: the Binghamton Street Railway Company, the first electric trolley in New York State; A&J Manufacturing with more than 250 patents for different types of egg beaters; Link Aviation Devices creating the first flight simulator; McIntosh Amps that powered events like Woodstock and bands like the Grateful Dead; Stow Manufacturing was granted the first patent on the flexible shaft; Dr. Kilmer's Swamp Root Kidney Liver and Bladder Cure; and, the world's first mobile communication originated at the Marconi Tower located at the Lackawanna Station.

The City of Binghamton has a 2010 population of 47,376 and the North Chenango BOA neighborhood a population of 3,462. While the City's population has remained stable over the past decade, the North Chenango BOA neighborhood has experienced a continued decline. This is reflective of the number of abandoned homes documented within the Study Area.

The North Chenango BOA consists of approximately 407 acres adjacent to the Chenango River located on its eastern boundary. The balance of the area is demarcated by Henry Street in the south, the Brandywine Highway

to the east and Bevier Street to the north. The North Chenango BOA is located immediately adjacent to the Brandywine Corridor BOA and the First Ward BOA in the City. The North Chenango BOA is made up of several sub-areas, including: a 131± acre Core Area with the Binghamton Plaza property located at its heart; a 134± acre sub-area 1 made up of the mostly residential neighborhood to the east of West State Street/Chenango Street; a 74± acre sub-area 2 located between the Southern Tier Expressway and Bevier Street and the Bevier Street Bridge; and, a 58± acre sub-area 3 located adjacent to Binghamton's revived downtown district.

### **Community Participation and Engaging Partners**

The purpose of the community participation plan is to identify a variety of forums and outreach mechanisms to involve the public and other stakeholders such as the City of Binghamton, Broome County and New York State, continue the planning dialogue already established as part of the North Side CARES Vision Plan process, and, to provide some level of consensus as to findings and recommendations. The public participation plan achieved the following:

1. Collected information from the public, property owners, business owners, human service providers and the City regarding the Study Area;
2. Afforded the public with opportunities to raise concerns, ask questions and provide input on issues and opportunities.
3. Provided the public with an opportunity to weigh in on and contribute to the planning process and prospective development and improvement to the North Chenango River Corridor BOA.

As part of the public input process, two publicly noticed meetings were held within the Study Area. Attendance at these meetings was encouraged through direct mail of residents, posting on the City's web-site, and in the local print media. In addition, the project team interviewed various stakeholders and held six steering committee meetings.

### **Community Vision**

As a result of public participation and Steering Committee input, the community developed the following vision statement to help guide the planning process;

*In the next ten years the North Chenango River Corridor area will become a more attractive, walkable and welcoming gateway to the City of Binghamton with vibrant neighborhoods and stronger linkages to the rest of the City of Binghamton. While the core of the neighborhood has an existing merchant and restaurant base, it has started to become a more active and appealing commercial destination that both serves the needs of the nearby residents and attracts visitors and economic activity from the Greater Binghamton region. New development will highlight and complement the area's unique historic, natural and cultural resources and contribute to a more pedestrian-friendly environment. Building on the existing commercial core in the Study Area, the City will continue to pursue opportunities for enhancing the tax base and employment that are compatible and supportive of the City's economy. The surrounding residential areas will be well-maintained and new infill development that is consistent with the established character and scale of these neighborhoods will support a diverse population and array of housing opportunities. Improved connections amongst the residential neighborhoods, a revitalized core, the Chenango River, and park/recreation facilities will encourage physical activity and contribute to a coherent sense of place.*

The following implementation goals were also identified:

- Work with and engage the owners of the Binghamton Plaza site to address issues of access and property reinvestment that would benefit all affected stakeholders.
- A priority should be established to address vacant, deteriorating or derelict properties commercial and residential properties within the study area which provide an uninviting appearance and discourage investment.
- Identify redevelopment opportunities that address market and community needs such as housing and grocery store.
- Facilitate residential development that attracts mixed-income populations such as empty-nesters and students, to enhance the socioeconomic diversity of the area while retaining and maintaining the existing housing stock for low income residents.
- Identify ways of enhancing access, particularly for pedestrians and bicyclists, to the balance of the City.
- The Study Area played an important role in the development of many commercial and industrial innovations. The promotion of an Innovation Zone as a marketing concept should be pursued to attract business incubator type businesses and as a regional tourist destination.

### **Study Area Conditions**

The City of Binghamton and Broome County as a whole have stabilized with respect to population loss, however, the North Chenango BOA Study Area population has continued to decline. The Study Area has been marked with pockets of disinvestment, particularly in the residential neighborhood east of West State Street/Chenango Street.

The North Chenango BOA Study Area has a diverse mix of uses: aging and outdated suburban style shopping plazas at the core of the Study Area along West State Street and Chenango Street; industrial uses along Water Street and the Norfolk Southern rail corridor; older more established residential neighborhoods located east of West State Street and Chenango Street and between the Southern Tier Expressway and Bevier Street; urban development pattern adjacent to downtown Binghamton; and, an approximately 1.4 mile waterfront along the North Chenango River. The residential neighborhoods associated with the Core Area and Sub-Area 1 showed signs of disinvestment with approximately 40 vacant properties

### **Economic Opportunities**

The North Chenango Corridor BOA has excellent visibility and access from the surrounding regional highway network with approximately 70,000 daily vehicle trips passing through on the Southern Tier Expressway looking into the BOA Study Area. Recent improvements to the Route 17/81 Interchange along with proposed realignment of Frederick Street and proposed access improvements to the Frederick Street/Chenango Street intersection would help provide more convenient access to the core of the BOA Study Area.

Successful redevelopment in the BOA must leverage its existing and emerging assets as well as successful development in Downtown to overcome negative neighborhood perceptions. Building on the market analysis included as part of the BOA study process, the following approach to the development is recommended:

- Rehabilitation is a crucial development tool for near term redevelopment opportunities. As discussed in the “Development Recommendations” section of this report, rehabilitation and reuse of existing buildings within the BOA are more financially feasible under current market conditions. Proposed streetscape and roadway improvements that better connect the Core Area to the City and Interstate 81 will also increase demand for new construction.
- Redevelopment of retail and attraction of new retailers is a strong, near-term strategy for activating plazas in the BOA and connecting the community to the riverfront, and rehabilitation of existing structures is financially feasible.
- Residential development will strengthen the community throughout the BOA, by supporting the local retail market and activating neighborhoods, with senior housing a promising longer-term strategy.
- Increasing stock of flex/industrial/office space is economically challenging, and likely a longer-term strategy if start-ups grow out of the Binghamton University incubator or other initiatives and need affordable scale up space.

## **Conceptual Planning Alternatives**

The 26± acre Binghamton Plaza site has been one of the focus areas for the North Chenango River BOA Study and the Steering Committee due to the potential positive impact the rehabilitation/redevelopment of the facility could have on the local community regarding the potential to create meaningful employment opportunities. The conceptual planning for the Plaza area is prepared with the understanding that at the very least, the property owner, being in the Brownfields Cleanup Program, would need to initiate improvements to the property that would involve filling of the site to address the subsidence associated with the parking lot. Based on conversations with the property owner there is interest in incorporating the former Eddy Howard property located at 419-421 Chenango Street as a new entrance to the Binghamton Plaza portion of the site. The new entrance, based on discussions with the Binghamton Plaza property owner, would enhance the viability of the K-Mart facility. Based on available documentation, the Eddy Howard properties were the subject of a cleanup to mitigate contamination resulting from the prior use of the facility as a filling station.

The potential redevelopment opportunities include several important planning concepts consistent with the direction provided by the community. Goals for the land planning framework include:

- Making Chenango Street/West State Street a complete street to better connect to the balance of the City;
- Enhancement of riverfront amenities and better connecting the riverfront with the balance of the community;
- Establish gateway intersections at district boundaries to enhance access at key locations to announce a sense of arrival;
- Explore redevelopment potential by parcel consolidation; and

- Reinforce the character of the Chenango Street/West State Street Corridor through infill development at the street edge.

Targeting multiple initiative identified above will help to create a more cohesive district. While more conservative redevelopment concepts were prepared for the West State Street/Chenango Street, the community asked for redevelopment alternatives that provided for more public space. The concept of “programmable space” is being promoted as a redevelopment concept that would incorporate publicly available space that could be used differently depending on the time of year. The “programmable space” would be surrounded by complimentary retail and other mixed use include residential. The current improvements to the Route 17/Interstate 81 interchange and the proposed reconfiguration of Frederick Street provide the potential for enhanced access to the traveling public.

### **Strategic Sites**

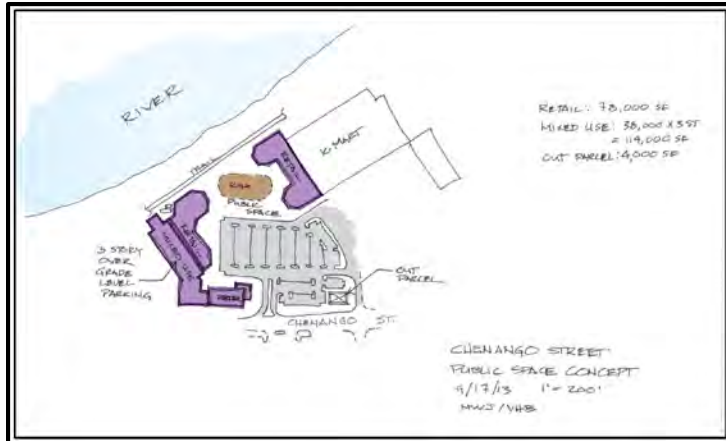
**West State Street Corridor** – Strategic sites along the State Street Corridor in the BOA include the 131 acre BOA Core Area, includes the 26± acre Binghamton Plaza site, the 3.5± acre Colonial Plaza site and the 4.5± acre Stowe Plaza site. The focus of redevelopment activities should be targeted at those that would have a positive benefit to the surrounding community in the form of new economic activity which would generate new jobs and tax revenue and in turn spur additional reinvestment in the area. This includes the rehabilitation or redevelopment of the existing Binghamton Plaza site which is currently scheduled for improvement as part of the brownfield cleanup program participation. In addition, given its location and the existing building conditions the this site could be considered as part of the recently enacted Broome County Land Bank for possible redevelopment as a year round farmers market. The year round farmers market concept could also be applied to other potential sites in the BOA Study Area including Cheri Lindsay Park or reuse of a portion of the Binghamton Plaza complex.

**North Chenango Street Properties:** includes 488 Chenango Street, 490 Chenango Street, 510.5 Chenango Street and 2 Ogden Street. These sites are presently vacant or underutilized and located on the east side of Chenango Street north of the Route 86/81 overpass. There has been discussion with the community regarding the potential redevelopment of these properties for off-street parking that may need to be created if the extension of the Riverfront Trail along Chenango Street results in the elimination of on-street parking.

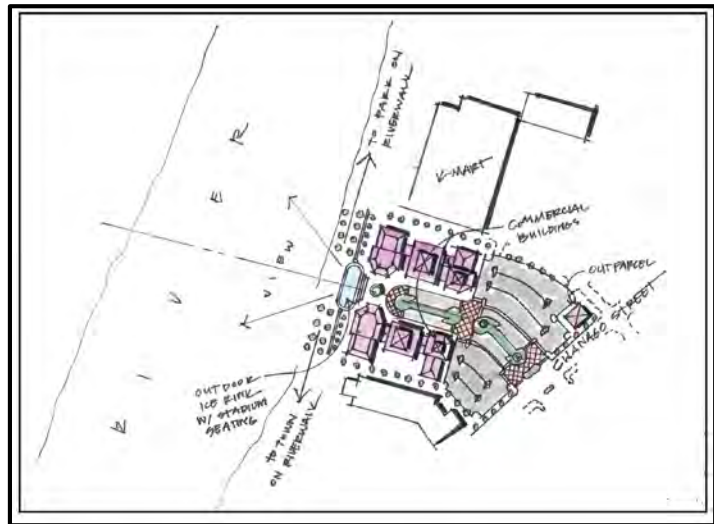
**Eddy Howard and Adjacent Properties:** The Eddy Howard properties are located at the west side of Chenango Street (419-421 Chenango Street) opposite of Frederick Street. The approximately 0.52 acre site was used as a filling/service station and was closed several years ago. The Eddy Howard properties have been identified as having the potential to enhance access to the existing Binghamton Plaza site and increase that property’s commercial viability.

**Pleasant Avenue Properties:** During the course of the planning process it is noted that additional useable athletic fields are needed to serve the community. There are several properties that abut Cheri Lindsay Park that, when combined, could create the area needed to develop a full sized athletic field suitable for activities such as soccer/football/lacrosse. The majority of these properties are currently under common ownership and, based on field observations appear to be vacant or underutilized. It is noted, however, that in order to use these properties for the purposes noted above there would need to be a mutual agreement between all parties. Lacking that the use of eminent domain would be another possible option.

## Programmable Space Planning Concepts



Programmable space alternative design concepts were prepared based on input gathered as part of the public planning process. Identified below are precedent images of different uses that could be incorporated as part of a redevelopment opportunity





**Stow Plaza - lower West State Street.** The approximately 4.5 acre former Stow Plaza property is located between State Street and West State Street. It is noted that the City recently announced that a development team had been identified to locate an approximately 10,000 to 14,000 s.f. full service independent grocery store in the Stow Plaza site at 435 West State Street. This is a combined effort between the City of Binghamton, the Binghamton Local Development Corporation and the Broome County Land Bank.

The Conceptual Development Program includes the following key components:

**Connectivity** – enhanced connectivity is an important planning concept to help reconnect the BOA Study Area separated from the balance of the City by major roadway systems and the railroad. This includes the introduction of the Complete Streets concepts noted below, the extension of the existing River Trail system to Otsiningo Park to the north and potential extension of the Binghamton University bus service into the heart of the BOA Study Area.

**Green Infrastructure** – stormwater management has taken on new importance after the recent storm events in 2011 (Hurricane Irene and Tropical Storm Lee). A Green Infrastructure component with examples of green streets, green roofs, bio-swales and bio-retention facilities and how they may be applied to properties like the Binghamton Plaza site have been identified.

**Complete Streets** – as a method for enhancing circulation and improving quality of life, incorporate Complete Streets concepts that enhance pedestrian and bicycle circulation within the BOA Study Area and to the balance of the City, particularly downtown and to the east and include landscaping as a design feature and a green streets component.

**Neighborhood stabilization** – the City has been focusing efforts on residential neighborhoods that have experienced some levels of disinvestment through enhanced code enforcement, the establishment of programs like the recently completed Healthy Homes initiative, capital improvements to the street/sidewalk network and beautification programs.

# 1.0

## Project Description and Boundary

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### 1.1 Project Overview and Description

Over the past several years, the City of Binghamton and others have engaged in a number of planning processes examining the City as a whole, as well as the North Chenango River Corridor. These efforts included the development of the City's *Comprehensive Plan*, *Comprehensive Plan Update*, *Local Waterfront Revitalization Program*, and the *North Side C.A.R.E.S Plan*. Together these documents outline a series of goals and objectives and a community vision for the redevelopment of the North Chenango River Corridor. As a continuation of its planning efforts for the North Chenango River Corridor, the City of Binghamton has prepared this Brownfield Opportunity Area (BOA) Step 2 Nomination Study.

The purpose of this BOA Step 2 Nomination Study (the BOA Study) is to facilitate the creation and implementation of a locally driven revitalization plan to improve a neighborhood that is affected by multiple brownfield sites, as well as other blighting influences, and has experienced economic decline. The BOA Study attempts to develop an overall strategy for the area rather than dealing with individual brownfields sites in isolation. The eventual plan is intended to stimulate economic development, facilitate community revitalization, provide new public amenities, and redevelop strategic sites that will serve as catalysts for wider revitalization. This Step 2 report assesses a variety of issues/conditions, including land use, natural resources, brownfields, transportation networks, and economic and market trends and concludes with recommendations for future uses or actions.

The overall BOA program is described below.

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### 1.2 Lead Project Sponsors

This Brownfield Opportunity Area Step 2 Nomination Study is sponsored by the City of Binghamton. As part of the planning process for this project the City established a steering committee composed of key stakeholders including City staff planners, local property and business owners, and State and County agency representatives.

### 1.3 Brownfield Opportunity Area Boundary

The North Chenango River Corridor BOA Study Area consists of approximately 407 acres of land along the Chenango River in the City's North Side. The BOA consists of a 131± acre core area and three surrounding subareas. Figure 1, Redevelopment Area Aerial, shows the location of the proposed BOA, including its sub-areas, within the City. The overall BOA boundary and sub-areas were created using logical and definable boundaries. The Core Area is located on the east bank of the Chenango River from South Depot Street in the south to Route 17/81 highway in the north. Chenango Street forms the eastern boundary of the Core Area boundary.

BOA Subarea 1 is approximately 134 acres in size and located due east of the Core Area. Chenango Street forms the western boundary, the existing rail lines provide a hard boundary to the south, the eastern portion on the Subarea 1 boundary is formed by Route 363/Brandywine highway and the northern terminus is Route 17/81. Subarea 2 is the discrete neighborhood located between Bevier Street and Route 17/81 and between the Chenango River to the west and the Brandywine Highway to the east. Lastly, the approximately 68 acre BOA Subarea 3 is located closest to downtown between the Chenango River to the west and the Brandywine Highway to the east and between Henry Street to the south and existing rail line complex.

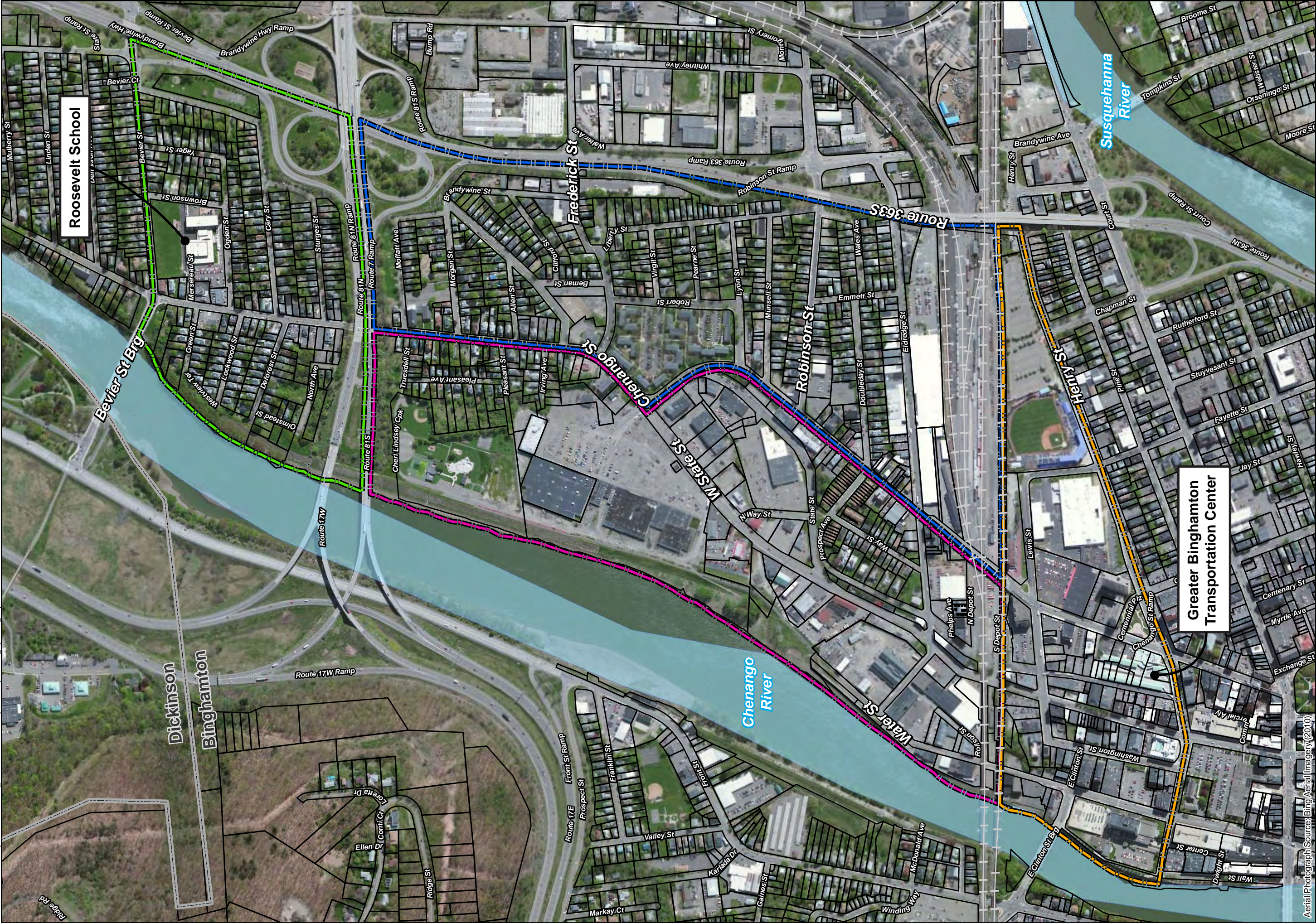


**Binghamton Plaza parking lot has settled significantly causing a grade change between the building and support parking that makes full utilization of the facility challenging**

As described below in the inventory section, the BOA neighborhood is affected by multiple brownfield sites, as well as other blighting influences, and has experienced economic decline over the past decades. In addition, as shown on Figure 2, the Redevelopment Area Overview Map provides some context for the Study Area and other BOAs within the City and their relation within the larger regional context. The BOA subareas are somewhat isolated from each other by major transportation corridors and natural features, including Route 81, the Brandywine Highway/Route 363S, the rail line along Depot Street and the Chenango River. The river, Route 81 and the rail line also serve to isolate the core area from the remainder of the City at large, which makes for their logical use as boundary lines. The proposed BOA also "fills in" the area between the proposed First Ward and Brandywine BOAs.



Path: \\NY\WPDATA\Projects\28619.00 Binghamton BOA\GIS\Project\Transportation\_Systems\_Map.mxd



**Legend**

**Brownfield Opportunity Areas**

- BOA Core Area (131.11 Acres)
- BOA Subarea 1 (134.45 Acres)
- BOA Subarea 2 (73.80 Acres)
- BOA Subarea 3 (68.46 Acres)

**Other Features**

- Railroad
- Municipal Boundary
- Assessor Parcel Boundary
- Open Water

**Brownfield Opportunity Areas  
Redevelopment Area  
Aerial**

Aerial Imagery Sources: Bing Aerial Imagery (2010)

**Scale**

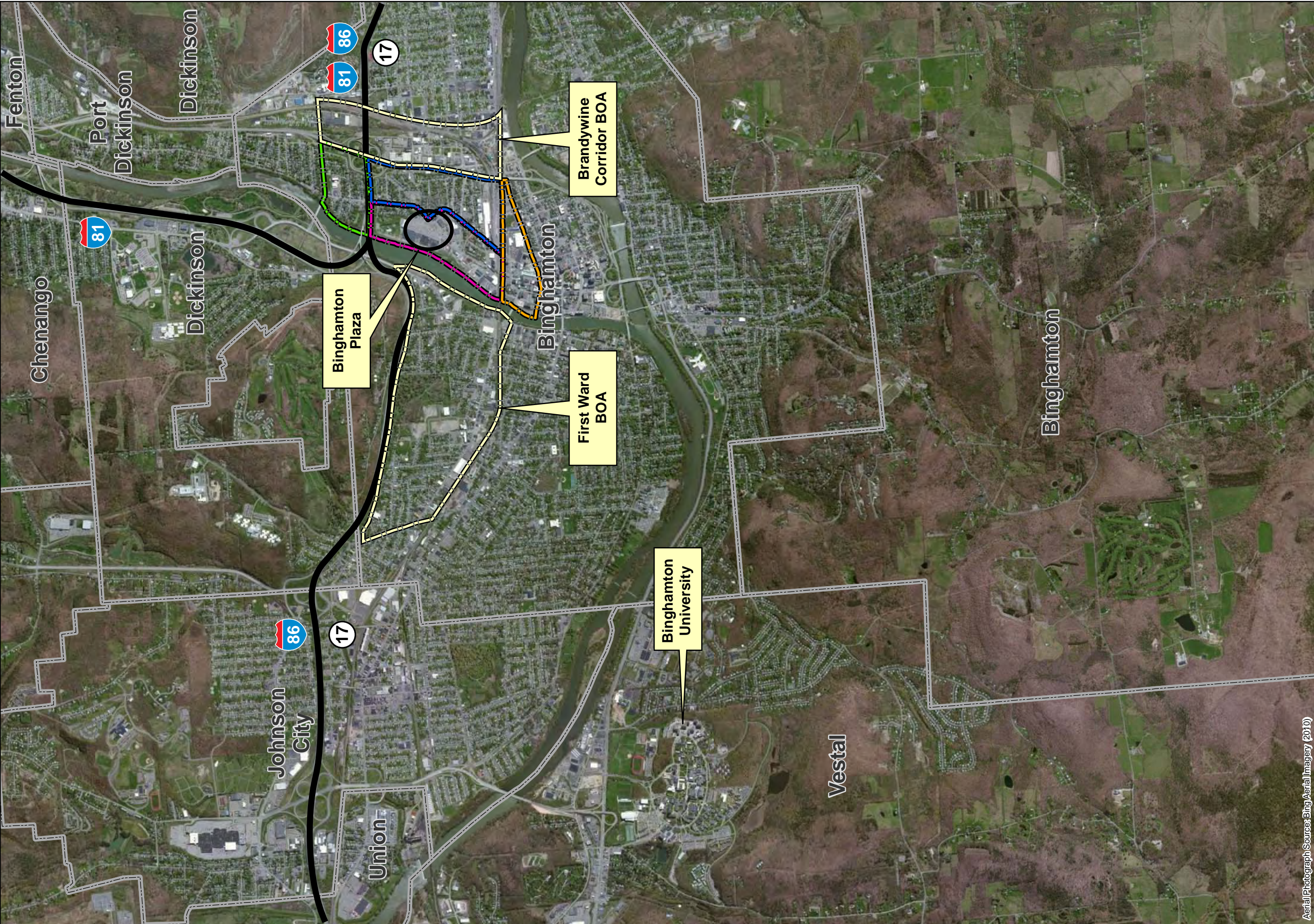
0 200 400 Feet

**North Arrow**

**FIGURE 1**



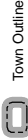
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Aerial Photograph Source: Bing Aerial Imagery (2010)

Legend

- Brownfield Opportunity Areas**
- BOA Core Area (131.11 Acres)
  - BOA Subarea 1 (134.45 Acres)
  - BOA Subarea 2 (73.80 Acres)
  - BOA Subarea 3 (68.46 Acres)



Town Outline

**Brownfield Opportunity Areas  
Redevelopment Area  
Overview Map**



2,000 1,000 0 2,000  
Feet

**FIGURE 2**

Date: **10/02/2014**



## 1.4 New York State Brownfield Opportunity Areas (BOA) Program

The BOA program originated out of the Superfund/Brownfield Law in October 2003. The Superfund/Brownfield legislation amended the New York State General Municipal Law (Article 18-C), which authorizes municipalities to pursue redevelopment and revitalization of economically distressed areas, by addition of Section 970-r to create the BOA Program. The BOA Program provides assistance to communities to undertake activities resulting in area-wide revitalization plans for brownfields and site assessments to determine the nature and extent of contamination on brownfields sites.

A “brownfield” or “brownfield site” is defined in New York State Environmental Conservation Law Article 27, Title 14, as any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant.

The BOA Program is organized into three steps:

- Step 1: Pre-Nomination Study - The Pre-Nomination Study provides a basic and preliminary description and analysis of the proposed BOA. The Pre-Nomination Study is reviewed by the New York State Department of State (NYSDOS) and New York State Department of Environmental Conservation (NYSDEC) to determine if a community should proceed to Step 2.
- Step 2: Nomination Study - The Nomination Study provides an in-depth and thorough description and analysis, including an economic and market trends analysis, of existing conditions, opportunities, and reuse potential for properties within the proposed BOA. The emphasis is on identifying potential strategic brownfields sites that could be reused and serve as catalysts for wider revitalization. The Nomination Study must include a number of elements, such as a description of the project and boundary; a community participation plan and techniques to enlist partners; and an inventory and analysis of the proposed BOA, including recommendations for the proposed BOA and strategic brownfields sites. The Nomination Study must be circulated for review and comment for a period of at least 30 days. The Nomination Study is reviewed by NYSDOS and NYSDEC to determine if a community should proceed to Step 3.
- Step 3: Implementation Strategy (which may include Site Assessments) - The Implementation Strategy provides a description of the techniques and actions to implement the area-wide plan. Site assessments for strategic brownfields sites that are identified in the Nomination Study may be eligible for funding. In accordance with the BOA Program, a BOA Plan (Nomination and Implementation Strategy) is prepared and circulated for review and comment for a period of 60 days. The BOA Plan is reviewed by NYSDOS and NYSDEC to determine consistency with the General Municipal Law, Section 970-r. If the BOA Plan is determined to be consistent with Section 970-r, the proposed BOA would be officially designated as a Brownfield Opportunity Area.



## 1.5 Community Vision, Goals and Objectives

### North Chenango River Community Vision and Goals

The City of Binghamton, as part of its public outreach component, conducted a visioning session where participants were asked to provide input on the vision of the North Chenango River corridor BOA. The full extent of the comments from the first public workshop are contained in Appendix C of this report. The community's vision for this area, as revealed through existing City policy expressed in its Comprehensive Plan, Local Waterfront Revitalization Plan, and input from the public and Steering Committee during the community engagement activities undertaken as part of this effort has been distilled into the paragraph below:

*In the next ten years the North Chenango River Corridor area will become a more attractive, walkable and welcoming gateway to the City of Binghamton with vibrant neighborhoods and stronger linkages to the rest of the City of Binghamton. While the core of the neighborhood has an existing merchant and restaurant base, it has started to become a more active and appealing commercial destination that both serves the needs of the nearby residents and attracts visitors and economic activity from the Greater Binghamton region. New development will highlight and complement the area's unique historic, natural and cultural resources and contribute to a more pedestrian-friendly environment. Building on the existing commercial core in the Study Area, the City will continue to pursue opportunities for enhancing the tax base and employment that are compatible and supportive of the City's economy. The surrounding residential areas will be well-maintained and new infill development that is consistent with the established character and scale of these neighborhoods will support a diverse population and array of housing opportunities. Improved connections amongst the residential neighborhoods, a revitalized core, the Chenango River, and park/recreation facilities will encourage physical activity and contribute to a coherent sense of place.*

The following implementation goals were also identified:

- Work with and engage the owners of the Binghamton Plaza site to address issues of access and property reinvestment that would benefit all affected stakeholders.
- A priority should be established to address vacant, deteriorating or derelict properties commercial and residential properties within the study area which provide an uninviting appearance and discourage investment.
- Identify redevelopment opportunities that address market and community needs such as housing and grocery store.
- Facilitate residential development that attracts mixed-income populations such as empty-nesters and students, to enhance the socioeconomic diversity of the area while retaining and maintaining the existing housing stock for low income residents.
- Identify ways of enhancing access, particularly for pedestrians and bicyclists, to the balance of the City
- The Study Area played an important role in the development of many commercial and industrial innovations. The promotion of an Innovation Zone as a marketing concept should be pursued to attract business incubator type businesses and as a regional tourist destination.



# 2.0

## Public Participation Plan

Community participation is a critical component of the BOA process. The following section outlines the community participation plan and the techniques that have been/will be utilized as part of the outreach and planning process.



### 2.1 Community Participation Plan

#### Community Participation Plan

##### 1. Introduction and Purpose

The Community Participation Plan (CPP) identifies a variety of forums and outreach mechanisms to engage interested persons in planning for the North Chenango River Corridor Brownfield Opportunity Area (BOA). Public input is critical to the planning process to ensure that the community has an opportunity to shape the future their neighborhood. This CPP will serve as a *guide* for community involvement, and is subject to change throughout the course of the planning process as other opportunities for community participation may be identified. The CPP is consistent with the Department of State Work Plan and VHB's proposed Scope of Services.

##### 2. Roles and Responsibilities

###### Department of State (DOS)

The DOS is the primary sponsor of the North Chenango redevelopment effort and has provided funding for the project. In addition, the DOS will provide oversight, direction, and technical assistance throughout the duration of the project.

Contact information for the DOS representative for this project is provided below:

Julie Sweet  
New York State Department of State  
44 Hawley Street, Room 1507  
Binghamton, NY 13901

phone: (607)721-8752  
fax: (607)721-8226  
[julie.sweet@dos.ny.gov](mailto:julie.sweet@dos.ny.gov)

**Department of Environmental Conservation (DEC)**

The DEC will have an important review role in association with the development of the Nomination Study and will be available for consultation regarding environmental conditions associated with the study area.

Contact information for the DEC representative for this project is provided below:

Gary Priscott – NYS Department of Environmental Conservation (NYSDEC)  
Kirkwood Sub-office  
1679 NY Route 11  
Kirkwood, NY 1379-9772  
(607) 775-2545  
[gary.priscott@dec.ny.gov](mailto:gary.priscott@dec.ny.gov)

**City of Binghamton**

The City of Binghamton is responsible for the day-to-day administration and project management of the North Chenango BOA. In addition, representatives from the City will provide project oversight.

Contact information for the City's primary representative, Leigh A. McCullen, is listed below:

Leigh A. McCullen  
City Hall  
38 Hawley Street  
Binghamton, NY  
[lamccullen@cityofbinghamton.com](mailto:lamccullen@cityofbinghamton.com)  
(607) 772-7028 ext. 122

**Steering Committee**

The Steering Committee will be responsible for guiding the vision of the plan and its recommendations and will serve as the lead in plan development. Additionally, the Steering Committee will be responsible for resolving comments stemming from review of project documents by the public, DOS and DEC.

A complete list of Steering Committee members is provided bellow:

| North Chenango River Corridor BOA Steering Committee Meeting |             |  |  |              |
|--|-------------|--|--|--------------|
| <u>First</u>   | <u>Last</u> | <u>Affiliation</u>                               | <u>Email</u>   | <u>Phone</u> |
| Dave   | Smith       | Planning & Development Advisors on behalf of VHB | <a href="mailto:Davidbsmith1992@gmail.com">Davidbsmith1992@gmail.com</a> | 914-552-8413 |

|          |           |                                 |                                     |              |
|----------|-----------|---------------------------------|-------------------------------------|--------------|
| Julie    | Sweet     | NYS DOS                         | juliesweet@dos.state.ny.us          | 607-721-8752 |
| Kelly    | Robertson | OFB                             |                                     |              |
| Mark     | Silvanic  | OFB                             |                                     |              |
| Doug     | Lattner   | McDonalds                       |                                     |              |
| Mark D.  | Bowers    | NYSDOT                          |                                     |              |
| Mark     | Kelly     | VMR Electronics<br>Eldredge St. |                                     |              |
| Shelli   | Cordisco  | Action for Older<br>Persons     |                                     |              |
| Beth     | Egitto    | Broom County<br>Planning        |                                     |              |
| Susan    | Sherwood  | CT & I                          |                                     |              |
| Lea      | Webb      | COB/CITY<br>Council             |                                     |              |
| Janet    | McHenry   | Resident                        |                                     |              |
| Brian    | Daniels   | VOA                             |                                     |              |
| Sam      | Lupo      |                                 |                                     |              |
| Merry    | Harris    | City of<br>Binghamton           |                                     |              |
| Leigh    | McCullen  | City of<br>Binghamton           | lamccullen@cityofbingha<br>mton.com | 607-772-7028 |
| Fabrizio | Michitti  | NY Pizzeria                     |                                     |              |

**VHB, Engineering, Surveying and Landscape Architecture**

The consulting team will be responsible for providing technical expertise for the duration of the project. In addition, representatives from VHB will serve as public facilitators.

The primary contacts for the consulting team are listed with contact information below:

**David B. Smith on behalf of VHB**

**(914)-552-8413; davidbsmith1992@gmail.com**

### 3. Elements of the Community Participation Plan

#### a. Project Progress Meetings

**Purpose:** The purpose of the Project Progress meetings is to present and discuss the current status of the project with the City. Meeting may be conducted in person or by via conference call.

**Membership:** This group is made up City staff.

**Public Participation:** Meetings are not open to the public for attendance.

**Notification:** E-mail from Caroline Quidort or VHB staff member.

**Schedule:** Kick off scoping meeting held on April 14, 2011 with the City. Additional specific dates will be determined as needed. There are currently two public meetings to be scheduled for the project; the first of up to six Steering Committee meetings was held on January 26, 2012.

#### b. Steering Committee Meetings

**Purpose:** The project Steering Committee is charged with directing the overall vision of the plan and its recommendations. The purposes of the meetings are to present, discuss, and receive direction on project specifics, as well as to discuss and resolve comments resulting from review of project documents, public comment, advisory agency review, and coordination with other agencies. The Steering Committee is the primary group guiding the preparation of the plan, functioning as the lead in its detailed development. For the purposes of this project, besides the Planning Department, the Steering Committee will be the working entity on this project and will have the greatest contact with and oversight of the consultant.

A total of up to five additional Steering Committee meetings are proposed beginning late Summer, 2012 and ending approximately late, 2013. The general intent of each meeting is discussed in further detail below:

*Steering Meeting 1: Introduction of the project and general overview of the process. At the first Steering Committee meeting, held on January 26, 2012, members were provided with an introduction to the BOA initiative, an outline of proposed goals, and an opportunity to ask questions. A strengths, weaknesses, opportunities and threats (SWOT) exercise was conducted to provide initial feedback and direction.*

*Steering Meeting 2: A second meeting, held on the latter part of August, 2012, included a presentation of existing conditions and preliminary issues and opportunities, preliminary findings associated with the BOA. Demographic, property inventory and marketing information provided the group with a basic understanding of the target area and focus areas for potential development.*

*Steering Meeting 3: Review and preparation for first public meeting including presentation format.*

*Steering Meeting 4: Review and discuss proposed alternative concepts for redevelopment and other recommendations*

*Steering Meeting 5: Review alternative concepts revisions and preparation for final public meeting*

*Steering Meeting 6: Review refinements and recommendations to proposed plan.*

**Membership:** This group is made up of key stakeholders including property owners, employers and community service providers, see table above.

**Public Participation:** Meetings can be open to the public for attendance. However, in the interest of ensuring productive meetings, comments or participation from the public in meeting proceedings are at the discretion of the Steering Committee.

**Notification:** E-mail from Leigh A. McCullen, Senior Planner or VHB staff member. Meeting reminders will be sent to all Steering Committee members, as well of the NY Department of State (DOS) and Department of Environmental Conservations (DEC).

**Documentation:** Meeting minutes for all Steering Committee meetings will be taken by a representative from VHB and will be made available to all Steering Committee Members.

**Schedule:** To the extent practicable, meetings to be held on same day as the Project Progress Meetings with the City. Specific dates will be determined as needed. There are currently five additional meetings scheduled for the Project.

**c. Neighborhood Assembly / Public Information Meetings**

**Purpose:** To present the draft BOA to the general public including a visioning session as a part of the initial public presentation format. To present, discuss, and receive input on project specifics from advisory agencies, local officials, and citizens.

Neighborhood Assemblies were created in the City of Binghamton to further and promote active citizen participation. Public meetings associated with the project are proposed to be held in conjunction with regularly scheduled North Side Neighborhood Assembly meetings. These meetings are intended to provide a forum for public participation in the planning process. A total of two public meetings are proposed between late Summer 2012 and late 2013. A summary of the topics to be covered at each of these public meetings is described further below:

**Meeting 1:** Review existing conditions, issues and opportunities, and market realities. As part of the first public meeting the project team will conduct a community visioning session. The first goal of the visioning session is to educate the community regarding the potential benefits of this project. Due to varying levels of planning expertise and interest amongst the potential participants, the process requires an educational and transparent approach to ensure an accurate understanding, and to elicit broader, more effective involvement in the planning process. The second goal is to identify the desired direction, goals, and objectives of the Study Area community. Attainment of this information will provide a framework for the project vision and policies.

**Meeting 2:** Review proposed recommendations and conceptual plans and conduct a Community Design Workshop. The Community Design Workshop will occur after a solid understanding of existing conditions is established, market realities are known, and a vision statement is drafted. Interactive surveys (preferred development survey, place making survey, etc.) will be used to facilitate community participation in the conceptual design and layout of the Study Area. In addition, benchmark

communities will be used to describe to participants what other communities are doing with similar sites. Include a discussion of potential implementation measures which may include infrastructure (i.e., roadways, utilities) and/or institutional (i.e., zoning) that would promote redevelopment.

**Membership:** General public. The broadest range of participants will be encouraged to attend all Neighborhood Assembly/Public meetings.

**Public Participation:** Meetings will be advertised to the public in advance, and are open to all. VHB will provide presentation materials after each meeting for posting on the City's website and will be made available for public review at the Centenary-Chenango Street United Methodist Church and the Broome County Library.

**Notification:** City officials and members of the Steering Committee will be responsible for informing known stakeholders and interested parties. A minimum two-week notice will be provided to the DOS regarding upcoming meetings. The City of Binghamton will be responsible for posting announcements on the City website (<http://www.cityofbinghamton.com/>), along with relevant print media (Press & Sun Bulletin) as appropriate. VHB will assist the City with appropriate notification. All public notice submissions are the responsibility of the City of Binghamton. Steering Committee members will be encouraged to forward notifications to their respective network of stakeholders and known interested parties.

**Schedule:** Two public meetings are currently scheduled for the project. Meetings will be scheduled to facilitate participation by as many interested parties as possible.

**Meeting Coordination:** Responsibility for obtaining an appropriate meeting and venue and assisting, where possible, with required media technology needs lies with the City of Binghamton. VHB will provide laptops, projectors, and other materials as appropriate. Refreshments, if provided, will be coordinated by City of Binghamton staff. Information gathered from these events will be summarized and distributed to the Steering Committee within two weeks of the meeting date.

#### 4. Additional Elements

- a. **Consultation Methods and Techniques:** A variety of consultation techniques have and will be used throughout the planning process to inform project partners, local residents, and interested stakeholders and to gather their feedback regarding the planning effort.

Examples of consultation methods that have or will be utilized include:

- One-on-one meetings between City staff and BOA property owners and stakeholders;
- Phone conversations between Planning staff and BOA property owners and stakeholders;
- Meetings between City staff and interested organizations, such as Chamber of Commerce;
- In-person and conference calls between City Planning Staff, consultant team, and DOS;
- Presentations to interested groups/organizations;
- Stakeholder interviews; and
- Stakeholder meetings with consultant team.

**b. Stakeholder Interviews**

**Purpose:** To gather information from City staff, regionally significant organizations, government agencies, and other stakeholders in an effort to gain insight into desired goals for the project sites as well as the identification of any constraints that may affect reuse potential. Results will be integrated into the BOA Plan as appropriate.

**Membership:** These interviews may be designated by the City or consultant as determined necessary to acquire additional information relevant to the planning process. Example stakeholders may include neighborhood groups, and others.

**Public Participation:** Key stakeholders and partners

**Notification:** E-mail from Leigh McCullen, City of Binghamton, with coordination from VHB staff.

**Schedule:** These interviews will be of greatest assistance in the beginning stages of the planning process.

**c. Webpage Development:** The City will develop a page on the City of Binghamton website at the onset of the project, with assistance from VHB. The webpage will include meeting dates, work products, maps, GIS data and functionality and other relevant resources. The page will updated as necessary to provide the most up to date information.

**d. Community Contact List:** Prepare, update, and maintain a community contacts list that includes the names, addresses, telephone numbers, and email addresses of individuals and organizations with a stake in the proposed action to be used on a regular basis to keep the contacts informed of progress on the plan.

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## 2.2 Techniques to Enlist Partners

### Techniques to Enlist Partners

#### 1. Project Partners

One of the objectives of the BOA Program and, particularly in the City of Binghamton, has been to identify and establish relationships with partners inside and outside of the City that are long-lasting and can help accomplish brownfield redevelopment. Elected officials, government agencies, property owners, and educational interests as well as the private sector involved in current development projects have been involved in the North Chenango River Corridor BOA. Continued involvement of these project partners will be an important component of the project as it moves forward towards implementation. The following is a list of the primary project partners:

- City of Binghamton
- Broome County



- New York State Department of Transportation (NYSDOT)
- New York State Department of Environmental Conservation (NYSDEC)
- New York State Department of State (NYSDOS)
- Binghamton University

## 2. Techniques to Enlist Partners

Although the North Chenango River Corridor BOA Steering Committee was formed to represent a cross-section of the City's residents, business owners, property owners and human service providers were also included. The City has also reached out to the general public as well. Each Steering Committee meeting will be advertised on the City's website (sometimes with accompanying materials) and open to the public. A range of techniques have been and will continue to be utilized to enlist partners and engage the public in the development of the North Chenango River Corridor Study. These techniques include:

- **Mail, Email, and Website** – Project stakeholders have been emailed regularly to keep them updated. These emails have focused on upcoming meetings, the progress of the planning/BOA process, and also have included specific topics, such as signage or density. Mailings on the project have also been sent, focusing on project milestones and next steps. Project information has been posted on the City's website (<http://www.cityofbinghamton.com/departments.asp?zone=dept-planning&pid=61&pm=page> and <https://cityofbinghamton.basecampHQ.com>) to give both residents and project stakeholders the opportunity to review findings and monitor planning/BOA process. It is expected that during the BOA Step II Process, any comments received from the stakeholders during the process will be posted on the City's basecamp website.
- **Steering Committee Meetings** – As mentioned before, regular meetings of the Steering Committee have been and will be held throughout the development of the North Chenango River Corridor BOA Study. For example, the January 26, 2012, Steering Committee meeting featured an introduction of the project and an interactive presentation that provided initial feedback on particular areas of concern for the stakeholders. Other meetings will have a similar focus based on specific areas of concern. The expertise of Steering Committee members will be a critical element, particularly in examining the feasibility of redevelopment strategies from the perspective of the community. Summaries of these meetings are included in *Appendix A, Steering Committee Support*.
- **Public Meetings** – A series of two public meetings are proposed to occur to solicit feedback and generate public involvement in the redevelopment and revitalization of the North Chenango River Corridor area. Public outreach for the meetings will most likely include newspaper ads, mailings, and flyers.
- **Post-BOA Nomination Study Activities**

Public participation, based on the aforementioned objectives and results, will continue even after Step 2 of the BOA Program (i.e., the BOA Nomination Study) is complete, as the contacts and partnerships formed during the process are expected to continue as part of the implementation of the Plan and revitalization of the North Chenango River Corridor BOA.

# 3.0

## Existing Conditions/Analysis of the Brownfield Opportunity Area

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### 3.1 Community and Regional Setting

The City of Binghamton is located in the central portion of Broome County and is the County Seat. While at the confluence of the Susquehanna and Chenango Rivers, the City is also the cross roads of the Southern Tier area with Routes 17, 81 and 88 all passing through its borders. The North Chenango River Corridor BOA Study Area is located in the north-central section of the City with the western boundary demarcated by the Chenango River, the northern boundary by Bevier Street, the eastern boundary by the Brandywine Highway and the southern boundary by Henry Street.

With a 2010 population of 47,376 people, Binghamton is the largest municipality in Broome County (population 199,031 est.) and the Southern Tier region of New York. The City of Binghamton has long been a leader in innovation and commerce focused on technology, aerospace and defense industries. The Noyes Island portion of the BOA Study Area is considered to be one of the nation's first industrial parks with business incubator type space. The recently opened Center for Technology & Innovation celebrates the City and the Region's past, present and future contributions to industry.

As indicated in Figure 2, the Study Area BOA is adjacent to two other BOA study areas, the 368± acre First Ward BOA located on the west side of the Chenango River the and the 158± acre Brandywine BOA located directly to the east of the Study Area BOA on the east side of the Brandywine BOA. Together, these three areas cover more than 933± acres within the City.

#### Demographic Overview

##### Population Change

Table 1 illustrates the stabilization that Binghamton's population has experienced in the last decade. The City of Binghamton had a population of 47,376 people and 1,635 households in 2010. While this count is significantly smaller than the peak of 80,000 people in the 1940s and 1950s, the overall population appeared to stabilize from 2000-2010, with negligible losses in the City and a slight

increase in the County. The BOA had a population of 3,462 in 2010, representing only a -0.2% annualized decline from the population in 2000.

**Table 1: Population Change**

| Population         | Annualized Growth |         |         |           |           |
|--------------------|-------------------|---------|---------|-----------|-----------|
|                    | 1990              | 2000    | 2010    | 1990-2000 | 2000-2010 |
| North Chenango BOA | 4,122             | 3,534   | 3,462   | -1.5%     | -0.2%     |
| Binghamton City    | 53,287            | 47,380  | 47,376  | -1.2%     | 0.0%      |
| Broome County      | 212,160           | 200,536 | 200,600 | -0.5%     | 0.0%      |

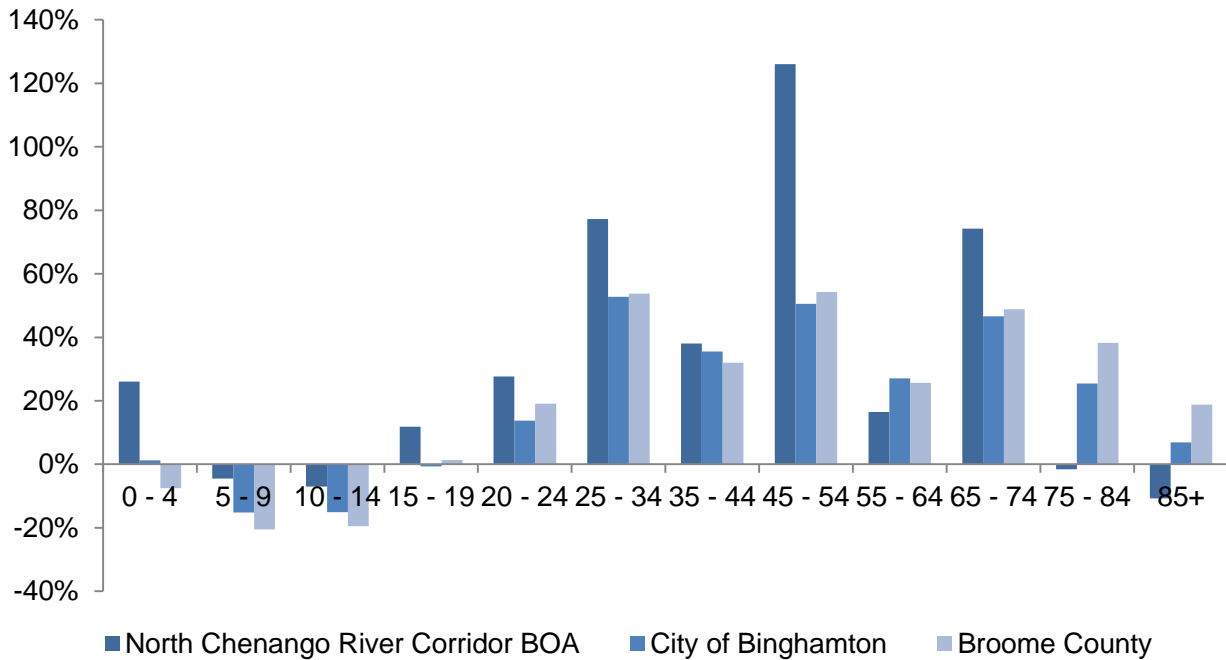
Source: ESRI Demographic Data, HR&A Advisors

### Age

The average age of residents within the BOA is 36, in line with the City of Binghamton overall and slightly lower than Broome County's average age of 40. The BOA maintains a higher percentage of infants, toddlers, and middle-aged (45-54 years old) individuals than surrounding areas. Despite a relatively strong public school district within Binghamton, the BOA, City, and County have not retained school-aged children and young families.

An evaluation of the demographic trends reveals that the overall regional population is aging, with a 10-20% increase in the number of people 85+ years of age. This trend is strongly reflected in the age distribution of the BOA population, with an over 70% increase in the 65-74 year old age cohort from 2000 to 2010. This suggests that some seniors are aging in place, creating a need to continue local public and social services. However, the number of BOA residents in age cohorts above 75 years old have decreased dramatically (between 10-15%). Residents in this age cohort may be leaving the BOA due to housing options in the area not meeting their needs (i.e., cost, accessibility, and lack of reasonable alternatives). Given the lower median income in the BOA, residents in this age cohort may find current housing options unaffordable and may search for alternative living arrangements. The closest senior housing and care facility, United Methodist Homes (UMH) is located within the City of Binghamton, but outside of the BOA (across the Chenango River and approximately one mile north). While UMH is now situated in an area with ample space for expansion, seniors' changing needs and preferences, such as desiring a more urban environment, may present an opportunity to look further into options for affordable senior housing in the area. Revitalization of the BOA will strengthen its appeal to local seniors by providing an improved public realm, with complete streets and a safer pedestrian experience, access to social services that are already in place within Binghamton, and diverse retail and access to recreational activities.

Table 2: Change in Population by Age Cohort, 2000–2010

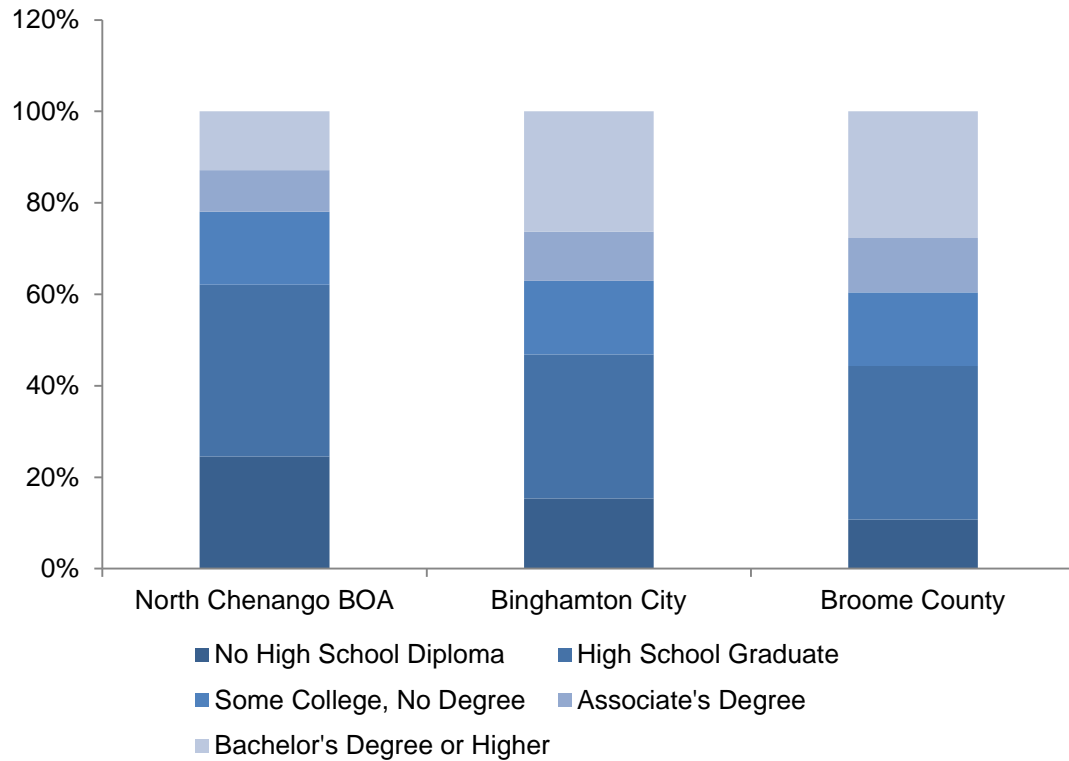


Source: ESRI Demographic Data, HR&A Advisors

### Education

The BOA lags the surrounding area in attainment of higher education degrees. The percentage of residents with a bachelor's degree in the BOA (7%) is less than half that in the City overall (14%). The percentage of residents with at least a high school diploma (or GED) is 39%, in contrast to 32% in the City overall. In addition, the BOA has a higher percentage of residents without a high school diploma or GED. These educational statistics suggest that training programs and other workforce development initiatives are necessary in addition to investment to stimulate economic growth in the BOA.

Table 3: Educational Attainment, 2010

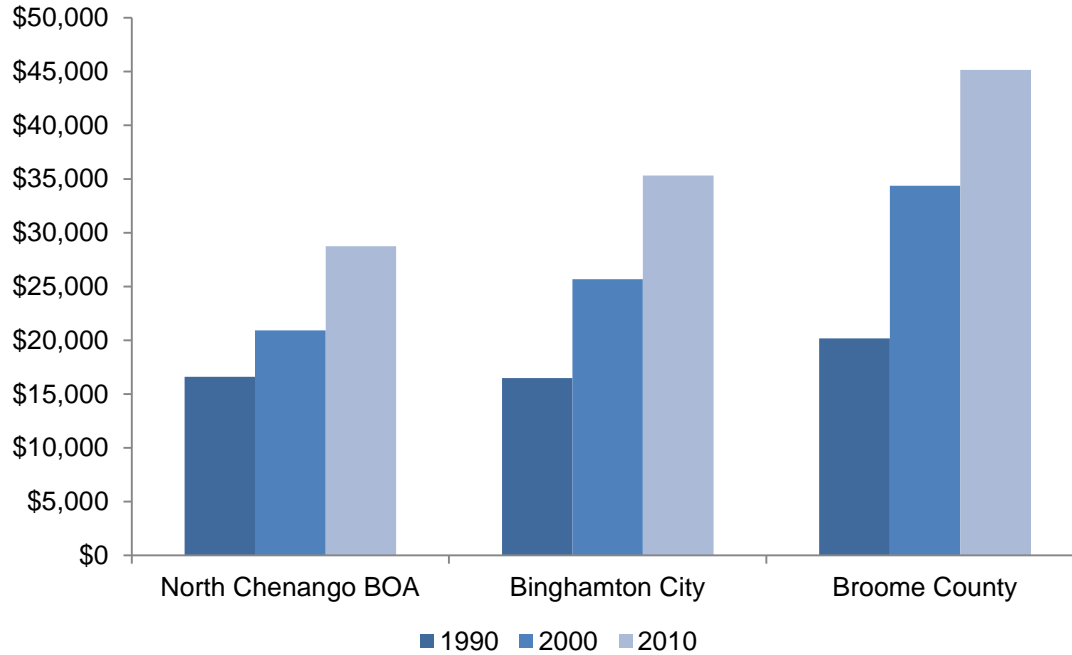


Source: ESRI Demographic Data, HR&A Advisors

### Household Income

The North Chenango BOA had a median income of \$28,743 in 2010; whereas, the City of Binghamton and Broome County had median incomes of \$34,382 and \$45,154, respectively in 2010. From 1990 to 2010 the median income in the BOA did increase by 17%; however, this growth was less than half the median income growth that occurred during the same period of time in the City of Binghamton and Broome County. The City of Binghamton and Broome County had median incomes of \$34,382 and \$45,154 in 2010, a growth of 39% and 36%, respectively, over the same period. Data illustrated below shows the similar trends in median household income throughout the region, with the City and County's median household income growing more quickly than the BOA.

Table 4: Median Household Income

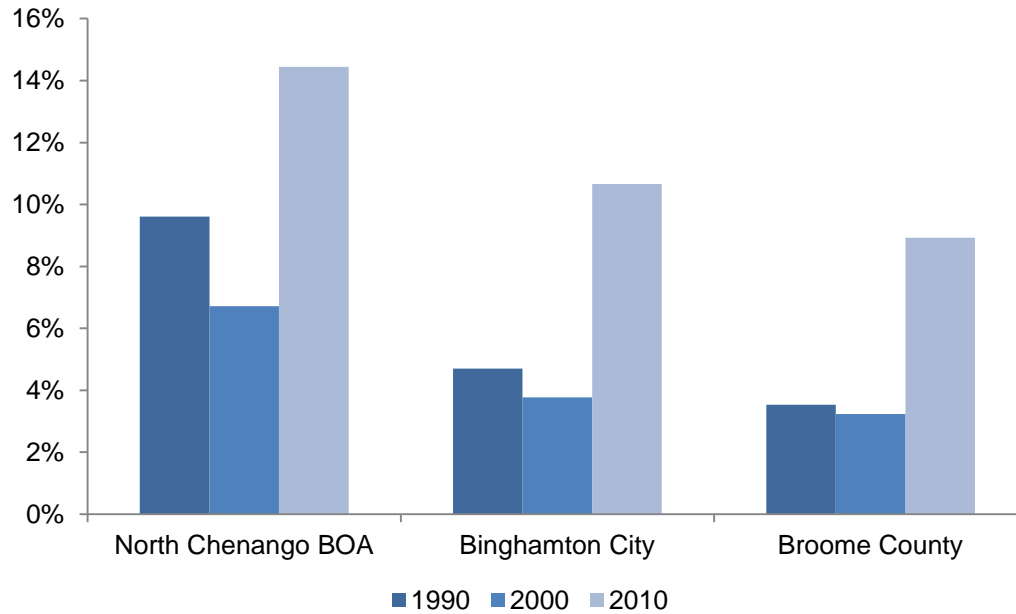


Source: ESRI Demographic Data, HR&A Advisors

### Unemployment

Along with a lower household income, the BOA has a higher unemployment rate than the City and County overall. However, the trends in unemployment are similar across the entire region. From 1990 to 2000, the BOA experienced a 3% drop in unemployment from 10% to 7%, but unemployment surged to 14% in 2010, influenced by the Great Recession. The City of Binghamton experienced similar changes in the same period of time, with unemployment first dropping 1% between 1990 and 2000, but gaining 7% between 2000 and 2010. Broome County experienced a similar increase in unemployment in the same decade. These changes may reflect larger economic changes affecting the region and nation, as opposed to local economic challenges. Table 5 below shows the change in unemployment between 1990 and 2010.

**Table 5: Unemployment**



*Source: ESRI Demographic Data, HR&A Advisors*

### **Housing Tenure**

Renters are far more prevalent than owners in the study area, a departure from much of the surrounding region and City of Binghamton. In 2010, 78% of housing units in the BOA were rental units, in comparison to 58% of the units in Binghamton overall. This is in contrast to Broome County, which has a 35% rental rate. The pattern of rental and ownership here is reflective of the national pattern of renters versus owners that occurs in urban versus suburban environments.

### **Real Estate Market Overview**

Binghamton's real estate market is fairly steady, with long-term owners holding large retail assets and office space occupied by small tech companies and some start-ups. Binghamton remains in close competition with nearby cities and towns that make up the Greater Binghamton Metropolitan Statistical Area (MSA) for major tenants, especially for retail and office space. Downtown Binghamton has recently become home to luxury student housing development, which may prove to be a driver for retail and entertainment uses in downtown.





This growth in the downtown, combined with the expansion of both United Health Services (UHS) and Lourdes hospitals, suggest that institution-led investment has been key in driving the revitalization of downtown. The Step 2 Nomination Study, in conjunction with planning studies, will help identify how to leverage this momentum and draw activity north to the BOA.

While positive indicators are emerging, such as area lease transactions and positive absorption<sup>1</sup>, CoStar data<sup>2</sup> from the first quarter of 2012 for the core area, subarea 1, and subarea 2, displayed a vacancy rate of 20% for retail properties, while office buildings in subarea 3 have an almost 25% vacancy rate. The residential vacancy rate for the total study area is 16%. In each of these categories, the study area shows higher vacancy rates than the City of Binghamton, suggesting that North Side revitalization efforts and stakeholder engagement throughout planning processes are integral parts of improving Binghamton's overall economic health.

## Retail

Core Area, Subarea 1, and Subarea 2:

Two main shopping centers are located within the core area of the BOA. Binghamton Plaza and Colonial Plaza are situated along West State Street (which becomes Chenango Street north of the intersection West State Street) the main roadway through the core area. Once used as a landfill, Binghamton Plaza was developed in the early 1960s and positioned to attract travelers along Routes 17 and I-81. The site is now home to a Kmart and a number of local businesses such as a pizzeria, billiard hall, and nail salon. Across West State Street, Colonial Plaza has office space for the Broome County Addiction Center, Action for Older Persons, and Mothers & Babies Perinatal Network.

The adjoining Stow Plaza was formerly home to a Big Lots. At one time a grocery store was considered for both sites, but ultimately did not



**Former Stow Plaza currently vacant**



**Colonial Plaza Retail Center**

locate in Binghamton. However, the North Side Vision Plan did identify a full-sized grocery store as an unfulfilled need in the community. In general, larger chains, including regional and national retailers have located in the more suburban areas surrounding Binghamton, as opposed to within the North Side's retail



<sup>1</sup> Typically defined as a market where supply is less than demand and vacancies decrease

<sup>2</sup> CoStar is a provider of information, analytics and marketing services for the commercial real estate industry.

plazas or in Binghamton's Center City neighborhood. The City is currently considering a new proposal to locate a supermarket on the Stow Plaza site.

#### Subarea 3:

Subarea three nearly meets downtown Binghamton's retail corridor, where there is a cluster of restaurants and performing arts spaces. The retail market in subarea three is more similar to the downtown, as it is marked by lower vacancy and higher rents than the rest of the BOA. Within the study area above the railway tracks, rents drop off and vacancy is substantially higher. Binghamton's overall retail vacancy rate is just under 7% and CoStar data for 2011 shows negative net absorption (-21,000 for FY 2011). However, gross absorption reported by CoStar shows market potential of 44,000 square feet, suggesting there is some activity in the market that available retail spaces may not be capturing due to obsolescence. Table 6 below details the total rentable retail areas and vacant space, noting the stark difference in vacancy rates between the study area above the railroad tracks and the area below.

Table 6: Retail Sector Vacancy

|                                   | <b>Rentable Building Area</b> | <b>Total Vacant SF</b> | <b>Total Vacant %</b> |
|-----------------------------------|-------------------------------|------------------------|-----------------------|
| North Chenango River Corridor BOA | 676,282                       | 97,060                 | 14.35%                |
| Core, Subarea 1, Subarea 2        | 465,890                       | 95,250                 | 20.44%                |
| Subarea 3                         | 210,392                       | 1,810                  | 0.86%                 |
| Downtown Binghamton               | 1,303,165                     | 42,834                 | 3.29%                 |
| City of Binghamton                | 4,475,907                     | 297,826                | 6.65%                 |

Source: CoStar Market Data, HR&A Advisors

Within retail plazas, rents are driven by store format and whether a retailer is local or part of a regional or national chain. Small store spaces range from \$4 to \$5 per square foot, while larger chains may pay up to \$10 per square foot on a triple net lease<sup>3</sup>. The largest available spaces for mid and large-format retailers are now located in the plazas along West State Street, though these centers have not been modernized since their development in the 1960s.

Old building stock or obsolete buildings may be one barrier to entry, as stakeholder outreach revealed that absentee landlords are not highly motivated to fund tenant improvements. According to local stakeholders and real estate professionals, investor confidence in the Greater Binghamton area's retail market also may still be feeling effects of the severe flooding that occurred in September 2011, though there were no reported closures or lingering effects to properties within the BOA. However, it is evident in the North Side Vision Plan, and is noted during stakeholder outreach, that redevelopment of retail in the North Side neighborhood and downtown Binghamton would be welcomed by community residents and area stakeholders.

▼  
<sup>3</sup> A term used in commercial real estate to indicate that the lessee or tenant is responsible for all real estate taxes, building insurance and maintenance on the property.

Opportunity for retail development will occur either through redevelopment of one of the plazas in North Side, and could be viewed as an opportunity to connect subarea three of the BOA with downtown Binghamton and draw visitors and students north. As noted above, Binghamton, Colonial, or Stow Plazas present the opportunity to attract grocery tenants or regional and national retailers who would serve both the surrounding community and draw residents from surrounding areas. Redevelopment of existing retail buildings, along with plaza's parking lots and surrounding landscaping, will make these more attractive locations for this type of retailer. With improvements to riverfront access and the pedestrian experience, these sites may also be attractive to large-format entertainment retail, such as bowling, movie establishments or a facility like a Dave & Busters. However, redevelopment of these plazas will require a greater effort to work with current landowners to incentivize renovation and attract new tenants.

In Subarea 3, Water Street, the continuation of Hawley Street, could potentially draw consumers from downtown to the BOA and create a connection with the Chenango River. The redevelopment plans discussed in the BOA report emphasize connection of existing streets to the waterfront, and creation of complete streets, with improved pedestrian connections. Currently, the Water Street Brewing Co. is located just south of Henry Street. With planned addition of the new Center for Technology and Innovation above South Depot Street, and the Riverwalk Hotel between the two, this area could be home to a new retail corridor that would draw visitors to the riverfront.

## **Industrial**

The industrial buildings within the BOA are mainly older stock, with the average age for industrial buildings approximately 47 years. Many of these older spaces, while inexpensive to rent for start-ups and smaller companies, are in need of extensive repairs and modernization to be fully functional, attractive to longer-term tenants or to serve as flexible space for technology-based companies in need of start-up space.

Above the junction of three railroad lines between Eldridge and South Depot Street is a long industrial building that is wholly occupied by VMR Electronics. VMR, an application engineering and full-scale manufacturing company, remains involved in one of Binghamton's core industries: defense manufacturing. The area near the railroads also maintains an industrial feel and provides ample space for the company's operations. However, railroads and area stakeholders did not express a strong desire to see manufacturing operations enter



VMR Electronics

the market to support their own operations. In keeping with this sentiment, the Broome County Industrial Development Agency noted that the industrial market has remained fairly static. HR&A, as real estate economic consultant on the BOA, has made an assessment of development feasibility that

supports this conclusion, finding that new development of industrial properties would be economically challenging. However, infill opportunities for light manufacturing may exist, particularly within subarea 3.

Real estate professionals echoed this sentiment, that new development of industrial properties would be challenging but infill opportunities exist, but a quarterly Cushman and Wakefield real estate market report provided a slightly more positive outlook for the Greater Binghamton Area. Noting slow but steady increases in direct rents and decreases in vacancy over the past year, the report states that leasing activity is 2.5 times higher for Q2 in 2012 than the same quarter in 2011. However, CoStar reported only 207,000 sf of absorption throughout the City in 2011.

Within the BOA, however, CoStar reported no gross absorption or vacancy for the BOA in the same period, as shown in Table 7 below. Detected gross absorption was also low within the BOA, at only 4,200 square feet for the year to date and none in 2011.

Note that CoStar draws on publicly-recorded data and data reported by real estate professionals to quantify market trends. A reported value of zero may indicate a lack of reported information rather than no vacancy.

**Table 7: Industrial Sector Vacancy**

|                               | <b>Rentable Building Area</b> | <b>Total Vacant Square Feet (SF*)</b> | <b>Total Vacant %*</b> |
|-------------------------------|-------------------------------|---------------------------------------|------------------------|
| North Chenango River Corridor |                               |                                       |                        |
| BOA                           | 304,295                       | 0                                     | 0.00%                  |
| Core, Subarea 1, Subarea 2    | 219,175                       | 0                                     | 0.00%                  |
| Subarea 3                     | 85,120                        | 0                                     | 0.00%                  |
| Downtown Binghamton           | 339,068                       | 0                                     | 0.00%                  |
| City of Binghamton            | 3,942,413                     | 319,235                               | 8.10%                  |

*Source: CoStar Market Data, HR&A Advisors*

*\* Displayed vacancy of 0% may be the result of a high number of owner-occupied buildings or direct tenant-owner transactions, which are not recorded by CoStar.*

## Office

With an average building age of 55 years, much of the office space in the BOA is also dated. Older stock and converted buildings with flexible layouts are attractive to companies growing within the area who look to expand into large, inexpensive space. Throughout the City and especially within subarea 3 of the BOA, former industrial company offices are also being leased as office space to newer technology companies. In this way, the area retains small companies that remain true to Binghamton's technology-focused economy. However, economics for the purchase or purchase and revitalization of industrial buildings are challenging.

Low rents and sale prices combined with high taxes create challenging economics for current landlords or would-be investors. According to local real estate professionals, rents outside of downtown fall



between \$5 and \$7 per square foot (triple net lease), while rents in the center of the City can climb to \$17 to \$18 per square foot for desirable office space. However, these rents are often not high enough to justify the cost of new construction and the elimination of tax advantages to locating within the City of Binghamton may deter potential investors.

Despite reported demand for office product, vacancy remains high in downtown and throughout the City, partly due to the long-term vacancy of corporate space that has not yet been filled, according to a Cushman and Wakefield report for the second quarter of 2012. The following CoStar data confirms this assertion and reveals that downtown Binghamton has the highest concentration of office vacancy in the area. Gross absorption was low for office space, at only 4,400 sf recorded in the BOA in 2011 and none to date this year.

As noted above, CoStar draws on publicly-recorded data and data reported by real estate professionals to quantify market trends. A reported value of zero may indicate a lack of reported information rather than no vacancy.

**Table 8: Office Sector Vacancy**

|                                   | <b>RBA</b> | <b>Total Vacant SF*</b> | <b>Total Vacant %*</b> |
|-----------------------------------|------------|-------------------------|------------------------|
| North Chenango River Corridor BOA | 359,057    | 58,612                  | 16.32%                 |
| Core, Subarea 1, Subarea 2        | 121,505    | 0                       | 0.00%                  |
| Subarea 3                         | 237,552    | 58,612                  | 24.67%                 |
| Downtown Binghamton               | 1,495,804  | 421,771                 | 28.20%                 |
| City of Binghamton                | 2,366,298  | 424,821                 | 17.95%                 |

*Source: CoStar Market Data, HR&A Advisors*

*\* Displayed vacancy of 0% may be the result of a high number of owner-occupied buildings or direct tenant-owner transactions, which are not recorded by CoStar.*

A major opportunity for increased demand for office space lies with the potential of emerging companies from BU's research centers. The University now plans to open a new incubator space south of the BOA on Hawley Street, and whereas companies founded at Binghamton have previously located to nearby cities, this study and the incubator's new location present an opportunity to retain companies and the knowledge based economy in the BOA. Incentives offered through the brownfields programs (e.g. tax credits), regional economic councils, and other programs will be critical to fund redevelopment of key sites throughout the BOA in order to retain start-ups or technology-based companies and rebuild their community in Binghamton. However, HR&A sees this type of redevelopment as a longer-term strategy, to be evaluated as the market evolves.

### **Residential Overview**

The portion of the BOA closest to the Brandywine Highway (NYS Routes 363) continuing west to Chenango Street is characterized by residential neighborhoods featuring a mix of single-family homes and multi-family structures. Throughout the North Side neighborhood of Binghamton, many of these

homes are rented to tenants by absentee landlords, however, information about these properties is scarce and they do not appear to be advertised widely.

In 2010, homes for sale for ownership or investment had a median value of approximately \$82,000 within the BOA. Third-party demographic data (ESRI) from 2010 showed that this price point was low for the area, as compared to Binghamton's \$120,000 median home value and Broome County's \$135,000. According to information from Zillow.com, in 2013, the median home sale price within Binghamton fell to just over \$100,000, a notable decrease from 2010. However, home values have increased 7% across the BOA in the last ten years, possibly due to community efforts to revitalize the neighborhood. Residents of the North Side community have been working to improve area conditions for the last decade and have produced a Vision Plan for the neighborhood. The area received designation as a New York State Quality Community in 2002, giving the community a form of outreach for funds and assistance in planning efforts for neighborhood improvement.

Student housing also plays an important role in Binghamton, though it is currently occurring outside of the BOA. Twin River Commons on Washington Street and 20 Hawley Street, a new student housing development, are notable examples of the potential to convert under-performing or historic office space into market-rate housing. Both were built to house Binghamton's expanded student body, which is planned to grow by 2,000 students this academic year. According to BU's advertisements for off-campus housing, rates at 20 Hawley Street ran from approximately \$800 to \$1050 per month for each student, depending on sharing arrangements. At Twin River Commons, rates covered a slightly larger range, from \$740 to \$1050, again depending on sharing arrangements. Students living in and around downtown Binghamton may encourage extra spending in the area and the City hopes their experiences will keep them in Binghamton after their time in school.

Given the region's aging demographic, there is likely to be increasing demand for senior housing. United Methodist Homes (UMH) operates a complex just outside the BOA across the river. Apartments are marketing to adults over the age of 65, though the average age of residents is 80. Residents pay approximately \$1,300 to \$1,900 a month for homes ranging from a traditional apartment to a patio-style home with garage. Pricing can include meals, housekeeping, transportation, social services, and chaplaincy. The two area hospitals (United Health Services and Lourdes Health Care) provide convenient access to necessary services and the homes are situated on six and a half acres with room to expand nearby. Providing expanded social and health services within Binghamton's communities, and improving access throughout the City, will help to meet the needs of potential senior residents. Support services for seniors already exist in the Study Area. (Action for Older Persons located in Colonial Plaza).



**There are signs of reinvestment into the existing housing stock evident in selected locations in the Study Area**

## CONCLUSIONS

Binghamton's economic recovery from population decline and economic hardship during the mid-20<sup>th</sup> century continues slowly with stabilizing demographic, economic, and real estate market indicators:

### **Demographics:**

- Population within the BOA, and the region, has stabilized in the last decade.
- The BOA's population is concentrated in young adults and middle-aged residents, though does not retain families with young children. Distribution within the BOA closely reflects City and County trends.
- There is a greater portion of residents with higher education degrees (beyond high school) in the City and County than in the BOA, though 39% of residents of the BOA have at least a high school diploma.
- The household median income in the BOA, \$28,743, is lower than the City and County medians (\$34,382 and \$45,154, respectively), and continues to grow more slowly.
- Rental housing units are much more prevalent in the BOA than owned-homes, as 78% of units are rentals. Throughout Broome County, this number is much lower, reflective of the change in trends from urban to suburban neighborhoods.

### **Economic Conditions:**

- Binghamton University is a major economic driver for the area, as the top employer in the area and maintaining research and incubator facilities within Binghamton.
- The healthcare industry has an increasing role in the local economy, with two large hospitals, United Health Services and Lourdes Hospital, completing recent expansions.
- The defense technology industry remains a strong part of the region's economy, with national companies remaining in the Binghamton area.
- Overall, Binghamton's economy has shifted from manufacturing to a more diverse set of drivers, though it maintains a close connection to its technology and innovation roots.

### **Real Estate Market:**

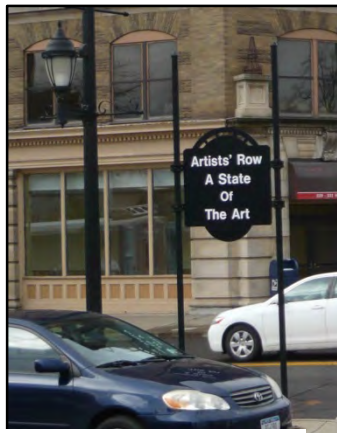
- Binghamton's retail plazas have aged and have yet to undergo renovation or modernization.
- Retail rents in the City's plazas vary for smaller format, independent stores to regional or national retailers, from \$4-\$5 per square foot to \$10 per square foot (triple net lease).
- The current office market allows small or start-up companies to move into relatively inexpensive space, though larger leases and new office space is scarce.
- Office vacancy remains high throughout the City, though Binghamton University recently moved a business incubator to downtown Binghamton.
- The median home value in the BOA is approximately \$82,000, lower than the surrounding area. However, home values in the BOA have risen 7% in the last decade in light of revitalization efforts.

- United Methodist Homes has been located in Binghamton since the 1960s, and provides varied levels of care to the elderly that include independent living, personal care, assisted living and skilled nursing.
- Student housing has gained popularity in the downtown, suggesting the opportunity to develop retail and active uses downtown, especially in subarea 3.

### **Implications for Development**

Despite the lack of regional market velocity, there have been some exciting recent developments in Binghamton that revitalized its urban core and started to lay the groundwork for development potential in the BOA. These include:

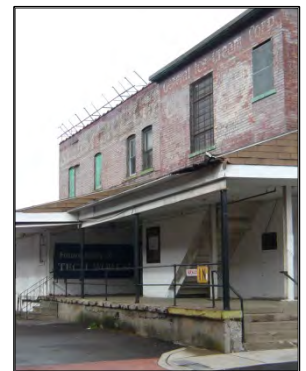
- Major downtown development projects, including luxury student housing developments on Washington Street and Hawley Street, which will activate the areas around these new buildings and could induce extra retail, dining, or entertainment spending around downtown.
- Plans for expansion of incubator space in downtown Binghamton, strengthening the partnership between Binghamton University and area public entities, and encouraging companies with products and processes related to University research to locate and expand in Binghamton.
- Office conversions providing inexpensive space to start-ups and companies looking to locate in the area represent an opportunity to retain small businesses.
- Expansion of the Center for Technology and Innovation to attract visitors to downtown Binghamton and the waterfront.
- A small cultural area in subarea three surrounding the ART Mission and Theater (the ART) on Prospect Avenue and Depot Street. ART has created a contained cultural district in their complex, containing galleries, a theater, and loft apartments, and some small galleries have located nearby. In combination with the new Center for Technology and Innovation, this area could become a cultural district within Binghamton.



**Artists Row**



**The ART Mission and Theatre**



**Future Home of the Center for Information and Technology**



At the same time, there remain significant challenges, including:

- Limited redevelopment potential at large retail sites (such as Binghamton and Colonial Plazas), due to regulatory barriers and lack of economic motivation on the part of private owners to undertake site revitalization.
- Negative connotations associated with the North Side neighborhood, including the appearance of disinvestment in housing and lower household incomes compared to nearby urban areas.
- Lingering economic uncertainty, as Binghamton has strong institutional memory of companies moving outside of the City. Though this trend began in the mid-20<sup>th</sup> century, the City of Binghamton Comprehensive Plan still identifies economic transition as a point of friction for the City's economy.

## **Relationship to Other Planning Initiatives**

### **Comprehensive Plan (2003)**

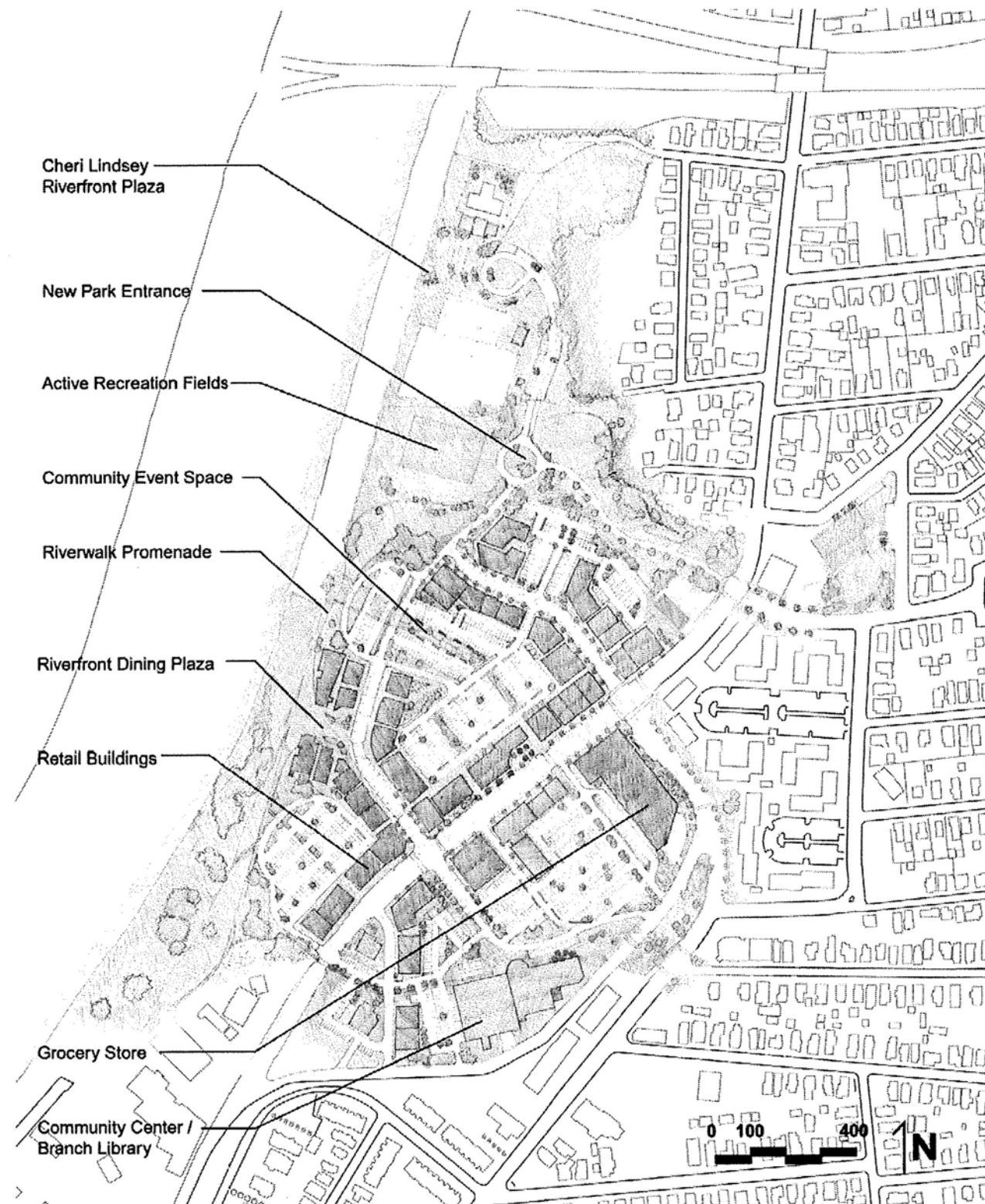
In 2003 the City of Binghamton completed a City-wide comprehensive planning effort which was adopted by the City Council. The plan addressed a wide range of strategies for improving and enhancing the city's economic and social well-being. Specifically, the 2003 Plan included two sections, the North Riverfront District and the Downtown/In-Town District, refer to Figure 2A which coincide with BOA sub-areas Core, 1 and 3. Recommendations from the 2003 Plan related to the North Chenango River Corridor BOA include: redevelopment of the entire Binghamton Plaza complex including a large area devoted to passive recreation, open up and enhance Cheri Lindsey Park, continued waterfront trail investment, commercial infill along West State Street and neighborhood enhancements including street trees, sidewalks and home-ownership program, refer to Figures 2B and 2C. The Downtown/Intown District Concept Plan identified an Art, Cultural & Housing Market in the area north of Henry Street and west of Chenango Street and a redevelopment program that included live/work units in older warehouse/industrial units.

### **Local Waterfront Revitalization Program**

Given the City's significant riverfront presence, Binghamton undertook the preparation of an LWRP that was eventually adopted in 2005. Unlike, the Comprehensive Plan, the LWRP only covers portions of the City most closely associated with the Susquehanna and Chenango Rivers including the all of the Core and Subarea 3 and portions of Subareas 1 and 2. The LWRP identifies specific scenic resources within or associated with the Study Area including the view to the Chenango River from Cheri Lindsey Park (looking west), view of the Chenango River from the end of Route 17 Front Street exist (looking east into the site) and view of the Chenango River from the Clinton Street Bridge (looking north and south). The LWRP identifies approximately six storm sewer outfalls within the BOA Study area ranging in size from 15 to 84 inches in diameter all along the Chenango River waterfront. The LWRP Study Area



# Riverfront District Master Plan



Source: Mauricio Gomez, SUNY ESF, May 2004

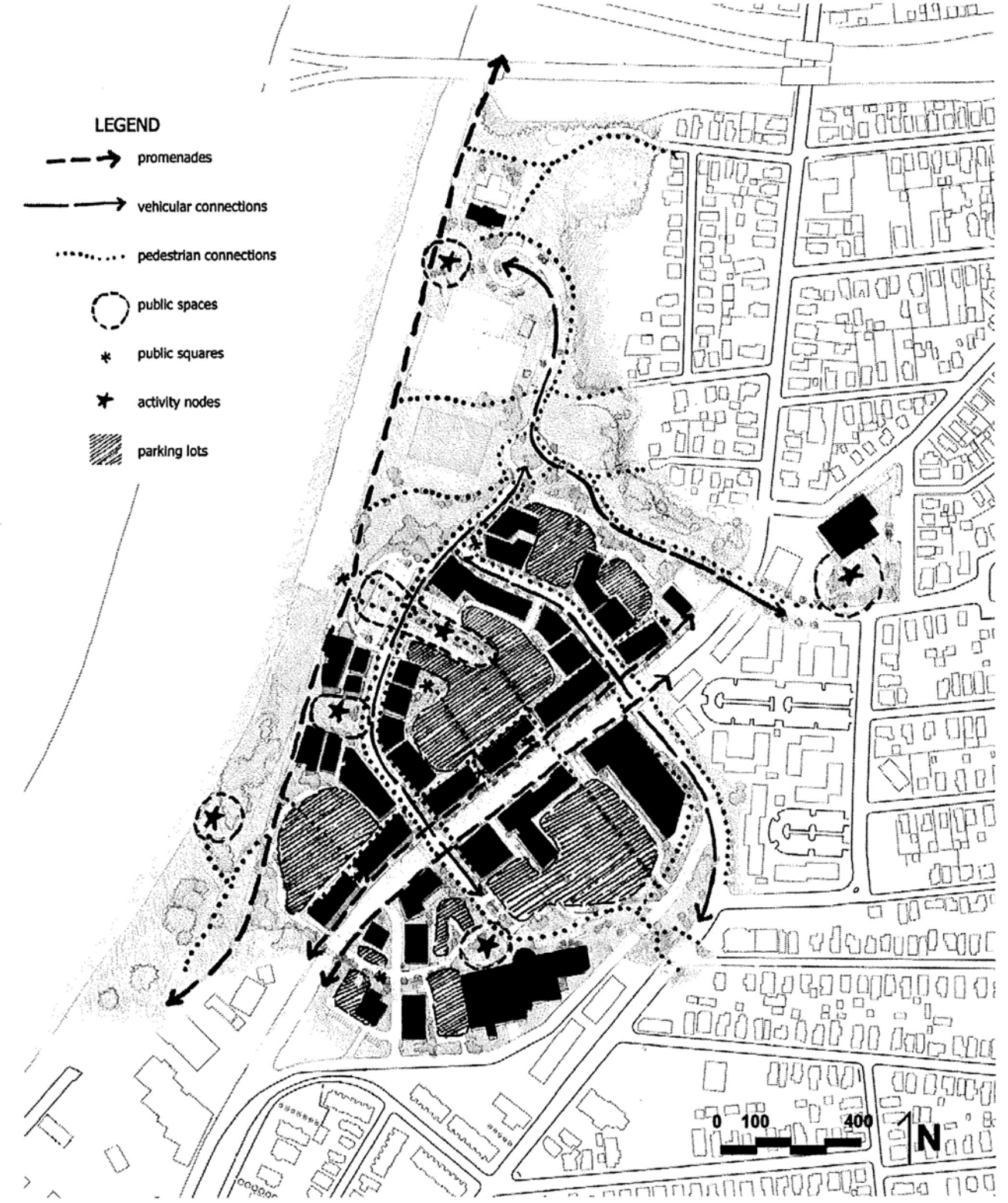


Diagram illustrating the application of the six neighborhood patterns

## Brownfield Opportunity Areas Redevelopment Area North Side CARES Vision Plan



Date: 10/02/2014





## North Riverfront District Concept Plan



### ENHANCED TOWN PARK

- Gateway Improvements
- Expanded Baseball Field
- Waterfront Connections
- Skate Park

### NEW TOWN CENTER

- Reorganized Parking
- Outparcel Development
- Design Standards

### NEW TOWN PARK CONNECTION

- Passive Greenspace

### CONTINUED WATERFRONT TRAIL INVESTMENT

### REORGANIZED COMMERCIAL CENTER

- Street Trees
- Sidewalk Improvements
- Reorganized Parking
- Design Standards

### NEIGHBORHOOD ENHANCEMENTS

- Street Trees
- Sidewalks
- Home-Ownership Program

### ROBINSON STREET OFFICE & SERVICE DISTRICT

- Street Trees
- Sidewalk Improvements
- Design Standards



THE SARATOGA ASSOCIATES

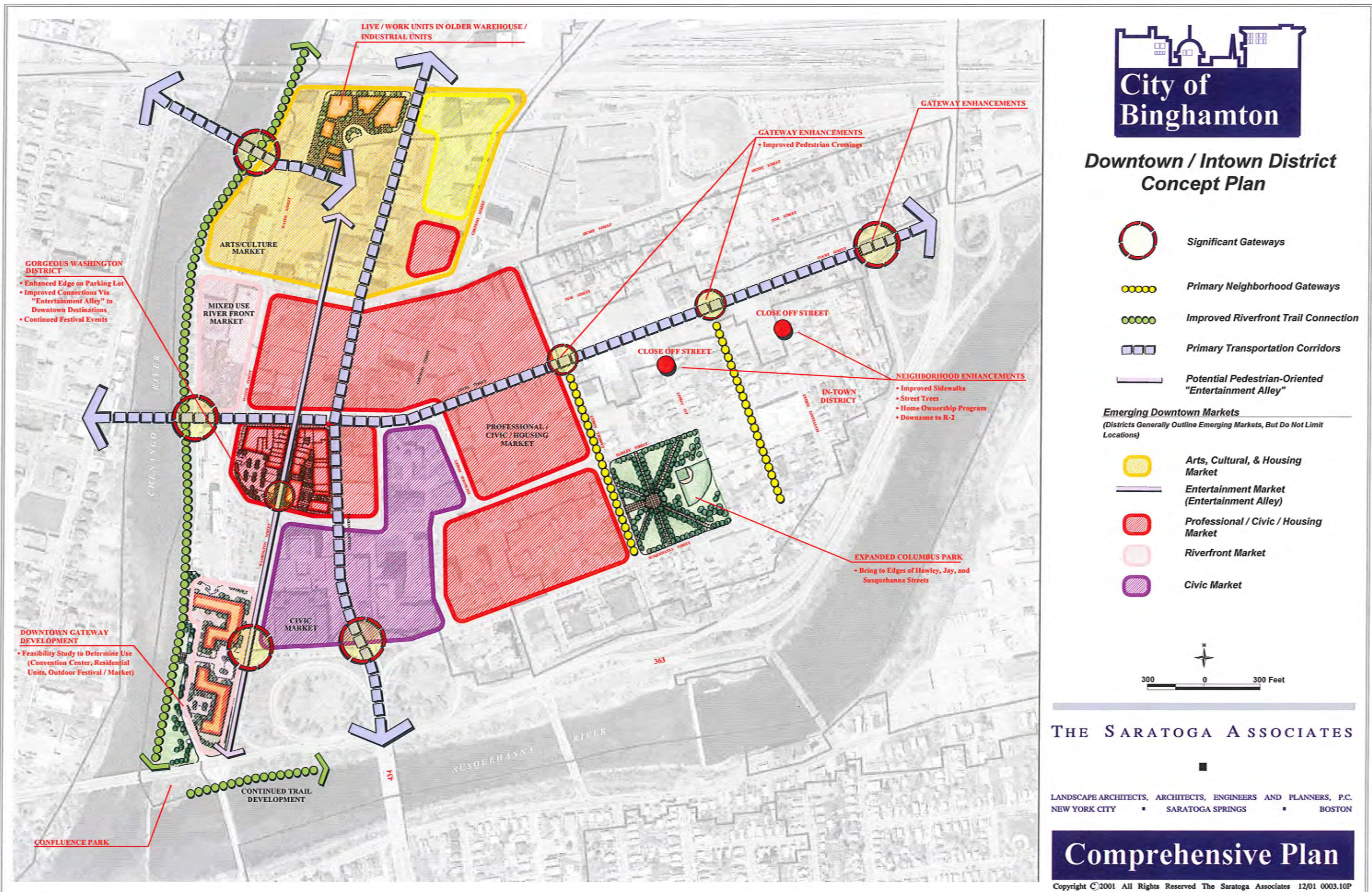
LANDSCAPE ARCHITECTS, ARCHITECTS, ENGINEERS AND PLANNERS, P.C.  
NEW YORK CITY ■ SARATOGA SPRINGS ■ BOSTON

## Comprehensive Plan

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FIGURE 2B





**FIGURE 2C**



Concept Plan calls for an enhanced waterfront access and mixed use development for the Binghamton Plaza site that would take advantage of its waterfront location, refer to Figure 2D.

### **Binghamton Metropolitan Greenway Study**

The BMGS was prepared in 1999 with the purpose of determining the feasibility of developing a network of riverbank trails. The Chenango Riverfront trail which currently runs from downtown Binghamton to Cheri Lindsey Park is a result of the planning efforts envisioned in the BMGS.

### **City of Binghamton Energy & Climate Action Plan**

Objectives include the following: promotion and facilitation of commuting by walking, carpooling and public transit instead of private cars; adopt land use strategies which reduce emissions and encourage smart growth; expand waterfront development; and replace all streetlights with energy efficient bulbs and fixtures by 2020.

### **North Side CARES Vision Plan**

The North Side Vision Plan (NSVP) was a collaborative effort between the City of Binghamton, the North Side Communities of Shalom, the New York State Department of State, Cornell University and the State University of Environmental Science and Forestry (SUNY ESF). The NSVP encompassed an area roughly proximate to the BOA Study Area although it extended slightly further to the north and east. The NSVP identified a series of goals that emerged as part of the visioning process, summarized below:

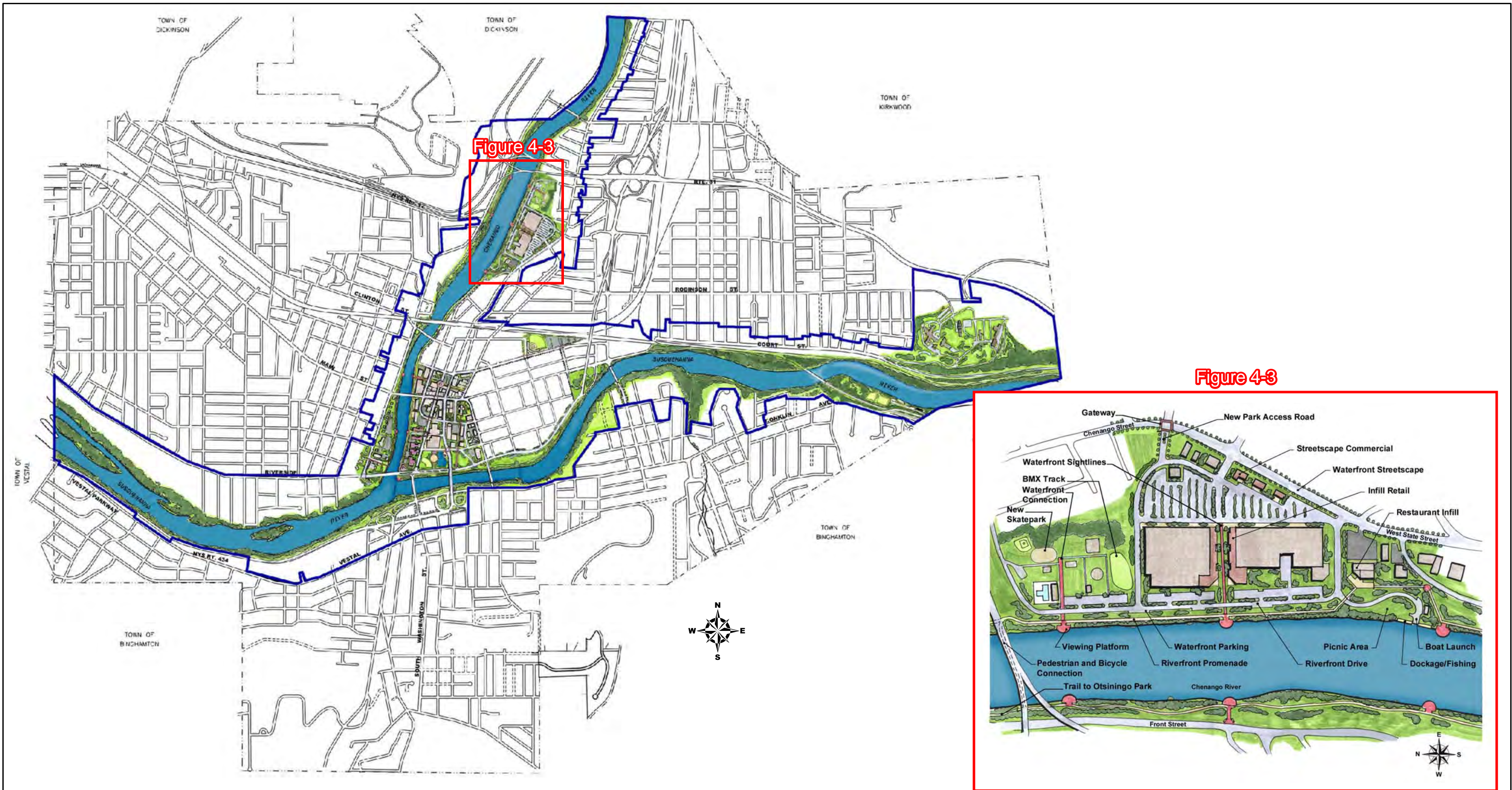
- Actively engage community residents;
- Create a safe and secure district;
- Generate jobs and economic opportunities for North Side residents;
- Develop and sustain diverse housing opportunities;
- Enhance the areas open space network;
- Celebrate the North Side's unique social, cultural and environmental identity; and,
- Utilize holistic planning to strengthen neighborhood and community life.

Conceptual Planning diagrams (Figure 2A) were prepared as part of the planning process and included wholesale reconfiguration of the Binghamton Plaza and Stow Plaza sites with retail buildings fronting along State Street, an enhanced entrance to Cheri Lindsay Park and community event space.

### **Susquehanna Heritage Area Management Plan**

The Susquehanna Heritage Area (SHA) is part of the New York State Heritage Area Program which was created with the goal of advancing preservation, recreation, interpretation and economic development. As noted in the SHA Plan, the goal is to use the historic, cultural and natural resources of Broome and Tioga Counties to strengthen regional identity, enhance local quality of life, support the local economy and promote stewardship. Communities within the SHA have benefitted from the more than 50 successful grants being awarded for project. Besides access to grant monies, the SHA provides communities access to technical assistance, marketing support and ensuring that actions undertaken by other New York State agencies are consistent with the SHA plan. Important goals and objectives in the SHA Plan include: actively supporting programs and initiatives that protect and enhance the historical, cultural, and recreational resources; establish and promote pedestrian, bicycle and vehicular routes linking historic, recreational and cultural resources; create enhance access, usage and recreational





Source: Peter J. Smith & Company Inc. Buffalo, New York - Fort Erie, Ontario

**Brownfield Opportunity Areas  
Redevelopment Area  
Two Rivers, One Future  
A Local Waterfront Revitalization Program  
Study Area Concept Plan**



opportunities along the Chenango River; and supporting local communities in their efforts to promote cultural tourism as a catalyst for community improvement and revitalization.

## **2008 Binghamton Regional Freight Study**

### **Railroads**

Binghamton is served by four freight railroads: Norfolk Southern Railway serves Binghamton with its Southern Tier Main Line (former Erie, Erie-Lackawanna, and Conrail mainline); Canadian Pacific Railway serves Binghamton with its Delaware & Hudson subsidiary Montreal PQ-Harrisburg PA Main Line (former Delaware and Hudson Railway); the New York, Susquehanna & Western Railway serves Binghamton as part of its Binghamton to Syracuse and Binghamton to Utica lines and the Central New York Railroad (owned by the NYS&W) serves Binghamton with its Binghamton-Port Jervis NY Main Line (former Erie and Conrail line).

Binghamton has no railroad passenger service. The last scheduled service, New York (Hoboken) to Chicago operated by the now defunct Erie Lackawanna Railroad, ended in January 1970.

New York Senator [Chuck Schumer](#) is pushing for passenger rail service between Binghamton and New York City via Scranton and the [Lackawanna Cutoff](#).<sup>[25]</sup>

Located at the intersection of I-81, I-88, and the NY 17/I-86 Southern Tier Expressway corridor, Binghamton lies about 80-miles equidistant between the major east/west routes of I-90 and I-80. Binghamton also is home to rail connections for Canadian Pacific (CP), Norfolk Southern, and New York Susquehanna and Western Rail (NYSW). Through the NYSW line, Binghamton freight also has an easy connection with the CSX line in Syracuse. Because Binghamton sits at a confluence of highway and rail routes, it is strongly connected to neighboring regions. However, Binghamton lacks a seaport or major air cargo airport and must rely on intermodal facilities in neighboring regions to connect to global markets.

By virtually every measure, trucks dominate the movement of freight in the Binghamton region. In terms of tonnage, about 91 percent of inbound freight, 99 percent of outbound freight, and all local freight moves by truck. Syracuse and New York City are currently Binghamton's largest trading partners. More than 95 percent of all rail traffic in Binghamton is through traffic. Within the study area, some issues that are cause for concern include yard-related delays, lack of passing sidings on mainline tracks, low travel speeds due to hilly terrain and steep grades, and lack of local access points to the region's rail system. All of Binghamton's rail lines (with the exception of the NS Johnson Lead and the OHRY line from Owego to Harford) converge in downtown Binghamton, where trains must either share track or cross over track controlled by one or more other operators. The importance of resolving conflicts at central Binghamton rail yards will become one of the most pressing issues if passenger rail service is restarted on one or more lines radiating out of central Binghamton. There are relatively few points where local businesses can access rail services in the Binghamton region, in particular for businesses not located directly on the track. A rail intermodal facility similar to the CSX facility in Syracuse could help attract firms to Binghamton that rely on import and export of goods via intermodal containers or who could benefit from long-distance transport of 53-foot truck trailers via rail flatcar (referred to as "trailer on

flatcar,” or TOFC. Construction of smaller bulk rail transfer facilities and industrial access sidings throughout the region could help more businesses access rail services, potentially lowering their freight logistics costs.

### **Steering Committee SWOT Analysis**

As part of the initial planning process with the Steering Committee, a Strengths, Weaknesses, Opportunities and Threats analysis was conducted. The exercise was conducted as part of the initial meeting with the Steering Committee to engage them early on in the process and assist in focusing and informing the planning process. Not surprising, the sense of community and neighborhood stood out as strengths and opportunities; while property conditions and lack of viable development opportunities highlights some of the weaknesses and threats. As similar exercise was conducted as part of the on-going Blueprint for Binghamton Comprehensive Plan Update process, see below.

### **SWOT Analysis**

|   |   |
|---|---|
| <p><u><b>Strengths</b></u></p> <ul style="list-style-type: none"> <li>• Location <ul style="list-style-type: none"> <li>◦ Access to highway</li> </ul> </li> <li>• Proximity to river</li> <li>• Some draw to local businesses</li> <li>• River trail</li> <li>• Greenspace</li> <li>• Non-profit investments</li> <li>• Housing <ul style="list-style-type: none"> <li>◦ SF &amp; multi-family</li> <li>◦ Historic stock</li> </ul> </li> <li>• Gateway to city</li> <li>• Churches and schools</li> <li>• Existing infrastructure network</li> <li>• Public transportation <ul style="list-style-type: none"> <li>◦ Bus</li> <li>◦ Intermodal</li> </ul> </li> <li>• Rail roads <ul style="list-style-type: none"> <li>◦ Freight</li> <li>◦ Distribution</li> </ul> </li> <li>• Sense of community</li> <li>• Highly identifiable area</li> </ul> | <p><u><b>Weakness</b></u></p> <ul style="list-style-type: none"> <li>• Disengaged landlords</li> <li>• Proximity to river</li> <li>• Perception <ul style="list-style-type: none"> <li>◦ Unsafe</li> <li>◦ Racist stereotypes</li> </ul> </li> <li>• Lighting</li> <li>• Lack of business diversity</li> <li>• Blighted properties at Liberty St. and Robinson St.</li> <li>• Vacant lots</li> </ul> <p>Lack of tax base due to number of non-profits</p> |
| <p><u><b>Opportunities</b></u></p> <ul style="list-style-type: none"> <li>• Entrance to downtown</li> <li>• Amount of real estate</li> <li>• Nice Parks</li> <li>• Historic housing</li> <li>• Reinvestment</li> </ul>  | <p><u><b>Threats</b></u></p> <ul style="list-style-type: none"> <li>• Condition of railroad infrastructure <ul style="list-style-type: none"> <li>◦ Iron trestles have serious erosion</li> </ul> </li> <li>• Low crossing of railroads</li> <li>• Blighted structures</li> <li>• Lack of taxable properties</li> </ul>   |



|  |   |
|--|---|
| <ul style="list-style-type: none"> <li>• Proximity</li> <li>• Business diversity</li> <li>• “charm” ability</li> <li>• Vacant lots</li> <li>• Preserve housing stock</li> <li>• Diversify housing stock</li> <li>• Senior’s purchase power (Actions for Older Persons)</li> <li>• River views</li> </ul> | <ul style="list-style-type: none"> <li>• River</li> <li>• Flood threat</li> </ul> |
|--|---|

### **Blueprint Binghamton Comprehensive Plan Update (2014)**

After the initiation of the North Chenango River BOA process, the City started on an update to its 2003 Comprehensive Plan, titled Blueprint Binghamton. In June and September, 2013, the City of Binghamton hosted community meetings, separate from the BOA Study process and asked for input as their vision of the future of Binghamton Plaza. The following is a summary of the input received from the public.

#### **What is your vision for the future of Binghamton Plaza?**

##### **CLEAN/SAFE:**

- No one likes shopping on garbage... don’t litter!

##### **GREENSPACE/RECREATION:**

- Trees & greenspace, islands, landscaping.
- Make it a destination as a Riverwalk Center which houses shops, entertainment options for families: kayak put-in/take-out; enhance bike path from downtown, WAY less paved area, more trees & grass.
  - Yes!
- Indoor “rec” center – ropes course, climbing wall, kayak course, skateboard course, bikes course, etc.
- Park [sketch of play equipment], behind buildings [that are close to the street]
- More parks
- Trees
- Trees, green space, small urban park

##### **COMMERCIAL REDEVELOPMENT:**

- Get rid of empty buildings - An Angsty Binghamtonian
- Would love to see a grocery store here.
- Grocery store (x2)
  - Yes!
- Grocery store, not dollar store
- A year-round INDOOR Farmers’ Market
  - Agreed!
  - Yes!
  - Yes!
  - New owner new ideas
- Expand NYC Pizzeria
  - Yes!

- Make it more like Town Square Mall
- Costco & Trader Joe's & Whole Foods
- Yes!!
- More consumer-oriented demographic-appropriate shops/stores (ie. I live right there but NEVER go there...)
- "Like" Nicco likes this
- Outlet mall at Bing Plaza – "Elmira-bum" Tommy Hilfiger could lend a hand!

**DESIGN/DEVELOPMENT:**

- Buildings up against the street
- River/Park/Mixed use near Road/Road [plan view sketch]
- Build mixed use / commercial on State Street to enclose / hide the parking lot
- An environmentally friendly community that encourages smart development that does not displace residents of the community, but provides them with more beneficial options

**WALKABLE:**

- Walkable near street
- Fix the pavement! Especially in the K-Mart Parking Lot
- "Like"
- "Like" Nicco likes this too.

**PUBLIC ART:**

- Murals
- Make sure back of mall is attractive, facing Riverwalk.
- Large mural on back – visible from highway

The City of Binghamton has recently adopted the Blueprint Binghamton plan. As noted in the passage below from the Land Use and Zoning section of the plan, the proposed conceptual planning efforts are in keeping with recommendations in the Blueprint Plan.

## B BINGHAMTON PLAZA

In its current state, Binghamton Plaza is an unattractive and underperforming commercial property. Its dated design and site plan hark back to previous ideas of auto-oriented development which are now understood to be a poor use of a city's valuable land and resources. With a prime location along the Chenango River and above major flood zones, Binghamton Plaza can be a vastly improved space that could serve as an anchor for the North Side, attract shoppers and residents from the broader city/region, contribute to the expanding park and trail network, and dramatically improve the public image of the City as viewed from I-86. Its existing condition as a single use commercial space is not conducive to the current market conditions and does not serve the community's needs. This is evidenced by the large number of vacancies within the complex. Inviting a more diverse set of land uses, including some residential, as well as a site plan that meets the street and offers a connection to the River and trail would greatly benefit the community and City. The North Chenango BOA Study will include conceptual site plans for redevelopment.

**FIGURE 68: "BIG IDEA" Comments - Binghamton Plaza**

Source: Blueprint for Binghamton Comprehensive Plan Update

## 3.2 Physical and Environmental Inventory

The following sequence of figures graphically presents the existing conditions in the Study Area for the following resource categories:

- Land Use and Zoning
- Brownfields
- Abandoned/Vacant Sites
- Parks and Open Space
- Building Inventory
- Historic or Archaeologically Significant Areas
- Transportation Systems
- Infrastructure
- Natural Resources and Environmental Features
- Strategic Sites

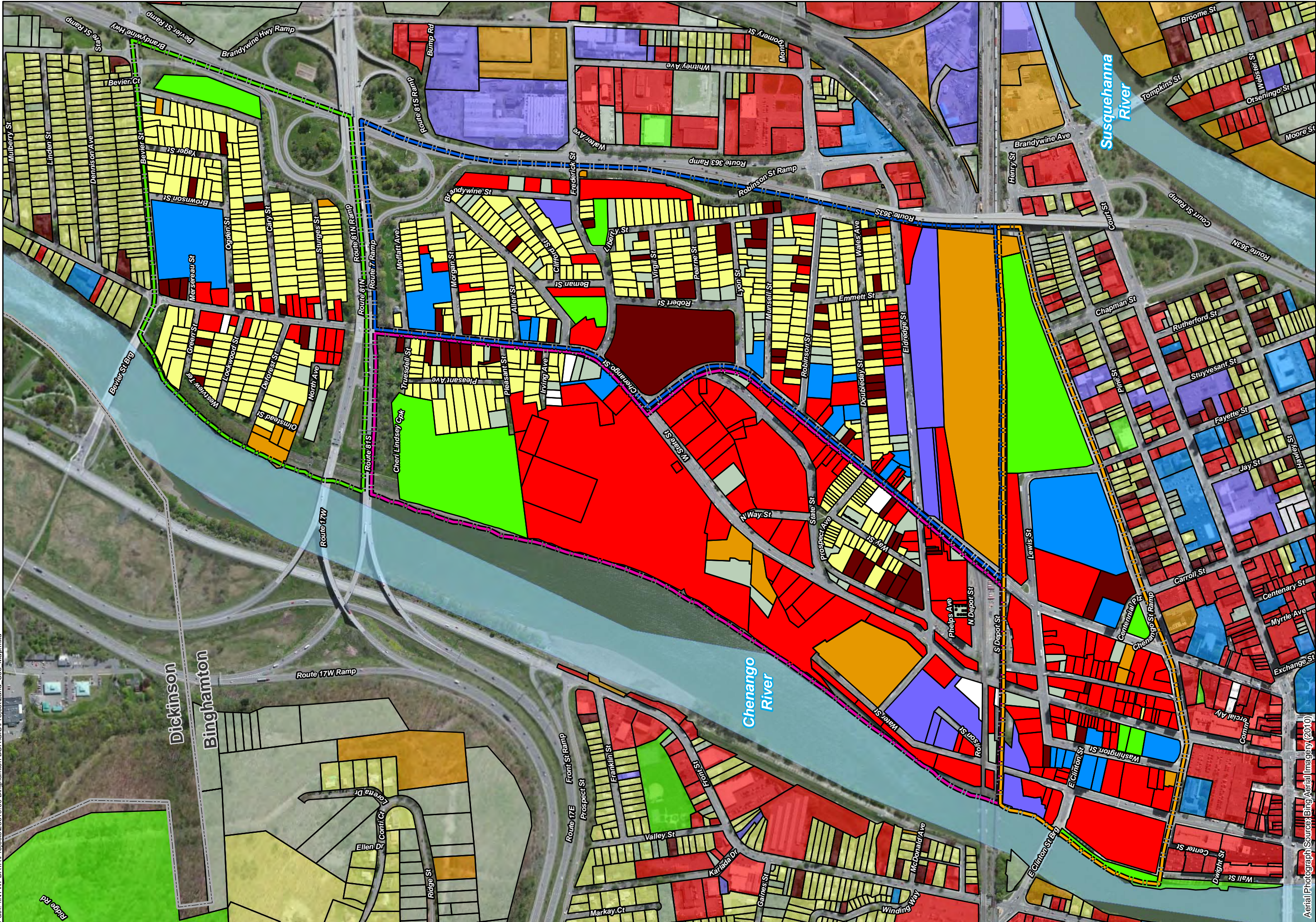
### Land Use and Zoning

Figure 3 depicts land uses in the Study Area. The BOA core is a primarily commercial area, with the Binghamton Plaza serving as a large anchoring parcel. The Binghamton Plaza is partially occupied by a Kmart and smaller-scale retail and restaurant uses, including the successful New York Pizzeria, but remains substantially underutilized. The intersection of Chenango Street and Frederick Street is another key location that is substantially underutilized, with the northern corners of the intersection occupied by a vacant auto parts store and vacant former automobile service station. Directly across from the Binghamton Plaza, between W. State Street and State Street is Colonial Plaza, another cluster of commercial buildings including a CVS, vacant Big Lots store, gas station, restaurant, and a small commercial strip plaza with various retail and office uses. Commercial activity continues to the south along the Chenango River and State Street in the southwest corner of the BOA core area. Uses in this area include light industrial/commercial businesses, a transportation service, and the Noyes Island NYSEG facility. There are pockets of residential use in the blocks along Prospect Avenue and Way Street in the south and between Truesdell Street and Irving Avenue in the north. The northern portion of the BOA core area also includes Cheri A. Lindsey Park.

The northern subarea (outlined in green on the attached figure) is a primarily residential neighborhood with a commercial spine along Chenango Street. Other uses in this subarea include the Roosevelt School and field on Mersereau Street and a basketball court/park facility adjacent to the Brandywine Highway.

The eastern subarea (outlined in blue) is a predominantly residential neighborhood. There are also several churches along Chenango Street and small park facilities. Limited commercial activity is located along the periphery of the subarea along Brandywine Street, Eldredge Street and Chenango Street. Eldredge Street is also home to a trucking depot adjacent to the rail line.





# Brownfield Opportunity Areas Redevelopment Area Land Use Map

- Legend**
- Land Use**
- Residential
  - Multi-Residential
  - Commercial
  - Industrial
  - Public Services
  - Community Services
  - Recreational
- Brownfield Opportunity Areas**
- BOA Core Area (131.11 Acres)
  - BOA Subarea 1 (134.45 Acres)
  - BOA Subarea 2 (73.80 Acres)
  - BOA Subarea 3 (68.46 Acres)
- Other Features**
- Assessor Parcel Boundary
  - Municipal Boundary
  - Open Water

Aerial Photograph Source: Bing Aerial Imagery (2010)





The housing stock in the Core Area and Subareas 1 and 2 generally consists of wood-frame single- and multi-family houses on lots of approximately 0.15 acres. While some of the residential properties exhibit significant deterioration or abandonment, others show evidence of reinvestment and rehabilitation.

The southern subarea (outlined in orange) is adjacent to the downtown and more intensely developed as a primarily commercial district. The subarea also includes NYSEG Stadium in the east. The area also includes several large community/public facility uses such as the Post Office, the Greater Binghamton Transportation Center and the Forum Performing Arts Center. Recreation/park facilities within this subarea include Centennial Plaza/Kennedy Park and the Riverwalk.

General land use patterns are summarized in the table below.

**Table 9**  
**BOA Study Area General Land Use Patterns**

| Land Use Category               | Estimated Area (acres) |
|---------------------------------|------------------------|
| Public Ownership*               | 33 acres               |
| Private Ownership               | 289                    |
| Brownfields Public              | 1.29                   |
| Brownfields Private             | 30.69                  |
| Lands Committed to Right of Way | 85                     |

\* (municipal, county, state and federal)

Source: Broome County Unified Parcel Information System calculations; compiled by Planning & Development Advisors

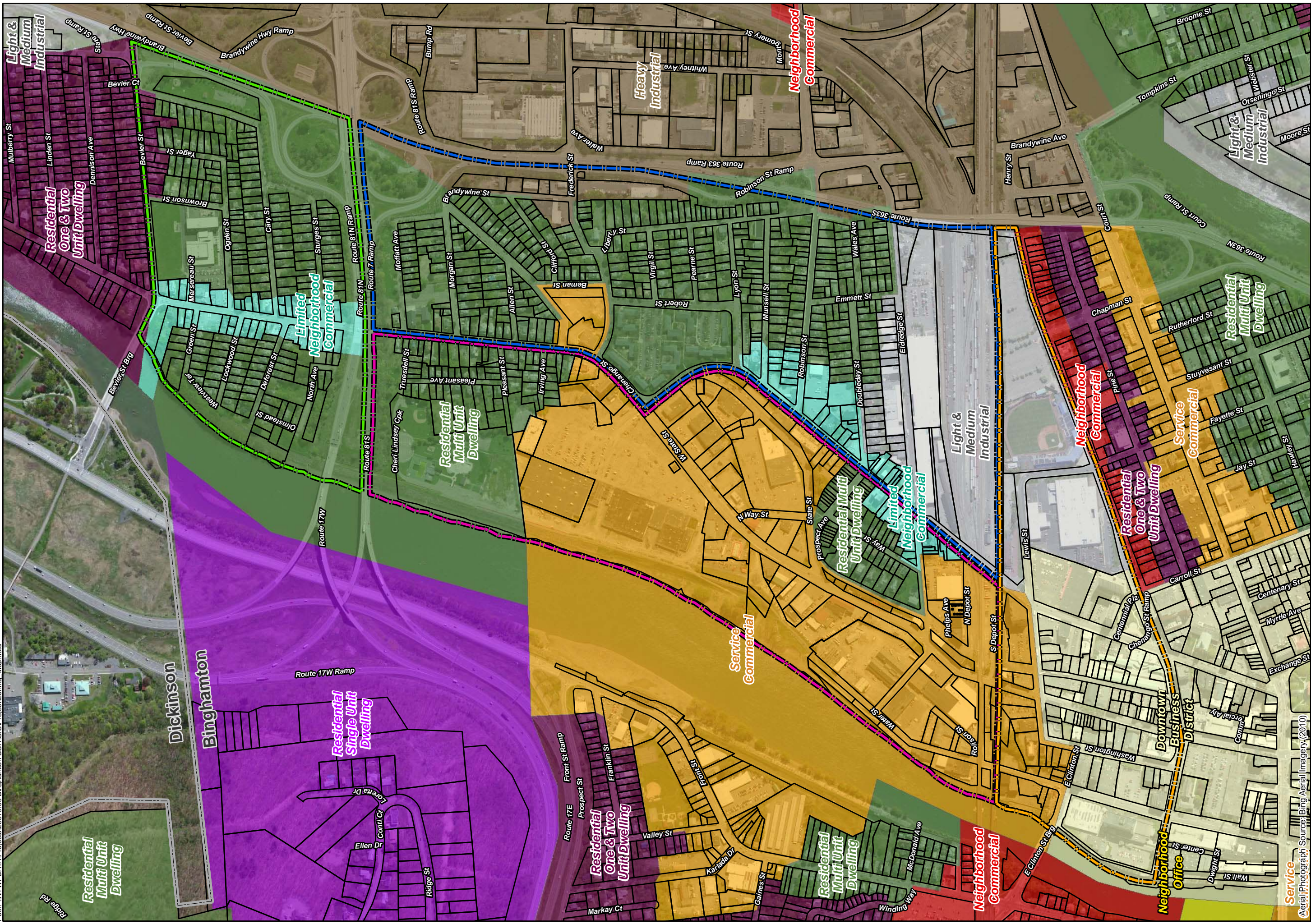
The current zoning designations are indicated on Figure 4, Existing Zoning. In general, the zoning reflects the area's land use pattern with Limited Neighborhood Commercial and Service Commercial districts along the Chenango Street/West State Street corridors, a Residential Multi-Unit Dwelling district mapped on the blocks to the east and west of the commercial spine, a Light & Medium Industrial district mapped near the railroad depot, and a Downtown Business District mapped in the southern end of the BOA.

The following zoning district definitions are taken from the City Code:

**C-1 Service Commercial District.** The intent of the C-1 Service Commercial District is to designate those areas where a concentrated mixture of commercial service, storage and light industrial processing activities, of City-wide or regional significance, is to be found. Restrictions and development standards are aimed at accommodating a variety of such commercial service uses while improving land use efficiency, safety, and environmental quality, particularly adjacent to residential areas and important natural features.

**C-2 Downtown Business District.** The intent of the C-2 Downtown Business District is to designate those areas where large retail stores, specialty shops and services, business services, financial institutions, offices, theaters, hotels, government buildings, and sports and entertainment facilities,





**Brownfield Opportunity Areas  
Redevelopment Area  
City of Binghamton Zoning Map**

**Legend**

**City of Binghamton Zoning**

- Service Commercial
- Urban Business District
- Heavy Industrial
- Light & Medium Industrial
- Limited Neighborhood Commercial
- Medical
- Neighborhood Commercial
- Neighborhood Office
- Residential Multi Unit Dwelling
- Residential One & Two Unit Dwelling

**Brownfield Opportunity Areas**

- BOA Core Area (131.11 Acres)
- BOA Subarea 1 (134.45 Acres)
- BOA Subarea 2 (73.90 Acres)
- BOA Subarea 3 (68.46 Acres)

**Other Features**

- Municipal Boundary
- Assessor Parcel Boundary

**City of Binghamton Zoning**

- Residential Single Unit Dwelling
- Service Commercial
- Urban Business District
- Heavy Industrial
- Light & Medium Industrial
- Limited Neighborhood Commercial
- Medical
- Neighborhood Commercial
- Neighborhood Office
- Residential Multi Unit Dwelling
- Residential One & Two Unit Dwelling

**City of Binghamton Zoning**

- Residential Single Unit Dwelling
- Service Commercial
- Urban Business District
- Heavy Industrial
- Light & Medium Industrial
- Limited Neighborhood Commercial
- Medical
- Neighborhood Commercial
- Neighborhood Office
- Residential Multi Unit Dwelling
- Residential One & Two Unit Dwelling



which have primarily City-wide and regional significance, will be permitted at a relatively high level of development intensity. It is further intended that zoning regulations recognize, preserve, and promote the historic importance of large portions of the C-2 District and reflect the viability and desirability of downtown residential development.

**R-3 Residential Multi-Unit Dwelling District.** The intent of the R-3 Residential Multi-Unit Dwelling District is to designate those areas where multiple-unit housing predominates and where a broad range of available housing options and a moderate to high population density is the existing and desired future developmental character. Development restrictions will be aimed at achieving the highest concentration of population and the broadest range of housing opportunities in the City while improving land use efficiency, safety and environmental quality.

**C-6 Limited Neighborhood Commercial District.** The intent of the C-6 Limited Neighborhood Commercial District is to designate those areas where small-scale, commercial establishments coexist with residential neighborhoods for the purpose of providing adjacent residents with convenience goods and personal services. Restrictions and controls are aimed at limiting the size and range of permitted uses, assuring compatibility, and limiting further expansion of such districts into surrounding residential areas.

**I-2 Light and Medium Industrial District.** The intent of the I-2 Light and Medium Industrial District is to designate those areas which are suitable for light- and medium-density industrial development. Regulations such as performance standards will mitigate the negative impacts of traffic, noise, smoke, odor, and other potential nuisances while preserving the character of existing adjacent residential districts. It is intended that the industrial character of the land in this district be preserved by restricting incompatible uses.

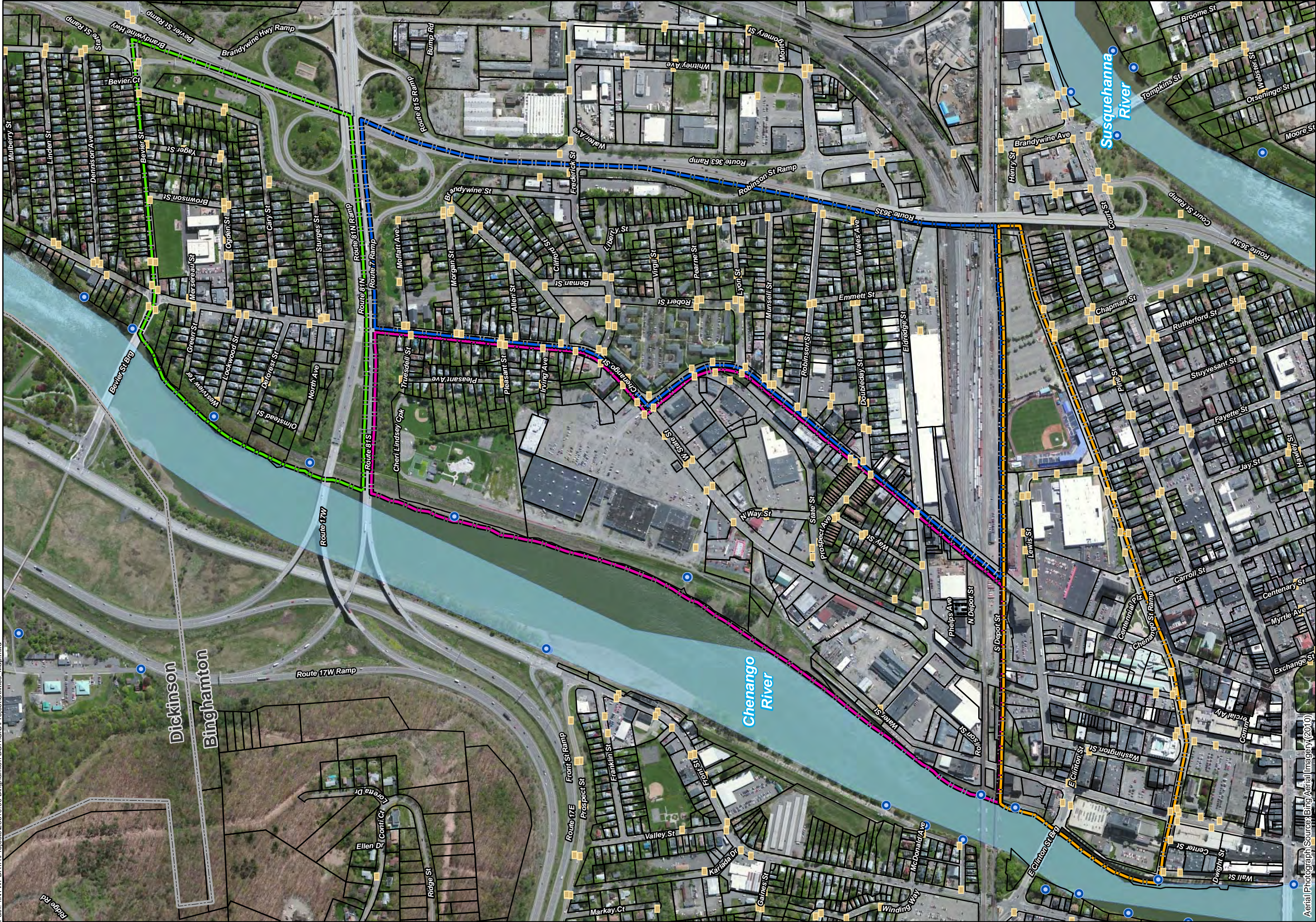
Figures 5 and 6, Infrastructure, identifies existing sewer and drainage lines, as well as manholes, catch basins and outfalls. Given its proximity to the Chenango River there are seven stormwater outfalls to the River.

As indicated in the land use discussion, there are several park and recreation facilities within the BOA Study Area. These are indicated in Figure 7 and include State Street Park, Cheri Lindsey Park, Kennedy Park and the B-Mets NYSEG Stadium. It has been noted during the course of the public discussions that the BOA Study area is lacking available active recreation spaces for resident use.

**Table 10**  
**Study Area Parks and Recreation Resources**

| Facility                       | Size (acres est.) | Available Amenities   |
|--------------------------------|-------------------|---|
| Cheri A. Lindsey Memorial Park | 10.2              | Playground<br>2 full basketball courts<br>1 Little League Field (lighted)<br>Swimming Pool<br>Skateboard park<br>Restrooms<br>Picnic tables<br>Dog Park |





**Legend**

- Catchbasins
- Stormwater Outfalls
- Brownfield Opportunity Areas
  - BOA Core Area (131.11 Acres)
  - BOA Subarea 1 (134.45 Acres)
  - BOA Subarea 2 (73.80 Acres)
  - BOA Subarea 3 (68.46 Acres)
- Municipal Boundary
- Assessor Parcel Boundary
- Open Water

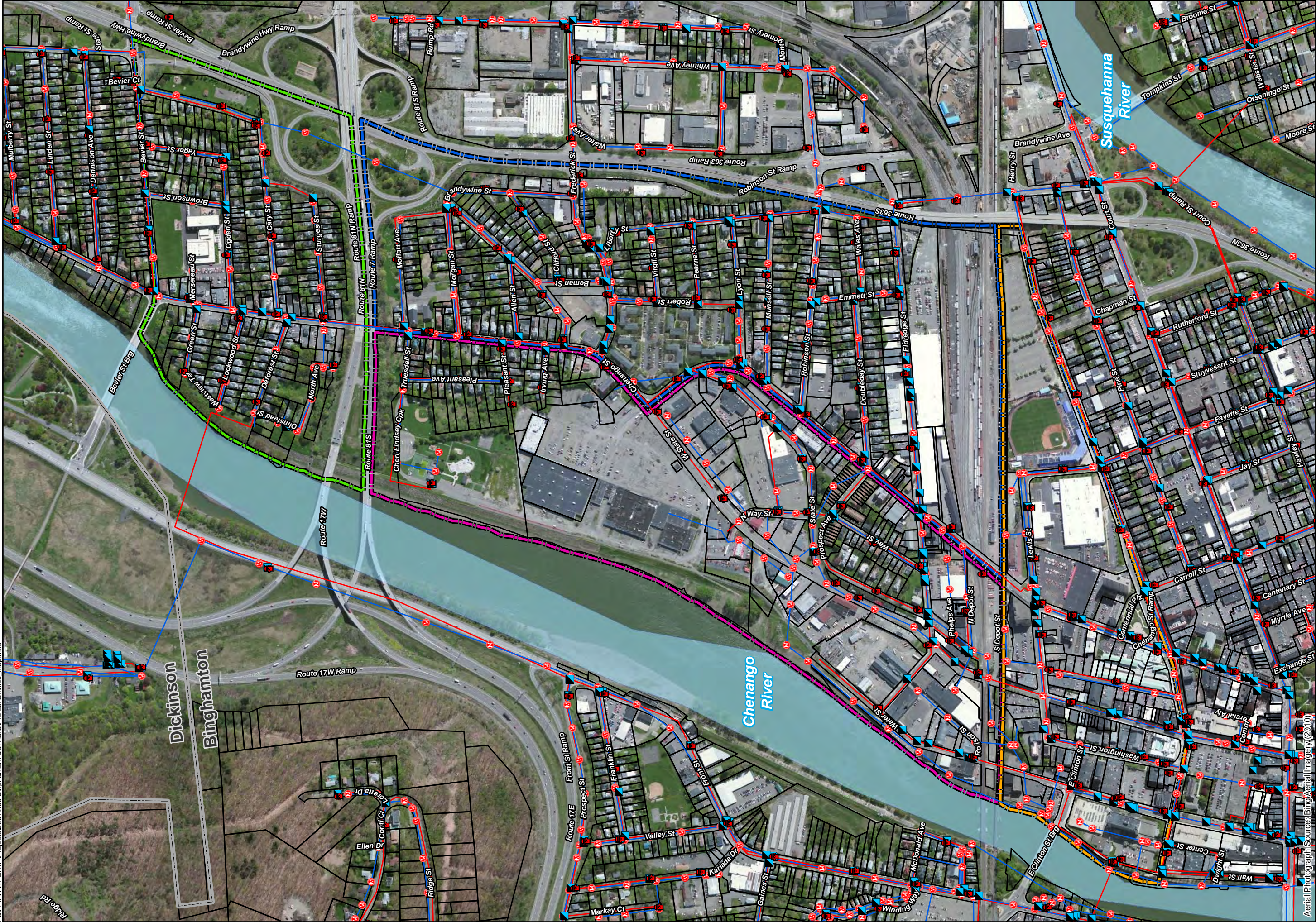
Aerial Imagery Source: Bing Aerial Imagery (2010)

# Brownfield Opportunity Areas Redevelopment Area Infrastructure & Utilities Map

North Arrow

Scale: 0 to 400 Feet





**Legend**

- Hydrants
- Water Valves
- Manholes
- Sewer Main
- Water Mains

**Brownfield Opportunity Areas**

- BOA Core Area (131.11 Acres)
- BOA Subarea 1 (134.45 Acres)
- BOA Subarea 2 (73.80 Acres)
- BOA Subarea 3 (68.46 Acres)

**Municipal Boundary**

- Assessor Parcel Boundary
- Open Water

**Scale**

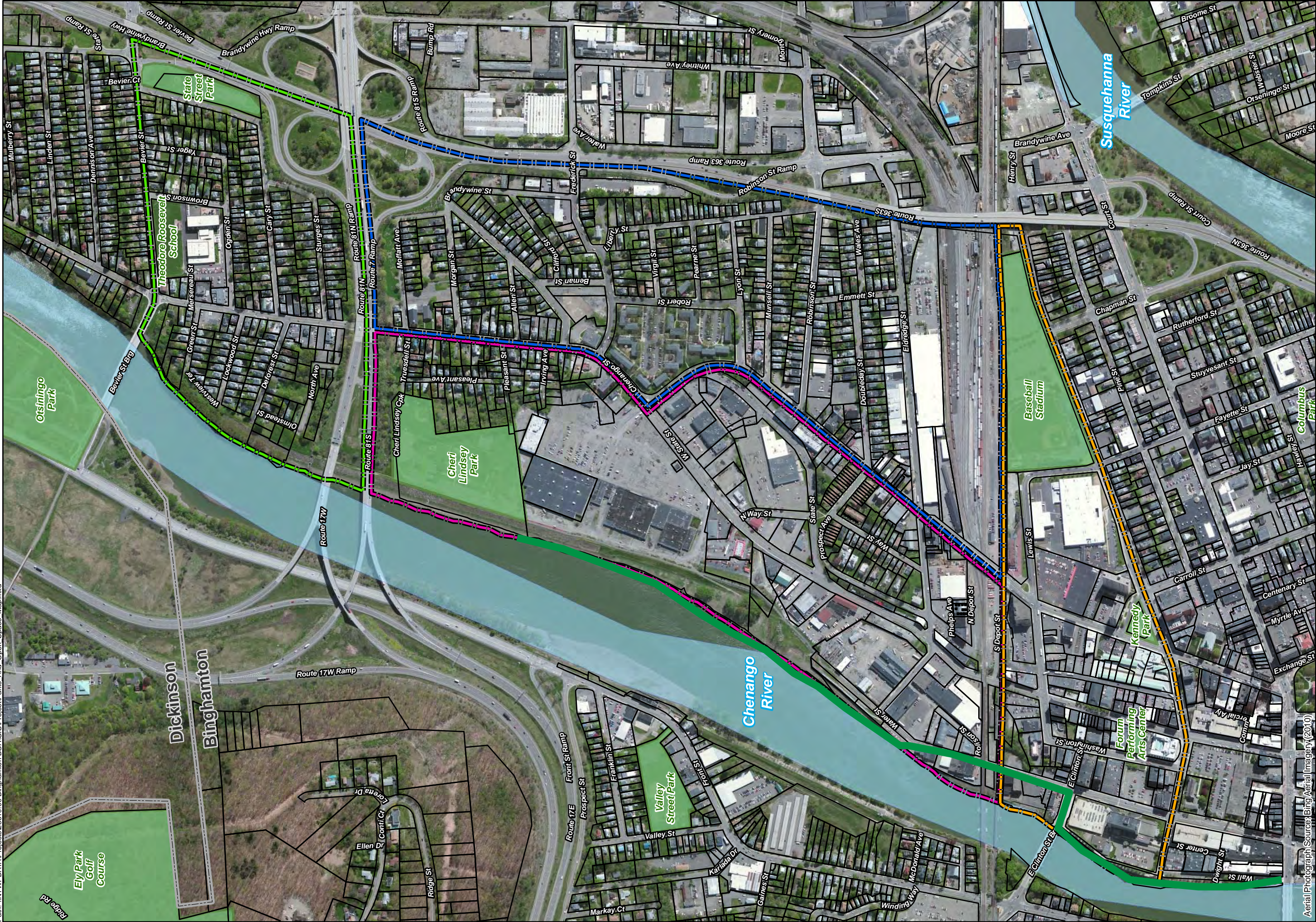
400 200 0 200 400 Feet

**North Arrow**

# Brownfield Opportunity Areas Redevelopment Area Infrastructure & Utilities Map



Path: \\NYWPDATA\Projects\28619.00 Binghamton BOA\GIS\Project\Parks And Open Space Map.mxd



# Brownfield Opportunity Areas Redevelopment Area Parks and Open Space Resources

**Legend**

- Parks and Recreation Areas
- Brownfield Opportunity Areas
  - BOA Core Area (131.11 Acres)
  - BOA Subarea 1 (134.45 Acres)
  - BOA Subarea 2 (73.80 Acres)
  - BOA Subarea 3 (68.46 Acres)
- Assessor Parcel Boundary
- Municipal Boundary
- Open Water
- Riverwalk Trail

Aerial Photograph Sources: Bing Aerial Imagery (2010)





|               |       |   |
|---------------|-------|---|
|               |       | Adjacent to river trail                                       |
| Phelps Park   | 2.21  | Playground<br>2 half-court basketball courts<br>Picnic tables |
| Kennedy Park  | 0.35  | Passive open space  |
| NYSEG Stadium | 10.31 | Homefield Binghamton Mets,<br>official capacity 6012          |

Source: City of Binghamton; Binghamton Mets

Figure 8 identifies significant environmental features and constraints within the area. The most prominent natural features within the vicinity are the Chenango and Susquehanna Rivers. Within the BOA, the associated Chenango 100-year flood zone limit is relatively close to and west of the riverbank. However, the designated 500-year flood zone extends deeply into the BOA, reaching to Chenango Street in the Core Area. The 500-year flood zone potential from the Susquehanna extends to the eastern boundary of subareas 1 and 2. With the exception of open space areas along the river, the BOA is a densely built-up community and contains a heavy proportion of impervious surfaces. The 2011 storm event had a significant impact on the City of Binghamton and the surrounding area. Figure 8 has been updated to include the estimated extent of the flooding that affected the community. As indicated, while this was a major storm event, there was modest impact in the study area associated with this event.



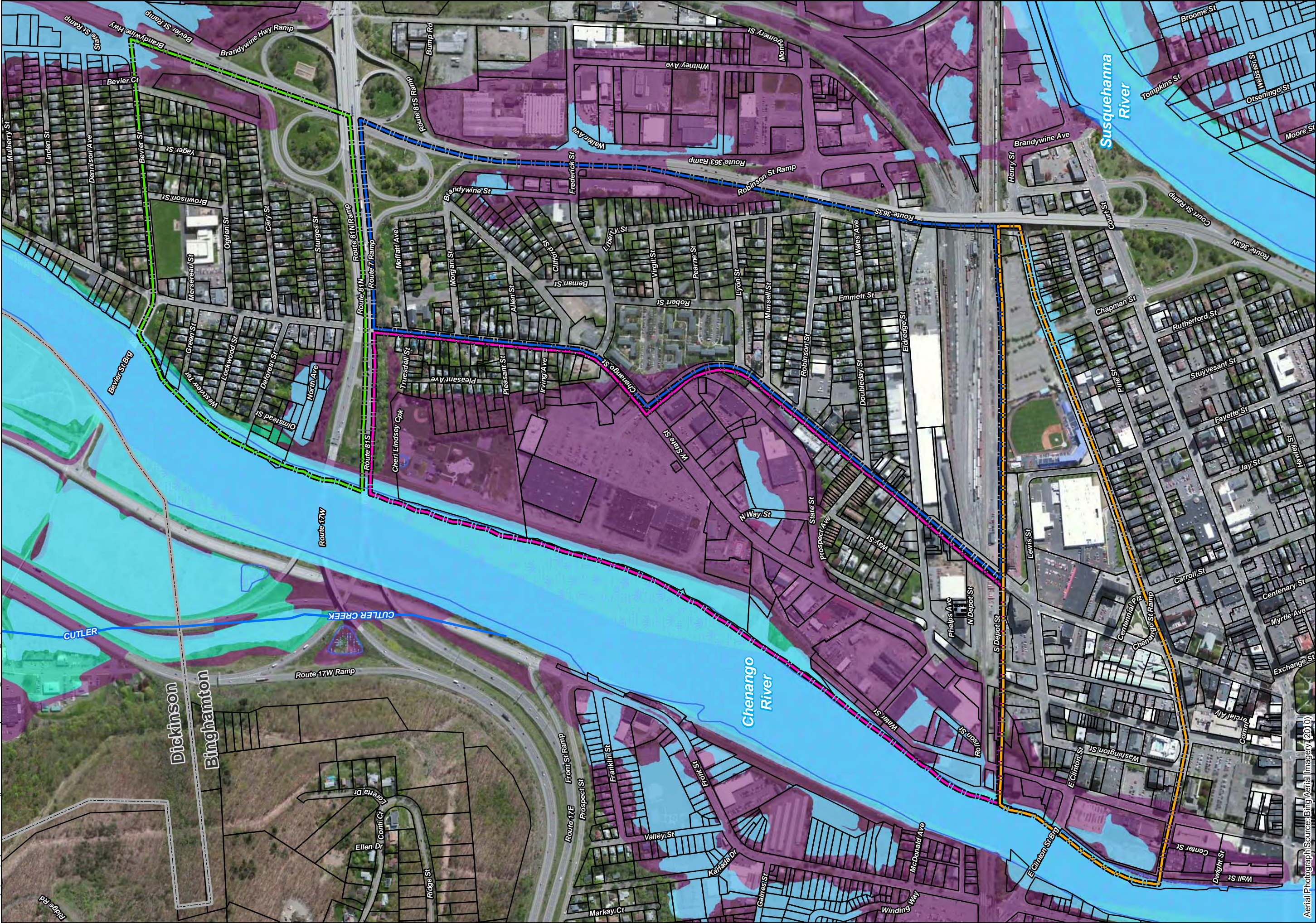
**The Riverfront Trail runs along the top of the embankment that protects a significant portion of the Core Area of the Study Area**

As illustrated on Figure 9, Historically Significant Areas, the southern portion of the BOA includes several sites and districts located on the national and local historic registers. The national register districts include the Railroad Terminal Historic District and the State and Henry Streets Historic District. The Binghamton Historic District is also partially located within the BOA. The individual national register historic site is the Binghamton Railway Company Complex.

Figure 10 illustrates the building inventory for the Study Area. Key buildings in the Study Area include the Binghamton Plaza complex, Colonial Plaza Complex, Stowe Plaza Complex, Greater Binghamton Transportation Center, the VMR Electronics facility and the US Post Office building.

Figure 11 notes the major commercial and industrial facilities within the Study Area including the commercial plazas along West State Street and the heavily commercial area in BOA sub-area 3 associated with downtown Binghamton commercial core. Industrial facilities are limited primarily to the VMR Electronics facility on Eldridge Street and the Parlor City Paper Box Company on Rolison Street.





Rivers

Wetlands

Open Water

FEMA Flood Zone

100 Year Flood Zone

500 Year Flood Zone

2011 Flood Zone

BOA Core Area (131.11 Acres)

BOA Subarea 1 (134.46 Acres)

BOA Subarea 2 (73.80 Acres)

BOA Subarea 3 (65.45 Acres)

Assessor Parcel Boundary

Town Outline

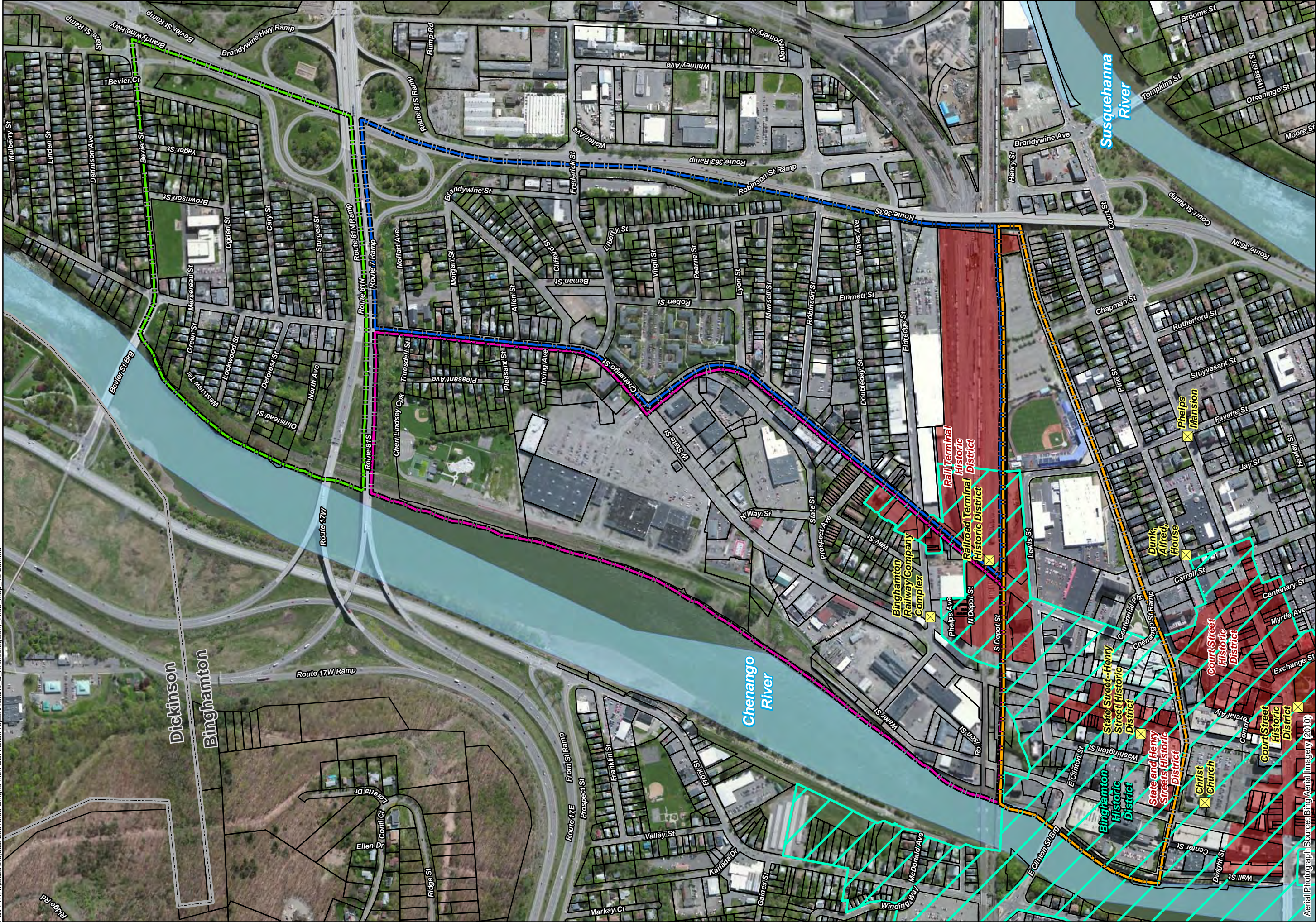
North Arrow

Scale Bar

# Brownfield Opportunity Areas Redevelopment Area Environmental Features Map With 2011 Flood Zone

FIGURE 8





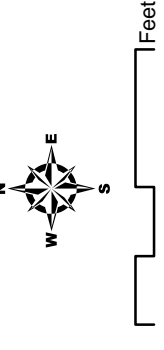
# Brownfield Opportunity Areas Redevelopment Area Historic Significant Areas Map

**Legend**

- National Register Sites
- Local & State Historic Districts
- National Historic Districts
- Town Outline
- Assessor Parcel Boundary
- Open Water

**Brownfield Opportunity Areas**

- BOA Core Area (131.11 Acres)
- BOA Subarea 1 (134.45 Acres)
- BOA Subarea 2 (73.80 Acres)
- BOA Subarea 3 (68.46 Acres)



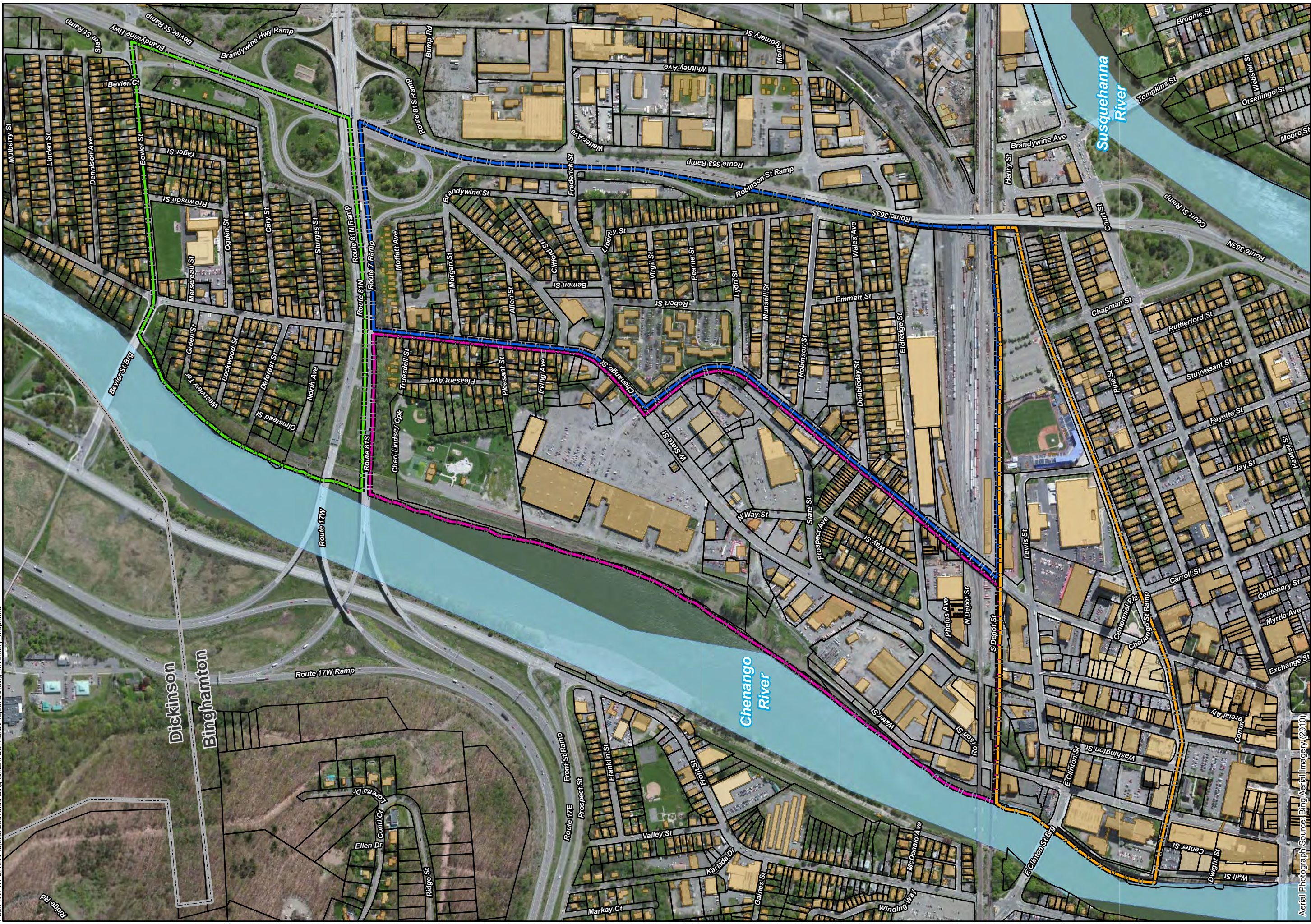
**FIGURE 9**

Date: 10/02/2014

Aerial Photograph Sources: Bing Aerial Imagery (2010)



Path: \\NYWPDATA\Projects\28619.00 Binghamton BOA\GIS\Project\Building\_Inventory\_Map.mxd



# Brownfield Opportunity Areas Redevelopment Area Building Inventory Map

**Legend**

- Building
- Brownfield Opportunity Areas
  - BOA Core Area (131.11 Acres)
  - BOA Subarea 1 (134.45 Acres)
  - BOA Subarea 2 (73.80 Acres)
  - BOA Subarea 3 (68.48 Acres)
- Municipal Boundary
- Assessor Parcel Boundary
- Open Water

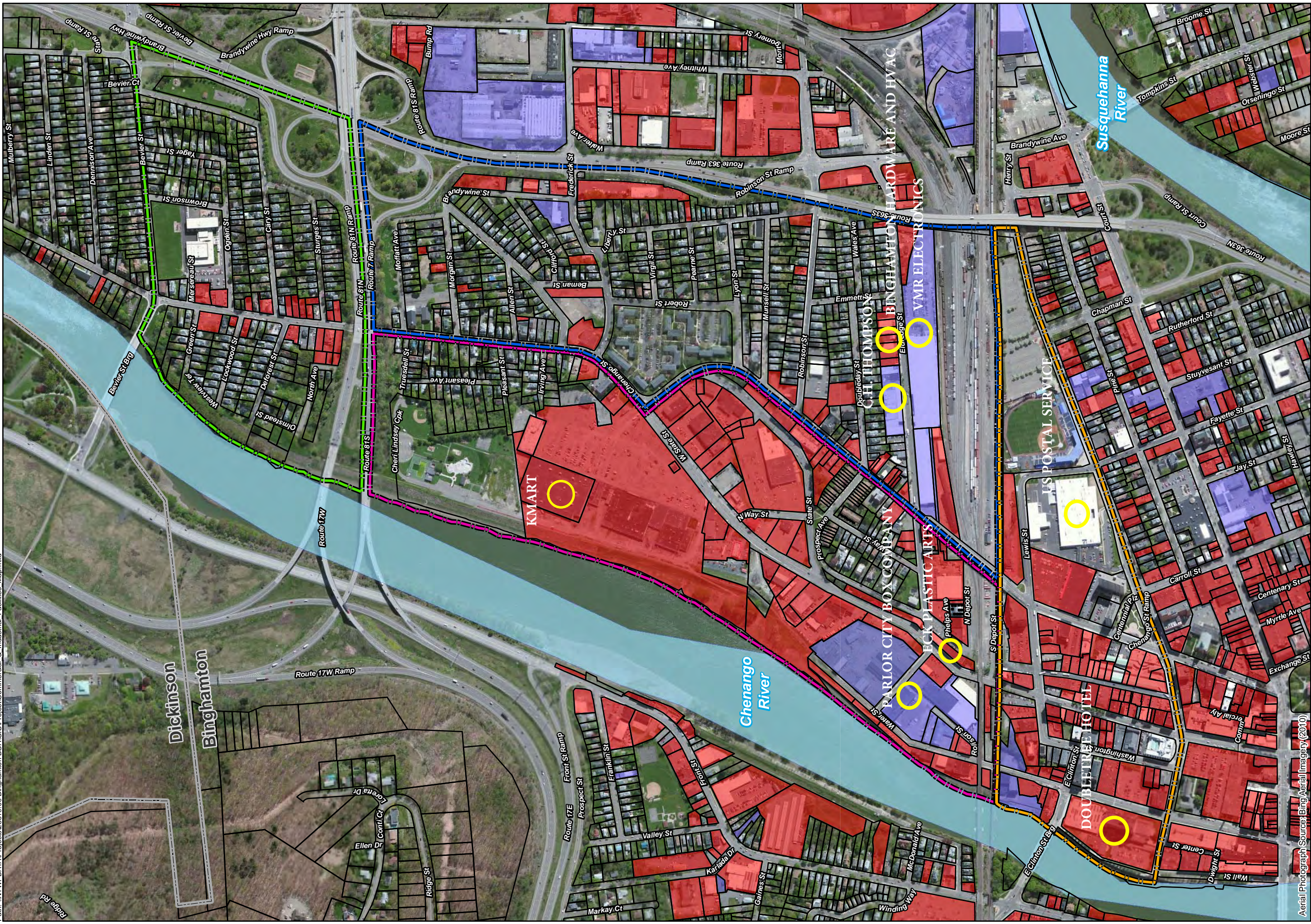
Aerial Photograph Source: Bing Aerial Imagery (2010)

North Arrow

Scale: 0 to 400 Feet



Path: \\NYWPDATA\Projects\28619.00 Binghamton BOA\GIS\Project\Commercial\_ & Industrial Facilities Map.mxd



**Legend**

- Major employers and businesses
- Brownfield Opportunity Areas
  - BOA Core Area (131.11 Acres)
  - BOA Subarea 1 (134.45 Acres)
  - BOA Subarea 2 (73.80 Acres)
  - BOA Subarea 3 (68.46 Acres)
- Commercial
- Industrial
- Assessor Parcel Boundary
- Municipal Boundary
- Open Water

**Brownfield Opportunity Areas  
Redevelopment Area  
Major Commercial &  
Industrial Facilities Map**

Aerial Photograph Source: Bing Aerial Imagery (2010)

**FIGURE 11**

Date: **10/02/2014**



**Table 11**  
**Major Employers and Business Facilities**

| Facility/employer            | Location              | Business Type          | Facility Size<br>(s.f. est)* | Description of Operations                | # Employees<br>(est.)** |
|------------------------------|-----------------------|------------------------|------------------------------|--|-------------------------|
| VMR Electronics              | 100 Eldredge Street   | Manufacturing/industry | 187,000                      | Manufacturing of high performance cables | 85***                   |
| US Postal Service            | 93 Henry Street       | Community Services     | 141,600                      | US Mail distribution facility            | 184                     |
| Doubletree by Hilton Hotel   | 225 Water Street      | Hospitality            | 209,250                      | Hotel, restaurant, bar                   | 197                     |
| K-Mart                       | 31-33 W. State Street | Retail                 | 115,527                      | Retail, pharmacy                         | 125***                  |
| Eck Plastic Arts             | 89 Prospect Avenue    | Manufacturing          | 35,050                       | Plastic fabrication                      | 25***                   |
| Binghamton Hardware and HVAC | 101 Eldredge Street   | Manufacturing          | 40,000                       | Heating/cooling systems installation     | 23***                   |
| C.H. Thompson                | 69-93 Eldredge Street | Manufacturing          | 26,168                       | Metal works/Screen printing              | 65***                   |
| Parlor City Box Company      | 2 Eldredge Street     | Manufacturing          | 153,100                      | Paperboard packaging manufacturer        | 44****                  |

Source: Broome County Image Mate On-line; \*\* Planning & Development Advisors, International Council of Shopping Centers; Urban Land Institute; \*\*\*<https://credibility.com>; \*\*\*\*<http://www.kba.com/us/news/detail/article/parlor-city-paper-box-expands-customer-base-with-new-kba-rapida-105-seven-color-press/page/43/back/7/>

### 3.2.1 Brownfield, Abandoned and Vacant Sites

As part of this Nomination Study, an inventory of potential Brownfields within the Study Area was conducted. Properties contained in this inventory are identified as “potential Brownfields” since current environmental conditions are not entirely known and inclusion is based solely on publicly available information reviewed during this inventory process. The database was developed by utilizing available public information, including federal and state environmental databases, New York State Department of Environmental Conservation (NYSDEC) on-line records, Sanborn Fire

Insurance Maps, and municipal information. Additional assessments of prioritized Sites may occur based on several factors including but not limited to existing environmental conditions, owner cooperation, and availability of funding. This inventory is meant to be a work-in-progress and will be updated as property-specific information becomes available from property owners.

As a first step, an environmental database search for potential Brownfields within the BOA utilizing FirstSearch™ Technology Corporation on-line database was requested. This database contains both state and federal listings of environmentally regulated properties. The FirstSearch™ report served as the initial inventory of properties known or suspected of having documented contamination within North Chenango River Corridor BOA. The FirstSearch™ report contained numerous spill listings, the majority of which were considered to be insignificant releases of small quantities. These types of releases would not by themselves indicate a property is a potential Brownfield and therefore properties with spill listings were only incorporated into the GIS database if it was included in another database listing (such as a UST, LUST, or State site) related to the spill incident.

An online search of NYSDEC's website (<http://www.dec.ny.gov>) for properties in Binghamton on the Site Remediation or Spills Database was conducted, in addition to identifying land uses of concern such as dry cleaners and auto body/auto repair identified through other planning research and investigation activities being conducted concurrently with the Brownfields inventory. Sanborn Fire Insurance Maps (Sanborn Maps) dated 1887 through 1952 for the Study Area BOA which were provided through the FirstSearch™ database request were also reviewed. Relevant information contained in the Sanborn Maps was also added to the GIS database.

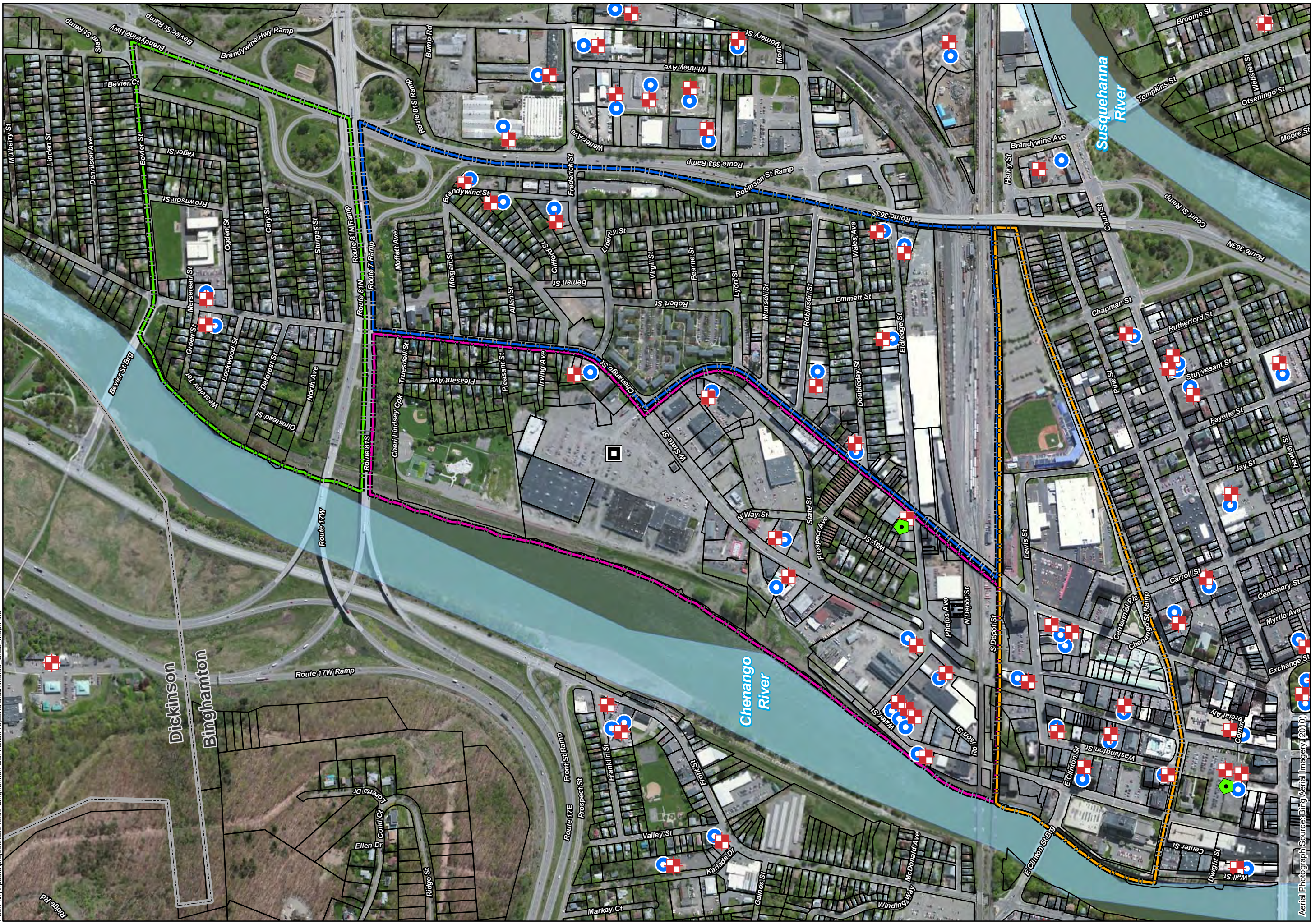
The inventory identified numerous potential Brownfields in the initial Study Area BOA search radii. After evaluation and consolidation, a total of 28 potential sites (recognized NYSDEC contaminated sites or brownfield cleanup site) have been identified in the Study Area BOA. This includes the aforementioned Binghamton Plaza site associated with the land fill and incinerator dump, as well as smaller properties that may present potential contamination concerns based upon their current or historic use, identified spills, or presence of leaking underground storage tanks. The sites that have been identified as potential brownfields total approximately 135 acres, accounting for more than a third of the study area.

As the Nomination Study progressed, several areas were identified as potential strategic sites for redevelopment. A more in depth review of currently available information for those areas was also conducted and the results are summarized below.

Figure 12, Potential Brownfield Inventory, identifies sites that are listed on the Environmental FirstSearch Databases (which include various listings such as the EPA's spill database, the EPA's list of potential Superfund sites, registered hazardous waste generators, and underground storage tanks). The City of Binghamton operated a landfill within much of the Binghamton Plaza area from the mid-1940s to the mid-1950s and an incinerator operated adjacent to the site from the mid-1950s to the early 1960s, much of the ash was deposited in the areas typically associated with Binghamton



Path: V:\nywdata\projects\28619.00 Binghamton BOA\GIS\Project\Contaminated\_Sites\_Map.mxd



# Brownfield Opportunity Areas Redevelopment Area Contaminated Sites Map

- Legend**
- Brownfield Cleanup Program Site
  - Chemical Bulk Storage Sites
  - Major Oil Storage Facility Sites
  - NYDEC Contaminated Sites
  - Petroleum Bulk Storage Sites
  - BOA Core Area (131.11 Acres)
  - BOA Subarea 1 (134.45 Acres)
  - BOA Subarea 2 (73.80 Acres)
  - BOA Subarea 3 (68.46 Acres)
  - Assessor Parcel Boundary
  - Municipal Boundary
  - Open Water







Plaza and Colonial Plaza<sup>4</sup>. The majority of the properties listed on the Brownfields Inventory are listed as a result of underground storage tanks which have leaked at some point in the past. The City has been able to obtain records related to the cleanup, or partial cleanup of the former Eddy Howard property located at 419 Chenango Street. Records indicate that NYSDEC received Federal funding for the evaluation and cleanup of contamination related to the former filling station use. At issue with this particular property is the ownership which has been complicated with the passing of the owner and the estate falling into probate. There are apparent issues with taxes and the clean-up that have caused liens to be placed on the property.

The First Search information provides significant background as to the environmental conditions that potentially effect redevelopment opportunities.

Generally, the conditions and their various remediation techniques fall into three categories:

1. Former Solid Waste Dump;
2. Fuel Oil/Hydrocarbon contamination; and,
3. Solvent contamination.

The former solid waste dump that lies beneath areas such as the Binghamton Plaza, Cheri Lindsay Park and some properties east of West State Street (e.g., Colonial Plaza) complicate development due to ground instability and presence of methane gas. Mitigation of these conditions for new building programs is possible through use of piles, and soil compaction and stabilization techniques for soils and either active or passive gas management systems for methane gas. Examples for successful ground stabilization through dynamic compaction techniques include the Cheri Lindsay Park skate area and the CVS Store on West State Street.

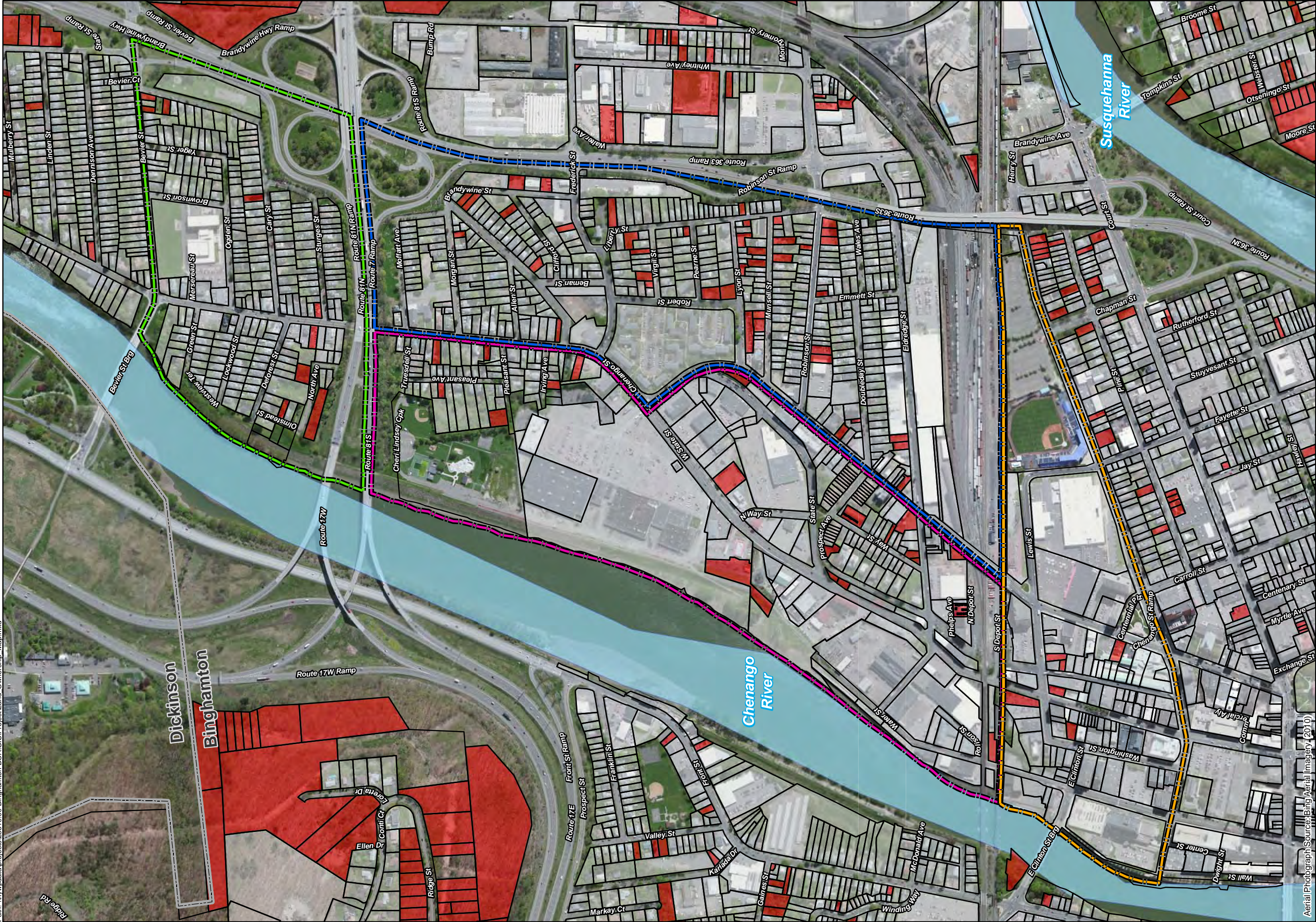
Suspected or know presence of hydrocarbon or solvent contamination on a property creates an impediment to redevelopment due to the uncertainty regarding responsibility and liability of the owner/developer, unknown site conditions, and costs of investigation and cleanup. Environmental assessment, investigation and cleanup of properties with contamination can range in complexity due to variables such as: contaminant properties, age and duration of leak or disposal, disposal quantities, and subsurface hydrogeologic conditions. Therefore, selection of an appropriate remedial technology is a site-specific decision. The main regulatory criteria for an appropriate remedy is one that will be fully protective of human health and the environment, and will meet site remediation objectives within a reasonable time frame. Examples of remedial technologies that have been used for cleanup of hydrocarbon and solvent contaminants include: excavation and disposal, pump and treat, soil vapor extraction, air sparging, enhanced in-situ bioremediation, chemical oxidation, and monitored attenuation.

The brownfield inventory is included in Appendix E. A summary of these potential brownfields is provided in the North Chenango River Corridor Potential Brownfields Sites table at the end of this section. Figure 13 is a compilation of the vacant properties found throughout the BOA Study Area,



<sup>4</sup> Brownfield Clean Up Application, Binghamton Plaza, June 3, 2005 prepared on behalf of Binghamton Plaza, Inc c/o Galesi Realty Corporation





# Brownfield Opportunity Areas Redevelopment Area Vacant Properties Map

**Legend**

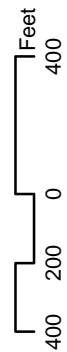
**Property Use**

- Vacant
- Assessor Parcel Boundary
- Town Outline
- Open Water

**Brownfield Opportunity Areas**

- BOA Core Area (131.11 Acres)
- BOA Subarea 1 (134.45 Acres)
- BOA Subarea 2 (73.80 Acres)
- BOA Subarea 3 (68.46 Acres)

Aerial Photograph Source: Bing Aerial Imagery (2010)



**FIGURE 13**

Date: **10/02/2014**



these properties are scattered throughout the various sub-areas although there is an unusually high concentration in the residential neighborhood in sub-area 1.

Figure 14 was developed with significant input from the Steering Committee and the City relative to the identification of Strategic Sites. These Strategic Sites were considered to be important areas where redevelopment opportunities should be focused to help unlock redevelopment potential. In addition, the City has identified certain Strategic Sites that should also be considered for inclusion in the Broome County Land Bank Acquisition Program. These include portions of the Stow Plaza site off of West State Street, the former Eddy Howard properties on the west side of Chenango Street and the selected properties on the east side of Chenango Street north of Sturgis Street in sub-area 2. Further, Figure 15 overlays the Strategic Sites graphic with selected development constraints related to contaminated sites, petroleum bulk storage sites and the approximate location of the former municipal landfill.

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### 3.2.2 Traffic, Transit, and Circulation

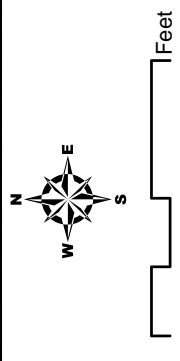
#### **Vehicular Traffic**

The study area is regionally well served by I-81, I-88, and NY Route 17/I-86, which connect the greater City of Binghamton with the surrounding area and points east, west, north and south, refer to Figure 16. While NY Route 7 and NY Route 363 extend this regional roadway network into the heart of the city, poor connections from the study area and the adjacent neighborhoods present an impediment to greater levels of redevelopment/redevelopment within the study area.

To the south, the core area is bounded by the railroad, which is crossed via Water Street and State Street. To the east, the core area is bounded by Chenango Street and has only two direct connections (Frederick Street and Eldridge Street) to the regional roadway system. Further, movements at the Frederick Street intersection with NY Route 7 and NY Route 363 are limited to right in, right out and left out, while the Eldridge Street crossing underneath NY Route 363 is limited to one lane in each direction and provides access only to NY Route 7. The intersection of Frederick Street with NY Route 7 and NY Route 363 also provides the only pedestrian/bicycle crossing of the Brandywine Highway (NY Route 7) and NY 363 in almost a mile between Robinson Street and Bevier Street and, at almost 100 feet, the crossing is not particularly pedestrian/cyclist friendly.

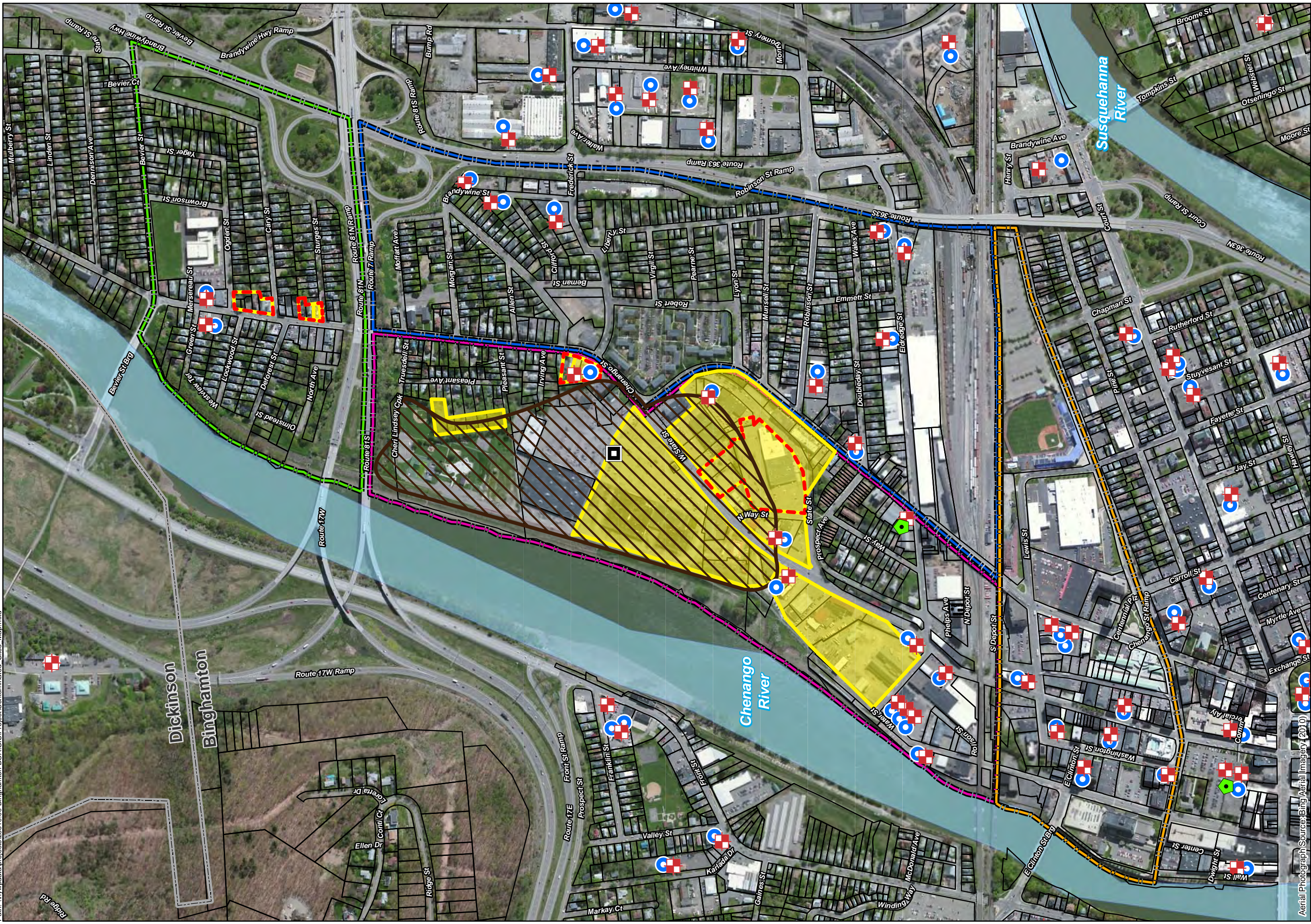
Sub-area 1 lies directly east of the core area. As such, it is bounded on the west side by Chenango Street. On the north side, sub-area 1 is bounded by the interstate (I-81/NY Route 17), while on the south side it is bounded by the railroad, both of which presently prevent vehicular access to the area. It is noted, however, that Chenango Street, the boundary between the core and sub area 1) provides a north-south crossing of both. To the east, sub-area 1 is bounded by Brandywine Highway and NY Route 363, with only two crossing of this highway facility (Eldridge Street – which terminates at Brandywine Avenue – and Robinson Street). Since Frederick Street provides only right-turn movements at NY Route 7/363, there is only one vehicular crossing from the study areas to the neighborhoods to the east, which are bounded by the interstate, the railroad and the Susquehanna River. A second access to these





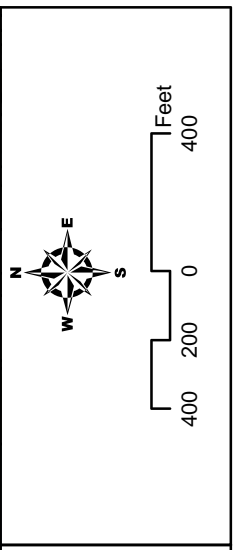


Path: V:\workdata\projects\28619.00 Binghamton BOA\GIS\Project\Contaminated Sites Map.mxd



# Brownfield Opportunity Areas Redevelopment Area Development Constraints

- Legend**
- Brownfield Cleanup Program Site
  - Chemical Bulk Storage Sites
  - Major Oil Storage Facility Sites
  - NYDEC Contaminated Sites
  - Petroleum Bulk Storage Sites
  - Strategic Sites
  - Approximate Area of Former Landfill
  - Brownfield Opportunity Areas
    - BOA Core Area (131.11 Acres)
    - BOA Subarea 1 (134.45 Acres)
    - BOA Subarea 2 (73.80 Acres)
    - BOA Subarea 3 (66.46 Acres)
  - Assessor Parcel Boundary
  - Municipal Boundary
  - Open Water
  - Properties Not Identified for County Land Bank Program Acquisition





## Exhibit 2 Strategic Sites Descriptive Profiles

### Attachment C

#### Nomination Study

#### Descriptive Profile of Brownfield and Underutilized Properties - Page 1

Assessment of Overall Importance and Ranking:

High ☒  
Medium ☐  
Low ☐

Tax Map Information (section, block and lot number(s)): 144.59-2-30; 144.59-2-31; 144.51-3-56; 144.51-3-58

Name: North Chenango Street Properties

Address: 488, 490 and 510.5 Chenango Street and 2 Ogden Avenue

Owner: City of Binghamton 488, 490 & 510.5 Chenango Street; Ahn The Ly 2 Ogden

Municipality: City of Binghamton

Publically Owned: (yes or no) Yes

Foreclosure List: (yes or no)

Size: (acres) 0.33 +/-

Existing Buildings: (number and general condition) four buildings poor condition

Condition: (good, fair, poor) poor

Zoning: Residential multi-unit

Zone and/or District Status: (Check all that apply)

|                                   |                          |                                   |                          |
|-----------------------------------|--------------------------|-----------------------------------|--------------------------|
| NYS Empire Zone:                  | <input type="checkbox"/> | Business Improvement District:    | <input type="checkbox"/> |
| NYS Environmental Zone:           | <input type="checkbox"/> | Special Assessment District:      | <input type="checkbox"/> |
| Urban Renewal Area:               | <input type="checkbox"/> | Historic District                 | <input type="checkbox"/> |
| Federal Enterprise Business Zone: | <input type="checkbox"/> | Archeologically Significant Area: | <input type="checkbox"/> |
| Other _____                       | <input type="checkbox"/> |                                   |                          |

Utilities: (check all that apply)

|                  |                                     |                     |                                     |
|------------------|-------------------------------------|---------------------|-------------------------------------|
| Municipal Water  | <input checked="" type="checkbox"/> | Electrical Service: | <input checked="" type="checkbox"/> |
| Municipal Sewer: | <input checked="" type="checkbox"/> | Telecom. Service:   | <input checked="" type="checkbox"/> |
| Natural Gas:     | <input checked="" type="checkbox"/> |                     |                                     |

Access:

|                       |                     |                  |                            |
|-----------------------|---------------------|------------------|----------------------------|
| Closest Highway:      | _I-81/Rte 17_       | Access Road:     | Chenango Street_____       |
| Miles to Highway:     | +/-0.1 miles_____   | Rail Service:    | _Norfolk Southern_____     |
| Closest Interstate:   | _I-81_____          | Closest Airport: | Greater Binghamton Airport |
| Miles to Interchange: | _+/- 0.1 miles_____ |                  |                            |

Site Status: (Describe the site's current condition in terms of use and operational status, i.e. vacant, abandoned, partially developed, partially used.) Sites are vacant and deteriorated

Property Description: (Describe physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs.) former commercial or residential uses currently vacant



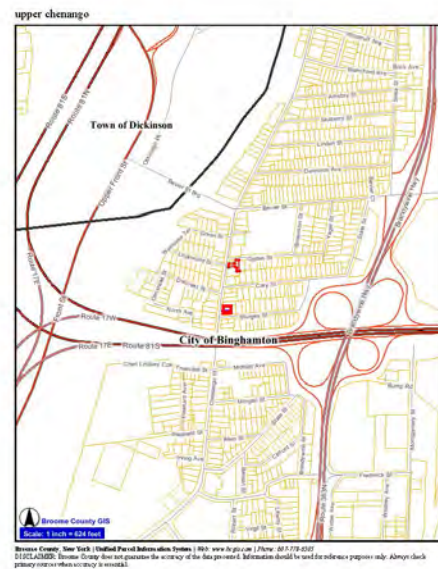
## Attachment C

### Nomination Study Descriptive Profile of Brownfield and Underutilized Properties - Page 2

|  |   |
|--|---|
| Description of Adjacent Land Uses:             | (Describe existing adjacent land uses.) residential, commercial , automotive  |
| Use and Environmental History:                 | (Based on existing available information, describe the site's operational history, potential contamination issues, and ground water conditions.)<br>sites were used for neighborhood commercial or residential uses, no potential contamination issues identified   |
| Status of Remedial Investigation:              | (Describe type and status of investigation undertaken and whether or not a remediation strategy has been defined.)  |
| Use Potential and Redevelopment Opportunities: | (Describe the type of future use and redevelopment most appropriate for the site.)<br>The Chenango/Ogden properties potential could accommodate a mixed use building constructed along the street edge with parking to the rear. Redevelopment options could also include new off street parking to replace on-street parking that may be removed to accommodate new bike route |
| Ranking Explanation:                           | (Assessment of overall importance and ranking.)<br>site is an important redevelopment asset to create needed parking resource   |

Public UPIS Print Page

Page 1 of 1



Location on Map  
(if available)

Digital Photo of Property  
(if available)



<http://brownegis.ny.us/serve/arcgis.com/arcgis/rest/map/ExportMap?ServiceName=upov1...> 10/4/2014





Attachment C

Nomination Study  
Descriptive Profile of Brownfield and Underutilized Properties - Page 1

Assessment of Overall Importance and Ranking:

High                    x  
Medium                ☐  
Low                    ☐

Tax Map Information (section, block and lot number(s)): 144.74-1-5; 144.74-1-4

Name: Eddy Howard Properties

Address: 419 and 421 Chenango Street

Owner: Estate of Eddy Howard

Municipality: City of Binghamton

Publically Owned: (yes or no) No

Foreclosure List: (yes or no)

Size: (acres) 0.52 +/-

Existing Buildings: (number and general condition) two vacant buildings totaling +/- 3,500 s.f.

Condition: (good, fair, poor) poor

Zoning: Service Commercial

Zone and/or District Status: (Check all that apply)

|                                   |                          |                                   |                          |
|-----------------------------------|--------------------------|-----------------------------------|--------------------------|
| NYS Empire Zone:                  | <input type="checkbox"/> | Business Improvement District:    | <input type="checkbox"/> |
| NYS Environmental Zone:           | <input type="checkbox"/> | Special Assessment District:      | <input type="checkbox"/> |
| Urban Renewal Area:               | <input type="checkbox"/> | Historic District                 | <input type="checkbox"/> |
| Federal Enterprise Business Zone: | <input type="checkbox"/> | Archeologically Significant Area: | <input type="checkbox"/> |
| Other _____                       | <input type="checkbox"/> |                                   |                          |

Utilities: (check all that apply)

|                  |   |                     |   |
|------------------|---|---------------------|---|
| Municipal Water  | x | Electrical Service: | x |
| Municipal Sewer: | x | Telecom. Service:   | x |
| Natural Gas:     | x |                     |   |

Access:

|                       |                      |                  |                            |
|-----------------------|----------------------|------------------|----------------------------|
| Closest Highway:      | _I-81/Route 17_____  | Access Road:     | Pleasant Avenue_____       |
| Miles to Highway:     | _+/-0.25miles_____   | Rail Service:    | _Norfolk Southern_____     |
| Closest Interstate:   | _I-81_____           | Closest Airport: | Greater Binghamton Airport |
| Miles to Interchange: | _+/- 0.25 miles_____ |                  |                            |

Site Status: (Describe the site's current condition in terms of use and operational status, i.e. vacant, abandoned, partially developed, partially used.) Sites are vacant

Property Description: (Describe physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs.) vacant



## Attachment C

### Nomination Study

#### Descriptive Profile of Brownfield and Underutilized Properties - Page 2

|  |   |
|--|---|
| Description of Adjacent Land Uses:             | <i>(Describe existing adjacent land uses.)</i> residential, retail, municipal (Fire Department)   |
| Use and Environmental History:                 | <i>(Based on existing available information, describe the site's operational history, potential contamination issues, and ground water conditions.)</i><br>Former automotive use. Leaking underground storage tanks caused hydrocarbon contamination, groundwater being monitored |
| Status of Remedial Investigation:              | <i>(Describe type and status of investigation undertaken and whether or not a remediation strategy has been defined.)</i><br>At least partial clean up initiated using EPA Stimulus funding for tank removal and excavation of contaminated soil                                  |
| Use Potential and Redevelopment Opportunities: | <i>(Describe the type of future use and redevelopment most appropriate for the site.)</i> Creation of enhanced access to neighboring commerical development and on-site in fill redevelopment opportunity   |
| Ranking Explanation:                           | <i>(Assessment of overall importance and ranking.)</i><br>site is an important redevelopment asset to the enhance access to an existing facility and allow for in-fill redevelopment  |

*Location on Map  
(if available)*

*Digital Photo of Property  
(if available)*

Public UPIS Print Page

Page 1 of 1

howard map



Broomfield County, New York | Unified Parcel Information System | 800-368-3636 | Phone: 800-368-3636  
DISCLAIMER: Broomfield County does not guarantee the accuracy of the data provided. Information should be used for reference purposes only. Always check primary sources when accuracy is essential.





Attachment C

Nomination Study

Descriptive Profile of Brownfield and Underutilized Properties - Page 1

Assessment of Overall Importance and Ranking:

High ☒  
Medium ☐  
Low ☐

Tax Map Information (section, block and lot number(s)): 144.74-1-1,9; 144.82-1-1; 144.81-2-3,5,6,7,9,12; 160.25-1-14

Name: State Street Core Area Properties

Address: 3, 9 and 33 West State Street, 369, 375, 383, 385,387, 389 391 State Street, 366 Water Street

Owner: Galesi Properties, Opp. for Broome, R. Skrabalak, A. Diorio, M. Kost, State St Holdings SS383, SS375, NYSEG, Hess Properties

Municipality: City of Binghamton

Publically Owned: (yes or no) mixed

Foreclosure List: (yes or no)

Size: (acres) 30 +/-

Existing Buildings: (number and general condition) 13 buildings, approximately 402870 s.f.

Condition: (good, fair, poor) mixed, new buidings to poor and vacant

Zoning: service commercial

Zone and/or District Status: (Check all that apply)

|                                   |                                     |                                   |                          |
|-----------------------------------|-------------------------------------|-----------------------------------|--------------------------|
| NYS Empire Zone:                  | <input checked="" type="checkbox"/> | Business Improvement District:    | <input type="checkbox"/> |
| NYS Environmental Zone:           | <input type="checkbox"/>            | Special Assessment District:      | <input type="checkbox"/> |
| Urban Renewal Area:               | <input type="checkbox"/>            | Historic District                 | <input type="checkbox"/> |
| Federal Enterprise Business Zone: | <input type="checkbox"/>            | Archeologically Significant Area: | <input type="checkbox"/> |
| Other _____                       | <input type="checkbox"/>            |                                   |                          |

Utilities: (check all that apply)

|                  |                                     |                     |                                     |
|------------------|-------------------------------------|---------------------|-------------------------------------|
| Municipal Water  | <input checked="" type="checkbox"/> | Electrical Service: | <input checked="" type="checkbox"/> |
| Municipal Sewer: | <input checked="" type="checkbox"/> | Telecom. Service:   | <input checked="" type="checkbox"/> |
| Natural Gas:     | <input checked="" type="checkbox"/> |                     |                                     |

Access:

|                       |                  |                  |  |
|-----------------------|------------------|------------------|--|
| Closest Highway:      | _Route 7/363_    | Access Road:     | State Street, WestState Street Chenango Street |
| Miles to Highway:     | _+/-0.4 miles_   | Rail Service:    | _Norfolk Southern_                             |
| Closest Interstate:   | _I-81_           | Closest Airport: | Greater Binghamton Airport                     |
| Miles to Interchange: | _+/- 0.95 miles_ |                  |  |

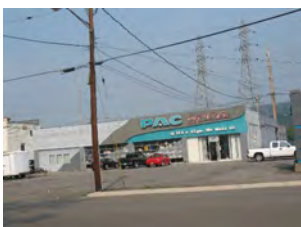
Site Status: (Describe the site's current condition in terms of use and operational status, i.e. vacant, abandoned, partially developed, partially used.) Portions of the site vacant, other sites have retail, restaurant or automotive uses

Property Description: (Describe physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs.) Previously developed properties, some buildings and properties are vacant, portion of Binghamton Plaza site existing retail, McDonalds, utility and public service.



**Nomination Study**  
**Descriptive Profile of Brownfield and Underutilized Properties - Page 2**

*Digital Photo of Property  
(if available)*





Attachment C

Nomination Study

Descriptive Profile of Brownfield and Underutilized Properties - Page 1

Assessment of Overall Importance and Ranking:

High ☒  
Medium ☐  
Low ☐

Tax Map Information (section, block and lot number(s)): 144.82-1- 2, 3, 4, 7, 8, 9, 10, 11, 12; 144.74-1-12, 13, 14, 15, 16, 17

Name: Lower West State Street properties

Address: 2, 4, 6, 8, 10, 12, 20, 30, 32, 34 West State Street; 353 Chenango Street; 457, 469, 477 State Street; 2 Shear Street

Owner: Colonial Plaza Associates, R. Phelps, BMEJ, LLC, Binghamton LDC, United Refining Co. of Pa, W. Huang, E. Galesis

Municipality: City of Binghamton

Publically Owned: (yes or no) mixed

Foreclosure List: (yes or no)

Size: (acres) 8.79 +/-

Existing Buildings: (number and general condition) nine buildings, approximately 91,300 s.f.

Condition: (good, fair, poor) mixed, new buidings to poor and vacant

Zoning: service commercial

Zone and/or District Status: (Check all that apply)

|                                   |                                     |                                   |                          |
|-----------------------------------|-------------------------------------|-----------------------------------|--------------------------|
| NYS Empire Zone:                  | <input checked="" type="checkbox"/> | Business Improvement District:    | <input type="checkbox"/> |
| NYS Environmental Zone:           | <input type="checkbox"/>            | Special Assessment District:      | <input type="checkbox"/> |
| Urban Renewal Area:               | <input type="checkbox"/>            | Historic District                 | <input type="checkbox"/> |
| Federal Enterprise Business Zone: | <input type="checkbox"/>            | Archeologically Significant Area: | <input type="checkbox"/> |
| Other _____                       | <input type="checkbox"/>            |                                   |                          |

Utilities: (check all that apply)

|                  |                                     |                     |                                     |
|------------------|-------------------------------------|---------------------|-------------------------------------|
| Municipal Water  | <input checked="" type="checkbox"/> | Electrical Service: | <input checked="" type="checkbox"/> |
| Municipal Sewer: | <input checked="" type="checkbox"/> | Telecom. Service:   | <input checked="" type="checkbox"/> |
| Natural Gas:     | <input checked="" type="checkbox"/> |                     |                                     |

Access:

|                       |                  |                  |  |
|-----------------------|------------------|------------------|--|
| Closest Highway:      | _Route 7/363_    | Access Road:     | State Street, WestState Street Chenango Street |
| Miles to Highway:     | _+/-0.3 miles_   | Rail Service:    | _Norfolk Southern_                             |
| Closest Interstate:   | _I-81_           | Closest Airport: | Greater Binghamton Airport                     |
| Miles to Interchange: | _+/- 0.85 miles_ |                  |  |

Site Status: (Describe the site's current condition in terms of use and operational status, i.e. vacant, abandoned, partially developed, partially used.) Portions of the site vacant, other sites have retail, restaurant or automotive uses

Property Description: (Describe physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs.) Previously developed properties, some buildings and properties are vacant, Colonial Plaza existing retail and office site, new CVS retail building and parking



## Attachment C

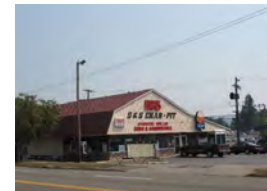
### Nomination Study Descriptive Profile of Brownfield and Underutilized Properties - Page 2

|  |  |
|--|--|
| Description of Adjacent Land Uses:             | (Describe existing adjacent land uses.) residential, commercial , automotive   |
| Use and Environmental History:                 | (Based on existing available information, describe the site's operational history, potential contamination issues, and ground water conditions.)   |
| Status of Remedial Investigation:              | (Describe type and status of investigation undertaken and whether or not a remediation strategy has been defined.)<br>clean up meets standards, NYSDEC   |
| Use Potential and Redevelopment Opportunities: | (Describe the type of future use and redevelopment most appropriate for the site.)<br>redevelopment options include new commercial and mixed use development, adjacent former Stow Plaza site slated for redevelopment as neighborhood supermarket |
| Ranking Explanation:                           | (Assessment of overall importance and ranking.)<br>site is an important redevelopment asset to the community for mixed use   |

#### Location on Map (if available)



#### Digital Photo of Property (if available)





Attachment C

Nomination Study  
Descriptive Profile of Brownfield and Underutilized Properties - Page 1

Assessment of Overall Importance and Ranking:

High                    x  
Medium                □  
Low                    □

Tax Map Information (section, block and lot number(s)): 144.82-1-9

Name: Former Stow Plaza Site

Address: 435 State Street

Owner: Broome County

Municipality: City of Binghamton

Publically Owned: (yes or no) Yes

Foreclosure List: (yes or no)

Size: (acres) 4.5 +/-

Existing Buildings: (number and general condition) one building, approximately 47,644 s.f.

Condition: (good, fair, poor) fair

Zoning: service commercial

Zone and/or District Status: (Check all that apply)

|                                   |                                     |                                   |                          |
|-----------------------------------|-------------------------------------|-----------------------------------|--------------------------|
| NYS Empire Zone:                  | <input checked="" type="checkbox"/> | Business Improvement District:    | <input type="checkbox"/> |
| NYS Environmental Zone:           | <input type="checkbox"/>            | Special Assessment District:      | <input type="checkbox"/> |
| Urban Renewal Area:               | <input type="checkbox"/>            | Historic District                 | <input type="checkbox"/> |
| Federal Enterprise Business Zone: | <input type="checkbox"/>            | Archeologically Significant Area: | <input type="checkbox"/> |
| Other _____                       | <input type="checkbox"/>            |                                   |                          |

Utilities: (check all that apply)

|                  |   |                     |   |
|------------------|---|---------------------|---|
| Municipal Water  | x | Electrical Service: | x |
| Municipal Sewer: | x | Telecom. Service:   | x |
| Natural Gas:     | x |                     |   |

Access:

|                       |                  |                  |                            |
|-----------------------|------------------|------------------|----------------------------|
| Closest Highway:      | _Route 7/363_    | Access Road:     | State Street_              |
| Miles to Highway:     | _+/-0.3 miles_   | Rail Service:    | _Norfolk Southern_         |
| Closest Interstate:   | _I-81_           | Closest Airport: | Greater Binghamton Airport |
| Miles to Interchange: | _+/- 0.85 miles_ |                  |                            |

Site Status: (Describe the site's current condition in terms of use and operational status, i.e. vacant, abandoned, partially developed, partially used.) Site Vacant or partially used

Property Description: (Describe physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs.) former commercial plaza site currently vacant



**Nomination Study**  
**Descriptive Profile of Brownfield and Underutilized Properties - Page 2**

*Digital Photo of Property  
(if available)*





Attachment C

Nomination Study

Descriptive Profile of Brownfield and Underutilized Properties - Page 1

Assessment of Overall Importance and Ranking:

High ☒  
Medium ☐  
Low ☐

Tax Map Information (section, block and lot number(s)): 144.66-1-15; 144.66-1-11; 144.66-1-10; 144.66-1-9; 144.66-1-8; 144.66-1-5

Name: Pleasant Avenue Properties (partial just vacant)

Address: 3, 7, 9, 13, 15, 23 Pleasant Avenue

Owner: Casey Tombs and David Lott

Municipality: City of Binghamton

Publically Owned: (yes or no) No

Foreclosure List: (yes or no)

Size: (acres) 1.0 +/-

Existing Buildings: (number and general condition) vacant portion of residential properties

Condition: (good, fair, poor) good

Zoning: Residential multi-unit dwelling

Zone and/or District Status: (Check all that apply)

|                                   |                          |                                   |                          |
|-----------------------------------|--------------------------|-----------------------------------|--------------------------|
| NYS Empire Zone:                  | <input type="checkbox"/> | Business Improvement District:    | <input type="checkbox"/> |
| NYS Environmental Zone:           | <input type="checkbox"/> | Special Assessment District:      | <input type="checkbox"/> |
| Urban Renewal Area:               | <input type="checkbox"/> | Historic District                 | <input type="checkbox"/> |
| Federal Enterprise Business Zone: | <input type="checkbox"/> | Archeologically Significant Area: | <input type="checkbox"/> |
| Other _____                       | <input type="checkbox"/> |                                   |                          |

Utilities: (check all that apply)

|                  |                                     |                     |                                     |
|------------------|-------------------------------------|---------------------|-------------------------------------|
| Municipal Water  | <input checked="" type="checkbox"/> | Electrical Service: | <input checked="" type="checkbox"/> |
| Municipal Sewer: | <input checked="" type="checkbox"/> | Telecom. Service:   | <input checked="" type="checkbox"/> |
| Natural Gas:     | <input checked="" type="checkbox"/> |                     |                                     |

Access:

|                       |                      |                  |                            |
|-----------------------|----------------------|------------------|----------------------------|
| Closest Highway:      | _I-81/Route 17_____  | Access Road:     | Pleasant Avenue_____       |
| Miles to Highway:     | _+/-0.25miles_____   | Rail Service:    | _Norfolk Southern_____     |
| Closest Interstate:   | _I-81_____           | Closest Airport: | Greater Binghamton Airport |
| Miles to Interchange: | _+/- 0.25 miles_____ |                  |                            |

Site Status: (Describe the site's current condition in terms of use and operational status, i.e. vacant, abandoned, partially developed, partially used.) Sites are vacant or vacant portions of residential lots

Property Description: (Describe physical characteristics of the property, buildings, and natural features based on field observations and/or aerial photographs.) vacant, wooded



## Attachment C

### Nomination Study Descriptive Profile of Brownfield and Underutilized Properties - Page 2

|  |  |
|--|--|
| Description of Adjacent Land Uses:             | (Describe existing adjacent land uses.)residential, recreation, retail   |
| Use and Environmental History:                 | (Based on existing available information, describe the site's operational history, potential contamination issues, and ground water conditions.)<br>Sites were most likely part of a municipal landfill operation that included the adjacent Cheri Lindsay Park property |
| Status of Remedial Investigation:              | (Describe type and status of investigation undertaken and whether or not a remediation strategy has been defined.)<br>None   |
| Use Potential and Redevelopment Opportunities: | (Describe the type of future use and redevelopment most appropriate for the site.)<br>redevelopment opportunity includes expansion of existing recreation facility for new ballfield   |
| Ranking Explanation:                           | (Assessment of overall importance and ranking.)<br>site is an important redevelopment asset to the community for the creation of a new ballfeild(s)<br><br>Location on Map<br>(if available)   |

Digital Photo of Property  
(if available)

Public UPIS Print Page

Page 1 of 1





neighborhoods directly from downtown Binghamton is provided via Court Street (NY Route 11) to the south of the study areas.

Sub-area 2 lies directly north of the core area. As such, it is bounded on the south side by the by the interstate (I-81/NY Route 17), which can be crossed at Chenango Street or via the Brandywine Highway. On the west side, sub-area 2 is bounded by the Chenango River, while on the east side it is bounded by Brandywine Highway, both of which presently prevent vehicular access to the area. It is noted, however, that Bevier Street (the northern boundary of sub area 2) and I-81/NY Route 17 both provide and east-west crossing of the Chenango River. Bevier Street also provides an east-west crossing of the Brandywine Highway, while I-81/NY Route 17 provides only an eastbound crossing of the Brandywine Highway from sub-area 2.

Sub-area 3 lies directly south of the core area. As such, it is bounded on the north side by the railroad, which can be crossed via Water Street, State Street, Chenango Street and NY 363. On the west side, sub-area 3 is bounded by the Chenango River, which is crossed by the East Clinton Street Bridge. On the south side, sub-area 3 is bounded by Henry Street, which has multiple street crossings into the downtown. The east end of sub-area 3 converges, almost to a point, at NY Route 363.



**The realignment project of Route 17/81 at the northern portion of the Study Area will provide a new access configuration to the Brandywine Highway corridor.**

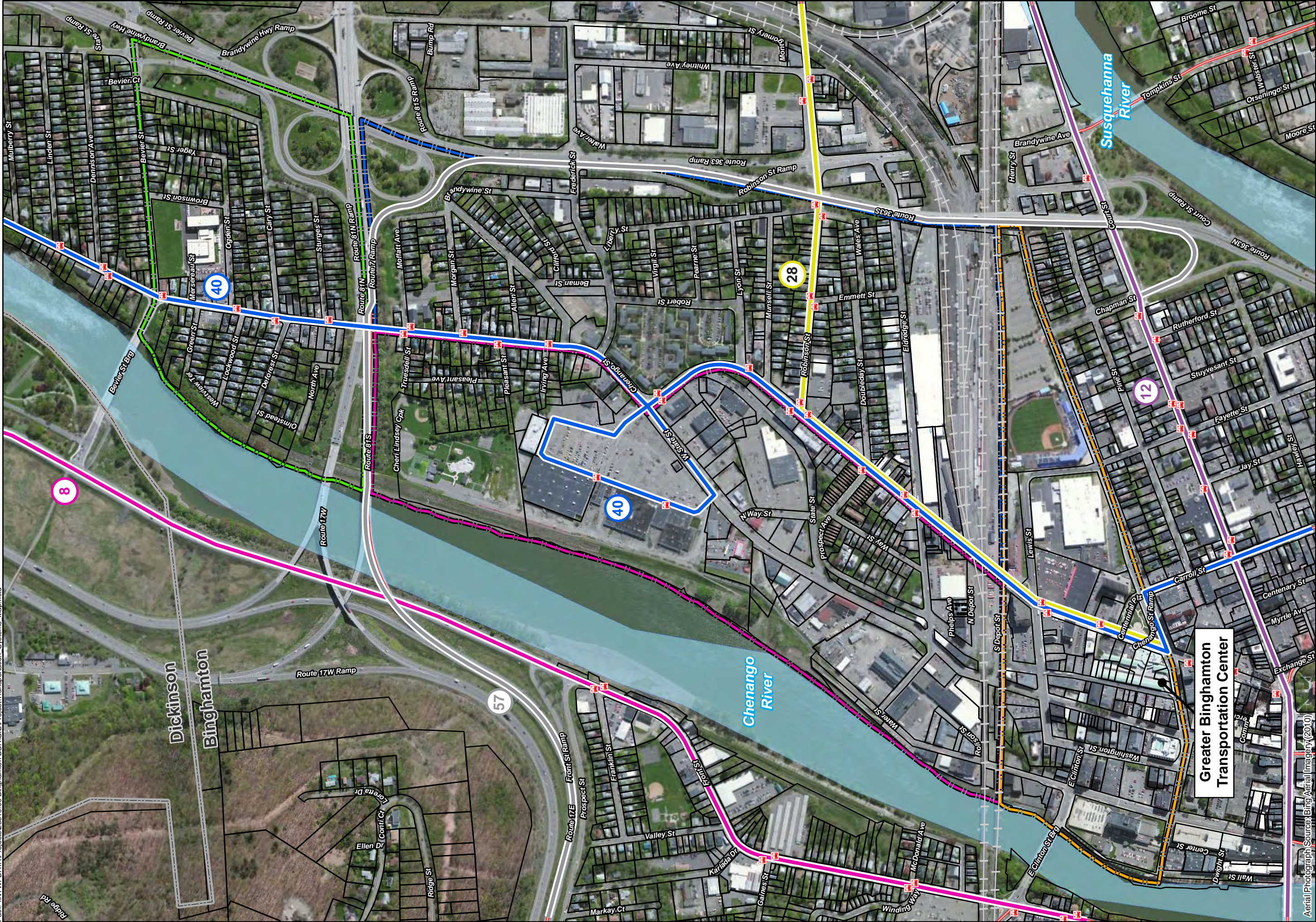
In summary, the study area has limited, but reasonable access to the immediately adjacent neighborhoods, including downtown. However, regional access, particularly to the core area and sub-area 1 is more restricted. Vehicles traveling to and from the Interstate system are required to navigate Frederick Street, a 30-foot wide roadway with two, almost 90-degree turns in close succession to enter into the heart of the study area. Traffic

arriving from the south, meanwhile, must proceed up to the interstate and double back, double back through Whitney Avenue and Robinson Street or navigate downtown traffic to get to these areas.

The New York State Department of Transportation (NYSDOT) is currently undertaking a 2-step improvement project to the interstate facility in the vicinity of the study areas. The first phase, which is currently underway, involves constructing a pair of service roads paralleling I-81/NY Route 17 from where they cross the Chenango River to just east of the Brandywine Highway interchange (Exit 4), refer to Figure 17. This improvement will allow through-moving vehicles on both interstate facilities to bypass the weaving movements between the facilities and the Exit 4 ramps. While this improvement will improve safety and provide increase capacity to the interstate facility, it will have little direct impact on the study areas.



Path: \\NYWPDATA\Projects\28619.00 Binghamton BOA\GIS\Project\Transportation\_Systems\_Map.mxd



**Legend**

- Bus Stops
- Transit Routes
- Railroad
- Municipal Boundary
- Assessor Parcel Boundary
- Open Water

**Brownfield Opportunity Areas**

- BOA Core Area 1 (31.11 Acres)
- BOA Subarea 1 (134.45 Acres)
- BOA Subarea 2 (73.80 Acres)
- BOA Subarea 3 (68.46 Acres)

**Greater Binghamton Transportation Center**

**Brownfield Opportunity Areas  
Redevelopment Area  
Transportation Systems Map**

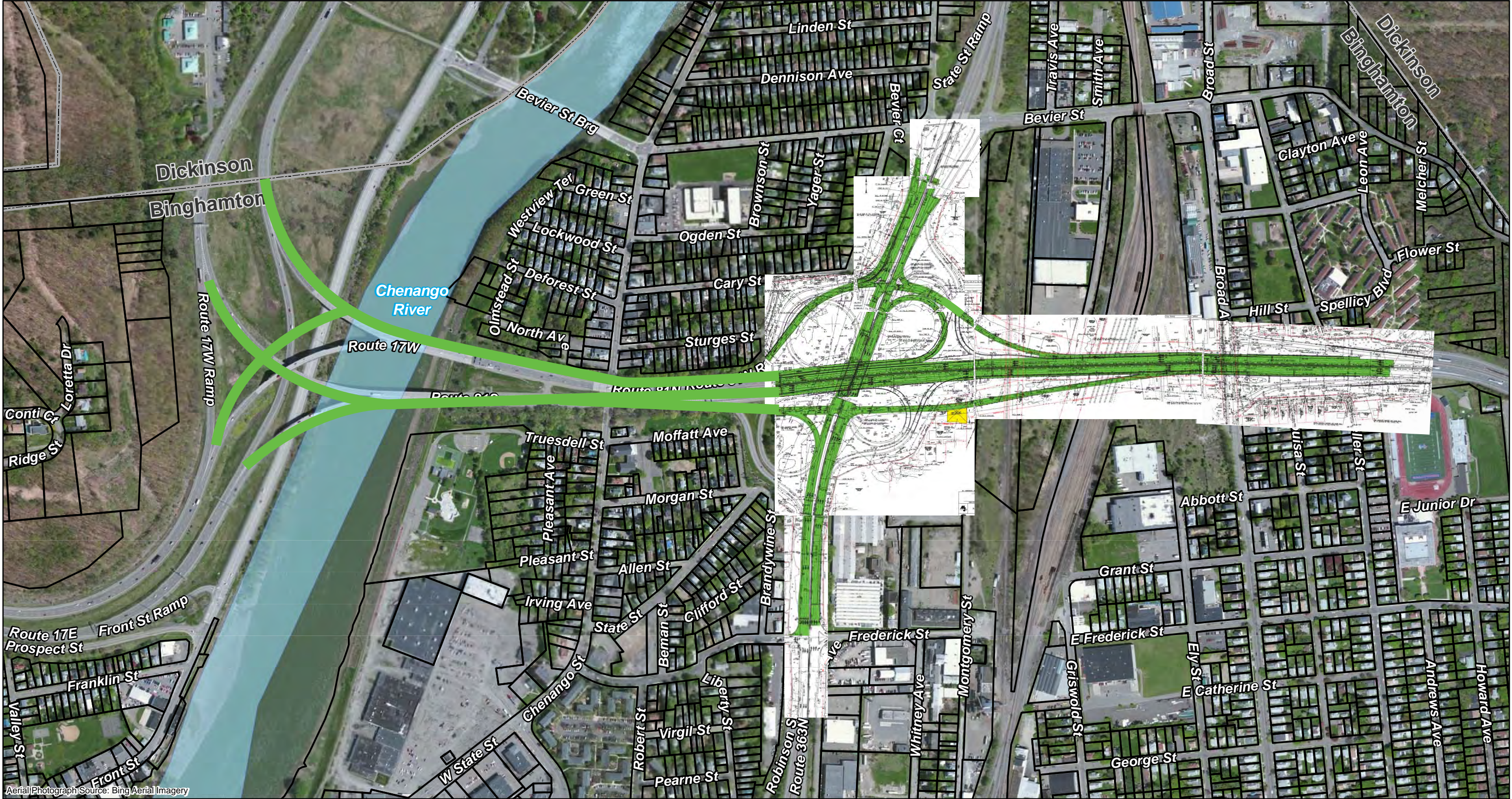
**FIGURE 16**

Date: **10/02/14**

**VHB Engineering, Surveying and Landscape Architecture, P.C.**

Aerial Photograph Source: Bing Aerial Imagery (2010)



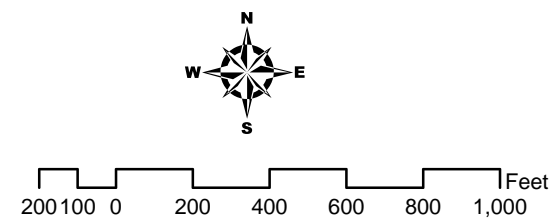


Aerial Photograph Source: Bing Aerial Imagery

- Legend**
- Assessor Parcel Boundary
  - Town Outline
  - Open Water
  - Approximate location of Interchange Improvement

Source: NYSDOT

## Routes 17/81 Interchange Improvements Approximate Location





Phase 2 of these improvements involves replacing the loops to and from Brandywine Highway on the south side of I-81/NY Route 17 with a single-point, signalized intersection. This improvement will eliminate substandard conditions on the loops, as part of the NYSDOT's efforts to have NY Route 17 accepted as I-86. While this improvement is not expected to significantly change the capacity of the interchange, and will not directly impact the study area, it will relocate merging and diverging movements on Brandywine Highway further from its intersection with Frederick Street. This will make it more feasible to improve regional access to the study area by one of the following various measures, all of which would require further investigation.

### Transit Services

Currently there are two different transit operators that service the City of Binghamton: Broome County Department of Public Transportation; and Off-Campus College Transport (OCCT), which is a student-run Binghamton University transportation service. Broome County Transit (BCT), which is the primary transit service in the city, is an urban fixed-route system<sup>5</sup>, B.C. Lift, is an urban para-transit service, and B.C. Country is a rural para-transit service. OCCT is a fixed-route system open only to University members.

The Binghamton Transportation Center located in sub area 3 on Henry Street at Prospect Street (refer to Figure 16), provides the hub of the BCT service, with 8 routes operating out of the center. Coach USA, Greyhound and Adirondack Trailways also offers regional bus service out of the transportation center and a number of OCCT routes stop at or near the center.



**Binghamton Transportation Center**

### Broome County Transit

BCT uses what is known in the transit industry as a pulse system, where the Binghamton Transportation Center (located at the corner of Henry Street and Chenango Street in sub area 3) is the heart of the system. At 15 minutes and 45 minutes past the hour, up to 11 of BC Transit's buses meet at the transportation center, allowing passengers to either transfer to other buses or

remain downtown. BC Transit also runs BC Lift, a dial-a-ride service for eligible persons with disabilities living in the BC Transit service area, as required by federal law. B C Transit's current budget is funded through the Federal Transit Administration, New York State Transit Operating Assistance, farebox revenue, and Broome County.

BCT Route # 40 runs from the transportation center up through the core study area and sub area 2 on Chenango Street to Chenango Bridge. Service for the Route #40 is provided 7 days per week, typically once per hour between 6:00 a.m. and 9:00 p.m., although the hours of operation are curtailed slightly on

▼  
<sup>5</sup>Fixed-route buses travel along a specified or fixed path and riders can board and exit the bus at designated bus stops or flag stops along this predetermined path. Other systems like the para-transit respond to specific user locations.



weekends. BCT Route # 57 travels to SUNY Binghamton, the Town Square Mall and the Oakdale mall from the transportation center before returning through sub area 1 via NY Route 7 and NY Route 17, although limited stops are provided in the area. Service for the Route #57 is provided 7 days per week, typically once per hour between 10:00 a.m. and 5:00 p.m., although the hours of operation are curtailed slightly on weekends. It is likely that the existing BCT Route #57 could be modified slightly to include a stop in the core area or sub area 1 without having much of an impact on the service. This would provide a better connection between these areas and the downtown as well as the Oakdale Mall and SUNY Binghamton. BCT Route #28 runs from the transportation center through sub area 3 and the core area along Chenango Street before proceeding east through sub area 1 to serve the residential neighborhoods along Robinson Street. Service for the Route #28 is provided 7 days per week, typically twice per hour between 6:30 a.m. and 9:00 p.m., on weekdays and once per hour on weekends, with service curtailed to the hours from 7:00 a.m. to 6:00 p.m. on Saturdays and slightly shorter on Sundays.

BCT provides no overnight service and BC Lift para-transit service is currently operating at capacity and has difficulty meeting demand for its services. BCT facilities could also be improved for the disabled with the addition of automated and audible bus stop announcements, curb ramps, improved lighting, etc.

#### **Off Campus College Transport**

OCCT operates a fleet of ten heavy-duty buses also on a fixed-route system. They employ approximately 60 drivers (some part time and some full time). All of the drivers are students of Binghamton University but are required to have a Commercial Drivers License (CDL) and comply with all requirements of New York State Vehicle & Traffic Law §19-A. OCCT's current budget is funded through the Student Association, SUNY Binghamton and other campus organizations.

According to OCCT's website the service schedule is based on the University Calendar, with curtailed service during the summer class sessions and no service when the school is not in session. The service operates seven days a week, Monday through Friday from 7:00am – 12:30am and Saturday and Sunday from 9:00am through 12:30am. OCCT runs eleven routes, three of which circulate on-campus only. Five OCCT routes pass through or near sub area 3.

There is some overlap between the BCT service and the OCCT service and there have been recent discussions on having a single transit operator to service the Binghamton metropolitan area in an effort to eliminate inefficiencies in the use of public funding and provide convenient service to riders.

#### **Rail Transit**

Several rail freight lines intersect in the immediate vicinity of the study areas and discussions have been ongoing regarding the possibility of restoring passenger rail service to Binghamton. While the return of such a service would strengthen the study area, the redevelopment of the area can be accomplished without such a service. The freight lines will be available to service the needs of the study areas, if required.

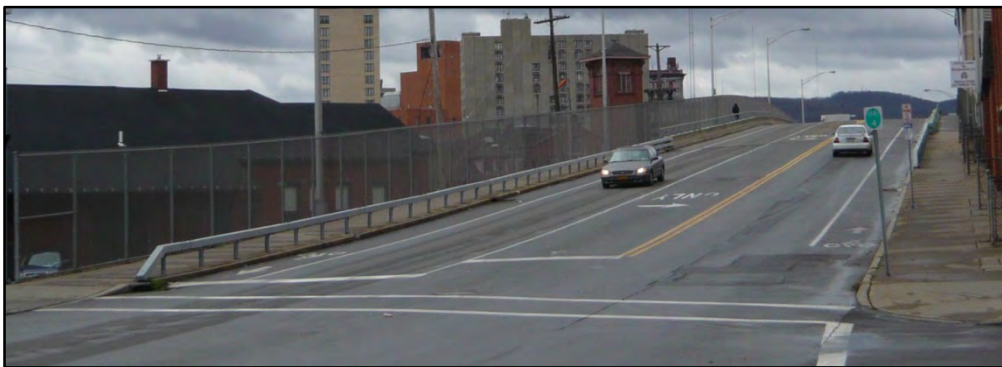


### **Pedestrian and Bike Facilities**

The Chenango River Trail, also known as the Binghamton River Trail, runs along the east side the Chenango River from Cheri Lindsey Park, to Confluence Park in downtown Binghamton and then to a pedestrian bridge over the Susquehanna River. The City is also currently working on a connection from the trail at Cheri Lindsey Park north to Bevier Street.

The following Streets are designated as bike routes in the study area:

- Chenango Street;
- Court Street;
- Washington Street;
- Broad Avenue;
- Robinson Street (east of Broad);
- Bevier Street.



**Chenango Street Bike Route**

The Chenango River Trail provides a strong connection for the core study area to downtown Binghamton. Enjoyment of the trail could be increased by providing east-west connections, preferably for exclusive bicycle and pedestrian use, from the trail to the residential neighborhood in sub area 1. Extending the Robinson Street bike route west from Broad Avenue to Chenango Street (and possibly all the way to the trail) would further strengthen the pedestrian and bicycle network. In conjunction with improving east-west vehicular access to the core study area (by providing a gateway at Frederick Street and possibly extending Whitney Avenue to connect to Eldridge Street) , it may be possible to designate Robinson Street between Brandywine Avenue and Liberty Street for use by pedestrians, cyclists and buses only. Combined with pedestrian/bicycle



**The Riverfront Trail is a recently constructed amenity that provides access to the City's Downtown core. Plans include extending the trail to the north to Otsiningo Park.**



connections between Chenango Street and State Street, as well as between State Street and the trail, this would dramatically improve the pedestrian and cycling connection between the neighborhoods east of Brandywine and the trail as well as the pedestrian and cycling environment on Robinson Street west of Brandywine Highway (See Figure 23).

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### 3.3 Economic and Market Trend Analysis

HR&A Advisors, Inc. (HR&A) completed a market assessment to support the Step 2 Nomination Study for the North Chenango River Corridor Brownfield Opportunity Area (BOA) in Binghamton, New York. The BOA encompasses approximately 410 acres in Binghamton mainly in the North Side neighborhood north of downtown between the Chenango River and the Brandywine Highway (State Route 7). This study builds on findings from two earlier BOA studies of adjacent areas and several vision and revitalization plans for the North Side neighborhood.

While the City of Binghamton has faced many of the same struggles as other Upstate cities with losses of population and employment to the suburbs and other areas, it benefits from a strong institutional presence with Binghamton University and United Health Services. In recent years, these have helped its economy remain stable along with regionally strong defense and technology industries.

Key demographic characteristics include:

- A City population that held stable between 2000 and 2010. Population in the BOA declined by less than one percent.
- Median household incomes in the City lower than in the region overall, with even lower median household incomes in the BOA.
- Lower homeownership rates in the BOA, and subsequent deferred maintenance or neglect of rental properties by absentee landlords that contributes to a negative perception of residential areas.

Key economic characteristics include:

- Growth of Binghamton University, specifically expansion of research centers and commercialization potential.
- Recent economic diversification to offset continued decline in manufacturing.

Key real estate market characteristics include:

- General lack of market velocity makes new development challenging. However, redevelopment of existing properties, particularly rehabilitation or conversions, is possible.
- Potential infill opportunities and growth in relation to the planned Center for Technology and Innovation in the BOA.
- Dated retail properties in the BOA that contribute to negative neighborhood perception.
- Accessibility to major highways, particularly with the reconfiguration of the Route 17/81 interchange with Brandywine highway. Within the BOA, connectivity could be improved with incorporation of complete streets concepts consistent with City policies.



- Potential to strengthen waterfront connections and improve the public realm to attract retailers and recreational visitors to the area.

Successful redevelopment in the BOA must leverage its existing and emerging assets as well as successful development in Downtown to overcome negative neighborhood perceptions. Building on the market analysis, HR&A recommends the following approach to the development:

- Rehabilitation is a crucial development tool for near term redevelopment opportunities. As discussed in the “Development Recommendations” section of this report, rehabilitation and reuse of existing buildings within the BOA are more financially feasible under current market conditions. Proposed streetscape and roadway improvements that better connect the Core Area to the City and Interstate 81 will also increase demand for new construction.
- Redevelopment of retail and attraction of new retailers is a strong, near-term strategy for activating plazas in the BOA and connecting the community to the riverfront, and rehabilitation of existing structures is financially feasible.
- Residential development will strengthen the community throughout the BOA, by supporting the local retail market and activating neighborhoods, with senior housing a promising longer-term strategy.
- Increasing stock of flex/industrial/office space is economically challenging, and likely a longer-term strategy if start-ups grow out of the Binghamton University incubator or other initiatives and need affordable scale up space.

HR&A has evaluated a phasing strategy to align with findings and development/redevelopment recommendations that should consider proceeding in three phases:

- Revitalization of retail plazas in the Core Area through completion of main roadways, rehabilitation of existing buildings, and strengthening connections to the riverfront.
- Street and infrastructure improvements connecting the Core Area to Subarea 3 and Downtown Binghamton, through streetscape and plaza improvements, connecting the riverfront to the upland by incentivizing public space improvements, and improving the streetwall along key roadways.
- Public investment in support of social services and plazas in the Core Area and Area 1 to create distinct roadways and drive lanes within plazas, incentivize improvements within these areas, and develop new neighborhood and infill retail to strengthen the plazas.



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## 4.1 Issues and Opportunities

During the course of initial public input and after an evaluation of existing conditions through fieldwork and report review a series of initial issues and opportunities were identified which helped inform the planning process. Refer to Figure 18. The following is a summary of initial observations.

The Binghamton Plaza property is a major under-utilized property, access is one of the key elements for revitalization.

The existing Chenango River waterfront is high visibility but low use. Potential reuse should take advantage of a revitalized Binghamton Plaza site and provide another destination along the Riverwalk.

The former Eddy Howard property is a key element for improving access to the Binghamton Plaza property, this includes the creation of a four-way intersection at Chenango Street with the possibility of enhancing access to Cheri Lindsay Park.

Redevelopment opportunities existing for infill development along West State Street to help create a more urban development pattern.

New configuration at 17/81 interchange potentially opens up some limited development opportunities as land is no longer needed for roadway infrastructure;

Concentrated Code enforcement and targeted reinvestment required in selected areas.

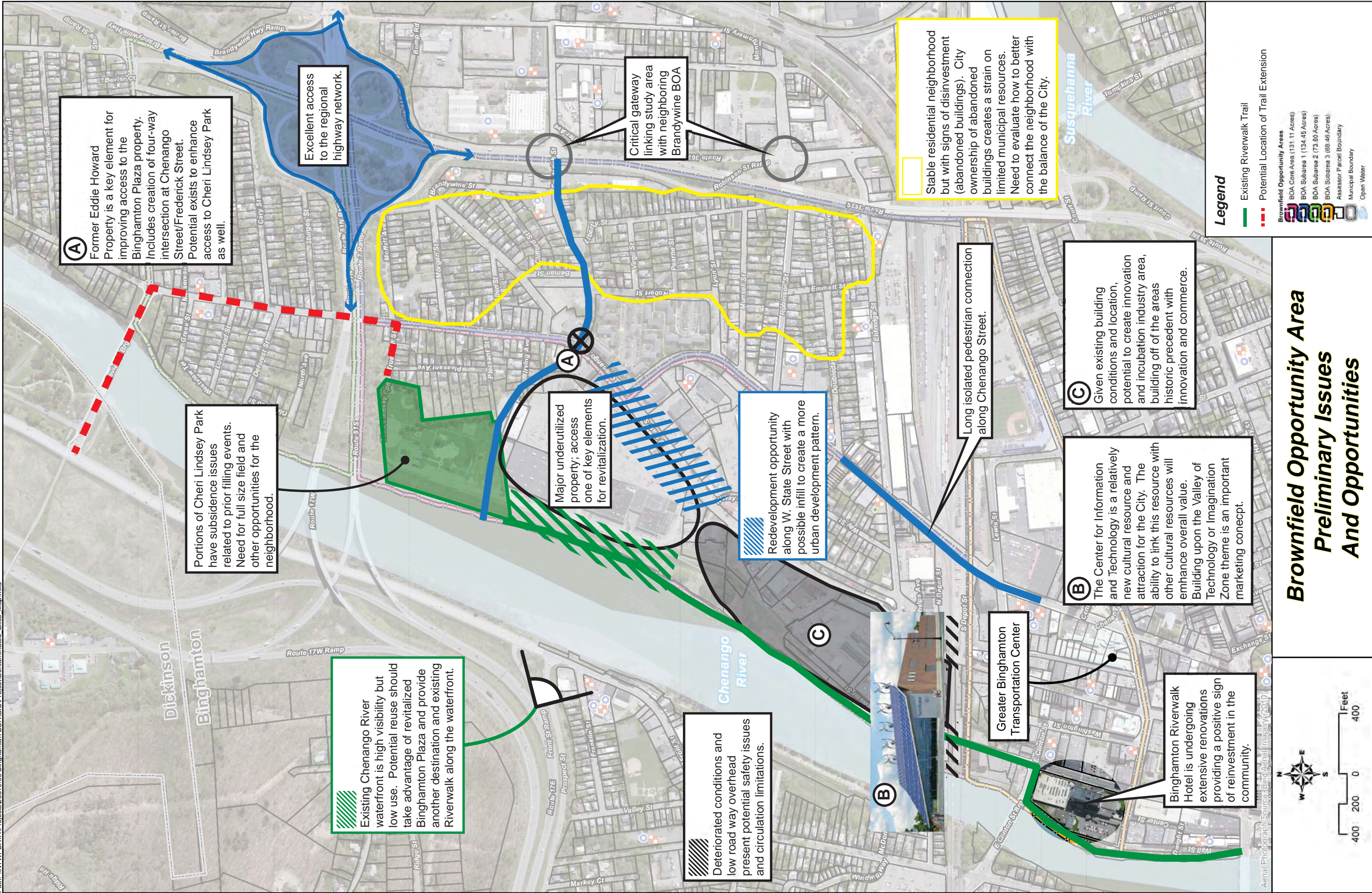
Stable residential neighborhood (BOA Subarea 1) but with signs of disinvestment (abandoned buildings). City ownership of abandoned buildings creates a strain on limited municipal resources. Need to evaluate how to better connect the neighborhood with the balance of the city. City has initiated the Healthy Homes Initiative that has targeted several locations in the BOA Study Area for participation.

Vacant land, much of it under common ownership adjacent to Cheri Lindsay Park could be assembled to enhance recreation offerings at the Park

The Center for Information and Technology is a relatively new cultural resource and attraction for the City. The ability to link this resource with other cultural resources will enhance overall value. Building upon the Valley of Technology or Imagination Zone theme is an important marketing concept.

The Binghamton Riverwalk Hotel is undergoing extensive renovations, providing a positive sign of reinvestment in the community.





**Brownfield Opportunity Area**  
**Preliminary Issues**  
**And Opportunities**



## 5.1 Summary Analysis, Findings and Recommendations of the BOA

### 5.1.1 Land Development Concepts for Strategic Sites

During the course of the planning process two consistent themes emerged which helped to define and focus the planning process: Connectivity and Streetscape; and, Land Use and Strategic Development.

As indicated previously, the study area is somewhat isolated, particularly for pedestrian or bicycle users, from other portions of the City due to the presence of the Chenango River, the existing roadways and railroad network. The Connectivity and Streetscape Planning concepts look to enhance access for residents through the incorporation of complete streets concepts that emphasize alternate forms of access besides the single occupancy vehicle, namely pedestrian and bicycle. The enhancement of the streetscape is also a quality of life issue which is sorely lacking along the West State Street/Chenango Street corridor. Streetscape improvements as part of a Complete Streets program would make it safer for pedestrians and bicyclists by creating a more distinct separation of the pedestrian/bicyclist and vehicular realms. The introduction of landscaping can also serve a dual purpose as part of a more contemporary green infrastructure stormwater management program.



**The west side of the Binghamton Plaza Site is underutilized, has excellent visibility from Route 17 but is cut off from the neighborhood. An opportunity exists to reconnect this resource with the balance of the neighborhood.**

The Land Use and Strategic Development component identifies a series of strategic sites within the Study Area that can act as a catalyst for redevelopment activity. The 131 acre BOA Core Area is the focus of redevelopment activities which would have a positive benefit to the surrounding community in the form of new economic activity which would generate new jobs and tax revenue and in turn spur additional reinvestment in the area. This includes the rehabilitation or redevelopment of the existing Binghamton Plaza site which is currently scheduled for improvement as part of the brownfield cleanup program participation.

One of the key planning concepts in the BOA planning process is the identification of strategic sites for redevelopment, the concept being that the redevelopment of these sites will have a catalytic effect on redevelopment opportunities. The Strategic Site were selected by the Steering Committee in conjunction with input from the City of Binghamton planning staff. The strategic



Sites were selected because of their potential catalytic nature for spurring additional development/redevelopment opportunities with the various sub-areas, or for responding to specific issues raised by the community such as the continuation of the bike trail along Chenango Street which may require taking on-street parking. Vacant or under-utilized lots along the east side of Chenango Street north of Sturgis Street were identified as possible locations for the creation of off-street parking resources. In general, the strategic sites, as noted previously in Figures 14 and 15, are described as follows:

**North Chenango Street Properties:** includes 488 Chenango Street, 490 Chenango Street, 510.5 Chenango Street and 2 Ogden Street. These sites are presently vacant or underutilized and located on the east side of Chenango Street north of the Route 86/81 overpass. Some of these properties have experienced significant disinvestment. The City has taken over ownership of 488 and 490 Chenango Street while the County owns 510.5 Chenango Street and 2 Ogden Street. The City has indicated that with property consolidation this block would become a key redevelopment site for the area and could accommodate a mixed use building with parking in the rear. Creating additional off-street parking along with this redevelopment opportunity is anticipated to alleviate potential parking issues that may arise as a result of the contemplated removal of on-street parking associated with the Chenango Connector project. Community input for the potential redevelopment of these properties is on-going.



**Selected properties along the northern portion of Chenango Street are vacant and provide an opportunity for reuse to benefit the community and present a better gateway image.**

**Eddy Howard and Adjacent Properties:** The Eddy Howard properties (419-421 Chenango Street) are located at the west side of Chenango Street opposite of Frederick Street. The approximately 0.52 acre site was used as a filling/service station and was



**The Eddy Howard properties (seen above) have been identified as strategic sites to help provide enhanced access to the Binghamton Plaza site, located behind. Remediation activities have already commenced by NYSDEC.**

closed several years ago. The property owner passed away and the property fell into probate. In the interim, EPA monies became available to conduct a site investigation and at least a partial cleanup of the site from previous hydrocarbon contamination. Available records were obtained from NYS DEC and included as Appendix E in this report. The importance of this site relates to its location along Chenango Street and Frederick Street. Redevelopment of



this site could create a four-way intersection and provide a more direct “front-door” entrance to the existing K-Mart facility. Based on discussions with the property owner, the creation of a new Chenango Street access would enhance the visibility and hence the marketability of an already well performing property. With the proposed enhancement of the Frederick Street Connector from I-86/81 roadway improvements, this site also has the opportunity to take advantage of the potential increase in traffic passing through the City.

**Pleasant Avenue Properties:** During the course of the planning process it was noted that additional useable athletic fields are needed to serve the community. There are several properties that about Cheri Lindsay Park that, when combined, could create the area needed to develop a full sized athletic field suitable for activities such as soccer/football/lacrosse. The majority of these properties are currently under common ownership and, based on field observations appear to be vacant or underutilized.

**Stow Plaza – lower State Street.** The approximately 4.5 acre former Stow Plaza property, located at 435 State Street is located between State Street and West State Street. Given its location and the existing building conditions the City has been advocating that this site be considered as part of the recently enacted Broome County Land Bank for possible redevelopment as a year round farmers market. The year round farmers market concept could also be applied to other potential sites in the BOA Study Area including Cheri Lindsay Park or reuse of a portion of the Binghamton Plaza complex.

## 5.1.2 Neighborhood Stabilization and Green Infrastructure

### Neighborhood Stabilization

Certain portions of the Study Area residential neighborhoods have suffered from some disinvestment and deterioration in its housing stock. The density and number of residential lots within the residential portion of the Study Area limit the potential for large-scale redevelopment. However, actions focused on neighborhood stabilization and enhancement of the public realm, such as concentrated code enforcement, design guidelines for new construction, renovations and additions, capital improvements to street/sidewalk network, beautification programs, and residential rehabilitation support programs, would be appropriate. The City has initiated the Healthy Homes Initiative that offers properties to prospective homeowners for a reduced price and provide grant monies for rehabilitation efforts.



**BOA Subarea 1 is a largely residential neighborhood with selected pockets of disinvestment. The City has initiated programs to address this issue through reinvestment.**



These concepts represent a continuation of the recommendations of the City's Comprehensive Plan, as detailed in Section 3.2. In addition to emphasizing the continued value of these techniques, several additional actions to enhance neighborhood stabilization and livability are recommended as part of this Study.

**Cheri Lindsay Expansion** - Potential acquisition of lots, or portions of lots, adjacent to Cheri Lindsay Park for expansion of recreation facility. Adjacent to the southeast corner of Cheri Lindsay Park are several underutilized portions of existing lots that could be acquired to help expand the recreation opportunities at Cheri Lindsay Park. The portions of the lots are approximately 1.1 acres in size and along with the existing land area in this portion of the park could be used to create an active recreation field that could be used for a variety of team sports (e.g., soccer, lacrosse).

**Pedestrian Environment** - In addition, the existing sidewalk network within the neighborhood is incomplete and largely devoid of healthy vegetation. The reintroduction of landscaping (e.g., street trees) could help soften the streetscape, provide shading and green infrastructure benefits, and improve neighborhood perception. Improved street lighting may also improve the safety, quality and comfort of the pedestrian environment, and help support the attractiveness of the neighborhood as a transit-oriented community.

#### **Frederick Street Enhancement**

The State of New York is in the process of making improvements to the Route 17/81 Corridor through the greater Binghamton area that realigns the roadway and creates an improved off-ramp configuration. There is an opportunity through the use of signage and enhancements to the Frederick Street alignment, refer to Figure 19, to create a better connection for the BOA Core Area to the regional highway network. Figures available from NYS DOT indicate that more than 70,000 vehicles travel on the Route 17/81 corridor daily. The opportunity to capture some percentage of this by-pass traffic is a factor in the conceptual redevelopment planning detailed below.



**Frederick Street, seen above, has an alignment that can be problematic if the connection to the Binghamton Plaza site is enhanced by the creation of an opening at the Eddy Howard properties at the Chenango Street intersection.**

In conjunction with any improvements to the intersection of Frederick Street with Brandywine Highway, realigning and reconstructing Frederick Street would provide increased capacity for cars pedestrian and cyclists as well as an improved aesthetic environment. Increasing the width of Frederick Street from its current minimum of 29 feet to 40 feet could provide either two through lanes in either direction for cars and bicycles or one wide lane and a shoulder/ bike lane in either direction. Providing sidewalks on either side of Frederick Street for its entire length from Brandywine Highway to Chenango Street would provide a safer and more inviting environment for pedestrians. Realigning Frederick Street would remove the two right-angle intersections in the





North Chenango River Corridor BOA - Frederick Street Realignment Concept

Figure 19  
NTS





middle of the corridor which would improve the sense that the corridor is leading to a worthwhile destination, rather than providing a back-door entrance. Finally, future disposition of the property on the west side of Chenango Street at the foot of Frederick Street would facilitate constructing a direct entrance into the core area, which would also increase capacity and contribute to the sense of way finding and destination. Refer to Figure 19.

### **Green Infrastructure**

Stormwater management was also identified by a number of members of the community as a significant issue of concern. There are portions of the study area that are underserved by stormwater management systems causing localized ponding of water at select locations. One of the opportunities for addressing the existing stormwater management issues is to consider the use of green infrastructure to preserve, restore, or enhance the area's natural hydrologic functions. Suggested techniques, refer also to Figure 20, include the use of a coordinated green infrastructure plan that includes the use of:

- Green streets
- Stormwater planters
- Permeable pavers
- Bio-swales
- Bio-retention facilities
- Green roofs
- Tree plantings and trenches

It is recommended that a stormwater and green infrastructure study be conducted for the entire Study Area to explore the most appropriate and feasible combination of stormwater management approaches. The potential to improve the utilization of the area especially those areas with broad expanses of pavement like the Binghamton Plaza site presents opportunities particularly when considering the remediation program contemplated for the Binghamton Plaza site. That program calls for reconditioning the parking lot that is currently subject to subsidence. The introduction of clean fill and capping can be coordinated with a design that allows for green infrastructure techniques tying into existing stormwater infrastructure.

Figure 21 provides an illustration of how a green infrastructure concept could be applied to a large retail facility like Binghamton Plaza. Consistent with best management practices for retrofitting existing commercial facilities like Binghamton Plaza, a conceptual plan has been prepared which illustrates how a green infrastructure program could be incorporated into a proposed site redevelopment plan. This includes the incorporation of landscaping in the form of trees approximately every 10 spaces to reduce the heat island effect; incorporation of linear bio-retention areas to detain and treat stormwater; incorporation of a landscape buffer zone along the road frontage to reduce impervious surface and provide area for infiltration; incorporation of rain gardens, linear bio-retention areas and bio-retention ponds to address some level of surface flow and treatment; incorporation of green roof technology; and, encouragement of bike paths and greenway connections to further reduce parking requirements.

One of the recommendations from the Steering Committee was to incorporate a green streets pilot project as part of the planning implementation process. An area at the north end of Liberty Street was





Example of stormwater planter used to mitigate stormwater run off.



Existing grass-crete treatment used in the City of Glen Cove.



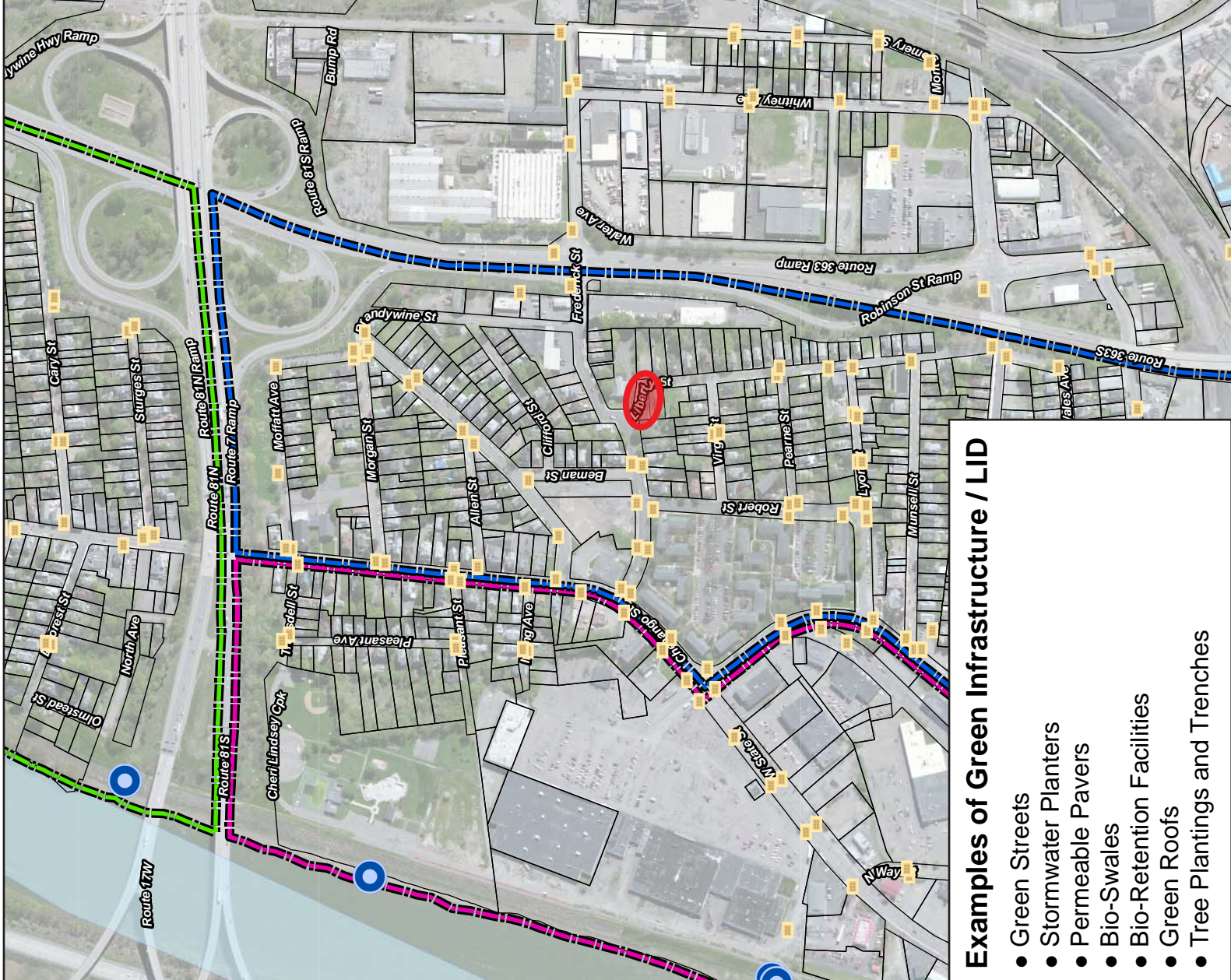
Commercial Corridor:  
Post-Construction Enhanced Tree Pit  
Source: NYC Green Infrastructure Plan



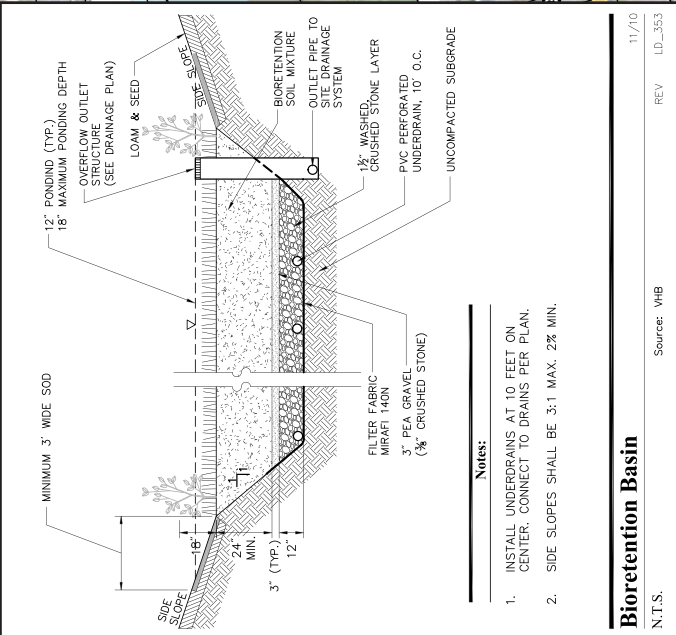
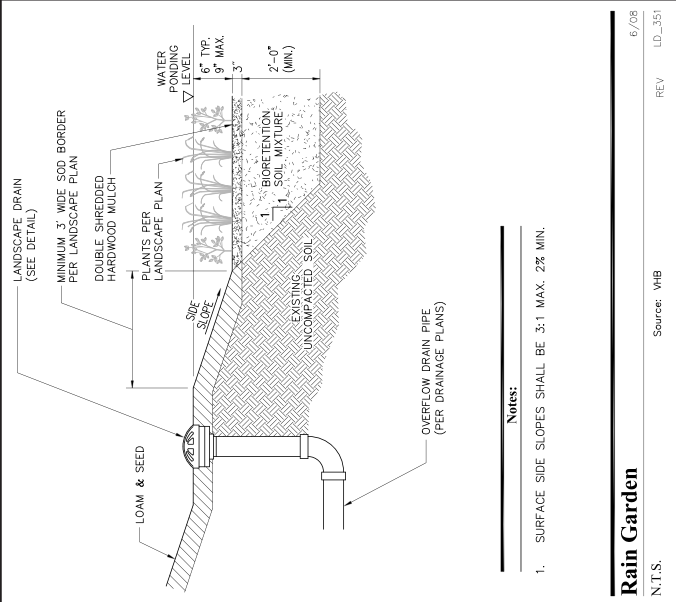
Low Density Residential Street:  
Post-Construction Infiltration Swale  
Source: NYC Green Infrastructure Plan



Low Density Residential Street:  
Post-Construction Enhanced Tree Pit  
Source: NYC Green Infrastructure Plan



- ### Examples of Green Infrastructure / LID
- Green Streets
  - Stormwater Planters
  - Permeable Pavers
  - Bio-Swales
  - Bio-Retention Facilities
  - Green Roofs
  - Tree Plantings and Trenches



Aerial Photograph Source: Bing Aerial Imagery, (2010)

**Legend**

- Catchbasins
- Stormwater Outfalls
- Green Streets
- Pilot Program
- Brownfield Opportunity Areas
- BOA Core Area (131.11 Acres)
- BOA Subarea 1 (134.45 Acres)
- BOA Subarea 2 (73.80 Acres)
- BOA Subarea 3 (68.46 Acres)
- Municipal Boundary
- Assessor Parcel Boundary
- Open Water

## Brownfield Opportunity Areas Redevelopment Area Green Infrastructure Techniques And Low Impact Development

Date: 10/02/2014





North Chenango River Corridor BOA Green Infrastructure Techniques and Low Impact Development

FIGURE 21



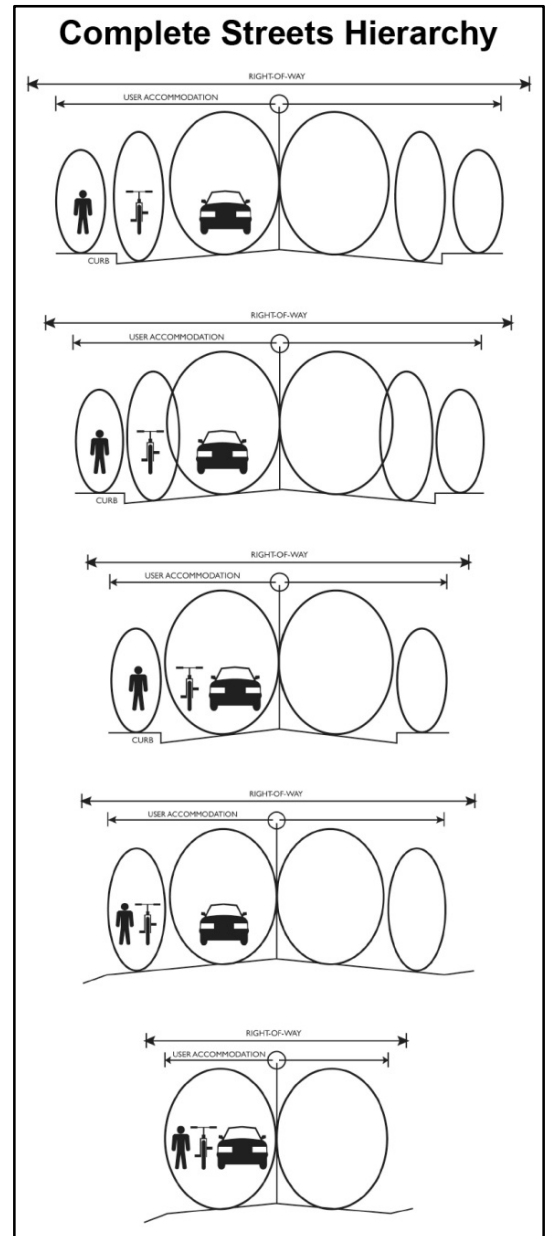
suggested as an area that could be converted to address more contemporary stormwater management issues.

### Complete Streets

One of the key planning concepts identified as part of the North Chenango BOA process is connectivity and linkages. Refer to Figure 22 for a complete streets diagnostic evaluation for West State Street. It has been identified that significant portions of the Study Area are effectively cut off and isolated from the greater Binghamton community because of the existing road and railroad network. The Complete Streets concept encourages alternate access beside the automobile, including bike and pedestrian connections when and where feasible. Within the City Zoning Code there is language in the Urban Village Overlay District that speaks directly to the design guidelines that could be incorporated as part of a broader complete streets proposal within the Study Area. This includes pedestrian connections, bike lanes, lighting, landscaping, and transit stops. Recommendations in the plan include the use of the complete streets concept along Chenango Street, West State Street, through the Study Area into downtown and along Frederick Street and Robinson Street to extend along an East/West framework, refer to Figure 23. This is consistent with the Complete Streets legislation recently enacted by the State of New York that that projects shall consider the convenient access and mobility on the road network by all users of all ages, including motorists, pedestrians, bicyclists, and public transportation users through the use of complete street design features in the planning, design, construction, reconstruction and rehabilitation of such projects<sup>6</sup>.

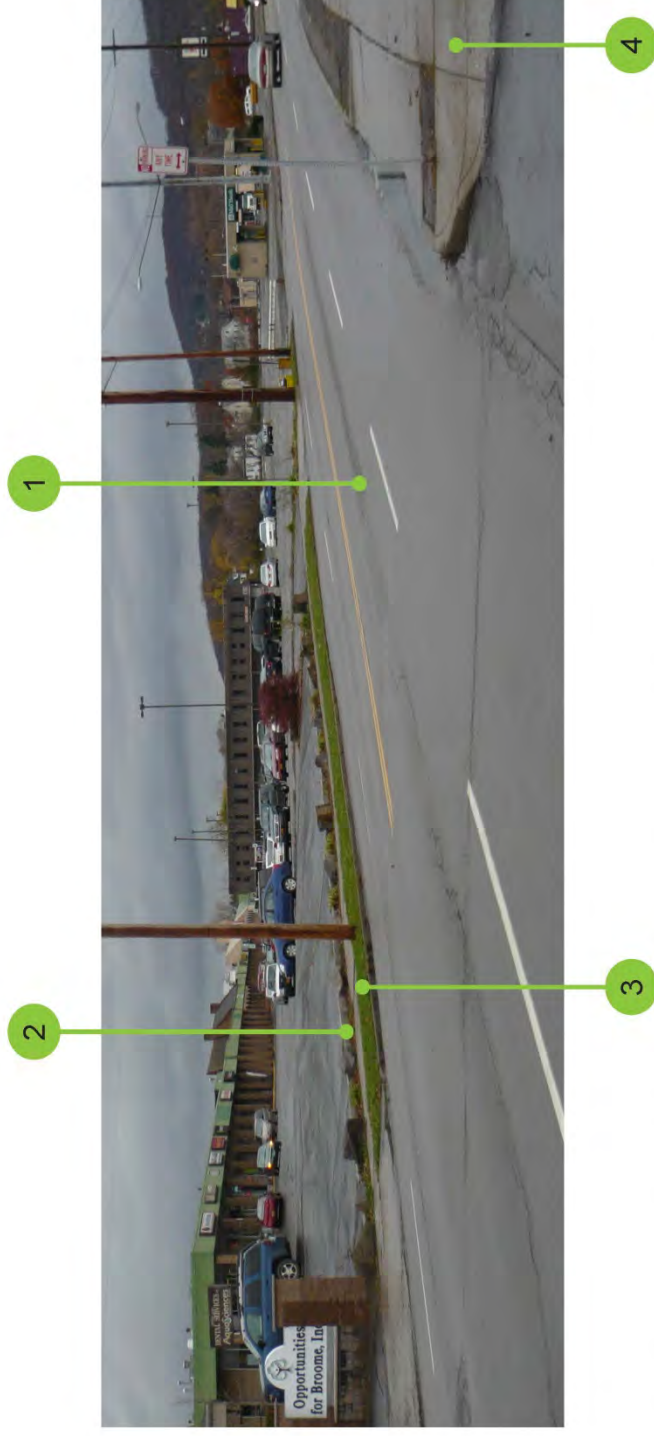
Many communities use their own funding for striping or signage programs, or Congestion Mitigation and Air Quality (CMAQ) funding to pay for bike and pedestrian improvements. There are a variety of sources that can help create complete streets, like Safe Routes to School, Safe Routes to Transit, CMAQ, such as the following:

<https://www.dot.ny.gov/programs/completestreets/nysdot>  
<https://www.dot.ny.gov/programs/completestreets/funding>  
<https://www.dot.ny.gov/display/programs/bicycle/funding-sources/federal-funding>  
<https://www.dot.ny.gov/display/programs/bicycle/funding-sources/other-programs>



<sup>6</sup> State of New York, Act #8366 to amend the highway law, June 14, 2011, page 2





1. Introduce elements to clearly define zones for pedestrian, bicycle, vehicular and public transit along major corridors.
2. Use landscaping to contribute to the area character, pedestrian comfort, healthy living and a balanced ecosystem.
3. Integrate green infrastructure for stormwater management, a “green community” aesthetic in a visible and educational way.
4. Increase walkability and bicycle accommodations to enhance sense of community, reduce isolation, provide ease to access to jobs and retail, reduce dependence on fossil fuel.

**North Chenango River Corridor BOA - Complete Streets Diagnostic Evaluation West State Street**

**Figure 22**



# North Chenango River Corridor

## Brownfield Opportunity Area

### *Suggested Proposals and Recommendations*

**Connectivity and Streetscape**  
Proposed roadway and circulation improvements

Incorporate “Complete Streets” concepts consistent with City Code

- Existing Riverwalk Trail
- - - Potential Location of Trail Extension
- Potential Extension of Binghamton University Bus Service

#### Legend

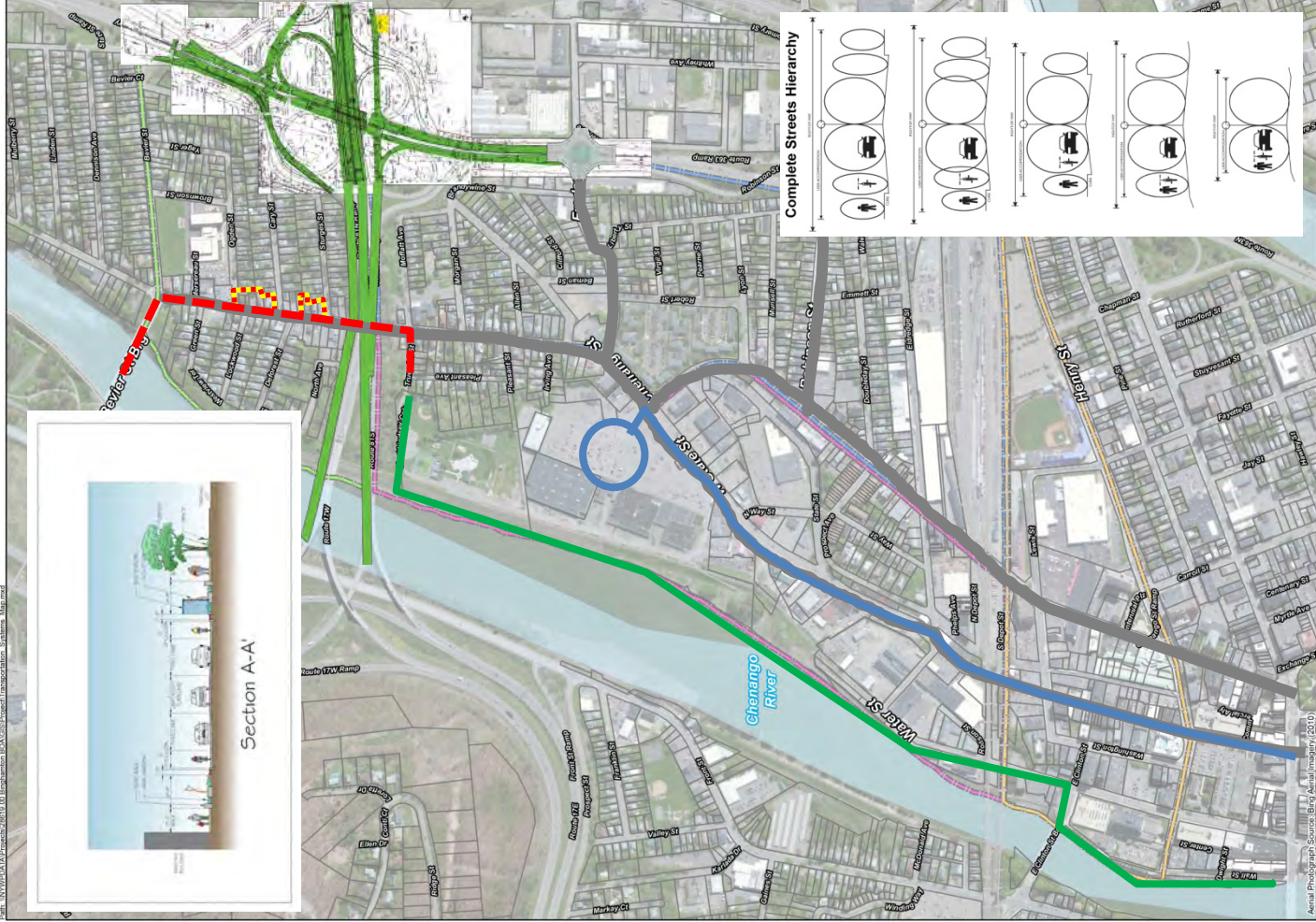
#### Brownfield Opportunity Areas



- BOA Core Area (131.11 Acres)
- BOA Subarea 1 (134.45 Acres)
- BOA Subarea 2 (73.80 Acres)
- BOA Subarea 3 (68.46 Acres)



**FIGURE 23**





## **Conceptual Planning Alternatives**

The North Chenango BOA has had the redevelopment of the existing Binghamton Plaza and surrounding properties as a focus from the beginning of the project. The owner of the Binghamton Plaza property, or their representative, was contacted by the project team on several occasions throughout the process for input. The Binghamton Plaza property is currently in the New York State Brownfields Cleanup Program and has submitted a cleanup plan to New York State. The plan currently calls for improvements to the parking lot area which has exhibited significant subsidence as a result of settling of the former landfill material. Given its strategic location, improvements to this site which has the result of improving the marketability, would provide potential benefits to the City in the way of new tax revenue related to improvements and re-occupancy and potential for new employment opportunities for area residents.

### **Conceptual Planning for Binghamton Plaza Site**

The 26± acre Binghamton Plaza site has been one of the focus areas for the North Chenango River BOA Study and the Steering Committee due to the potential positive impact the rehabilitation/redevelopment of the facility could have on the local community regarding the potential to create meaningful employment opportunities. The conceptual planning for the Plaza area was prepared with the understanding that at the very least, the property owner, being in the Brownfields Cleanup Program, would need to initiate improvements to the property that would involve filling of the site to address the subsidence associated with the parking lot. Based on conversations with the property owner there is interest in incorporating the former Eddy Howard property located at 419-421 Chenango Street as a new entrance to the Binghamton Plaza portion of the site. The new entrance, based on discussions with the property owner, would enhance the viability of the K-Mart facility. Based on available documentation, the Eddy Howard properties were the subject of a cleanup to mitigate contamination resulting from the prior use of the facility as a filling station.

The potential redevelopment opportunities include several important planning concepts for redevelopment consistent with the direction provided by the community. Goals for the land planning framework include:

- Targeting multiple initiative to create a cohesive district;
- Making Chenango Street/West State Street a complete street;
- Enhancement of riverfront amenities and better connecting the riverfront with the balance of the community;
- Establish gateway intersections at district boundaries to enhance access at key locations to announce a sense of arrival;
- Explore redevelopment potential by parcel consolidation; and
- Reinforce the character of the Chenango Street/West State Street Corridor through infill development at the street edge.

Figures 24 through 29 depict potential redevelopment scenarios for the BOA Core Area which start with modest redevelopment to whole scale redevelopment through assemblage of properties.



CHENANGO STREET  
LAND PLANNING FRAMEWORK

02.28.13

GOALS:

- TARGET MULTIPLE INITIATIVES TO  
CREATE A COHESIVE DISTRICT
- A. MAKE CHENANGO A COMPLETE  
STREET
- B. ENHANCE RIVERFRONT  
AMENITIES
- C. ESTABLISH GATEWAY  
INTERSECTIONS AT DISTRICT  
BOUNDARIES AND CENTER
- D. IMPROVE RIVERFRONT ACCESS
  - FROM NEIGHBORHOOD
  - WITHIN DISTRICT
  - TO WATERFRONT
- E. EXPLORE REDEVELOPMENT  
POTENTIAL BY PARCEL  
CONSOLIDATION
- F. REINFORCE THE CHARACTER OF  
CHENANGO/W. STATE STREET  
THROUGH INFILL DEVELOPMENT  
AT THE STREET EDGE.
- G. DEVELOP PROGRAMS  
(INCENTIVES, GUIDELINES, ETC.)  
TO STRENGTHEN EXISTING  
PROPERTIES (LANDSCAPE,  
FACADE, PARKING, ETC.)
- H. ENCOURAGE STRATEGIC INFILL  
TO COMPLEMENT STREET  
NETWORK.



**Brownfield Opportunity Areas  
Redevelopment Area  
Land Planning Framework**





CHENANGO STREET  
LAND PLANNING FRAMEWORK

02.28.13

GOALS:

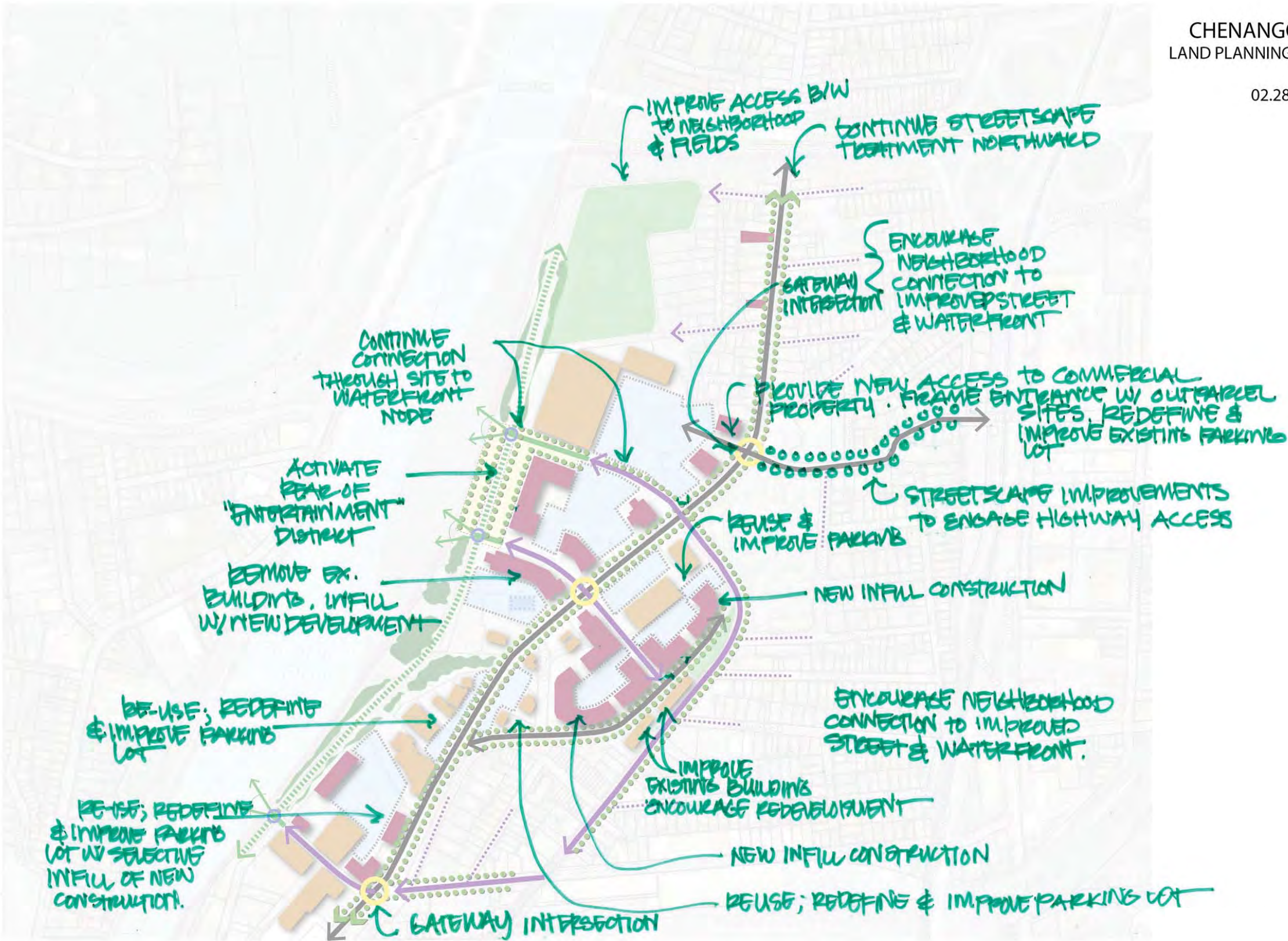
- TARGET MULTIPLE INITIATIVES TO  
CREATE A COHESIVE DISTRICT
- A. MAKE CHENANGO A COMPLETE  
STREET
- B. ENHANCE RIVERFRONT  
AMENITIES
- C. ESTABLISH GATEWAY  
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THROUGH INFILL DEVELOPMENT  
AT THE STREET EDGE.
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(INCENTIVES, GUIDELINES, ETC.)  
TO STRENGTHEN EXISTING  
PROPERTIES (LANDSCAPE,  
FACADE, PARKING, ETC.)
- H. ENCOURAGE STRATEGIC INFILL  
TO COMPLEMENT STREET  
NETWORK.



**Brownfield Opportunity Areas  
Redevelopment Area  
Land Planning Framework**







**Brownfield Opportunity Areas  
Redevelopment Area  
Land Planning Framework**











Selected Images for Potential Uses Binghamton Plaza Programmable Space Redevelopment Option  
North Chenango River Corridor BOA

Figure 29



Figure 24 illustrates a redevelopment program that includes only modest alterations to the BOA Core Area, including:

- Creation of the Frederick Street gateway utilizing the redevelopment of the former Eddy Howard property;
- Creation of in-fill development along Chenango Street/West State Street (approximately 45,500 s.f. total);
- Enhancement of the Chenango Street gateway with a continuation of the roadway through the Binghamton Plaza site to the Chenango River. This concept would help reconnect the neighborhood with the waterfront but would require the removal of approximately 15,000 s.f. of building square footage.
- Creation of enhanced activity area along the Chenango River waterfront which could be an activity area for the community that takes advantage of proximity to the river.
- Selected redevelopment opportunities at the Stow Plaza and Colonial Plaza both sites of vacant or under-utilized properties (approximately 130,000 s.f.).
- Inclusion of infill development (mixed use possibly retail first floor and senior housing residential above (approximately 36,500 s.f.))

Figure 25 provides a more aggressive redevelopment approach which looks to reposition the southern portion of the Binghamton Plaza site by removing the building program south of the existing K-Mart Plaza building and construction of approximately 63,000 s.f. of new building program using a portion of the old building footprint and creation of a new outbuilding along West State Street. Figure 26 provides planning and design concepts to be considered as part of redevelopment efforts. Figure 27 provides estimated building square footage for concept development planning in the BOA Core Area.

In response to comments from the Steering Committee an effort was made to create more of a public space to bring the community into the BOA Core Area, refer to Figures 28 and 29. This concept includes the following:

Creation of approximately 82,000 s.f. of retail space and 114,000 s.f. of mixed use/residential program configured around an one acre area that can be used as “programmable space”. The concept as illustrated would allow for the space to be utilized year round despite weather conditions. Images of how the space could be programed include the use of the space for outdoor skating venues which has gained popularity through professional, collegiate and high school organizations. Mirabito, one of Binghamton’s hometown companies, has sponsored a winter hockey event in the past, the Outdoor Classic, pitting minor league teams from the Syracuse and Binghamton markets. The concept is that a skating facility would be temporary in nature and used only during the cold weather months. As the weather warmed the venue would be adapted or “programmed” for other events or uses such as beach volleyball, farmers market, and vendors with portable facilities for possible sale of food and other wares. The space could be programed for use as an outdoor music, showing of films, festivals, or for viewing other major events such as the World Cup. The facility could also host other more permanent attractions such as a carousel or Ferris Wheel, which if properly lit and located could act as a beacon for those travelling along the Route 17/81 corridor to attract travelers into the site. Further, given the potential to take advantage of enhanced access to the regional highway network, an out-parcel could be specifically developed as an enhanced service station area comparable to the newer stations developed by companies like Mirabito.



During the course of the planning process, Steering Committee members requested some preliminary level of the type of impacts that could be associated with new development. Based on estimates prepared as part of economic impact analysis for development/redevelopment approximately 2.5 jobs are created for every 1,000 square feet of gross floor area. The redevelopment program as outlined in the conceptual planning illustrated on Figure 21 could generate at full build-out approximately 700 jobs, although it is noted this is a general figure that would vary depending on the specific uses developed but does provide an order of magnitude as to the type of impact new development might have on the local economy.

### **Potential Development Phasing**

Based on VHB's land planning framework and HR&A's findings during market and development feasibility analysis, HR&A developed a preliminary phasing strategy for development and revitalization within the BOA. These recommendations reflect the principles presented earlier, creating a distinct sense of place for each phase to meet the needs of residents and visitors, and draw activity toward downtown and the riverfront. The phases described below and shown in Figure 24 are prioritized by both physical location and development priority.

1. The first phase of development should focus on Binghamton Plaza, Chenango Street, and riverfront access behind the retail plaza as part of a strategy to revitalize the area's retail and improve the public realm surrounding retail clusters. Revitalization of this plaza should be geared toward creating a recreational hub for Binghamton. Early moves include:
  - Completing Chenango Street at the intersection with West State Street, so that the roadway continues to the riverfront, creating a gateway for access. Incorporating complete streets concepts along Robinson Street across the Brandywine Highway to enhance access from the neighboring Brandywine BOA area. Consider in-fill development that would complete the Frederick Street intersection with Chenango Street.
  - Rehabilitating existing buildings on and immediately surrounding the site to attract stable retail tenants and expand the tenant base. Rehabilitation of existing structures is a stronger economic strategy for developers and the City, and if well executed, could attract retail that draws residents and area workers to the plaza and riverfront, including entertainment retail, a quality grocery store, or limited service food establishment.
  - Enhancing riverfront amenities, including extending the riverwalk north and including lighting, benches, and other amenities that strengthen a linear park to create a safe, attractive open space.
2. The second phase of development should draw redevelopment efforts toward Downtown, running south along State Street to Eldredge Street, connecting these roadways with Water Street and the riverfront. This phase focuses on strengthening the vehicular connection to downtown by:
  - Strengthening existing properties and encouraging in-fill development to complement the street grid. The area is currently home to a blend of retail storefronts and office or industrial/auto service buildings. Rehabilitation of buildings should focus on creating a gateway of retail or services that will draw residents or visitors Downtown.



- Connecting riverfront amenities to upland areas by incentivizing landscape and façade improvements, encouraging property owners to invest in existing properties.
  - Improving the streetscape along Eldredge Street, strengthening the route to the riverfront and turning storefronts and existing businesses toward the street-front.
3. The third phase of development within the BOA focuses on the east side of West State Street, along Colonial Plaza and Stow Plaza. Office space in this plaza is currently home to a number of social services, and the plaza is joined to a smaller lot occupied by food service establishments. This phase is recommended as a later-stage move, requiring a higher level of public investment to support necessary social services and improve the surrounding plaza. HR&A's redevelopment recommendations for this phase include:
- Creating distinct roadways and drive lanes to maintain the street grid and provide more distinct organization within the plaza.
  - Incentivizing programs to strengthen the plaza, encouraging owners to invest in façade, landscape, and parking lot improvements.
  - Developing neighborhood retail and in-fill within the parcels to activate the plaza.

### **Center for Technology & Innovation**

Representatives from the Center for Technology and Innovation (CT&I) have been contributing members of the Steering Committee and have provided preliminary input as to how that facility can contribute to the overall development program. Located in the southwest corner of the BOA Core Area,



**Existing gateway to the BOA Study Area in the vicinity of the Center of Innovation and Technology presents a poor sense of arrival.**

much of the North Chenango River Corridor Study Area which highlights such innovative companies as McIntosh Laboratory, Stow Manufacturing, Binghamton Street Railway Company, Philips Foundry precision aluminum casts, Serling Markets and the world's first mobile communication located at the nearby Marconi Tower on the Delaware Lackawana & Western railroad property.

the CT&I's mission is to document and present in context the inventions and industrial innovations of New York's Southern Tier (statement adopted by CT&I September 2003). CT&I is in the process of renovating its existing facilities to accommodate a more contemporary experience for the visitor. Several planning concepts that have come out of the BOA process include, the incorporation of gateway signage along Water Street (refer to Figure 30) and the potential to use QR Codes and other social media venues to create an interactive tour which includes



**New signage at the railroad overpass along Water Street would present an opportunity to announce arrival to the Innovation Zone.**



Roosevelt School

**Bevier St Brg**

**Dickinson  
Binghamton**

# Mattress Factory

**Drybak Clothing**  
**Link Aviation**

**Phillips Foundry  
Precision  
aluminum casts**

## Bingo's play integrated baseball before Negro Leagues

## Kilmer's Swamp Root Elixir

## Stow Manufacturing 1st flexible shaft patent

**Binghamton Street  
Railway Company  
1st electric trolley in NYS**

**A&J Manufacturing**  
**patented 250+**  
**types of egg beaters**

**McIntosh  
Amps power  
Woodstock  
& Grateful  
Dead's *Wall  
of Sound***

## 1st continuous - feed ice cream manufacture

## Serling Market

**BMC  
BMC introduced  
vise grips**

## 1st flight simulator Link Aviation Devices

# Greater Binghamton Transportation Center

## Bundy time clocks

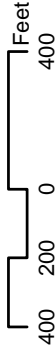
# Innovation Zone Pockets of innovation along Chenango River

# North Chenango River Brownfield Opportunity Area

Brandywine Highway is eastern boundary. Additional pioneering pockets of innovation east of Brandywine Highway.

## FIGURE 30

**Historic overlay prepared by  
Center for Technology & Innovation**





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## 6.0 Implementation Tools and Techniques

- **Transportation / Streetscape/Complete Streets**

**Transportation Alternatives Program (TAP)**

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; Safe Routes to School projects; and projects for the planning, design or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

**Highway Safety Improvement Program (HSIP)**

A Federal-aid program designed to reduce traffic fatalities and serious injuries on all public roads. The program is intended to improve a hazardous road location or feature or address a highway safety problem.

**Transportation Enhancement Program (TEP)**

Federal reimbursement program under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) administered by NYS DOT. The TEP provides funding for transportation projects of cultural, aesthetic, historic and environmental significance. Eligible projects include facilities for bicycles and pedestrians, landscaping and other beautification projects, preservation of abandoned railway corridors, and environmental mitigation to address water pollution due to highway runoff<sup>7</sup>.

**Consolidated Local Street and Highway Improvement Program (CHIPS)**

The CHIPS program provides funds to municipalities to support the construction and repair of highways, bridges, highway railroad crossings and other facilities that are not on the State highway system<sup>8</sup>.

**Highway Safety Improvement Program (HSIP)**

Under MAP-21, funding for safety improvements has increased substantially. NYSDOT continues to advance engineering solutions at intersections and other locations with high numbers of pedestrian crashes. These improvements include sidewalk, street crossing/crosswalk, and or shoulder improvements, pedestrian countdown timers, and other improvements.

▼  
<sup>7</sup> NYS Department of Transportation website for The Transportation Enhancement Program (TEP)  
<sup>8</sup> NYS DOT website, Guidelines for CHIPS Capital Program (Oct. 2013)



- **Community Revitalization / Economic Development**

- **Broome County Land Bank (property acquisition and assemblage)**

- Broome County was one of only a handful of communities throughout New York State to be awarded a land bank designation. The land bank program provides opportunities to take title to foreclosed properties that are historic, culturally important or critical to future development in specific neighborhoods. The land bank allows for the development of creative long-term plans that enhance economic development. The Broome County Land Bank is intended to

- Turn vacant spaces into vibrant spaces;
    - Return vacant, abandoned, and tax-delinquent properties to productive use;
    - Spur investment in neighborhoods surrounding abandoned properties;
    - Protect public health and safety by securing and remediating abandoned properties;
    - Provide a mechanism for coordinating reuse of flood-impacted properties, primarily for hazard mitigation efforts; and
    - Promote increased levels of home ownership<sup>9</sup>.

- **Regional Economic Development Council Awards**

- Established in 2011, the 10 Regional Councils throughout New York State have established a public private partnership of local experts and stakeholders from business, academia, local government and non-governmental organizations that have been provided funding for job creation and community development led at the local level. An example of a local project is the Binghamton University high-technology incubator.

- **Developer RFP**

- In the event that the City assembles properties for redevelopment, there would be the opportunity to solicit the development community for competitive redevelopment offers. This could be one approach applied to the potential redevelopment of a portion of the Binghamton Plaza property.

- **Site or Building Redevelopment**

- **New York Main Streets (NYMS) Program** NYMS provides grants for revitalization projects in main street/ downtown business districts. The Office of Community Renewal administers the program under the direction of the New York State Housing Trust Fund Corporation, which also provides funding.

- Program funds are awarded on a competitive basis, with a maximum award of \$500,000.
    - Projects must be concentrated in a mixed-use target area (typically no larger than three contiguous blocks) that has experienced neglect and/or decay, and has substandard buildings with vacant residential and commercial spaces.
    - Target areas are located in a service area in which local residents earn less than 90% of the median income of the surrounding community.
    - Eligible activities include building renovation, creation of downtown anchors, including business or cultural anchors, and streetscape enhancements.



<sup>9</sup> <http://www.gobroomecounty.com/countyexec/broome-county-awarded-land-bank-program>



- Funding includes façade renovation programs, commercial and residential upgrades and streetscape enhancements.
- **EPA Grants**, administered by the Environmental Protection Agency
  - EPA sponsors two grant programs for Site Cleanup and Site Assessment. Eligible applicants for these programs are generally government, quasi-government and non-profit organizations.
  - The program includes two grant types: assessment grants, providing funding for compiling site data, remediation planning, and community engagement; and site cleanup grants, providing funding to carry out cleanup activities at specific brownfield sites owned by the applicant.
  - Funding is limited to \$200,000 per site, or up to \$350,000 for highly contaminated sites. A coalition of applicants can apply for up to \$1 million in funding. Applicants must provide min 20% of funding cost.

Eligibility may be contingent on application by EDC or another government agency on behalf of the developer/project.

- **Tax Increment Financing (TIF)**  
*Municipal Redevelopment Law*

As part of the consideration of the North Chenango River Corridor BOA the City has indicated that funding for possible public improvements may have to be supported by the tax revenues generated by a prospective project(s), and not by the general revenues of the City. The vehicle through which this can be accomplished is “tax increment financing” under the New York Municipal Redevelopment Law (New York General Municipal Law Article 18-C) (the “Municipal Redevelopment Law”). Although infrequently utilized in New York,<sup>10</sup> tax increment financing is an indispensable self-financing tool used throughout the United States to help local governments successfully redevelop urban renewal areas and encourage economic development<sup>11</sup>.

In tax increment financing, the current real property tax assessed value of all properties in a designated project area (“tax increment financing district”) is established as the “base value.” As redevelopment in the tax increment financing district increases the assessed values of the redeveloped properties, a portion of the additional tax revenue generated by the increase in assessed value over the base value is set aside and committed by the municipality for debt service on tax increment bonds, the proceeds of which would be used for the construction of the required public improvements and infrastructure. However, the tax revenue generated by the base value in the tax increment financing district would continue to be general revenues of the City and County useable for any purpose.



<sup>10</sup> The most significant reason is that the statute does not permit school taxes to be allocated to the tax increment. Therefore, except in the “big five” cities of the State in which school taxes are part of the general real property tax levied and collected by the municipal government, the available increment is not large enough to support debt service on the tax increment bonds issued by the municipality

<sup>11</sup> Tax increment financing has been successfully utilized in Baltimore, Pittsburgh, Providence, Atlanta, St. Louis, Memphis, St. Paul, Kansas City, Dallas, Indianapolis, Louisville and Bridgeport, among other cities.



Tax increment financing is permitted only in connection with a “redevelopment plan” duly adopted by the City. The process is set forth in the Municipal Redevelopment Law, and is generally as follows:

- The City Council first finds that it is feasible to prepare a study to determine if a redevelopment project within a specified area is feasible, and then designates the area as a survey area and authorizes the preparation of a feasibility (“survey area”) study. Any person may request the City Council to designate a tax increment financing district. (See Municipal Redevelopment Law Section 970-c).
- Based on the results of the feasibility study, the City Council may select one or more project areas for redevelopment pursuant to the Municipal Redevelopment Law and provide for the preparation of a “preliminary plan” for the redevelopment project in the selected area(s). The preliminary plan must include, among other things: (a) a description of the boundaries of the project area; (b) a general statement of the land uses and the standards proposed as the basis for the redevelopment of the project area; (c) a statement of how the purposes of the Municipal Redevelopment Law would be achieved by the redevelopment; (d) a description of how the preliminary plan conforms to the comprehensive plan of the City; (e) a general statement of the impact of the project on residents of the project area and the surrounding neighborhood; and (f) a statement of why redevelopment of the project area would not be undertaken were it not for the purposes and provisions of the Municipal Redevelopment Law (i.e., tax increment financing). The preliminary plan must be accompanied by an environmental impact statement analyzing the potential impacts of the proposed redevelopment project. (See Municipal Redevelopment Law Section 970-e).
- The City Council must refer the preliminary plan to the City Commission and all other City departments and agencies “with responsibility for zoning or land use planning” for review and advisory report and recommendation. (See Municipal Redevelopment Law Section 970-e).
- If the City Council approves the preliminary plan, the City Council must authorize the preparation of a final “redevelopment plan” for the project area. Among other things, the redevelopment plan must contain: (a) a legal description of the boundaries of the project area; (b) by “diagram and in general terms”: (i) the approximate amount of open space to be provided and the street layout; (ii) limitations on the type, size, height, number and proposed use of buildings; (iii) the approximate number of dwelling units; and (iv) the property to be devoted to public purposes and the nature of such purposes; (c) a “neighborhood impact statement” describing the physical, social and economic conditions existing in the project area and describing the impact of the project on residents of the district and surrounding areas in terms of relocation, traffic circulation, environmental quality, availability of community facilities and services, impact on school population and quality of education, property assessments and taxes, and other matters affecting the physical and social quality of the neighborhood; (d) a description of the proposed method of financing the redevelopment of the project area in detail sufficient to determine the economic feasibility of the plan; (e) adequate safeguards that the work of redevelopment will be carried out pursuant to the plan and provide for the retention of controls and the establishment of any restrictions or covenants running with the land sold or leased by the City for private use for such periods of time and under such conditions as the City Council deems necessary; and (f) a plan for relocation of



families and persons to be temporarily or permanently displaced from housing in the project area.

- The redevelopment plan may, among other things, also provide for: (1) participation in the redevelopment project by owners of all or part of the property in the project area; (2) the issuance of tax increment bonds and the use of the proceeds of such bonds to carry out the plan (and if it does, then the plan must also contain adequate provision for the payment of debt service on the bonds); (3) the City to acquire by gift, purchase, lease or condemnation all or part of the land in the district; and (4) the expenditure of money by the City and for the City to undertake and complete any proceedings necessary to carry out the project. (See Municipal Redevelopment Law Section 970-f).
- Before the redevelopment plan is approved by the City Council, it must be referred to the City Planning Commission for review and recommendations, which must consider the conformity of the plan with the comprehensive plan of the City. The Planning Commission has thirty (30) days in which to file its report with the City Council.
- Before the redevelopment plan is approved, the City Council must hold a public hearing on the plan in accordance with the requirements of Municipal Redevelopment Law Section 970-h.
- The redevelopment plan may be approved after the close of the public hearing and after the report of the Planning Commission has been filed, provided, however, that if the Planning Commission fails to file its report within the thirty (30) day period, then the City Council may approve the plan in the absence of the report.

After the redevelopment plan is approved, the City Council is authorized to issue by resolution tax increment bonds “for the purpose of carrying out or administering a redevelopment plan” but only for: (a) acquisition of land; (b) demolition and removal of buildings, structures and improvements and site preparation; (c) installation, construction or reconstruction of streets, walkways, docks, drainage, parking facilities, flood control facilities, water and sewer systems and other public utilities, parks and playgrounds; and (d) other public improvements or services integral to the redevelopment plan authorized by or for which a period of probable usefulness has been established by Section 11.00 of the New York Local Finance Law. (See Municipal Redevelopment Law Section 970-o).

It is noted, as an example, that a comparison of existing assessment values for properties in the Study Area reveals that the Binghamton Plaza property generates approximately \$0.18 per square foot of gross floor area, while the much newer CVS facility located directly across the street generates approximately \$6.31 per square foot of gross floor area<sup>12</sup>. This preliminary evaluation would suggest that there is a significant opportunity for incremental gain in potential future assessment that make the consideration of TIF a serious consideration.

▼

<sup>12</sup> Based on information provided on the Broome County GIS web-site.



