

# The Brandywine Corridor

## Brownfield Opportunity Area Nomination Study

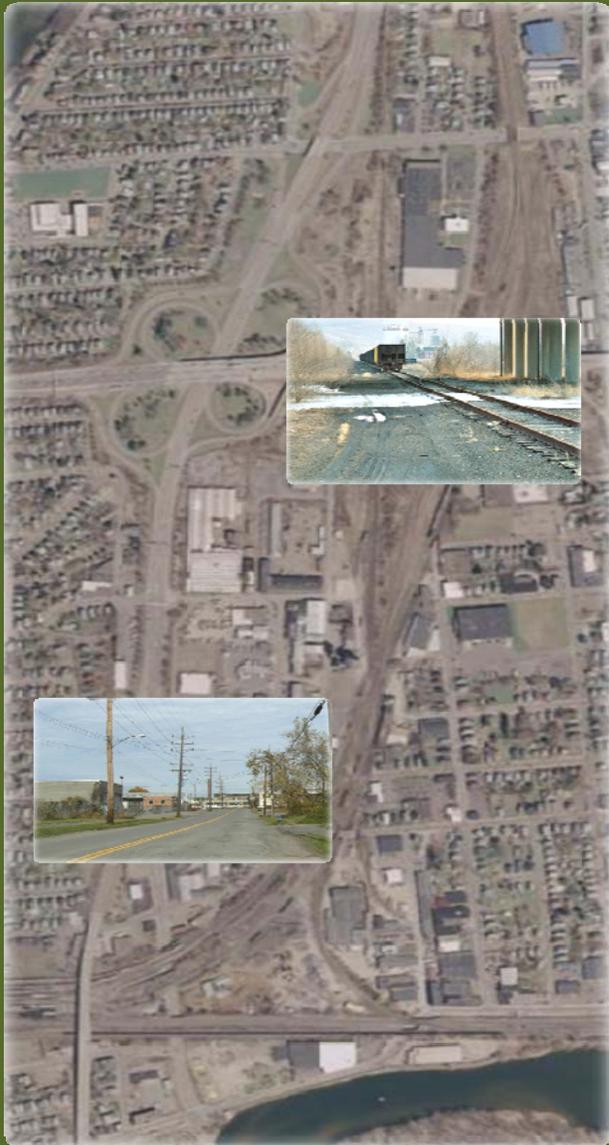
Binghamton, New York  
Broome County

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Prepared By:



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## Acknowledgements

This Brownfield Opportunity Area (BOA) Nomination Study was developed in partnership with Broome County, the City of Binghamton, the NYS Department of State, Community Stakeholders, Residents and Property Owners.

The dedicated members of the Steering Committee provided invaluable guidance and input through this process.

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## **Executive Summary**

### **Executive Summary**

#### ***Community and Project Overview and Description***

The Brandywine Brownfield Opportunity Area is located in the heart of the City of Binghamton, Broome County, New York. Broome County is a part of the Southern Tier of New York State, and Binghamton functions as the educational, social, and cultural center of the greater region.

The City of Binghamton has a population of 42,385 (2006–2008 American Communities Survey) and is the largest municipality in Broome County, which has a population of 195,479 (2006–2008 ACS). The region thrived as a technological, aerospace, and defense center for decades. It continues to attract and retain companies and a workforce centered on these industries. Education, health care, food service and distribution, and insurance are other major employment sectors in the Binghamton area.

The Brandywine BOA consists of just over 100 acres of land adjacent to the interchange between Interstate 81 and State Route 7. The Corridor is bounded by the Brandywine Highway (NYS Route 7) and NYS Route 363 on the west, railroad lines to the south and east, and Bevier Street to the north. The Brandywine BOA is characterized by a mix of mostly commercial and industrial uses, with a pocket of residential, in the heart of Binghamton, New York. Nearly 28% of the parcels in the study area are vacant or abandoned.

#### ***Public Participation & Engaging Partners***

The goal of the public participation during this project was to foster communication, create a sense of ownership and build trust between the public, Broome County, the City of Binghamton, and regulatory agencies during the course of the BOA study. The public participation plan achieved the following three objectives:

1. Collected information from the public regarding the study area.
2. Provided opportunities for the public to voice issues, concerns and opportunities.

3. Provided an opportunity for the public to contribute their perspective in the development of the Brandywine Corridor Brownfield Opportunity Area.

To gather input, two public meetings, including a visioning session, were held. Attendance of these meetings was encouraged through direct mail to residents of the Corridor. In addition, we conducted interviews of various stakeholders and held numerous steering committee meetings.

### ***Community Vision - Goals and Objectives***

As a result of the extensive public participation process, the community developed the following vision for the Brandywine Corridor:

*The Brandywine Corridor is an important gateway to the City of Binghamton and Broome County that is currently characterized by an aging industrial area with many vacant or underused properties with environmental challenges.*

*The community seeks to promote high quality urban design and quality of life while leveraging existing assets, including transportation infrastructure, to sustainably redevelop and revitalize the area to generate a positive impact on the region's economy.*

*Partnerships with local, state and regional agencies as well as the private sector and educational institutions will be the key to a successful redevelopment of the corridor.*

To achieve this vision, four broad goals have been established:

1. Environmental Constraints: Work with partners to address any real or perceived environmental contamination within the study area by assessing and quantifying the extent of and cost for remediation as well as the barriers to future redevelopment.
2. Physical Conditions: Capitalize upon and improve the existing transportation and infrastructure assets serving the study area.
3. Economic Conditions: Enhance and expand economic development opportunities within the study area to support the redevelopment, not only of the study area, but of adjacent neighborhoods, the City and greater Broome County region.

4. Community Planning Elements: Foster high quality urban design within the study area and at key gateways along the corridor as well as provide a variety of land use options, that will serve as a catalyst to redevelopment in the City and greater region.

### ***Study Area Conditions***

The Brandywine Study Area and the City of Binghamton as a whole are characterized by continuing decline in both population and income, the loss of young professionals, and the presence of old housing stock that may need to be updated.

The Brandywine Corridor is mainly commercial and industrial in nature. The study area consists of retail along the Robinson Street corridor; industrial south of Robinson Street and throughout the interior of study area; larger scale commercial along Bevier Street and along the Brandywine Highway; and modest residential in the center of the study area. Many parcels are vacant or significantly underused. Nearly two-thirds of the vacant land area (62%) is former industrial property.

The remainder of the vacant area is comprised mostly of commercial lands. The surrounding areas include residential neighborhoods and commercial corridors, with some additional industrial activity outside of the study area. The neighborhoods to the north and west of the BOA are mainly stable residential areas intermixed with commercial businesses. The area to the south of the BOA is mostly commercial and industrial, and immediately adjacent to the east is a commercial and industrial area that slowly transforms into residential and commercial uses as one travels further from the Brandywine Corridor BOA.

### ***Economic Opportunities***

The Brandywine Corridor is highly visible and accessible site for redevelopment. The rail and transportation network is the key to re-energizing the area. The Corridor has access to a large regional customer and employment population, quality skilled labor and a history of technology development. In addition, short commutes, access to higher education, and low cost of housing are favored assets for quality of life.

Within the study area, certain industries should be specifically targeted. The area of strongest growth is the ‘sustainability and green’ sector. This also supports what

was learned throughout the process from stakeholders and participants in the Visioning Workshop. There is a demand for consumer products, especially if they are linked with the green sector, and there are potential links to the Marcellus Shale drilling. Agri-business products and supply chains can establish a link to local farmers and manufacturing businesses. Another important sector is health sciences, especially when linked to the strong local education sector and to the area's aging baby-boomers.

With the analysis in mind, the study area could develop themed "pockets". Generally, the study area could target the environmental, agricultural, consumer products, health care, and niche technology sectors. Additional support for industry targeting within the study area is for the following industry areas: process and industrial products; consumer products; health industry and sciences; natural gas; retail; and technology.

### ***Strategic Sites***

The strategy priority sites within the Brandywine BOA include the following:

Stow Site: This 7.89 acre site is occupied, but underutilized. The Stow site is the most visible of the strategic sites. It has a history of gasoline and other petroleum spills.

NYSDOT Site: This is a former NYSDOT maintenance garage whose ownership has been transferred to the BCIDA for redevelopment. The NYSDOT site measures 4.35 acres and is adjacent to the Stow site and there are limited environmental issues on the site.

Pa's Woodshed: This abandoned site measures 1.79 acres. It was recently sold by Broome County to a private developer who has demolished the buildings in preparation for redevelopment. Pa's Woodshed is adjacent to the NYSDOT and Stow sites and together they represent an excellent opportunity for assemblage.

The preferred future development scenario includes the follow key features:

- Mixed Use Development: Commercial and residential mixed use development is considered along Robinson Street to the south and Bevier Street to the north.
- Industrial: Industrial uses are focused internal to the study area and are expanded along the rail corridor. Industrial uses may include a range of high-tech uses, rail-oriented uses or truck service uses.
- Residential: Existing residential uses are transferred to the mixed use areas or adjacent neighborhoods as the market allows.
- Streetscape Elements: Enhanced streetscape elements throughout the study area and specifically at key gateways to the study area including Robinson Street, Bevier Street and along the Brandywine Highway.
- Expanded Street Pattern: Extension of the existing grid pattern of streets, such as Montgomery Street, is provided to enhance access to and mobility within the study area.

This redevelopment scenario is shown on the following conceptual plan:



### ***Key Findings and Recommendations***

Moving toward the Preferred Future Development Scenario will involve many steps including numerous partners and stakeholders. The following priority *Action Items* describe immediate steps necessary to continue the forward momentum of the Brandywine Corridor BOA revitalization:

1. Pursue a Targeted Step 3 BOA Program Application
2. Mitigate Impacts of Revised Draft Floodplain Boundaries.
3. Work with NYSDOT to ensure the I-81/I-86 access into the study area remains viable.
4. Apply Streetscape and Gateway Enhancements to the Southern Edge (Robinson Street) and the Northern Edge (Bevier Street) of the BOA Study Area Boundary
5. Encourage high quality, context sensitive urban design for new construction and redevelopment.
6. Address pedestrian crossing issues in the Brandywine Corridor BOA
7. Green the Western Edge of the BOA Study Area Boundary
8. Pursue partnerships with the railroad to enable improved future cooperation and opportunities

In addition, the following general recommendations are longer-term in nature, may involve emerging trends or industries or may need more in-depth analysis. These items should be included in the dialogue during the Step 3 process.

- Continue to Engage Stakeholders
- Pursue remediation and cleanup of contaminated sites
- Establish a strategy to market strategic sites to potential developers or businesses
- Develop site-level design concepts and redevelopment cost estimates
- Embrace and target new industries or emerging trends
- Examine the Potential for Green Building Design Elements
- Consider the viability of retail uses within the study area beyond the Robinson Street and Bevier Street corridors
- Leverage Funding from a variety of Brownfield Cleanup Programs

## A. Brownfield Opportunity Area Program

The Brownfield Opportunity Area (BOA) program was initiated in 2003 through the New York State Superfund/Brownfield Law. Administered by the New York State Department of State (DOS), this program provides financial assistance to complete area-wide brownfield redevelopment planning. The BOA program is a multi-disciplinary approach intended to assist communities foster redevelopment, return blighted land into productive areas, and restore environmental quality. This approach involves a comprehensive examination of the physical, environmental, economic, and community planning factors associated with any redevelopment effort.

Reinvestment in brownfields and underutilized properties benefits property owners, existing businesses and the community at large by enhancing employment opportunities. The general goals of the BOA program are as follows:

- Access the full range of community issues posed by multiple brownfield sites.
- Build a shared vision and consensus on the future uses of strategic brownfield sites.
- Coordinate and collaborate with local, state, and federal agencies, community groups, and private-sector partners.
- Develop public-private sector partnerships necessary to leverage investment in development projects that can revitalize diverse local communities and neighborhoods.

A brownfield is defined as "...any real property, the redevelopment or reuse of which may be complicated by the presence or potential presence of a contaminant."

(NYS Environmental Conservation Law)

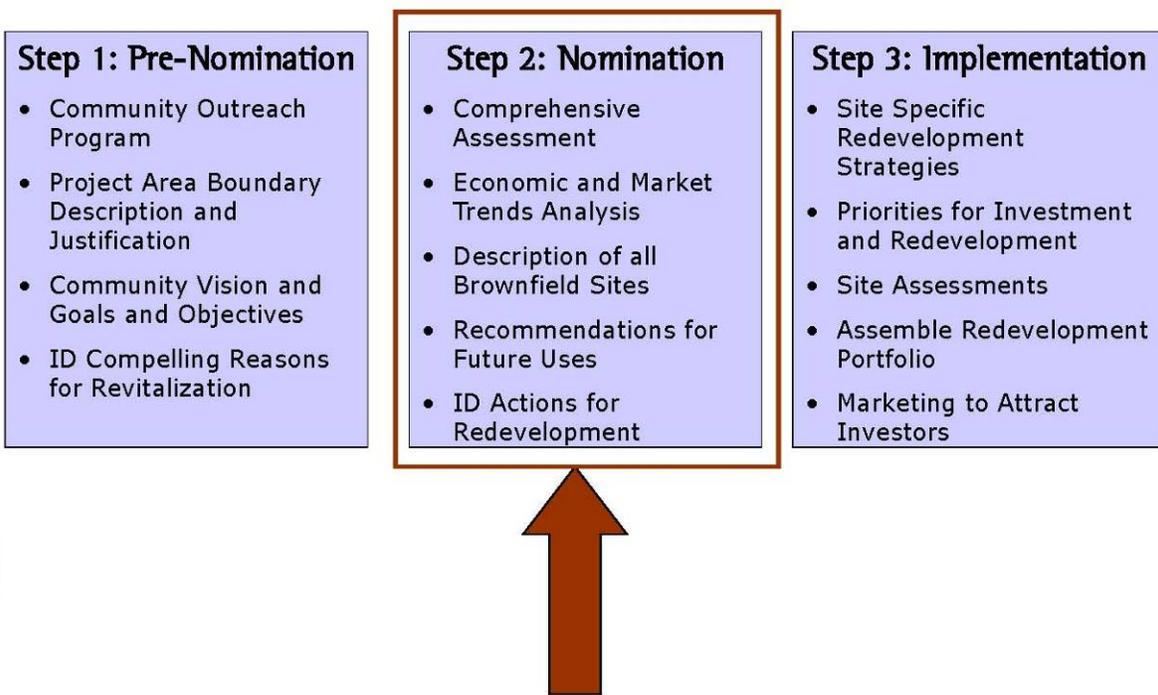
The BOA program involves three distinct steps: Step 1: Pre-Nomination Study; Step 2: Nomination Study; and Step 3: Implementation Strategy and Site Assessments. Step 1 provides a preliminary description and analysis of an area to be considered as a Brownfield Opportunity Area. This step is important for communities that may have little or no documentation of existing conditions. The results of Step 1

are to clearly identify a BOA boundary, conduct public outreach to begin building partnerships, and prepare a preliminary analysis of opportunities for redevelopment. The Broome County Department of Planning completed Step 1 of the BOA process in-house.

Step 2 is a more thorough evaluation of existing conditions as well as an analysis of environmental, economic, market and community issues and opportunities. This step leads to a more clear emphasis and identification of strategic sites that could serve as catalysts for redevelopment. The outcomes of Step 2 include a more comprehensive and in-depth evaluation of existing conditions for brownfields as well as underutilized sites, and economic and market trends analysis, identification of strategic catalytic sites and recommendations for future use. The Brandywine Corridor is currently engaged in this step and Broome County has hired Elan Planning Design and Landscape Architecture, PLLC for this phase of the project. Elan's team also includes Griffiths Engineering, HRP Associates and The Williams Group.

Step 3 includes an implementation strategy and site assessments for strategic sites. The implementation strategy involves actions to implement the plan and addresses requirements of the State Environmental Quality Review Act (SEQRA). At the conclusion of Step 3, several outcomes will be achieved including an identification of priorities for redevelopment, completed site assessments to foster clean-up activities, preparation of 'shovel ready' sites, and marketing efforts to attract interest and investment.

Each step of the BOA program includes a strong public participation component. The public and key stakeholders are involved from the start of the effort to build partnerships and the capacity to carry the effort through to implementation. Public input is critical to establishing a vision and goals for the project. Summary Public Input meeting notes can be found in **Appendix A**.



## B. Project Description

The State of New York Department of State (DOS) has provided funding to Broome County to create this Brownfield Opportunity Area Nomination Study in the Brandywine Corridor. The Brandywine Corridor Brownfield Opportunity Area is a primary gateway into the City of Binghamton and includes an area of approximately 100 acres with 18 potential priority sites north of the Susquehanna River and east of downtown Binghamton. Broome County is partnering with the City of Binghamton to complete this Study.

The study area is characterized by a mix of mostly commercial and industrial uses and a pocket of residential. Nearly 28% of the parcels within the boundaries are vacant or abandoned. The surrounding areas include residential neighborhoods and commercial corridors with some additional industrial activity outside



of the study area. The neighborhoods to the north and west of the BOA are mainly residential areas intermixed with commercial businesses. The area to the south of the BOA is mostly commercial and industrial. Immediately adjacent to the east is a commercial and industrial area that slowly transitions into residential and commercial uses

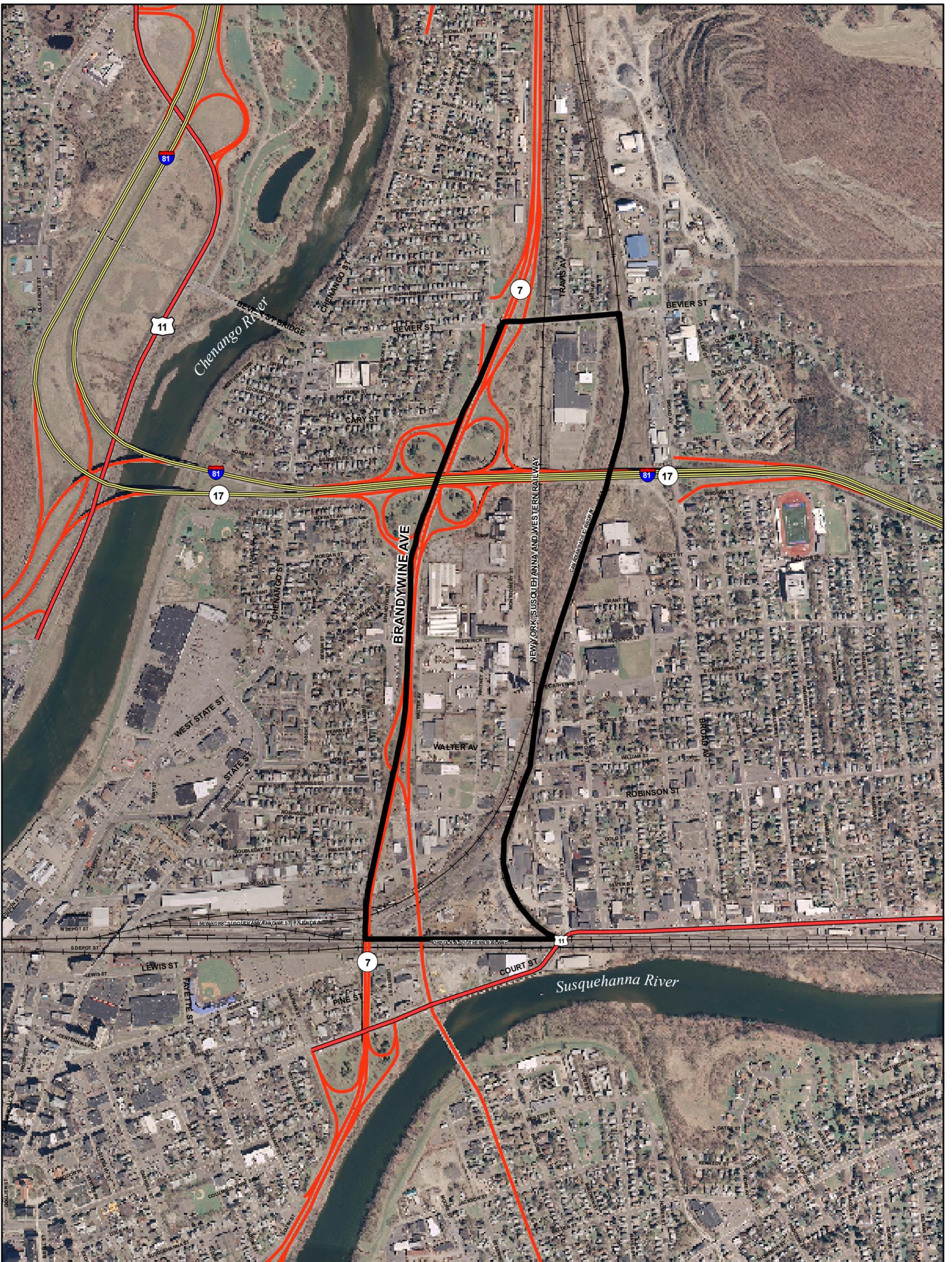


as one travels further from the Brandywine Corridor BOA.

Broome County and the City of Binghamton are continuing their efforts in environmental remediation and economic revitalization. This will return vacant properties within the study area to economic vitality, assist the growth of existing businesses, improve quality of life in the City, and provide employment opportunities. The successful redevelopment of the Brandywine Corridor BOA study area will be a long term redevelopment effort that requiring substantial public investment to leverage reinvestment in the area. As with any project of this

magnitude and complexity, implementation will only be accomplished through the application of a consistent and comprehensive vision implemented with critical partnerships.

Though the environmental remediation of the brownfield sites is an important element of the redevelopment plan, this alone is not sufficient to restart the economy of the study area. The analysis completed in this study has determined that there are other important elements that should be addressed as part of the overall redevelopment strategy for the Brandywine Corridor Brownfield Opportunity Area. As such, this report outlines a comprehensive approach and identifies key investments to be made early in the redevelopment process. This will help to “kick-start” the effort and demonstrate the County and City’s commitment to revitalization. **Figure 1** illustrates the study area context.



- Legend**
- Study Area
  - Interstate
  - US Route
  - State Route
  - Railroad

## Brandywine Corridor Brownfield Opportunity Area Nomination Study

### Figure 1 - Study Area Context

Prepared by:



December 2010

This map is computer generated using data acquired by Elan Planning and Design, Inc. from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are needed.

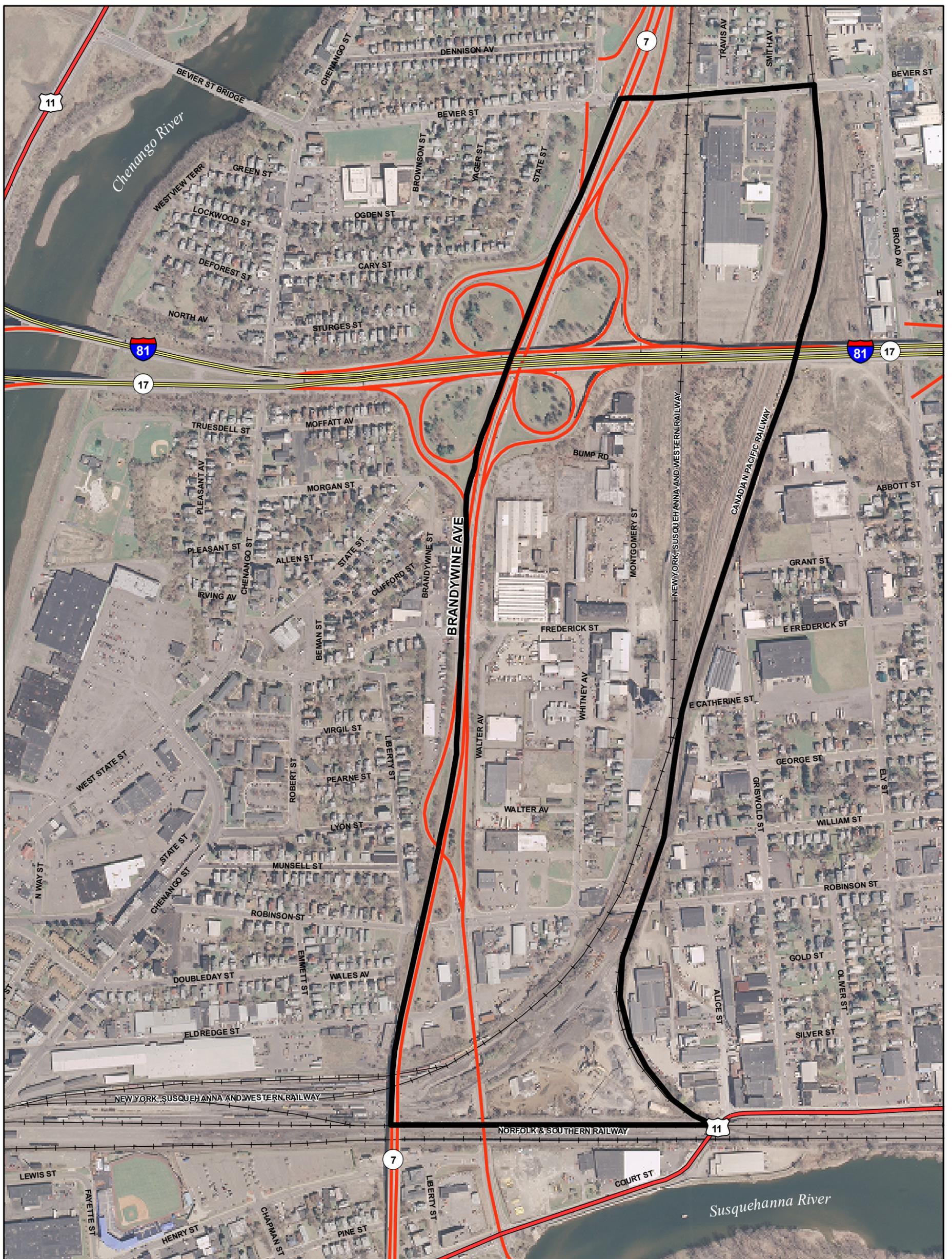
## C. Project Boundary and Justification

The Brownfield Opportunity Area boundary was identified through extensive discussions with the Steering Committee, project stakeholders, business owners, property owners, Broome County and the City of Binghamton. The justification for the boundary is based largely on groupings of similar land uses and existing man-made barriers, such as roadways and rail lines.

The study area is bordered by the Brandywine Highway (NYS Route 7) and NYS Route 363 on the west, railroad lines to the south and east, and Bevier Street to the north. The study area is illustrated in **Figure 2 - BOA Boundary Map**. The study area, which is northeast of the downtown business district and within close proximity to the Susquehanna and Chenango Rivers, is centrally located within the heart of the City of Binghamton and includes a logical grouping of industrial, commercial, and vacant or underutilized parcels with critical access by all transportation modes.

The roadways and rail lines around the BOA study area all provide rational boundaries and significant opportunities. Both the highways (NYS Route 7, NYS Route 363, and I-81) and rail lines (Canadian Pacific, New York Susquehanna and Western, and Norfolk Southern) provide comprehensive access from the City of Binghamton to cities across New York State, the northeast, Canada, and the entire United States. Due to Binghamton's central location (between the cities of Buffalo, Rochester, Syracuse, New York City, Scranton, and Philadelphia, as well as the Capital District), having direct access to these transportation routes gives businesses that rely on shipping a direct advantage.

The following images illustrate the role of the study area within the surrounding areas. It should be noted that the study area serves as a significant connector between commercial areas to the west (toward downtown) and the residential areas including the school and parks to the east. The importance of the Robinson Street Corridor is highlighted when the broader context is provided.



- Legend**
- Study Area
  - Interstate
  - US Route
  - State Route
  - Railroad

## Brandywine Corridor Brownfield Opportunity Area Nomination Study

### Figure 2 - BOA Boundary

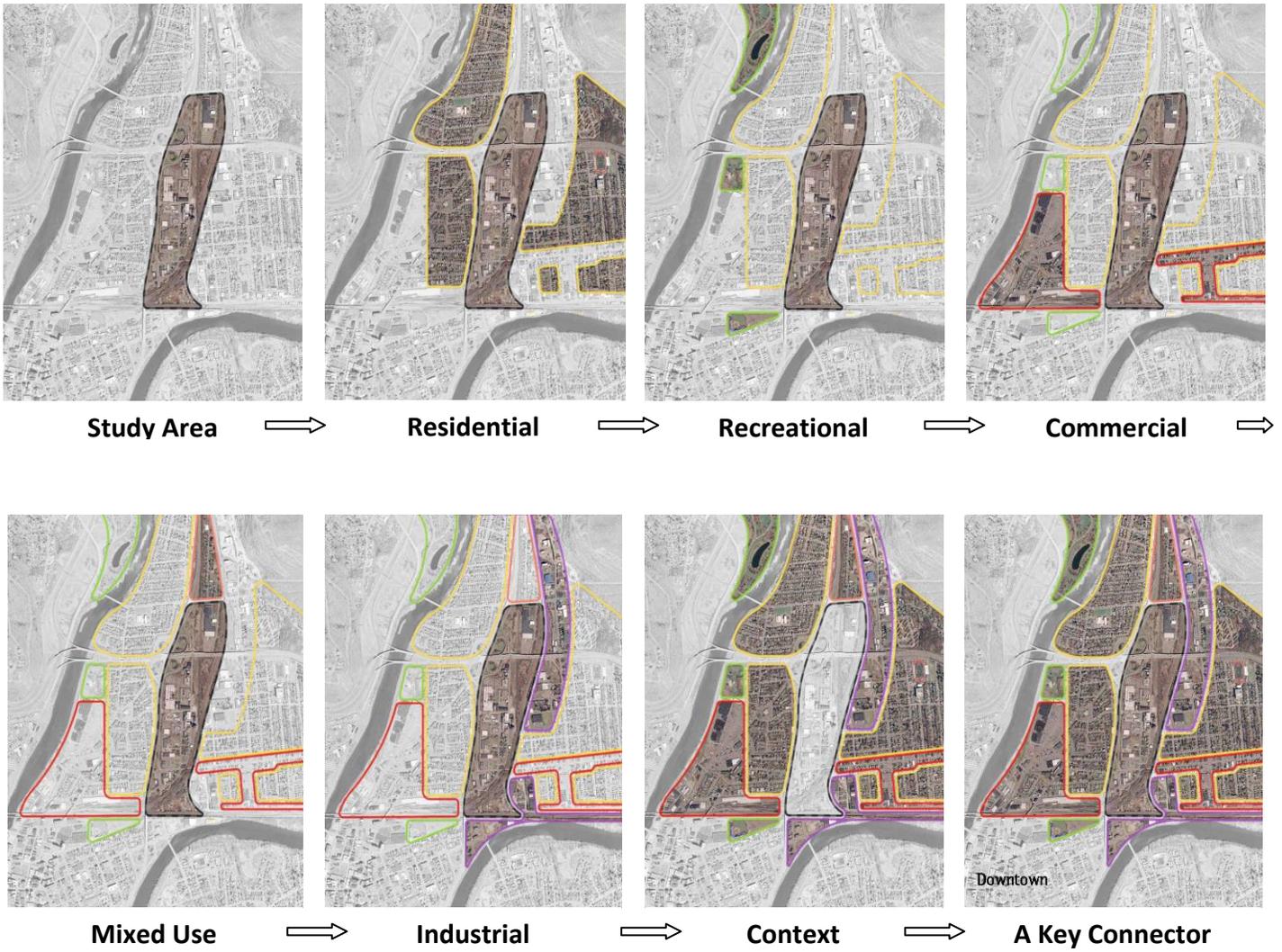
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### Study Area Role as a Key Connector



## D. Public Participation Plan & Engaging Partners

The goal of the public participation during this project was to foster communication, create a sense of ownership and build trust between the public, Broome County, the City of Binghamton, and regulatory agencies during the course of the BOA study. Citizen participation provides an opportunity to compile the public's knowledge regarding the history of the study area and understand the public's hopes, concerns and desires for the future of the Brandywine Corridor BOA. The public participation plan achieved the following three objectives:

1. Collected information from the public regarding the study area.
2. Provided opportunities for the public to voice issues, concerns and opportunities.
3. Provided an opportunity for the public to contribute their perspective in the development of the Brandywine Corridor Brownfield Opportunity Area.



In addition to public input, the BOA study also collected input from various stakeholders and the Brandywine Corridor BOA Steering Committee. In total, there were two public meetings including a public visioning workshop, several stakeholder meetings, and a series of Steering Committee meetings. A website was created to inform all interested parties about the progress of the study, and it can be viewed at



<http://www.gobroomecounty.com/planning/brandywine>.

### Steering Committee Meetings

The Steering Committee, formed at the onset of the study process, represents various interests associated with the study area. Multiple Steering Committee meetings were held throughout the planning process, providing guidance and

shaping the direction and recommendations of the study. A list of Steering Committee members, as well as meeting minutes from each of the Steering Committee meetings, can be found in **Appendix B**. Following is a summary of key Steering Committee meetings to demonstrate the type of information discussed at each stage throughout the process.

1. The first Steering Committee meeting held on August 6, 2009, served as an introduction to the project team and the Committee. The BOA process was reviewed and discussed, as was the draft Citizen Participation Plan. A short questionnaire concerning the strengths and weaknesses of the study area were distributed to the Committee, with the intent of discussing the answers at a future meeting.
2. The September 2009 meeting, again reviewed and finalized the Citizen Participation Plan, as well as reviewing the proposed BOA boundary, and discussed scheduling for public visioning meetings. Also discussed were results from the recently held stakeholder meetings (discussed below).
3. The October 2009 meeting, dealt primarily with public meeting results and logistics, BOA boundary solidification, and the upcoming inventory and analysis of the study area.
4. The meeting held in March 2010 described the process and identified the findings of the economic and market analysis.
5. The meeting held in April 2010 introduced the site selection matrix and revealed site rankings, and addressed upcoming meetings and goals. Among the topics discussed, the committee provided background on several sites, they discussed the floodplain maps, and agreed that many sites in the study area needed “loose ends” tied up, as opposed to serious environmental remediation.
6. The May 2010 meeting included discussions about the draft vision statement and future development scenarios. The committee provided feedback on the vision statement and proposed redevelopment scenarios, suggesting that a hybrid of two proposals would be an ideal future build-out.

7. The August 2010 meeting focused on two important topics: an upcoming public meeting and changes to the future redevelopment recommendations. The committee discussed the vision statement, added important thoughts to the redevelopment scenario, and spoke at length about future projects that may occur within the study area, including a potential Step 3 BOA study.

### Stakeholder Meetings

Extensive meetings were held with a variety of stakeholders for this project. The consultant team met with business and property owners from within the study area, real estate brokers, officials from Broome County and the City of Binghamton, major property owners and developers, the New York State Department of Transportation, and many other critical players in Binghamton's economic development arena. These meetings gave a wide variety of stakeholders the opportunity to weigh in on their concerns, ideas and vision for the Brandywine Corridor BOA.

Stakeholders were asked a variety of questions regarding the issues, concerns and opportunities within the study area. Business and property owners gave information about the history of their property, any known contamination or other environmental issues, the viability of current businesses or tenants, future plans and projects, and various other items. Public officials were questioned about their ideas and thoughts for feasibility of different industries, business types and uses for the study area, possible incentives and programs to spur redevelopment and job creation in the region, and how the Brandywine area fits in to the larger picture of Binghamton. Stakeholder responses to economic development questions are further addressed in the economic and market analysis described later in this report.

Issues and topics that arose during these interviews often overlapped, but many conversations were divergent as well. Property owners and businesses were greatly concerned about high property taxes, property maintenance, the local quality of life and its impact on the labor force, and the traffic patterns and aesthetics of the roadways in and around the study area. The existing businesses within the study area are healthy, but they struggle to keep up with property taxes and there are few incentives to improving their property or investing in additional infrastructure. Access to the site from the north and west were identified as challenging.

Property owners see the potential for Binghamton to have a resurgence, and were keen on tapping into the hospital and higher education expansions, capitalizing on

the possible alternative energy industry and retaining the defense and simulation companies that operate in Broome County, in the hopes that they will maintain the work force and make redevelopment of the Brandywine Corridor BOA a success.

Public Officials and key members of the economic development community expressed concerns about a number of issues. Many noted that the presence of high quality educational institutions undergoing expansion is a major asset to the region, providing a skilled work force. They were concerned, however, that the “quality of life” in Binghamton is lacking, specifically related to the lack of variety in cultural and recreational amenities, restaurant and nightlife, and downtown vibrancy. Quality of life issues such as these tend to negatively impact the ability of a community to retain its youth, college graduates and skilled workforce, which are all factors that companies take into consideration when locating new or expanding businesses. The affordability of housing, on the other hand, is an attractive incentive for the workforce to remain in or relocate to Binghamton.

In addition to the above input, this group of stakeholders had a number of ideas regarding the types of businesses that could potentially be viable within, or should be tapped into for, the Brandywine area. These included Green and Sustainability Industries; Hospital and Higher Education Expansions; Transportation (rail-based) Industries; and R&D, High-Tech and Simulation.

While many items mentioned are not specific to the Brandywine Corridor BOA study area, those items are critical elements of success that influence the ability to redevelopment in the City of Binghamton and the Brandywine Corridor BOA.

#### Public Visioning Workshop

A public visioning workshop was held on Thursday, November 19th at 6pm in the Theodore Roosevelt Elementary School. Approximately 50 people attended this workshop, representing business owners, local residents, neighborhood associations, property owners and managers, and state and local government. A brief presentation was given by Elan Planning and Design, Inc., the consultants hired by Broome County to assist with the Step 2 Brownfield Opportunity Area Study. Participants were then broken up into working groups and posed a series of questions about their feelings about and ideas for the Brandywine BOA study area and surrounding parts of the City of Binghamton.

The questions posed to participants were as follows:

1. What is the BOA area to you?
2. What should happen on this site?
3. How can the Brandywine be improved as a “front door” to Binghamton?
4. Should accommodations be made on the Brandywine for pedestrian and bike paths?
5. If these facilities were developed on Frederick Street, Robinson Street, and the Brandywine, would you use them?
6. What is the one item you would like to see in this area?

The general feeling about the current state of the Brandywine area was fairly negative, with regard to the visual and physical condition of both the study area and the adjacent Brandywine Highway. Participants used words such as sad, ugly, industrial, isolated, contaminated, and eyesore to describe the general look and feel of the area. Despite the current dismay about existing conditions, a sense of hopefulness was present, especially with regard to the potential that this particular area of the city has to provide a place for job creation, industry expansion, and property redevelopment.

When asked “What should happen on this site,” participants had a wide range of ideas and suggestions. The answers fell broadly under two categories: Economic Development and Public Amenities. These topics often go hand in hand and so many of the ideas would be compatible with one another under a number of redevelopment scenarios.

Ideas that fell under the Economic Development theme could be further broken down into the following: Industrial Uses, Retail and Commercial Uses, “Green” Initiatives, and Education. Ideas for specific industries such as highway service uses (ie. gas stations and restaurants), retail stores and a storefront entrepreneurial center were offered, as well as suggestions that the northern and southern ends of the property should be retail, while the middle remains more industrial.

Participants were of the opinion that industrial uses that would build upon Binghamton’s existing industries and workforce should be located in the Brandywine Corridor BOA. Industrial park, light manufacturing, R+D, and transportation oriented businesses were all mentioned. All working groups touched on the importance of the rail corridor passing through the area, and suggested that new industries locating in the study area should take full advantage of the multi-modal transportation options available. The impending gas drilling operations in the local area were discussed, with suggestions that Brandywine would be a

location for some support businesses and industries to complement and fulfill the needs of the drilling companies.

Sustainability was also a common theme among participants during this workshop, with participants noting a desire to have new local industries that are focused on alternative energy and green business. Aside from the actual uses on the site, attendees expressed a desire to have sustainability and environmental conscience folded into the physical development of the area, including energy efficient buildings, permeable surfaces and alternative energy sources.

The presence of BU and BCC in the area is recognized as having a significant impact on the local economy. The Brandywine Corridor BOA was suggested as a potential location for expansion of these educational institutions, or for businesses and industries that benefit from and contribute to the R+D and labor force of the two colleges. Participants did say that they would prefer for student housing to be focused more in downtown Binghamton rather than here in Brandywine, in order to strengthen the downtown business district and increase quality of life in the city

## **E. Analysis of the Brownfield Opportunity Area**

### ***Community and Regional Setting***

The Brandywine Brownfield Opportunity Area is located in the heart of the City of Binghamton, Broome County, New York. Broome County is a part of the Southern Tier of New York State, and Binghamton functions as the educational, social, and cultural center of the greater region. The Brandywine BOA consists of just over 100 acres of land adjacent to the interchange between Interstate 81 and State Route 7. The study area enjoys high visibility from the Interstate and Route 7, critical vehicular and rail access and existing infrastructure essential to redevelopment.

The City of Binghamton has a population of 42,385 (2006–2008 American Communities Survey) and is the largest municipality in Broome County, which has a population of 195,479 (2006–2008 ACS). The region thrived as a technological, aerospace, and defense center for decades. It continues to attract and retain companies and a workforce centered around these industries. Education, health care, food service and distribution, and insurance are other major employment sectors in the Binghamton area.

While the BOA area and portions of the adjacent land are industrial in character, the surrounding area consists of residential neighborhoods, up and coming commercial corridors, and the successful downtown business district. To the west is a lower income neighborhood consisting mainly of single-family and two-family rental units, as well as some retail uses. To the north and east are residential neighborhoods consisting of higher valued, owner-occupied properties.

Along Robinson Street at the southeastern end of the BOA is an area where a recent resurgence of retail and business improvements has created a commercial neighborhood center for the surrounding area. Robinson Street also serves as a connector for vehicular and pedestrian traffic. Industrial and rail uses dominate the landscape to the south of the study area between the BOA boundary and the Susquehanna River, and a short distance to the southwest lies the downtown business and government center.

As can be seen in Table 1: Existing Community Demographic Profile Comparison, the demographics of the City of Binghamton are younger and less wealthy than the County or Metropolitan Statistical Area (MSA). The employment profile shows

higher percentages of workers in the retail trade and arts, entertainment, recreation, accommodation, and food services sectors in the City of Binghamton. The City also experienced much higher rates of population decline than the County or MSA, and has higher unemployment averages for 2010. The employment held by wide numbers of Binghamton residents correlates with lower per capita incomes, higher unemployment during times of economic recession, and higher out-migration rates. Along with improving other important factors such as education, drawing more opportunities for skilled employment into the City of Binghamton will promote in-migration, lower unemployment rates, and raise income levels, causing a reverberating effect across the City and region as a whole.

<b>Table 1: Existing Community Demographic Profile Comparison</b>			
<b>Demographic Indicator</b>	<b>City of Binghamton</b>	<b>Broome County</b>	<b>Binghamton MSA</b>
<b>Population – (2008 estimated)</b>	42,385	195,479	244,870
<b>Projected Population Growth – 2000 – 2008</b>	-10.5%	-2.5%	-3.0%
<b>Per Capita Income</b>	\$22,665	\$24,516	\$24,596
<b>Median Age</b>	37.3	39.3	39.7
<b>Household Size</b>	2.10	2.32	2.36
<b>Employment Profile</b>			
<b>Agriculture, forestry, fishing/hunting, mining</b>	0.1%	0.6%	1.0%
<b>Construction</b>	4.6%	5.1%	5.5%
<b>Manufacturing</b>	11.0%	13.4%	14.7%
<b>Wholesale trade</b>	2.3%	3.2%	3.3%
<b>Retail trade</b>	12.2%	11.9%	12.0%
<b>Transportation and warehousing, and utilities</b>	5.1%	4.5%	4.2%
<b>Information</b>	1.8%	2.0%	1.9%
<b>Finance, insurance, real estate, and rental and leasing</b>	4.9%	5.7%	5.2%
<b>Professional, scientific, management, administrative, and waste management services</b>	8.5%	8.0%	8.2%
<b>Educational, health and social services</b>	28.5%	29.2%	28.4%
<b>Arts, entertainment, recreation, accommodation and food services</b>	12.2%	8.1%	7.7%
<b>Other services (except public administration)</b>	4.3%	4.2%	3.9%
<b>Public administration</b>	4.6%	4.0%	3.8%
<b>Unemployment (NYS Dept of Labor, 2010)</b>	9.9%	9.6%	9.5%
<i>Source: U.S. Census Bureau American Community Survey 2006 - 2008 unless otherwise noted.</i>			

A look at the demographics for the area closer to the study areas presents both issues and opportunities for the Brandywine Corridor BOA. The following discussion highlights important demographic information for the area within a 5-mile radius of the study area, unless otherwise indicated.

The current issues related to demographics within the Brandywine Study Area and the City of Binghamton as a whole are the continuing decline in both population and income, the loss of young professionals, and the presence of old housing stock that may need to be updated.

The population within a 5-mile radius around the study area is 94,000, but this number is declining at a rate of 4% (compared to a US-wide positive trend of 8%). The average household income within this radius is \$46,000, compared to a US-wide average of \$67,000. Even at 11% growth, the average household income within the study area cannot catch up to the nationwide average. In addition, 19% of the population within a 5-mile radius earns less than \$15,000 per year – below the poverty rate.

The average age is increasing, with an expected 23% of the local population above the age of 60 by the year 2013, and the 25-44 year old age bracket is declining. In addition, the 21-24 year old age bracket is expected to decline by nearly 1%, and the average age of 40 is well above the US average.

Other contributing factors to the study area are a low level of owner-occupied housing (54%, compared to a nationwide 67%), and an older housing stock. Lastly, despite having high-quality educational institutions in close proximity to the study area, only 3% of the population have a graduate degree, and nearly 30% of households live beneath the poverty line.

Despite these statistics, there are a number of opportunities that can be found, including high employment in business and professional sectors, close proximity and access to higher education, and demand for new/updated housing development. 24% of the population within a 5-mile radius of the study area is employed in professional and related occupations, which is 4% higher than the national average. This is key for business attraction. If this core group of educated citizens can be kept in the area, this is also attractive to industries requiring these

types of workers, as well as attractive to new housing developers who would be able to increase their construction of new residential properties.

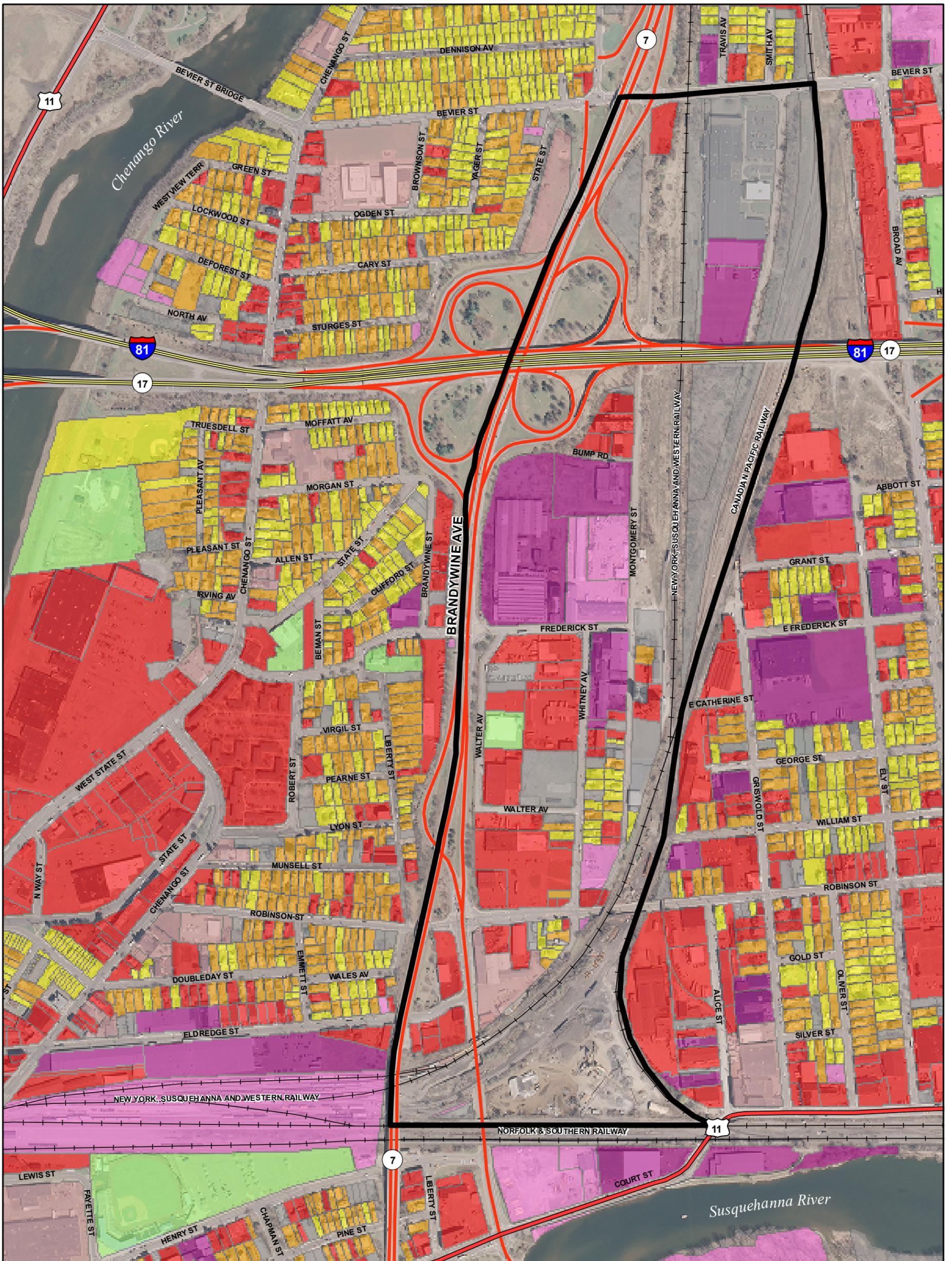
### *Existing Land Use*

The Brandywine area has been mainly commercial and industrial in nature. The Brandywine study area consists of retail along the Robinson Street corridor; industrial south of Robinson Street and throughout the interior of study area; larger scale commercial along Bevier Street and along the Brandywine Highway; and modest residential in the center of the study area. In addition, many parcels are vacant or significantly underused. The following text describes the relationship between the study area and the surrounding areas and full describes the study area land use.

The surrounding areas include residential neighborhoods and commercial corridors, with some additional industrial activity outside of the study area. The neighborhoods to the north and west of the BOA are mainly stable residential areas intermixed with commercial businesses. The area to the south of the BOA is mostly commercial and industrial, and immediately adjacent to the east is a commercial and industrial area that slowly transforms into residential and commercial uses as one travels further from the Brandywine Corridor BOA.

While these adjacent uses, especially residential neighborhoods, would seem to be incompatible with a large industrial area, the Brandywine study area is largely cut-off from the surrounding properties. The railroad tracks to the south and east, the four-lane roadway of Brandywine Avenue/Route 7 to the west, and Interstate 81 to the north function as a visual and physical barrier between the BOA and the surrounding neighborhoods. There are few roads that enter the study area, so it is very much physically separated from the adjacent neighborhoods. This may present an opportunity for improving multimodal access.

Within the study area, there are a number of different land uses (shown on **Figure 3 – Land Use Map**), but the BOA has mostly an industrial feel to it. Heavy Industry, though, as a land classification is only applied to three sites within the boundary. The most prevalent land use is commercial as classified by the City's real property tax information and there are a number of single and multiple family residential parcels within the study area as well. Other land uses inside the BOA include Recreation, Public Service, Community Service, and Vacant Land.



- Legend**
- Study Area
  - Interstate
  - US Route
  - State Route
  - Railroad
- Land Use**
- Single-Family Residential
  - Multi-Family Residential
  - Vacant
  - Commercial
  - Recreation and Entertainment
  - Community Services
  - Industrial
  - Public Services



## Brandywine Corridor Brownfield Opportunity Area Nomination Study

### Figure 3 - Land Use

December 2010

Prepared by:



This map is computer generated using data acquired by Elan Planning and Design, Inc. from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are needed.

**Table 2: Existing Land Use in Study Area**

Uses		#of parcels	% of total parcels	Acreage	% of Total Area
<b>Residential</b>					
	Single Family	17		1.95	
	Two-Family	8		1.12	
	Subtotal	25	24.8%	3.07	3.6%
<b>Vacant</b>					
	Residential	7		0.81	
	Commercial	12		13.45	
	Industrial	9		23.04	
	Subtotal	28	27.7%	37.30	43.9%
<b>Commercial</b>					
	Automobile-related services	9		4.29	
	Storage and warehouse	16		8.23	
	Retail	1		3.56	
	Office	1		0.23	
	Multi-use	8		3.11	
	Subtotal	35	34.7%	19.42	22.9%
<b>Industrial</b>		6	5.9%	16.80	19.8%
<b>Recreation, Community Services, Public Services</b>		7	6.9%	8.32	9.8%
<b>Total</b>		101	100%	84.91	100%
<i>Source: 2007 Property Class Codes for City of Binghamton</i>					

Residential

There is a small residential enclave in the southeastern portion of the study area. These homes are modest and situated on small lots, but they are very well maintained and are mainly inhabited by single families. There are larger residential neighborhoods in the surrounding area: to the west is the Fourth Ward neighborhood, a lower income area comprised of many renters and multi-family dwellings, and the Robinson Street neighborhood to the east, which is an older established neighborhood with small and well-kept homes, walkable streets, and high levels of homeownership. North of Bevier Street is another older residential neighborhood with many single family homes, centered around the Theodore Roosevelt Elementary School. **Figure 3 – Land Use Map** shows the concentration of residential units within the study area. While portions of the study area may not be appropriate for residential uses, the amount of residential properties within and surrounding the study area suggest that other uses (commercial, etc.) could flourish along key routes within the study area.

### Vacant

Vacant lands within the study area include residential, commercial, and industrial parcels. The majority of the vacant land area, or about 62%, is made up of former industrial property. The remainder of the vacant area is comprised mostly of commercial lands. Although only about 2% of the vacant land area is made up of residential property, this total includes 7 parcels. This represents about 22% of the total residential parcels in the study area. The vacant residential parcels are clustered in the southeast corner of the study area, interspersed between occupied residential parcels. Vacant lots and properties present many challenges, but also provide the community with opportunities for growth within its borders. In particular, the vacant residential parcels may be an opportunity for new in-town housing for people working within the study area. The wide areas of vacant industrial parcels also present an opportunity for increased manufacturing within the City of Binghamton, with easy transportation access and proximity to the housing and amenities both within and surrounding the study area.

### Commercial

The study area contains 35 commercial parcels, totaling a little less than 20 acres. As shown on **Figure 3 – Land Use Map**, commercial properties are the dominant land use within the BOA. The commercial properties along Robinson and Eldredge Streets are mainly retail outlets and businesses generating significant automobile traffic, including Rite Aid (which is one of the busiest in the Binghamton region, according to stakeholders), Advance Autoparts, Dunn Electric Supply, a health club, restaurants, auto-related businesses, and a number of other small retail businesses. These retail and service businesses are destination stores that serve the entire city of Binghamton and surrounding communities.

The largest commercial properties within the BOA function more like industrial sites, generating truck traffic and conducting more large-scale operations. One example is Cook Brothers, a heavy trucking parts warehouse, sales shop, and repair facility that serves a wider regional or statewide customer base. Technical companies currently operate facilities at both the former Stow (currently EMS Technologies which manufactures circuit boards) and Universal Instruments (research and development) sites.

### Industrial

Although industrial uses appear to dominate the study area, the 6 parcels classified as industrial make up only 20% of the land area in the study area. Industrial sites in the BOA include the Stow site, portions of the Universal Instruments site, and

the properties at the corner of Frederick Street and along Whitney Avenue, which includes the former Phillips Foundry. One significant industrial parcel is located at the southern portion of the study area at the convergence of several railroad lines. The triangle-shaped site is currently used for outdoor storage and staging, but because of the prime location, a better use can be envisioned. This potential use could make full use of the rail lines that run on all sides of the site.

Other industrial sites are concentrated towards the middle and northern portions of the study area. Despite their prime location near major regional highways, some of these sites, including the site at 105 Montgomery Street which is occupied by several vacant-appearing buildings and a parking lot, seem to be underutilized. Another site, the former Phillips Foundry, has several dilapidated buildings, and appears to also be vacant. These sites, while in poor condition currently, have potential to become valuable industrial and manufacturing sites due to their proximity to major transportation resources (highways and rail), as well as their prime location in the heart of the study area.

#### Recreation, Community Service and Public Service

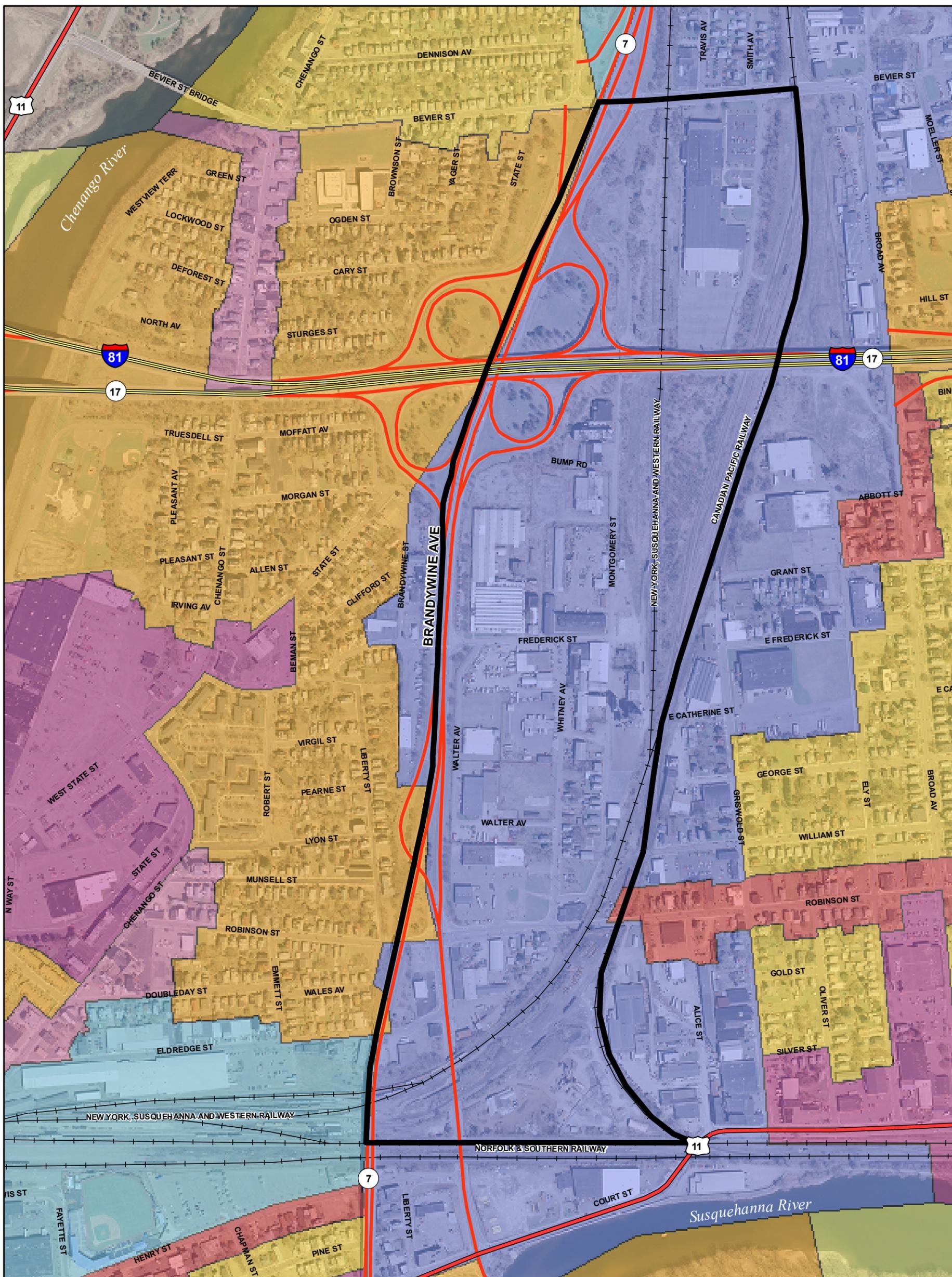
The remainder of the land in the study area is comprised of recreation, community service, and public service uses. There are no parks within the BOA study area, and no real connections or opportunities for biking or walking within the site. The bowling alley serves as the only recreational draw to the area. A number of parks and recreation opportunities are available in the surrounding neighborhoods, though Brandywine Avenue and the other transportation corridors in the area largely cut the study area off from those places.

There are also several community service and public service parcels. Community service generally denotes uses such as schools, health care services, and places of worship. Within the study area, the single community use parcel is owned by the City of Binghamton and utilized by the City Department of Public Works. Other properties that may become public in the future include Pa's Woodshed, which is currently in tax foreclosure; the Phillips Foundry site, which is currently in bankruptcy; and the NYSDOT site, which may be under the ownership of the IDA in the future.

Public services include parcels used to provide utilities and transportation. In the BOA, the public service lands include both City-owned and New York State-owned sites.

*Zoning*

**Figure 4 – Zoning Map** shows a representation of the City of Binghamton’s zoning classifications for the BOA area. The entire study area is classified as Heavy Industrial, with the exception of an undeveloped small property (.5 acres) between Route 7 and Brandywine Avenue that is zoned Residential Multi-Unit Dwelling. Large areas to the north, east, and south of the BOA are also classified as Heavy Industrial.



- Legend**
- Study Area
  - Interstate
  - US Route
  - State Route
  - Railroad
- Zoning**
- Residential Single Unit Dwelling
  - Residential One & Two Unit Dwelling
  - Residential Multi Unit Dwelling
  - Neighborhood Commercial
  - Limited Neighborhood Commercial
  - Service Commercial
  - Heavy Industrial
  - Light - Medium Industrial

## Brandywine Corridor Brownfield Opportunity Area Nomination Study

Prepared by:



**HRP Associates, Inc.**  
ENVIRONMENTAL/CIVIL ENGINEERING & HYDROGEOLOGY  
Creating the Right Solutions Together



### Figure 4 - Zoning



December 2010

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Other zoning classifications that border the BOA study area are Residential Multi-Unit Dwelling and Light-Medium Industrial to the west and Neighborhood Commercial along the Robinson Street corridor to the east. As zoning designates appropriate future land uses, it is important to understand the regulations and expectations of each. The zones in and around the study area are described below.

### Heavy Industrial

This zoning classification, which encompasses essentially all of the study area, extends beyond the study area border to include areas east, north, and south to the Susquehanna River. The City of Binghamton Zoning Ordinance defines heavy industrial as “[any] establishment that involves basic processing and manufacturing of materials or products predominantly from extracted or raw materials,” and allows for the following principal uses within the zone boundaries:

- Animal clinic
- Antiques
- Art gallery
- Automotive detailing business
- Automotive parts and accessories establishment
- Bakery retail
- Banquet/catering facility
- Barbershop/ Beauty parlor
- Brew pub
- Catering service
- Dry cleaning establishment
- Flea-market, short term
- Food delivery establishment
- Greenhouse, commercial
- Human service agency
- Laundromat
- Liquor store
- Nightclub
- Non-alcoholic night club
- Office, business
- Office, professional
- Office, professional health-related
- Oil change, lube, and related sales and service facility
- Pawn shop/Swap shop
- Personal service establishment
- Pet grooming shop
- Photocopy and related printing service
- Rental service store
- Repair shop and sales, small appliances and office equipment
- Restaurant, sit-down
- Restaurant, take-out/carry-out
- Retail beverage/recycling center
- Retail or service business, general
- Studio
- Studio, broadcast
- Tavern
- Taxi cab/Personal transport business (no repairs or exterior storage of vehicles)
- Telephone switching facility
- Therapeutic massage office
- Thrift shop/Second hand store
- Towing service (with no accessory storage)
- Travel agency
- Video rental shop

The intent of the I-3 Heavy Industrial District is to designate those areas which are suitable for heavy industrial uses. Like the I-2 District, 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.

As indicated in the current land use analysis, the current zoning does not reflect the wide array of land uses that occur within the study area boundaries. It is also notable that while the entirety of the study area is zoned as Heavy Industrial, only 20% of the occupied area is defined as an industrial land use. While an entire district of heavy industrial located in the study area would provide jobs and economic benefit, current market conditions indicate that the current zoning could potentially be slowing growth of other uses that are more inclined to expand.

#### Residential Multi-Unit Dwelling

The Residential Multi-Unit zoning classification, which occupies a small, vacant parcel on the southwestern edge of the study area, is the prominent zoning west of the study area and contains several neighborhoods, stretching to the Chenango River. The City of Binghamton Zoning Ordinance defines multiple-unit dwellings as “one or more buildings, or portions thereof, on a single lot, containing three or more dwellings... [this] includes apartments, elderly housing, rental townhouses, cooperative housing and condominiums,” and allows for the following principal uses within the zone boundaries:

- Community residential facility--Family care
- Community residence facility for the disabled
- Dwelling, Modular
- Essential services
- Foster care home
- Public parks, playgrounds, playfields, golf courses, swimming pools, and tennis courts
- Single unit residences
- Townhouses with two units
- Two unit residences

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.

While this zoning seems to be appropriate for the residential neighborhoods east of the study area, implementing this zoning classification within the study area boundaries would not be. The study area is comprised of very little housing, and the few parcels dedicated to residential are primarily single-family.

#### Light-Medium Industrial

This zoning classification is located to the southwest of the study area, along the rail lines leading towards the Chenango River. The City of Binghamton Zoning Ordinance defines light industrial as “An establishment engaged in the assembly, packaging, storage and distribution of products from finished products or parts,” and medium industrial as “An establishment engaged in the processing, fabrication, treatment, packaging, storage and distribution of predominantly previously prepared materials, or finished products or parts, but excluding basic processing or manufacturing from predominantly new or extracted materials”. This zone allows for the following uses within its boundaries:

- Animal clinic
- Antiques
- Art gallery
- Automotive detailing business
- Bakery retail
- Barbershop/ Beauty parlor
- Brew pub
- Catering service
- Dry cleaning establishment
- Flea-market, short term
- Food delivery establishment
- Greenhouse, commercial
- Human service agency
- Laundromat
- Liquor store
- Office, business
- Office, professional
- Office, professional health-related
- Pawn shop/Swap shop
- Personal service establishment
- Pet grooming shop
- Photocopy and related printing service
- Rental service store
- Repair shop and sales, small appliances and office equipment
- Restaurant, sit-down
- Restaurant, take-out/carry-out
- Retail beverage/recycling center
- Retail craft/hobby shop
- Retail neighborhood convenience outlet
- Retail or service business, general
- Retail sales of ice cream, candy, baked goods, gifts, flowers, and similar small items
- Studio
- Studio, broadcast
- Tavern
- Taxi cab/Personal transport business (no repairs or exterior storage of vehicles)
- Telephone switching facility

- Therapeutic massage office
- Thrift shop/Second hand store
- Travel agency
- Video rental shop

The intent of the 1-2 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.

### Neighborhood Commercial

This zoning classification is located to the east of the study area along the Robinson Street corridor. This zone allows for the following principal uses within its boundaries:

- Animal clinic
- Antiques
- Art gallery
- Automotive detailing business
- Bakery retail
- Barbershop/ Beauty parlor
- Brew pub
- Catering service
- Dry cleaning establishment
- Flea-market, short term
- Food delivery establishment
- Greenhouse, commercial
- Human service agency
- Laundromat
- Liquor store
- Office, business
- Office, professional
- Office, professional health-related
- Pawn shop/Swap shop
- Personal service establishment
- Pet grooming shop
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- Retail craft/hobby shop
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- Retail or service business, general
- Retail sales of ice cream, candy, baked goods, gifts, flowers, and similar small items
- Studio
- Studio, broadcast
- Tavern
- Taxi cab/Personal transport business (no repairs or exterior storage of vehicles)
- Telephone switching facility
- Therapeutic massage office
- Thrift shop/Second hand store
- Travel agency
- Video rental shop

The intent of the C-4 Neighborhood Commercial District is to designate those areas where general retail, service, and office activities provide convenience goods and service to several surrounding neighborhoods but not usually on a City-wide or regional scale. Nonresidential land uses have mixed with, and often superseded, residential development. Restrictions which discourage encroachment of nonresidential activities into adjacent residential areas and gradually improve traffic safety, land use efficiency, and visual quality will be in the best interest of the community

***Existing Economic Districts and Designations***

There are a number of incentive programs and economic districts at work in the BOA study area that could be valuable for future investment and business assistance, partnerships, and guidance. These include:

- *ENZONE* - The entire Brandywine BOA area is classified as both A and B in the New York State Environmental Zone Program. Category A includes areas with a poverty rate of at least 20% and an unemployment rate of at least 125% of the State average. Category B includes areas with a poverty rate of at least twice the County poverty rate and with sites that are subject of a brownfield cleanup agreement pursuant to ECL 27-1409 that was entered into prior to September 1, 2006. There are also opportunities for 8% enhanced credit for Brownfield Redevelopment credits. This designation could be used to secure assistance and funding for future projects.
  
- *Broome County Industrial Development Agency (BCIDA)* - The Broome County IDA offers financial assistance to new and existing businesses through a variety of industrial development bonds, tax abatements, and funding options. The BCIDA is also a partner on the Brandywine BOA Nomination Study advisory committee.
  
- *Binghamton Local Development Corporation* - The BLDC offers multiple loan programs to assist business owners in the City of Binghamton. The Revolving Loan Fund offers funding for land or building acquisition, supplies or manufacturing machinery purchases, facility improvements, and/or pollution control. The Micro Enterprise Loans are offered to small businesses and can be used to purchase fixed assets or as working capital.

The Commercial Façade Improvement Loans are offered to improve the “curb appeal” and is meant strictly for this purpose.

***Potential Priority Sites***

The study area contains several recognized brownfields in various stages of remediation. These sites may be brownfields, abandoned or vacant. The status of these sites is important for identifying current challenges and future opportunities for development. The status of these sites is discussed below in Table 3: Brownfield Sites and in subsequent entries. For more information on individual sites, see **Appendix C - Site Profile Forms**. The following sites are grouped according to their address.

The Brandywine Corridor Brownfield Opportunity Area Nomination Study

**Table 3: Potential Priority Sites**

	<b>Address (Common Name)</b>	<b>Parcels</b>	<b>Former uses/ Potential pollutants</b>	<b>Current Status</b>	<b>Acreage</b>
A	111-125 Montgomery St (Pa's Woodshed)	5	Oils and hazardous substances	Occupied and actively used.	1.79 ac
B	105 Montgomery St	1	Oils and hazardous substances	Vacant	2.98 ac
C	67 Frederick Street (Former Stow Site / Current EMS Tech.)	1	Gasoline, hydraulic oil, unknown petroleum substance	Occupied and actively used	7.89 ac
D	73 Frederick Street and 61 Montgomery Street (NYS DOT)	2	Unknown substances, gasoline, #4 fuel oil, #2 fuel oil, BTEX	Occupied and actively used	4.35 ac
E	21 Walter Ave/67-69 Whitney Ave/76 Frederick (Cook Brothers)	4	Potential town dump, oils, hazardous substances	Occupied and actively used	3.00 ac
F	80 Frederick Street (Phillips Foundry)	1	Unknown substances and #2 fuel oil	Vacant	2.07 ac
G	15-19 Walter Ave (Brandywine Bowl)	3	Potential town dump, oils, hazardous substances	Occupied and actively used	1.70 ac
H	57 Whitney Ave (Roadway Express)	1	Potential town dump, diesel fuel, fuel oil/waste oil, BTEX	Occupied and actively used	2.15 ac
I	40-54 Montgomery St (Venture Milling)	6	Oils and hazardous substances	Occupied and actively used	1.91 ac
J	7 Walter Ave (Cook Brothers)	1	Gasoline, fuel oil, hydraulic oil	Occupied and actively used	1.41 ac
K	49 Whitney Ave (Frm. Naval Training Ctr)	1	Potential dump, petroleum substance, VOCs, SVOCs	Vacant	2.00 ac
L	6 Walter Ave	1	Potential town dump	Paved parking lot	0.77 ac
M	71 & 75 Robinson St (Rite Aid/Auto Zone)	2	Unknown petroleum substance, USTs, VOCs	Occupied and actively used	4.32 ac
N	4 Montgomery St/89 Robinson St (Southern Tier Printing)	2	Oils and hazardous substances	Occupied and actively used	0.31 ac
O	68-70 Robinson St (Dick's Garage)	1	Oils and hazardous substances	Occupied and actively used	0.48 ac
P	76 & 80 Robinson St (Dunn Electric)	2	Oils and hazardous substances	Occupied and actively used	0.77 ac
Q	26 Brandywine Ave (City DPW)	1	Oils and hazardous substances	Occupied and actively used	2.21 ac
R	10-16 Brandywine Ave (Weitsman)	4	Diesel fuel, petroleum substances, oil, VOCs, SVOCs	Unknown	8.44 ac

A. 111-125 Montgomery Street (*formerly Pa's Woodshed*)

The site was owned by A. Birdsall and was undeveloped land from 1876 to at least 1885. In 1891 the site was improved by approximately 8 buildings and was occupied by Binghamton Chair Works. The buildings were utilized for storage, dry kilns, bench works and finishing, and for paint and oil storage. According to historical city directories, from 1931 to at least 1936, the site occupied by Woodworth Specialties Co. Troy Chemical Co., producer of 'Save-the-Horse Ointment,' a remedy to cure horse ailments, occupied the site from 1941 to at least 1947. In 1965 the site was improved by the current site buildings, including a three-story, two-story, and one-story brick buildings and two additional one-story, concrete buildings. The site has remained the same to the present time. Several other tenants occupied the site from the 1940's to 1970's, including Link Aviation Devices, Near's Food Co., Montgomery Ward Warehouse, and Indian Valley Bag Co. Pa's Woodshed utilized the site from the 1970's to 1990's. Currently the site and buildings are utilized by Papa Woody's Restaurant and Montgomery Street Table & Chair Company. Some of the buildings appear to be vacant. The County has taken ownership of this site through tax foreclosure.

No information was discovered during a review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations associated with Binghamton Chair Works and other tenants that would have occurred during the time period predating major environmental laws (pre-1980s).

B. 105 Montgomery Street

The site was owned by A. Birdsall and was undeveloped land from 1876 to at least 1885. According to the 1904 and 1942 Topographic maps, the site was undeveloped land and in 1942 was also mapped as wetlands, and was labeled "Phelps Park." The site is located east of Brandywine Creek. In 1965 the site was improved by two of the current site buildings, including a one-story concrete building and a one to two-story concrete block building. According to historical city directories, the site was occupied by Malchak Peter Produce in 1971. Between 1973 and 1989, the site was improved by an additional one-story, concrete building. The remainder of the site appears as a parking lot or is used for storage of vehicles/equipment. The site has remained the same to the present time. Currently the site and buildings appear vacant.

No information was discovered during a review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous

substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

C. 67 Frederick Street (former Stow Site, current EMS Technologies)

The site was owned by A. Birdsall and was undeveloped land from 1876 to at least 1885. According to the 1904 Topographic Map, the site appeared as undeveloped land. From 1918 to 1926, the site predominantly consisted of marsh land, with the southwest corner of the site improved by 2, two-story dwellings. According to a 1942 Topographic map, the site appeared as undeveloped land, was mapped as wetlands, and is labeled “Phelps Park.” From 1918 to 1951, the southern portion of the site was improved by a large, one-story square brick building, with automatic sprinklers, occupied by The Dry Bak Corporation Clothing Factory. The building is powered by electricity with heat provided by stream. The site was also improved by three additional, one to two-story buildings, labeled as “Engineering Department,” “Oil House,” and unknown. According to historical city directories, Drybak Corporation occupied the site from 1941 to at least 1947. Parlor City Paper Box Company also occupied the site in 1941. From 1952 to 1970, the site was improved by a large, one-story addition to the main site building. The main site building is labeled “Link Aviation Inc. Plant Number 2.” The site buildings have remained the same to the present time. Stow Manufacturing occupied the site building at 71 Frederick Street in the 1990’s. Currently EMS Technologies occupies the site and buildings. EMS Technologies manufactures circuit boards and employs approximately 50 workers. The owner of this property was also active on the study Steering Committee.

Three spills have occurred on the site that involved the release of gasoline (#9307633), hydraulic oil (#9601479) and an unknown petroleum substance (#9714352), respectively. All of the spill incidents have been closed with the cleanup of two of the incidents not meeting standards. A 1996 subsurface investigation, which included the collection and analysis of soil and groundwater samples, revealed the presence of fuel oil contamination and typical gasoline compounds, including Benzene, Toluene, Ethylbenzene, and Xylenes (BTEX). The source areas of contamination were identified as a former on-site gasoline tank and an off-site former waste oil tank, located on the adjoining DOT property. Based on the results of the above investigation, it appears that soil and groundwater at the site are impacted by fuel oil and gasoline contamination.

D. 73 Frederick Street and 61 Montgomery Street (NYSDOT)

The site was owned by A. Birdsall and was undeveloped land from 1876 to at least 1885. According to the 1904 Topographic map, the southwest corner of the site was improved by a small, rectangular building. From 1918 to 1951, the western portion of the site was improved by an a one-story, elongate rectangular concrete building labeled “Machine Shop” and another elongate, rectangular building labeled “Auto Truck Tire – NYSDPW Bureau of Highways”. The eastern portion of the site was developed with a small warehouse, office, a 70,000 gallon gasoline tank, a 21,850 gallon kerosene tank, a 21,850 gallon gasoline tank, and was occupied by The Texas Co as a pump house. From 1952 to 1970, the site was improved by the existing Machine Shop and NYSDPW Highways building. In addition, the gasoline/kerosene tanks and associated pump house appear to have been removed and a one-story, elongate rectangular concrete building improves the southern portion of the site. The new building, constructed in 1955, is labeled “Rep Shops.” The remainder of the site was utilized for parking and two one-story warehouse buildings improved the eastern edge of the site. The site buildings have remained the same to the present time. The site is currently occupied by the New York State Department of Transportation (NYSDOT) It should also be noted that the NYSDOT has agreed to transfer this property to the BCIDA for a nominal amount.

Numerous spills have occurred on the site that involved the release of unknown substances (#’s 8600015 and 8605622), gasoline (#’s 8710801, 9500688, and 0904264), and #4 Fuel Oil (#’s 8806092 and 9505820). All of the spill incidents are closed except for spill number 0904264, which was reopened in association with spill number 9500688. As a result several environmental investigations and remedial actions are associated with this site. In particular, the cleanup of spill number 9505820 included the excavation and off-site disposal of approximately 380 tons of contaminated soil. The cleanup of all of the spills met NYSDEC standards except for spill number 9500688. A 1995 hydrogeologic investigation of the site revealed the presence of elevated levels of BTEX compounds in soil and groundwater. Continued groundwater sampling confirmed the presence of BTEX compounds across the site and at the western edge of the site, adjoining the Stow Manufacturing property. A 2009 site status report of the site revealed the presence of elevated levels of BTEX compounds and several SVOCs in several of the on-site wells. Light non-aqueous phase liquid (i.e. free product) was noted pooling on the water table surface in one of the monitoring wells.

Several storage tanks have existed on the site historically, including one 10,000 gallon #2 Fuel Oil aboveground storage tank (AST), one 10,000 gallon #2 Fuel Oil

underground storage tank (UST), two 550 gallon gasoline and diesel fuel USTs, two 1,000 gallon gasoline USTs, and one 2,000 gallon gasoline UST. All of the tanks have been closed or closed-removed except for one in-service 10,000 gallon #2 Fuel Oil UST.

As a result of the remedial investigations performed at the site, in association with historical spills and petroleum bulk storage, it appears that soil and groundwater at the site are impacted with residual gasoline contaminants, including BTEX compounds.

E. 21 Walter Avenue, 67-69 Whitney Avenue, and 76 Frederick Street (Cook Brothers)

The site was owned by A. Perkins and was undeveloped land in 1876. According to the 1885 Sanborn Map, the site was owned by A. Perkins and the Estate of Mary Whitney, and consisted of undeveloped land. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site was undeveloped land with Brandywine Creek flowing through the site from north to south. From 1918 to 1926, the site was undeveloped land. From 1918 to 1951, the eastern portion of the site was improved by a one-story, concrete block building labeled "Priv. Garage." The western portion of the site was undeveloped land. According to the 1942 Topographic Map, the site was undeveloped land and consisted of wetlands adjacent to Brandywine Creek. In 1959 the northeastern portion of the site was improved by a large, one-story concrete block building utilized Cook Brothers, as a truck repair parts facility. In 1961 the southeastern portion of the site was improved by a large, one-story concrete block building also utilized for truck repair parts. From 1965 to the 1980's, the western portion of the site was sporadically improved by small rectangular buildings and was apparently used as a parking lot or for storage. An addition was constructed to the main site building in 1982. During construction of the addition, fill soil with metals cans was noted in subsurface soils, and 70 foot pilings were advanced into the ground to support the foundation. From the 1990's to the present, the western portion of the property was utilized as a paved parking lot and for loading docks. The site buildings have remained the same to the present time. The site is currently occupied by Cook Brothers Truck Parks Co. Cook brothers employs 135 people and utilizes approximately 30 trucks for services and deliveries to 100-200 customers. The owner of this property was also active on the study Steering Committee.

No information was discovered during a review pertaining to historical or current environmental investigations at the site. However, the historical use of the site and surrounding area as a dump may have impacted soils and groundwater at the site. In addition, handling of oils and hazardous substances associated with truck repairs is presumed and these operations would have occurred during a time period predating major environmental laws (pre-1980s).

F. 80 Frederick Street (*Phillips Foundry*)

The site appeared as undeveloped land from 1876 to 1885. According to the 1904 Topographic Map, the site was undeveloped land. From 1918 to 1926, the western portion of the site consisted of undeveloped land while the eastern and southern portions were developed with several two-story dwellings and flats. From 1918 to 1951, the western portion of the site was improved by several, one-story steel frame, concrete floor buildings, occupied by Phillips Company. Operations in the buildings consisted of a “Metal Pattern Shop,” an “Aluminum Foundry,” melting, and moulding. The eastern and southern portions of the site were improved by several two-story dwellings. From the 1952 to 1970, the eastern portion of the property was improved by a one to two-story iron building utilized as a warehouse, a one-story iron building utilized as a foundry, and two dwellings. The remainder of the site appeared the same. A 1973 news article indicates the facility used fuel oil to heat furnaces to melt aluminum, to manufacture a variety of products. By the late 1980’s, the eastern portion of the site was improved by a large, one-story building. From the 1990’s to the present, the remainder of the site was utilized as an asphalt parking lot or for outdoor storage. The site buildings have remained the same to the present time. Currently the site is vacant and the buildings appear in a dilapidated condition. Phillips Foundry is in bankruptcy at this time.

Two spill incidents have occurred on the site that involved the release of an unknown substance identified during the removal of a UST (# 9309147) and #2 Fuel Oil (# 0065073). Both of these spills are closed, while the cleanup of one of the spills did not meet NYSDEC standards. Confirmatory samples collected indicated elevated levels of lead in soils associated with # 9309147 and low levels of petroleum contamination in soils associated with # 0065073.

Several storage tanks have existed on the site historically, including a 20,000 gallon #2 Fuel Oil AST, a 5,000 gallon #2 Fuel Oil UST, a 4,000 gallon gasoline UST, and a

1,000 gallon #2 Fuel Oil UST. All of the USTs are either closed, closed-removed, or temporarily closed.

G. 15-19 Walter Avenue (*Brandywine Bowl*)

The site consisted of undeveloped land from 1876 to 1885. According to the 1885 Sanborn Map, the property was owned by A. Perkins and a small stream flowed across the site from a small pond to the east to Brandywine Creek to the west. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site was undeveloped land with Brandywine Creek flowing through the site from north to south. From 1918 to 1926, the site was undeveloped land. According to the 1942 Topographic Map, the site was mapped as wetlands. From 1952 to 1970, the site was improved by a one-story iron building utilized as an Auto Sales and Service business. According to historical city directories, the site was occupied by Kresge Roger Inc. Autos, Kresge Leasing, and Auto Care Agency Insurance in 1971. Brandywine Bowl has occupied the site since at least 1980 and is utilized as a bowling alley.

No information was discovered during a review pertaining to historical or current environmental investigations at the site. However, the historical use of the site and surrounding area as a dump may have impacted soils and groundwater at the site. In addition, the use of oils and hazardous substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

H. 57 Whitney Avenue (*Roadway Express*)

The site consisted of undeveloped land from 1876 to 1885. According to the 1885 Sanborn Map, a small pond was located on the site with a stream that discharged from the pond to the west towards Brandywine Creek. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site was undeveloped land with Brandywine Creek flowing west of the site from north to south. From 1918 to 1926, the site was undeveloped land. According to the 1942 Topographic Map, the site was mapped as wetlands. From 1918 to 1951, the eastern portion of the site was improved by a one-story, cinder block building and was utilized as a motor freight station. The remainder of the site was undeveloped land. From 1952 to 1970, the site was northern portion of

the site was improved by a one-story cinder block building labeled “Private Garage,” a very small one-story concrete block building, and the one-story building labeled “Motor Freight Station.” By the late 1980’s, the southeastern portion of the site was improved by a one-story, concrete block building. The site buildings have remained the same to the present time. During the 1990’s to the late 2000’s, the remainder of the site consisted of a paved parking lot and was used for trailer and equipment storage. The site has been utilized by Roadway Express, Inc. since the 1990’s.

Two spills have occurred on the site that involved the release of diesel fuel from two 4,000 gallon tanks (# 9107772) and fuel oil/waste oil from a UST (# 9107856). Contaminated soil was excavated and disposed off-site after the removal of tanks associated with both spills. Free product was noted pooling on the water table during the removal of the fuel oil/waste oil tank associated with spill # 9107856. Both spill incidents were closed, while their cleanup did not meet NYSDEC standards. A 2009 letter from the NYSDEC indicated that no further remedial actions were necessary regarding the spills. A 1992 hydrogeologic investigation of spill # 9107856 included the collection and analysis of soil and groundwater samples across the site. During the investigation free product and a chemical sheen was noted some on-site monitoring wells and elevated levels of BTEX compounds was detected in groundwater. BTEX compounds in four of the wells on the site exceeded NYSDEC water quality standards.

Several storage tanks have existed on the site historically, including two 4,000 gallon diesel fuel USTs, a 1,000 gallon waste oil UST, a 2,000 gallon waste oil UST, two 3,000 gallon diesel fuel USTs, and a 500 gallon waste oil UST. All of the tanks have been closed or closed-removed.

As a result of the spill and remedial investigations performed at the site, in association with historical spills and petroleum bulk storage, it appears that soil and groundwater at the site are impacted with residual gasoline contaminants, including BTEX compounds.

#### I. 40-54 Montgomery Street (*Venture Milling*)

The site was sporadically improved by dwellings from 1876 to 1885. From 1898 to 1912, the site was improved by a very large and several smaller iron clad, one-story, rectangular buildings and was occupied by E.W. Conklin & Son Warehouse and Elevator. The buildings are labeled “Casks and Bails Distributed,” “Storage,” and “Seed Cleaning.” The southern portion of the site was improved by 3, two-

story dwellings. The site was located immediately west of several railroad lines. From 1918 to 1951, the northern portion of the site was improved by 3 new buildings, utilized as offices, a warehouse, and an elevator. The elevator building was constructed in 1912. The remainder of the site appeared the same. From 1952 to 1970, the northern portion of the site was utilized by G.L.F. Services, Inc. Grain Elevator while the southern portion was utilized by Conklin Warehouse. The southern portion of the site is improved by one two-story dwelling and vacant land. An addition to the southern portion of the Conklin Warehouse building was constructed sometime between 1970 and 1989. The Conklin Warehouse building was demolished sometime between 2002 and 2006. The other site buildings have remained the same to the present time. Currently the site and buildings are occupied by Venture Milling, Inc. for the production of custom-blended proteins for livestock.

No information was discovered during a review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

#### J. 7 Walter Avenue (*Cook Brothers*)

The site consisted of undeveloped land from 1876 to 1885 and was located immediately east of Brandywine Creek. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site appeared as undeveloped land. From 1918 to 1926, the site was undeveloped and was identified as marsh land. From 1918 to 1951, the site appeared to be undeveloped land and the southern portion of the site was divided into residential lots. According to the 1942 Topographic Map, the site appeared as undeveloped land and was mapped as wetlands. In 1957, a large rectangular, one-story, steel frame with concrete block building was constructed at the western portion of the site. The building it utilized by the Coca-Cola Bottling Plant. The northeastern portion of the site is improved by two, one-story iron clad buildings utilized as warehouses and the southeastern portion of the site is improved by a very small, concrete block building. By 1994, the eastern portion of the site was improved by another large, rectangular building and the 3 smaller buildings formerly located at the eastern portion of the site are gone. The remainder of the site appeared as paved parking lot. The site buildings have remained the same to the present time. Coca-Cola

occupied the site until circa 2008, when operations ceased. According to personnel from Cook Trucks, the site buildings were renovated in 2009 and have been utilized since for parts storage by Cook Trucks.

Numerous spills have occurred on the site that involved the release of gasoline from USTs (# 8900945 and 9107104), fuel oil (# 0308133), and hydraulic oil (# 0308133 and 0502548). Approximately 40 cubic yards of contaminated soil was excavated and disposed off-site in association with spill # 9107104. A 1991 tank removal report documented the removal of a 6,000 gallon UST and identified Total Petroleum Hydrocarbon (TPH) levels in soils at 22 to 5852 ppm. A subsequent subsurface investigation in association with spill # 0308133 revealed the presence of soil impacted by #2 Fuel Oil and hydraulic oil. Also, SVOCs were detected at low levels in groundwater. All of the spill incidents are closed, while the cleanup of two of the spills did not meet standards.

Two storage tanks have existed on the site historically, including a 3,000 gallon and 6,000 gallon gasoline USTs. Both of these tanks were installed in 1977 and were closed-removed in 1991.

A 2009 Phase I Environmental Site Assessment of the subject site revealed no Recognized Environmental Conditions in connection with the property. However, the report indicates the site was the location of a former municipal landfill. Also, the report states soil samples collected at the property line at the adjoining U.S. Naval Reserve site indicate the site has not been adversely affected by contamination at the Navy site.

As a result of the spill and remedial investigations performed at the site, in association with historical spills and petroleum bulk storage, it appears that soil and groundwater at the site is impacted with residual #2 Fuel Oil and hydraulic oil.

#### K. 49 Whitney Avenue (*Former Naval Training Center*)

The southeast corner of the site was improved by several dwellings while the remainder of the site was undeveloped in 1876. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. From 1918 to 1926, the site was undeveloped. From 1918 to 1951, the site was improved by a large, irregularly shaped, concrete block building that was occupied by the U.S. Naval Reserve Training Center. From 1952 to 1970, the site was improved by the existing building and a small, one-story

concrete block building at the southern portion of the site. The site buildings remained the same until between 1994 and 1999, when the main U.S. Naval Reserve Training Center building was demolished and removed. From this time to the present, the majority of the site has been undeveloped with the exception of the existing small, one-story concrete block building at the southern edge of the site. The building at the southern edge of the site was reportedly historically utilized as a firing range. Currently the majority of the site is unused, vacant land. The southern portion of the site is still improved by the former firing range building and is vacant.

One spill occurred on the site in 1994 that involved the release of an unknown petroleum substance identified during the removal of a 5,000 gallon and 8,000 gallon UST (# 9411825). The site was subsequently dewatered and approximately 162 tons of contaminated soil was excavated and disposed off-site. TPH levels in soil in the tank excavation were approximately 25,000 ppm. This spill was closed in 2000, while the cleanup did not meet NYSDEC standards. A 1996 subsurface investigation, which included the collection of soil and groundwater samples, revealed the presence of several VOCs and SVOCs, including the presence of free product in one monitoring well. A 2000 UST remediation and lead removal report focused on the former firing range located in the building at the southern edge of the site. The investigation included the following remedial actions: lead remediation, drum removal, contaminated soil removal, site restoration, and groundwater sampling. The results showed residual total petroleum hydrocarbon contamination on the site; however the exact source could not be determined. A 2007 Subsurface Evaluation of the site included the collection and analysis of soil and groundwater samples across the site. Trace to low levels of VOCs and SVOCs were detected in two of the groundwater samples, from the central portion of the site. The contamination was attributed to two sources: the former USTs on the site and the former trash dump that existed on the site in the late 1800's to early 1900's.

Numerous storage tanks have existed on the site historically, including a 500 gallon, 8,000 gallon, and two 5,000 gallon #2 Fuel Oil USTs. All of the tanks were closed-removed from the site in 1994.

As a result of the spill and remedial investigations performed at the site, in association with historical spills and petroleum bulk storage, it appears that soil and groundwater at the site is impacted with residual #2 Fuel Oil.

L. 6 Walter Avenue

The site consisted of undeveloped land from 1876 to 1885. According to the 1885 Sanborn Map, the site was owned by T. Weffern. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site appeared as undeveloped land and was located immediately east of Brandywine Creek. From 1918 to 1951, the site was undeveloped and was divided into residential lots. From 1951 to 1970, the site was undeveloped land. Since the 1970's, the site has been a paved parking lot and is currently used by personal vehicles and tractor trailers.

A 2009 Phase I Environmental Site Assessment of the subject site revealed no Recognized Environmental Conditions in connection with property. However, the report indicates the site was the location of a former municipal landfill.

M. 71 and 75 Robinson Street (*Rite Aid, Auto Zone*)

The southeast corner of the site was improved by several dwellings and the remainder of the site was undeveloped from 1876 to 1885. According to the 1891 Sanborn Map, the southern portion of the site was also improved by two large rectangular buildings and was occupied by T.J. Dunlea Boiler Works. According to the 1904 Topographic Map, the site appeared as undeveloped land and was located immediately east of Brandywine Creek. From 1918 to 1926, the site was undeveloped and consisted of marsh land. From 1918 to 1951, the eastern portion of the site was improved by at least 3, two-story dwellings. From 1952 to 1970, the southwestern portion of the site was improved by a one-story, concrete block building utilized as a filling station and for auto repairs. In addition, the eastern portion of the site was improved by at least 7, two-story dwellings and 3, one-story stores. In 1959, a one-story, steel frame concrete block building was constructed at the northwest portion of the site. The remainder of the site appeared as a parking lot. An addition was added the one-story, steel frame concrete block building sometime prior to 1994. Between 1994 and 1999, the building at the southwest portion of the site and the stores and dwelling at the eastern portion of the site were demolished and removed. Between 1999 and 2002, a generally square building was constructed at the southwest portion of the site. Prior to construction, approximately 18 feet in depth of coal ash was excavated from the site. During the installation of pilings for the foundation, fill soil and hydric soils were noted, indicating a pond was on the site historically. The remainder of the site has remained the same since 2002. Auto Zone currently

occupies the building at the southwest portion of the site. The remaining site building is the Robinson Plaza and is occupied by several tenants, including Rite Aid Pharmacy, Shenanigans Bar, and Court Jester Fitness Center.

One spill occurred on the site that involved the release of an unknown petroleum substance (# 9700061) identified during a UST removal. The tank was removed and the spill was closed with the cleanup meeting NYSDEC standards. A 1997 hydrogeologic investigation of the site indicated the site had formerly been occupied by a gas station through the 1970's and later as a car wash. An electromagnetic survey revealed the presence of 5 USTs at the site. NYSDOT removed one of the tanks on an adjoining property and visual and olfactory evidence of petroleum contamination was noted in soil borings. Analytical results indicate the presence of hydrocarbons in site soils. The report identified two potential sources of contamination, including the removed UST on the adjoining DOT property and USTs on the property. Six groundwater samples reported concentrations of volatile parameters exceeding NYSDEC standards. Additional groundwater sampling on the site in 1997 and 1998 indicated the presence of VOCs at levels below NYSDEC groundwater standards. In 1998 the NYSDEC inactivated spill number 9700061.

#### N. 4 Montgomery Street and 89 Robinson Street (*Southern Tier Printing*)

The site consisted of undeveloped land in 1876. According to the 1885 Sanborn Map, the site was improved by a small building and was owned by T. Connell. According to the 1904 Topographic Map, the site appeared as undeveloped land. From 1918 to 1951, the site was improved by a two-story dwelling and a one-story private garage. From 1952 to 1963, the site was improved by the existing dwelling, garage, and a new one-story, concrete block building utilized as an auto body shop. In 1966, an addition was constructed to the auto body shop building. According to historical city directories, the site was occupied by Russik EJ, printer in 1960. Kresge Roger Inc. auto repairs and Ye Old Print Shop occupied the site in 1971. Triple Cities Plumbing occupied the site in 1990 and Southern Tier Printing occupied the site in 2002. The remainder of the site consists of paved parking areas. The site buildings have remained the same to the present. Currently Southern Tier Printing occupies the building at 89 Robinson Street.

No information was discovered during a review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations associated with

the auto body shop that would have occurred during the time period predating major environmental laws (pre-1980s).

O. 68 and 70 Robinson Street (*Dick's Garage*)

The site consisted of undeveloped land from 1876 to 1885 and was owned by A.S. Patten. According to the 1904 Binghamton Topographic Map, the site was covered with a small reservoir of Brandywine Creek. According to the 1942 Binghamton West 1:24,000 Topographic Quadrangle, the site was undeveloped land. From 1952 to 1970, the western portion of the site was improved by a one-story concrete block building and the eastern portion by a one-story concrete block building labeled "Ice Cream Distribution Depot." The northern portion of the site, immediately adjacent to Robinson Street, is labeled "Fill'g Station." However, there isn't any infrastructure or buildings associated with the filling station. According to historical city directories, the site was occupied by Griswold E.W. gasoline in 1960. Deinhardt F.W. gasoline and Borden Ice Cream occupied the site in 1971. The site buildings remained the same until prior to 1994, when the eastern most building was demolished and removed, and the area made into a parking lot. Dick's Garage currently utilizes the site building and has done so since at least 1990.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

P. 76 and 80 Robinson Street (*Dunn Electric*)

The site consisted of undeveloped land in 1876. According to the 1885 Sanborn Map, the site was improved by a dwelling and associated residential structure. According to the 1904 Topographic Map, the site was covered with a small reservoir of Brandywine Creek. From 1952 to 1963, the western portion of the site was also improved by a large rectangular, one-story cinder block building labeled "Whole Appliances." The eastern portion of the site was improved by a two-story dwelling. From 1952 to 1970, the site was improved by the existing large rectangular building and was labeled "Food Distribution Warehouse." The eastern portion of the site was improved by the existing dwelling and a one-story, concrete block building labeled "Iron Works." The site building remained the same until after 2006. Sometime after 2006 the two-story dwelling was demolished and

removed, and that area is now a paved parking lot. Currently the site building is occupied by Dunn Electric Supply.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

Q. 26 Brandywine Avenue (City of Binghamton DPW)

The site consisted of undeveloped land from 1876 to 1885 and was owned by A.A. Perkins. According to the 1904 Topographic Map, the site was partially covered with a small reservoir of Brandywine Creek. From 1952 to 1970, the western portion of the site was improved by a large, elongate rectangular, one-story brick building that was occupied by several municipal shops. The entire property is labeled “City of Binghamton Dept. of Public Works.” The central portion of the site was improved by 2, one-story concrete buildings utilized as a garage and as a truck repair shop by the DPW. Eldridge Road runs through the center of the site, connecting with Brandywine Avenue to the west and Whitney Avenue to the east. South of Eldridge Road the site consists of a crushed rock staging area and is improved by 2 one-story buildings used as offices. The buildings remained the same until the 1980’s or 1990’s. By 1999, one of the buildings south of Eldridge Road was demolished and another was constructed next to the former crushed rock staging area. The buildings have remained the same to the present. The site is still occupied and utilized by the City of Binghamton Department of Public Works.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations associated with the Department of Public Works that would have occurred during the time period predating major environmental laws (pre-1980s).

R. 10-16 Brandywine Avenue (Weitsman)

The central portion of the site was improved by two large, rectangular buildings in 1876. According to the 1885 Sanborn Map, the site was improved by at least 11 buildings of varying size and was utilized by the Binghamton Oil Refinery. According to the 1891 Sanborn Map, the site is occupied by the existing buildings, one 7,000 gallon storage oil tank, and at least 14 storage tanks used to store an unknown substance of an unknown size. A coal platform is located at the south-

central portion of the site adjoining the railroad line. The various buildings are labeled storage, barrel storage, cooperage, office, filtering, and bone burning. In addition, the site was bordered by railroad tracks to the south, west, and north. In 1904 the eastern portion of the site was improved by a rail turnstile and associated railroad tracks. According to the 1942 Topographic Map, the northern portion of the site was improved by a railroad spur line and the remnant infrastructure of a turnstile. The remainder of the site was undeveloped, with a wetland area at the southwest corner of the site. From 1952, to 1970, the western portion of the site was improved by 3 one-story concrete block buildings used as a scrap warehouse, with the adjacent areas used as a scrap metal yard, all occupied by Levene's Son's Inc. The central portion of the site was improved by two railroad spur lines connecting to a rail line to the north. The eastern portion of the site was improved by at least 8 one-story building and was occupied by the Binghamton Construction Co. Asphalt Plant. The southwest corner of the Construction Co. site was improved by at least four asphalt tanks. From 1965 to the present, the western portion of the site appeared to be used for outdoor storage (possibly scrap?) and the eastern portion as disturbed land, possibly for staging of aggregate. Current use of the site and buildings is unknown.

One spill incident occurred on the site that involved the release of 30 gallons of diesel fuel (# 9401552). The spill was caused by equipment failure and the contaminated soil was dug up and disposed of. The spill was closed and the cleanup met NYSDEC standards.

Numerous spill incidents have occurred on the adjoining New York Susquehanna and Western Railroad Site immediately north of the subject site. The spills involved the release of an unknown petroleum substance identified during the removal of 3 USTs (# 9603509), 250 gallons of diesel fuel (#9612032), and 2,200 gallons of diesel fuel caused by a trail derailment (#0503950). All of the incidents are closed, while the cleanup of all three did not meet NYSDEC standards. A 1996 UST removal report documented the removal of two 10,000 gallon and one 4,000 gallon USTs. During the removal, fuel oil and diesel fuel contaminated soil was noted and contaminated soil was excavated and stockpiled on the site. Low levels of volatile organic compounds and semi-volatile organic compounds were noted in the soil samples collected from the tank excavations. Upon containing the 2,200 gallons of diesel fuel spilled associated with spill # 0503950, two soil samples were collected. Analytical results indicated low to moderate levels of volatiles and semi-volatiles were detected in both soil samples. A letter from NYSDEC to the New

York State Rail Yard indicates the remedial activities were appropriate and that no further remedial actions were necessary.

Several storage tanks have existed on the adjoining New York Susquehanna and Western Railroad property historically, including two 10,000 gallon diesel fuel aboveground storage tanks (ASTs), a 1,000 gallon #2 Fuel Oil UST, two 275 gallon kerosene ASTs, and a 1,500 gallon kerosene AST. The diesel fuel and #2 Fuel Oil tanks were closed-removed and the kerosene tanks are all in-service.

### ***Land Ownership***

Most of the land within the BOA is privately owned. However, several parcels are publicly owned, as seen in **Map 5 – Land Ownership Map**. These parcels are owned by many different public agencies, including the City of Binghamton, the Binghamton Local Development Corporation, Opportunities for Broome, and multiple New York State agencies.

Within the BOA district, there are several important private landowners which control significant portions of the study area. These include:

- United Instruments Corporation, which owns 6 parcels for a total of 18.21 acres.
- Nelson Holdings Ltd, which owns 2 parcels for a total of 10.87 acres.
- Robinson Plaza Realty LLC, which owns 1 parcel for a total of 3.56 acres.
- Phillips Foundry Inc, which owns 6 parcels for a total of 2.69 acres.
- H&B Properties LLC, which owns 3 parcels for a total of 2.67 acres.

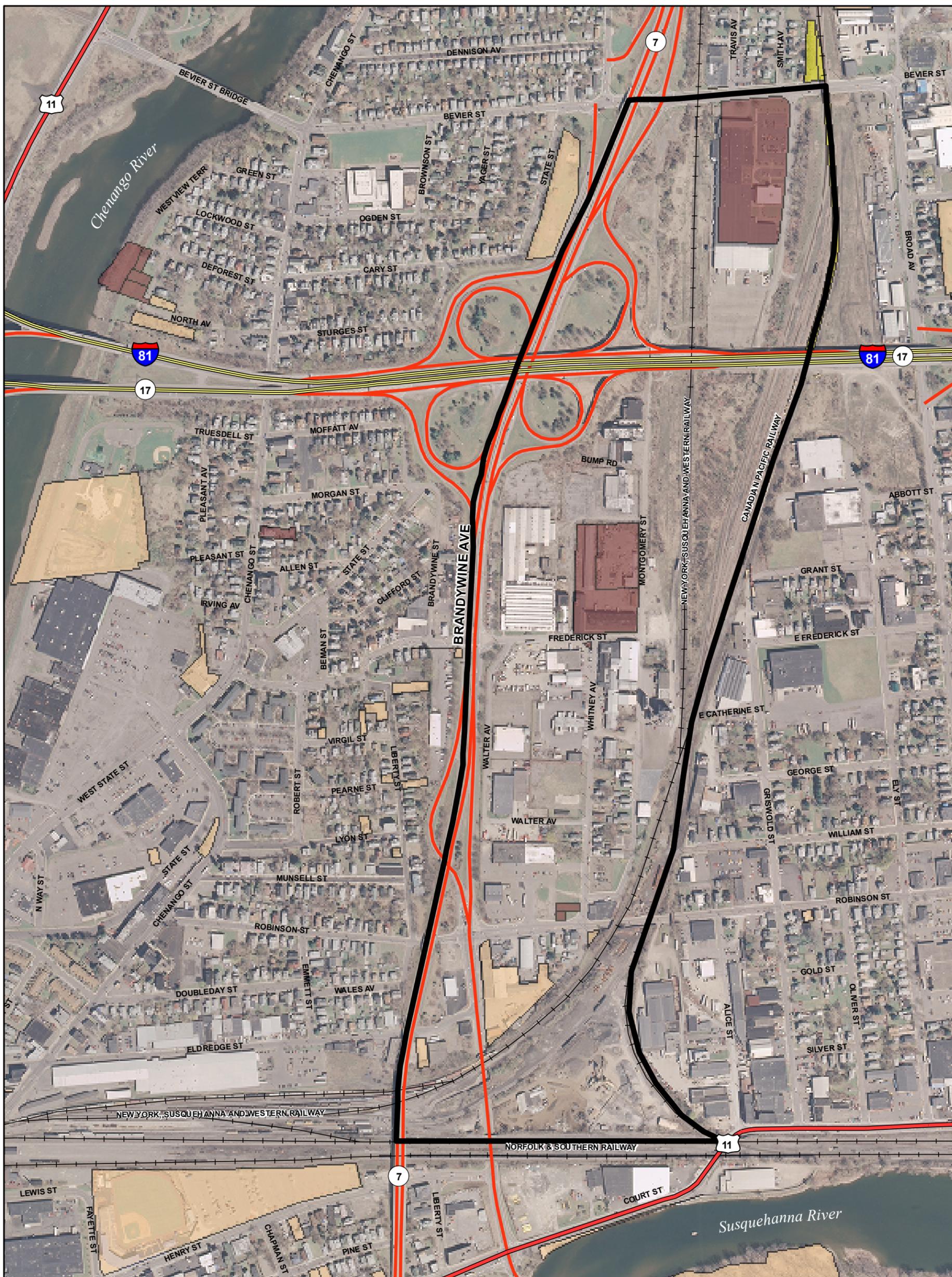
Due to the size, location, and/or configuration of these parcels, these landowners represent the potential to be significant partners with the City as redevelopment efforts are undertaken. Several landowners within the study area have been involved in the BOA process as key stakeholders, having been interviewed and expressed their concerns and desires. They have also attended both steering committee meetings and public meetings, contributing important input to the process.

### ***Parks and Open Space***

As stated previously, there are few existing recreational assets within or near the study area (See **Figure 6 – Recreational Areas Map**). The existing recreation areas in or near the study area include:

- There is a bowling alley, Brandywine Bowl, within the BOA study area, located at 15 Walter Avenue.
- There is a park, Boland Park, to the east of the study area.
- There is a waterfront park area, Cheri Lindsay Park, west of the study area with a baseball field, skateboard park, and is connected to the Chenango River Trail.
- To the south of the BOA is the NYSEG Stadium, home of the Binghamton Mets, a minor league baseball affiliate of the New York Mets.
- Otsiningo Park is located west of the study areas and is accessed from the Bevier Street Bridge.
- State Street park is also located west of the study area.

There is a lack of accessible recreational space for residents and users of the BOA study area. Besides for the bowling alley, there are very few recreational locations that can be walked to easily and safely.



- Legend**
- Study Area
  - Interstate
  - US Route
  - State Route
  - Railroad
- Ownership**
- New York State
  - City of Binghamton
  - Broome County I.D.A.

## Brandywine Corridor Brownfield Opportunity Area Nomination Study

### Figure 5 - Land Ownership

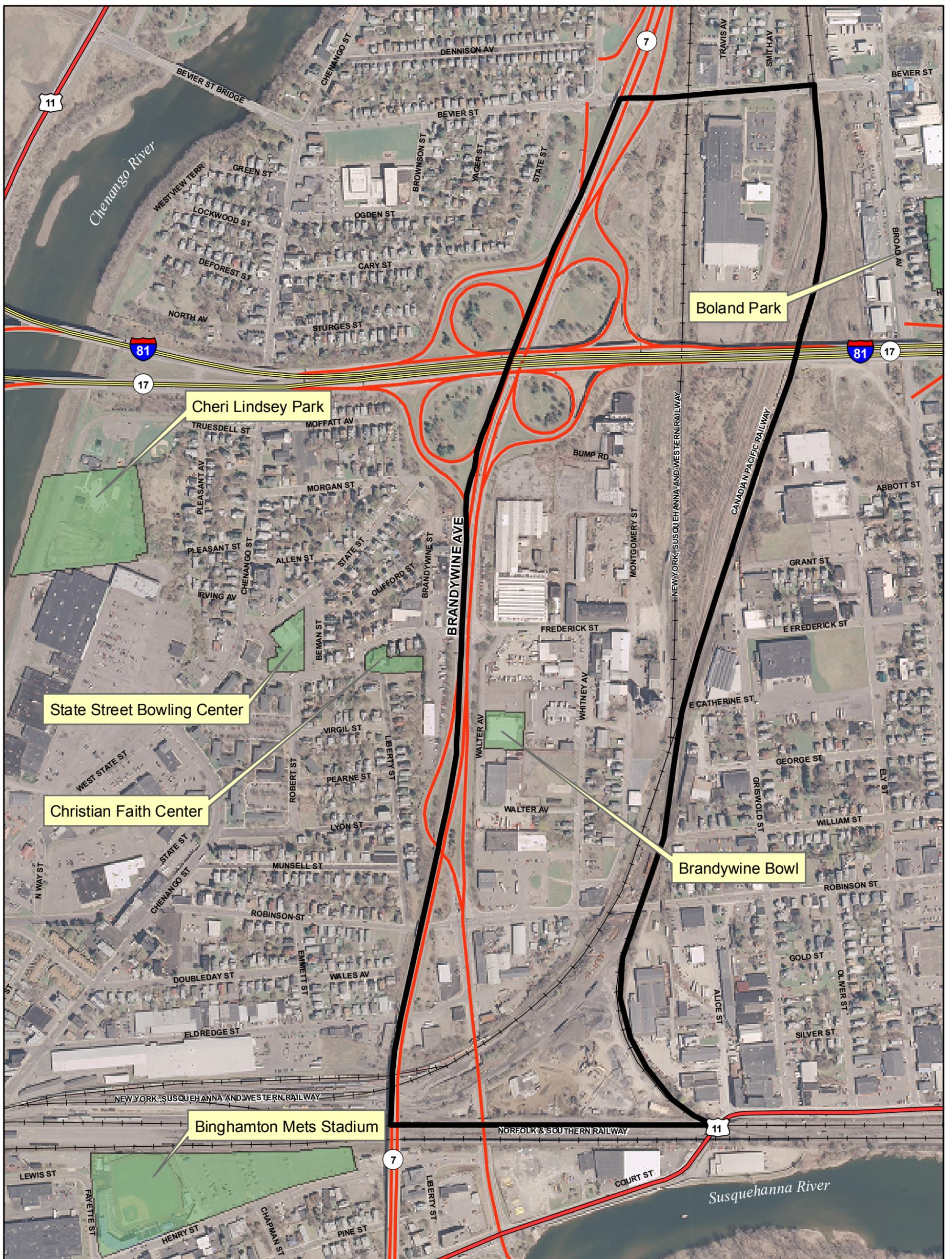


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- Legend**
- Study Area
  - Interstate
  - US Route
  - State Route
  - Railroad
  - Recreation

## Brandywine Corridor Brownfield Opportunity Area Nomination Study

### Figure 6 - Recreational Areas

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***Historic or Archeologically Significant Areas***

There are no known historic or archeologically significant areas within the study area. However, any structure over 50 years of age is required to undergo review by the City's Historic Review Commission for exterior changes. In addition, the New York State Historic Preservation Office (SHPO) may also be involved in a specific project if public funds are used.

Currently, Broome County is conducting a National Register Multiple Resource Survey for all industrial and heavy commercial buildings with a focus on Brownfield Opportunity Areas. The intent is to catalog and recognize the industrial heritage of the County. Any structures included in the survey will be eligible for listing on the National Register with a short inventory form should a property owner so choose.

Benefits do exist for property owners with properties listed on the National Register in the form of tax credits and incentives. At the federal level, the Federal Investment Tax Credit Program for Income Producing Properties exists for owners of income producing real properties listed on the National Register of Historic Places. Owners may be eligible for a 20% federal income tax credit for the rehabilitation of historic properties. In effect, 20% of the rehabilitation costs will be borne by the federal government. The work performed (both interior and exterior) must meet the Secretary of the Interior's Standards for Rehabilitation and be approved by the National Park Service.

New York State offers a Tax Credit Program for Income Producing Properties, which must be used with the Federal Investment Tax Credit Program for Income Producing Properties. Owners of income producing properties that have been approved to receive the 20% federal rehabilitation tax credit automatically qualify for the additional state tax credit if the property is located in an eligible census tract. Owners can receive an additional 20% of the qualified rehabilitation expenditures up to \$5,000,000. (Source: <http://nysparks.state.ny.us/shpo/tax-credit-programs>)

***Transportation Systems***

Transportation access is a significant asset for the Brandywine Corridor BOA. Whether the need is for rail, car, truck, pedestrian access or bicycle, this study area can accommodate every mode. The following text describes the extent and variety

of transportation systems connecting the study area to the City, County, region and greater northeast.

#### Vehicular Access

As shown on **Figure 7 – Transportation Map**, the BOA is situated nearby a number of important State and Interstate highways and interchanges. Passing east-to-west over the study area is I-81 and State Route 17 (future I-86). Running along the western border are State Routes 7 and 363, also known as Brandywine Highway. I-81 is an important route that stretches from Tennessee in the south through Binghamton to Canada in the north, and therefore provides access to most of the Mid-Atlantic and Southeastern states. NYS Route 7 leads directly from Binghamton to the Capital Region of New York State.

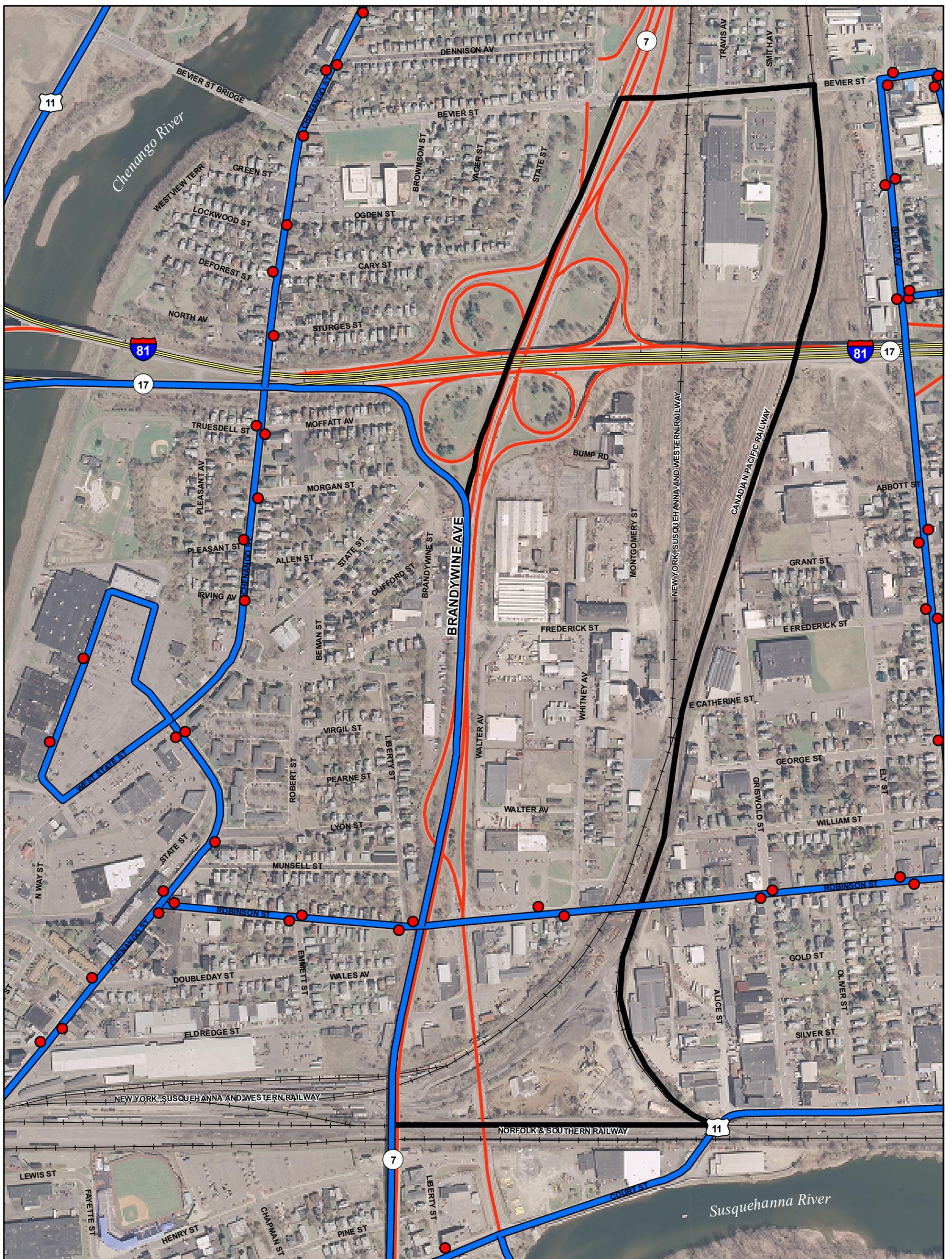
The interchange where these routes meet (I-81 Exit 4N-S) is a cloverleaf interchange, and it is located partly within the study area. The NYSDOT is involved in a multi-phase roadway construction project for this location. Phase 1 includes the bridge crossing over the Chenango River. Phase 2 includes the construction of an earthen embankment through the study area to support the enhanced interchange. Phase 2 is expected to be let in 2014. Phase 2A includes soil stabilization and is anticipated to be let in January 2011. At this point, the design plans do allow for the continued north-south access of through traffic under the interstate. The exact location of the through access is not yet solidified.

Located to the south of the study area is US Route 11, which intersects with both State Route 7 and State Route 363 immediately outside of the BOA. US Route 11 is a long United States highway that runs from New Orleans, Louisiana in the south to Canada in the north.

The remainder of the roads and streets within the BOA are local. The presence of these major highways and roadways are particularly important to manufacturing and commercial enterprises, and businesses that require shipping would benefit from having a business nearby these major routes. Relevant traffic counts are as follows:

- Route 7 between Frederick Street and I-81 Interchange: 45,899 north and southbound Average Annual Daily Traffic (AADT, or the volume of vehicle traffic for a year, divided by 365 days).

- I-81 between Route 17 intersection and Exit 4: 76,844 east and westbound AADT
- Route 11 between Binghamton eastern city limit and Route 7 intersection: 17,245
- Route 363 between Route 11 and the end of Route 363 at Route 7: 30,311



**Legend**

- BC Transit Routes
- BC Transit Stops
- Study Area
- Interstate
- US Route
- State Route
- Railroad

N  
W — E  
S

## Brandywine Corridor Brownfield Opportunity Area Nomination Study

### Figure 7 - Transportation



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### Rail

The railroad came to Binghamton in the late 1840s and permanently changed the land use patterns and economic base of the City. The railroad is still active today in Binghamton, and the major rail yard and lines are in close proximity to the Brandywine BOA site. There are three separate rail lines that operate tracks within the Brandywine Study Area: Canadian Pacific, New York Susquehanna and Western, and Norfolk Southern. These rail lines connect to major networks that stretch across New York State, the Northeast, and eventually the entire United States. The importance of rail access to certain types of businesses cannot be understated, and the availability of three major rail lines within the study area provide a unique and valuable asset to potential businesses.

The 2009 New York State Rail Plan describes the State's vision, goals, and objectives for intercity passenger and freight rail systems. As New York's first rail plan in over 22 years this plan will guide New York State's rail transportation investment strategies. The plan was developed with public input and in partnerships with New York's freight railroads, Amtrak, commuter railroads, transportation planners, and New York residents. The Brandywine Corridor BOA part of a NYSDOT designated rail yard functioning as a regional rail service center and providing connections to major markets.

### Public Transit

The BOA study area is currently served by one stop on Broome County Transit #28 bus route. The bus stop is located on Robinson Street by the Robinson Street Plaza, and is scheduled for stops every half-hour on weekdays and every hour on weekends. This route also makes numerous stops on Broad Street, which is within walking distance east of the BOA. These stops could potentially serve riders located in the northern portion of the study area. In addition, the #57 bus route runs along the western border of the study area, along Brandywine Avenue, but does not have any designated stops. If a stop was placed somewhere along this route, such as the intersection of Brandywine Avenue and Frederick Street, this route could serve riders throughout much of the BOA.

### Pedestrian and Bicycle Access

The study area serves to connect neighborhoods to the east and west. The concept of completing the street so that all users are served is critical when connecting neighborhoods. Currently, limited sidewalks exist within the study area. The sidewalks providing the most convenient access for pedestrians are along Bevier

Street and Robinson Street. The interior sidewalk network, where it exists, is in need of improvement.

Bicyclists currently share the road with motorist.

### Parking

The individual commercial and industrial uses within the Brandywine study area each have their own parking areas, and on-street parking is virtually unnecessary within the BOA, with the possible exception of the small residential enclave. It is anticipated that parking capacity for the area can be accommodated on site for any new development.

### *Infrastructure and Utility Analysis*

The study area is currently serviced by various water, sewer and utility infrastructure. The intent of this utility analysis is to provide a general discussion as to type, condition and capacity of the existing utility systems available for proposed redevelopment strategies within the Brandywine Corridor BOA study area. The utilities addressed include, water, sanitary sewer, storm sewer, electrical and gas service. It is acknowledged that a detailed utility study will be required as the redevelopment strategies move from the concept to schematic phase. Required utility capacities will be more adequately addressed as the point in project redevelopment when the type and magnitude of uses is identified.

The study area lies within the City of Binghamton limits and as such is serviced by City's water and sanitary sewer systems. Existing water mains service the area and are typically located within the street right-of-way (ROW). The water mains range in diameter size from 6" to 12". A fire hydrant system is available as a component of the water service. Current water line pressure tests are not available nor were they conducted for this study.

A combined sanitary and storm sewer system provides service to the study area. This system, for the most part, is situated within the road right-of-way. The system's piping ranges in size from 8" to 24" in diameter. Sections of the combined sewer system were constructed in the early 1900's. Due to the age of the system, the City does not have record drawings available and the current condition is undocumented. According to City Engineer's office the overall water and sewer systems appear to be functioning adequately. See attached Utility Plans in **Appendix D** for approximate locations of water and sewer systems.

It is suggested that as part of overall City utility improvements that the combined sanitary and storm system located within the Brandywine study area be separated into two separate systems which will beneficial results in operational costs and for the natural environmental. NYSDEC MS4 stormwater management regulations mandated for adoption by the City in 2008 will require incorporation into all redevelopment plans as they advance as will any applicable federal regulations.

The study area also contains natural gas and electric service which is provided and maintained by New York State Electric & Gas (NYSE&G). Natural gas mains are located below ground and electric lines are overhead. Cable and telephone are also available throughout the entire study area. For clarity purposes, the locations of overhead utilities and underground gas main were not plotted on these plans. The City of Binghamton and other utility owners will field locate their respective utilities only when a specific the site is proposed for a defined project that is seeking funding, review and approvals. Capacities for both electric and gas services currently meet the existing need.

#### *Natural Resources and Environmental Features*

The following describes natural resources and environmental features of the study area.

#### Rivers

While the study area has no physical connection to any rivers, the Susquehanna River is located to the south of the study area and the Chenango River to the west. The Susquehanna and Chenango Rivers flow into the City of Binghamton from the east and from the north, respectively, and come together at Confluence Park. The Susquehanna River, which originates at Otsego Lake, stretches nearly 450 miles and drains into the Chesapeake Bay. It is one of the longest and most important rivers on the eastern coast of the United States. The Chenango River, a tributary of the Susquehanna, originates in Chenango, New York, and drains into the Susquehanna at their convergence point in Binghamton.

#### Floodplains

The potential for flooding exists along both the Susquehanna and Chenango Rivers. This floodplain evaluation is a factor in the Brandywine redevelopment study because of the project site's distance of approximately 200 yards to the Susquehanna River. As shown on **Figure 8 – Natural Resources Map**, the 500-year floodplain of each of these rivers extends into the Brandywine BOA study area. The Federal Emergency Management Administration (FEMA) is in the process of

reevaluating the floodplain boundaries across New York State for the 100- and 500-year flood, which will serve to also identify a Special Flood Hazard Area. This floodplain evaluation is a factor in the Brandywine redevelopment study because of the project site's distance of approximately 200 yards to the Susquehanna River. The implications of the proposed flood plain boundary modifications may negatively impact future redevelopment in aspects such as impervious area limitations, incorporation of flood resistant construction requirements and additional costs for flood insurance.

### Soils

The original Brandywine Corridor BOA setting was a creek corridor that fed the Susquehanna River. Over the past 100 plus years that waterway has been filled with various materials that ranged from trash to building materials. This uncontrolled filling was extensive and occurred without controlled placement.

In general, the eastern portions of the study area contain "Made Land, Sanitary Landfill", land that was created from the disposal of garbage and solid waste. The ground condition in this area exhibits an unstable condition when both dead and live loads are applied concluding that the bearing capacity of the soils and fill materials is inadequate for traditional construction methods. This unstable ground condition, while not viable for supporting traditional building and infrastructure construction techniques, can be mitigated for purposes of development through construction technologies that include soil replacement with granular fill, geotextile placement, and enhanced foundation design inclusive of pile placement.

The remaining portion of the study area lies outside of the immediate area of fill. These ground conditions to the north and west appear stable respective of their load bearing capacity as exhibited by existing structures without wall fractures that would be caused from differential settlement.

A thorough geotechnical evaluation is necessary to determine more precise soil characteristics, including depths of cut and fills, transition area between soil types, and past spills and/or ground contaminants.

### Urban Forest

Urban forestry involves the management of a community's forest resources. Urban forests are commonly found in parks and recreation areas. Street trees are also a part of an urban forest system. Urban forests are critical to an urban environment

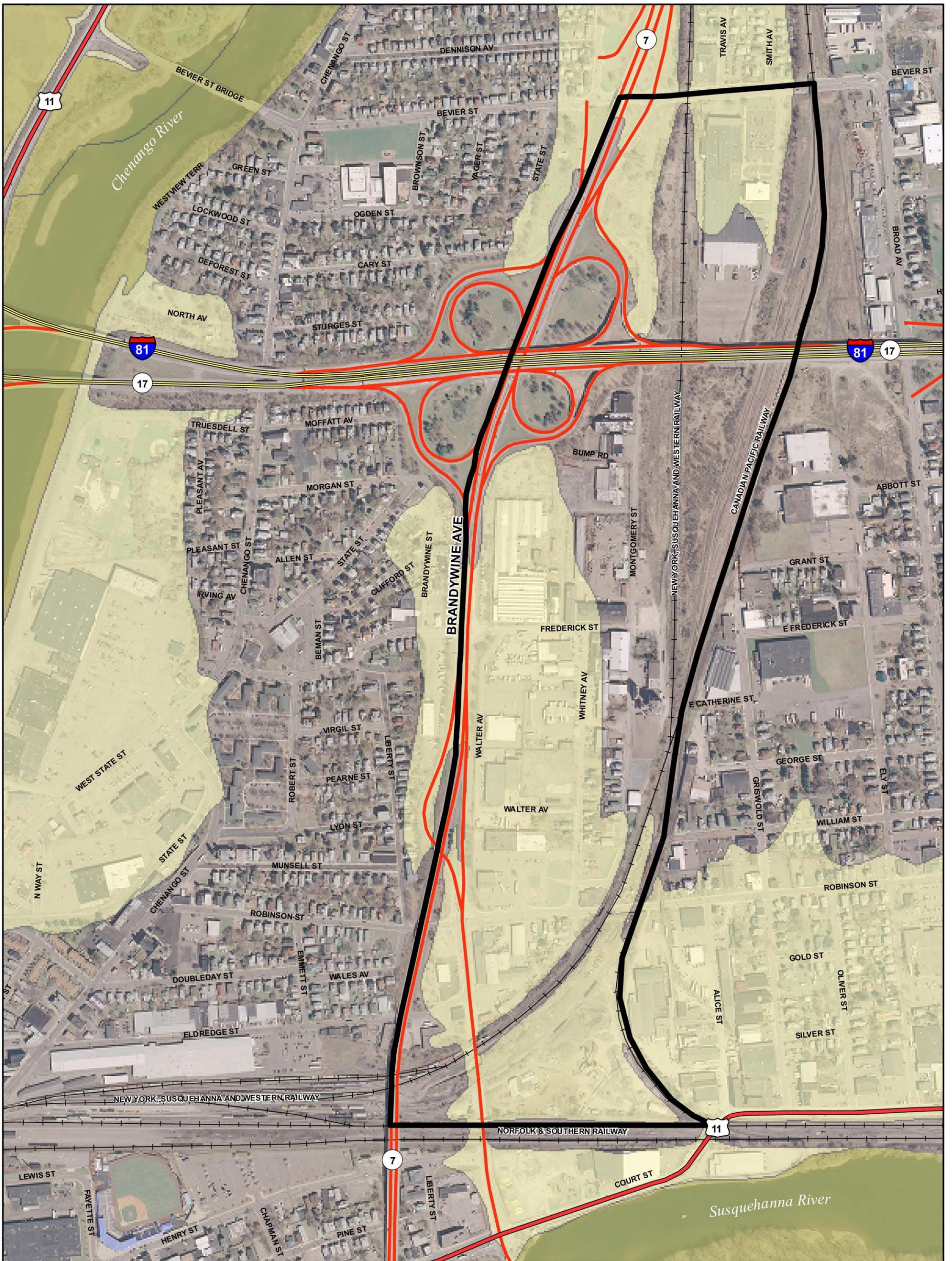
in many ways. Urban forests filter air and water as well as provide shade for pedestrian and shelter to animals. Urban forests moderate local climate, slow wind and stormwater, and shading structures to conserve energy. On a larger scale, urban forests are critical in cooling the urban heat island effect often experienced by urban areas. The study area is significantly lacking in street trees.

#### Wetlands and Wildlife

As a largely developed urban area, there are no other significant environmental features identified in the BOA. There are no wetlands subject to or protected by the Federal Wetlands Act. There are no Department of Environmental Conservation Significant Fish and Wildlife Habitats, and no Department of Environmental Conservation Wildlife Management Areas with the City or the study area.

#### Slopes

The study area is relatively flat and does not feature any topographic elements which pose a hindrance to development. According to the USDA Natural Resources Conservation Service, the BOA study area contains udorthent soils, ranging from Cv (Cut and fill, gravelly materials) to Cw and Cy (Cut and fill, loamy and silty materials, respectively), to Mf (Made land, sanitary land fill). The Mf soils begin in the southeast portion of the BOA study area, and as you progress north and west, the soils turn from Mf to Cy (silty) to Cw (loamy) to Cv (gravelly).



- Legend**
- Study Area
  - Interstate
  - US Route
  - State Route
  - Railroad
  - Flood Plains**
  - 100-year
  - 500-year



December 2010

## Brandywine Corridor Brownfield Opportunity Area Nomination Study

### Figure 8 - Natural Resources

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### *Economic and Market Trends Analysis*

The economic and market trends analysis is an evaluation of current economic drivers, market demographics, and the real estate market that will assist in understanding the factors driving new development and re-development in the Greater Binghamton Region. In order to complete this task, a comprehensive approach was used which included the following:

- Conducted Stakeholder Interviews (public and private sector).
- Reviewed local and regional demographics focusing on the ability to support varying land uses (skill of labor force, housing, education, quality of life)
- Evaluated national (macro) and local (micro) market and economic trends
- Provided recommendations for industry targeting that match the local skill set with local and globally growing industries

### Stakeholder Interviews

Nearly 30 stakeholders were interviewed in a comprehensive process that attempted to collect concerns and recommendations about the current market conditions within the BOA study area. **Appendix E** includes the full market analysis and results of the stakeholder interviews. The feedback from stakeholder interviews can be distributed into four areas of focus:

- Business Attraction and Economic Development
  - ✓ High tech based and driven – defense based economy (\$120m tech contracts)
  - ✓ Focus for the City is on innovation, simulation and Green Industry
  - ✓ Tech companies downsizing with Iraq war winding down
  - ✓ Marcellus Shale drilling is huge for the region to match labor with jobs
  - ✓ Good affordable high quality high tech skills but keeps the economy down
  - ✓ High speed rail – focus on refurbishment
  - ✓ Existing Clusters
  - ✓ Lourdes and UHS concentrating major expansions in a campus setting
  - ✓ Binghamton University is driving force with technology – SUNY system flagship
  - ✓ Housing is very affordable
  - ✓ Lack of affluent employees is impacting housing market

- Real Estate
  - ✓ Retail and commercial is weak
  - ✓ Loft apartments a trend in downtown
  - ✓ Speculative buying up of downtown properties
  - ✓ Downtown has historic significance
  - ✓ Binghamton is not considered a ‘cool’ place to live – leads to difficulty retaining workers and graduates
  
- Closing the Gap
  - ✓ Need businesses that create high value added
  - ✓ Private sector financial stakeholders in the community must be involved
  - ✓ Need to relieve tax burden on commercial properties
  - ✓ Taxes, both county and city, are a big problem
  
- Opportunities for the Brandywine Corridor BOA
  - ✓ The Brandywine is a highly visible and accessible site
  - ✓ Industry will continue to be here – Brandywine will always be an industrial corridor
  - ✓ Robinson Street is the best location for streets improvements and access to businesses
  - ✓ Rail and transportation network is key to energizing the Brandywine
  - ✓ High speed rail with a focus on refurbishment
  - ✓ The Brandywine Corridor BOA becoming a “hybrid”
  - ✓ Businesses to continue improving image of area through ‘face lifts’
  - ✓ Trucks, industrial and perception of crime has to be dealt with
  - ✓ Establish Green Industry
  - ✓ Green alternative energy; Bio fuels; Refuse fuels; Rail lines
  - ✓ Key is access to the rail and highway junction

One important issue identified by stakeholders is the retention of young educated professionals in Binghamton. Retaining the youth and recent college graduates is tied to the development of the Brandywine “Technology” Corridor and downtown redevelopment. Retaining the youth revolves around 2 key issues; Practical, well paying, and attractive employment opportunities, and improving the image of downtown Binghamton which is considered “unhip” to the 20’s and 30’s demographics. Currently, the primary retail area is around the Vestal Parkway and not the downtown, which draws the destination attraction away from the Central Business District (CBD). In an effort to bring students into the CBD, new student

housing projects are in development within CBD including the Mid-town Mall, the Marine Midland Building and the Newman Development on Washington Street.

The quality of life within the City and greater region directly relates to attracting and retaining a workforce supportive the study area redevelopment. Downtown image is tied to youth attraction, and downtown housing, which is sporadic and significantly underutilized, requires improved activity level. In order to attract businesses and keep younger residents, a newer housing inventory is required. If mitigated, the housing issue may be turned into an asset. However, given the difficulty and costs of clean up, the housing issue may not be solved in the corridor itself and remains an issue to be addressed in the future.

#### National and Local Trends

Binghamton can take advantage of positive economic projections due to its cluster of medical, technology, and manufacturing sectors, but positioning and incentives will be key factors to success. The US economy is expected to proceed from recession to recovery from 2010-2018. It was widely recognized as by economic experts as the most severe recession since World War II. The average annual growth in the eight years ahead is projected to be 0.8%, slower than the historical rate of 1.1%. It is also projected that unemployment will be 5% by 2018. International trade is expected to grow by 3.9% annually, while consumer spending is expected to slow from peak to 2.5%. Opportunities do exist - worn down military equipment from Iraq and Afghanistan needs to be replaced with new military expenditures, aging baby boomers will need more medical services (new equipment, social services and specialized housing), and green-related products are attracting corporate attention all around, and is attractive to young, educated and sophisticated businesses and consumers.

Locally, Binghamton's industry clusters will be the focus of new business targeting and the plan for the Brandywine Corridor BOA. The goal is to match growing business trends with local industry strength. The local economy is dominated by health and educational services and retailing. The manufacturing sector is still notable but on the decline, and while retailing serves the resident population, manufacturing, health services and educational services draw customers/businesses from the region, nationally, and internationally.

#### Assets

The location of Binghamton and the Brandywine Corridor BOA is a key asset. It has access to a large regional customer and employment population, quality skilled

labor and a history of technology development. In addition, short commutes, access to higher education and low cost of housing are favored assets for quality of life. The Binghamton region is home to BAE Systems, Lockheed Martin, Endicott Interconnect, Frito Lay, and a range of smaller firms. The City was named by the Milken Institute along with Cambridge, Austin, and San Jose, one of the top 15 high technology communities in the U.S., and the average housing cost is approximately \$105,000, well below US average. It is also a 3-hour drive from Midtown Manhattan and less than a 5-hour from Boston, Philadelphia, Scranton, and Ottawa. The typical commute averages less than 20 minutes.

Binghamton's employment base is skewed towards technology businesses, particularly the defense industry. Education and health care are also significant employers in the region, and retail is regionally supported. Major businesses include:

- **Aerospace and Defense:** Lockheed-Martin Systems Integration - Owego Tioga Co.(4,000+), BAE Systems- Westover (1,200+), Rockwell Collins (flight simulation), L-3 Communications (Link Simulation & Training division - founded in region)
- **High Technology:** Endicott Interconnect (1,700), IBM (founded in region) (1,000), Universal Instruments - Broome Corporate Park, Conklin (headquartered in region), McIntosh Industries (headquartered in region)
- **Education:** Binghamton University - Vestal and Downtown Binghamton (4000+), Broome County Community College - Dickinson, Clinical Campus of Upstate Medical University at the Greater Binghamton Health Center
- **Food Services & Distribution:** Maines Paper & Food (1,000) (headquartered in region), Frito Lay (700), Crowley Foods, Willow Run Foods (400) (headquartered in region), Johnson Outdoors, The Raymond Corporation
- **Health Care:** Greater Binghamton Health Center, United Health Services (4,500+) (headquartered in region), Our Lady of Lourdes Hospital
- **Insurance:** AIG- Vestal (in serious financial situation as of 2010), Security Mutual Life (headquartered in region), Columbian Financial Group (headquartered in region)
- **Retail:** The suburb of Vestal has many strip malls along a five-mile stretch of the Vestal Parkway (NY 434). Johnson City has the region's largest indoor mall, the Oakdale Mall. Other area shopping centers include Boscov's department store (corner of Court St. and Water St.), Court St., Washington St. and State St. - all in downtown Binghamton
- **Media:** Gannett

Higher education is a significant asset for new industry attraction. The key is to retain current graduates and create numerous strong links between universities and businesses. Binghamton University is the top-ranking public school in the Northeast United States and was also ranked number 1 on Kiplinger's best values in education. It offers highly ranked education, significant arts, and Division 1 athletics. In 2007, Binghamton University (BU) opened a new downtown Binghamton facility for the College of Community and Public Affairs. Additionally, a large number of students reside in the Westside, Downtown and Southside areas of the city. BU has a significant impact on the Greater Binghamton area and organizations such as the CIC2020, Binghamton University's student-led economic think tank recognize this impact. The University contributes an economic impact of \$700 million in Greater Binghamton and \$894.5 million in New York State. Broome Community College, also a part of the SUNY system, is located in nearby Dickinson. A clinical campus of Upstate Medical University was established for third and fourth year medical students in 1979. Students spend their first two years of medical school in Syracuse, NY and then complete their training in Binghamton. Davis College (formerly Practical Bible College) is located just outside the city limits in the suburb of Johnson City. Binghamton is also home to branches of Ridley Lowell, Elmira Business Institute, and Empire College.

#### Findings and Industry Targeting

Within the study area, certain industries should be specifically targeted. The area of strongest growth is the 'sustainability and green' sector. This also supports what has been learned throughout the process from stakeholders and participants in the Visioning Workshop. There is a demand for consumer products, especially if they are linked with the green sector, and there are potential links to the Marcellus Shale drilling. Agri-business products and supply chains can establish a link to local farmers and manufacturing businesses. Another important sector is health sciences, especially when linked to the strong local education sector and to the area's aging baby-boomers.

With the analysis in mind, the study area could develop themed "pockets". Generally, the study area could target the environmental, agricultural, consumer products, health care, and niche technology sectors. Additional support for industry targeting within the study area is described below for the following industry target areas: process and industrial products; consumer products; health industry and sciences; natural gas; retail; and technology.

### *Process and Industrial Products*

In this industry, sustainability is a key factor. Focus is needed on environmental sustainability – “going green”. This will attract investors and manage long term operating costs. Many companies are naming chief sustainability officers to show their green commitment. While all sectors have a down demand, there is the opportunity to refocus towards greening to make companies more competitive in the future. This sector is expected to hunker down in 2010, managing costs and working capital. The economy is increasingly global with many types of manufacturing going to cheaper locales.

There is a strong presence in the Binghamton region, with an older skilled workforce and a long history of industrial businesses. The industry has been shrinking for at least 15 years in the US as a whole. However, there are some specialty areas of opportunity. Businesses like to be where they can find labor skills in their needed area, and it is still a sector that requires examination for opportunities for Binghamton.

Nationally, attracting and maintaining talent during consolidation is important. Most of Binghamton’s workforce is older, while the most newly trained engineers in the Binghamton area are going elsewhere for more lucrative jobs. Existing dominant businesses in this sector include: BAE Systems, Lockheed Martin, Endicott Interconnect, Frito Lay, and a range of smaller firms.

### *Consumer Products*

Supply chain issues, sustainability, and social responsibility as branding imperatives are the top issues facing consumer products companies. Typical goods production is not expected to see any growth according to the latest US Labor report. Growth can only come by distinguishing oneself within the industry. While this sector has grown 7% in the last 5 years, future growth is expected to slow to 5% in the next 5 years. Top issues affecting growth are:

- ✓ Supply chain complexity. There needs to be a balance of cost benefits of doing business in faraway places and local consumer drive for sustainability, meaning created domestically and locally.
- ✓ Green initiatives are prompting companies to think about producing products closer to home.
- ✓ Sustainability and Social responsibility. Young people are much more eco-conscious and less consumption oriented. Consumers are more aware of a

brand's sustainability and social responsibility initiatives in areas such as waste reduction, charities, green foot printing.

Despite this, there is a tipping point where the consumer will not pay for green products because it is just too high priced. The Binghamton area and broader region is an established consumer products producer and has much opportunity in this area. Existing examples include: Maines Paper & Food; Frito Lay; Crowley Foods; Willow Run Foods; Johnson Outdoors; and The Raymond Corporation.

#### *Health Industry and Health Sciences*

There are two forces driving this industry – rising costs of health care and the continued economic stress and government policies, increased means of transparency, and the integration of nontraditional players in the sector. Tighter credit markets are expected to squeeze hospital corporations. In the life science sectors, biotechnology, pharmaceuticals, and medical devices are facing global challenges. They need venture capital start-up funding. R&D companies are feeling budget cuts as well. However long term, they are expected to absorb the economic bump well and will be an area of opportunity. Based on government policy changes, it is expected that with additional oversight and efficiency, the following areas may have growth opportunities based on predicted changes to the system:

- ✓ Systems that will prevent variation in cost of similar items such as drugs, or surgeries across the board
- ✓ EMR—widespread use of electronic medical records
- ✓ Expanding medical home model of delivery health care
- ✓ Shifting episode based payment system to a reward system for coordination and care and avoidance of complications.

All of the areas mentioned above require businesses strong in health care and technology. Transparency will require changes in technology across the board with streamlined systems for pricing of devices and procedures.

Local prospects in the health industry and health sciences may include linking new university research with market trends as seen with Stem Cell funding. The life sciences are expected to be guardedly positive for 2010 as biotechnology firms and device manufacturers focus on transformation. Traditional physician focused sales has to change to a creation of products demanded directly by the consumer. In the health sciences sector, demographics and economics are converging. In 2008 the

oldest baby boomers were 62 and were receiving partial social security. By 2018 this group will be fully retired. Nursing care facilities are expected to grow by 2 million jobs. The growth in registered nurses is expected to increase by 22% and personal home care workers to increase by 46%.

Binghamton, with its strong back bone in life sciences, has robust possibilities in this area for future growth with careful positioning. Existing dominant businesses in the Binghamton area are: Greater Binghamton Health Center, United Health Services (4,500+) (headquartered in region), and Our Lady of Lourdes Hospital.

### *Natural Gas*

Marcellus Shale natural gas drilling is a locally and nationally important issue. Local prospects may include linking products and labor pool to this industry. It is important to understand the transient nature of the labor pool and the low income nature of the jobs created outside of drilling. While an analysis of the impact of the prospective natural gas finds and drilling is not part of the scope of this project, it was important to comment on the industry as related to targets for the Corridor. The impacts of natural gas affect more than just the specific firms directly involved in the industry. There are also important employment and income effects on local businesses who supply the industry (such as oil field service companies, restaurants, retailers, and hotels) and effects that result from employees spending their wages locally. There are three separate types of economic activities related to natural gas, including:

- (1) exploration, drilling and operations;
- (2) leasing and royalties that go to landowners; and
- (3) pipeline infrastructure.

Of the three activities listed above, exploration, drilling and operations accounts for the predominant share of economic activity. Employment impacts are similar for each exploration, drilling, and operations, which account for 58 percent of new permanent jobs. The industrial sector with the largest gain in employment and income is the crude petroleum and natural gas industry, accounting for about one fifth (21 percent) of personal income product increases (and 7 percent of new jobs). Related retail trade accounts for about 16 percent of increased personal income (and 27 percent of the new jobs), while new construction accounts for 10 percent of increased personal income (and 9 percent of new jobs). Eating and drinking establishments similarly benefit from such activities (5 percent of personal income, and 15 percent of new employment). As an example, retail trade and eating and

drinking establishments together account for 21 percent of new personal income, but 42 percent of total new employment, reflecting that many retail and service jobs related to this industry are relatively low paying. Local industries may find opportunity in pipes, rods, pumps, water filters, electrical contractors and services, diesel fuel and transportation and seismic and surveying services.

#### *Local Retail*

The Brandywine Corridor BOA has the potential to include targeted retail to link the southern tier of the site to the downtown retail core. The local economy is the regional retailing hub. Overall, the retail sector was directly affected by the national recession and projects were put on hold while buyers and developers were hesitant to make decisions. The recession further separated the weakest and strongest submarkets. Consensus reveals that downtown retail is not on the radar screen for the retail investment community. As such, the Brandywine Corridor BOA has seen limited interest as a retail development opportunity. While some investors are not discouraged by the Brownfield issues, the limited retail activity in the CBD has not moved the Corridor ahead as a prime retail location despite connections to the downtown and good traffic access in the north.

Most retail sectors in the region are in oversupply. An analysis was performed of retail sectors where consumer demand (spending potential) exceeds supply, and it was found that convenience, especially food, and building materials are undersupplied market areas.

#### *Technology:*

This is a very cost vulnerable sector. It is unclear whether this a strong business targeting sector or whether resources would be best focused on other niche sectors. Niche markets in health care, natural gas, or through higher education linkages appear to be the best prospects for innovation. This sector is facing many challenges in 2010. Consumers lead sales but consumers are feeling an economic pinch and access to credit is tight. There are concerns about the US dollar in a global businesses environment. Simultaneously, wildly fluctuating prices are causing supply chain troubles.

Technology has been hard hit in all global markets. Companies need to offset growth challenges by identifying niche markets that may not have been as interesting when revenue was more robust. Technology could focus on financial services or automotive markets, which were ignored previously. The tech companies that can provide this may find niche opportunities.

Companies will have to change from just technology companies to homes of innovation producing consumer products, new contents, and other variations in order to survive.

Local players are: Endicott Interconnect (1,700 employees); IBM (1,000); Universal Instruments - Broome Corporate Park, Conklin; McIntosh Laboratories. IBM has been trying to reposition itself for 25 years.

## F. Community Vision and Goals

### *Vision Statement*

An important function of this study is to bring together different planning studies, stakeholder interests, community thoughts and needs, and planning principles in order to work towards comprehensive goals for the study area. To achieve this, a unified vision statement was formed which brings together the elements of these varied interests.

The Brandywine Corridor is an important gateway to the City of Binghamton and Broome County that is currently characterized by an aging industrial area with many vacant or underused properties with environmental challenges.

The community seeks to promote high quality urban design and quality of life while leveraging existing assets, including transportation infrastructure, to sustainably redevelop and revitalize the area to generate a positive impact on the region's economy.

Partnerships with local, state and regional agencies as well as the private sector and educational institutions will be the key to a successful redevelopment of this corridor.

### *Goals*

To achieve this vision, four broad-based goals have been established. These goals include:

1. **Environmental Constraints:** Work with partners to address any real or perceived environmental contamination within the study area by assessing and quantifying the extent of and cost for remediation as well as the barriers to future redevelopment.
2. **Physical Conditions:** Capitalize upon and improve the existing transportation and infrastructure assets serving the study area.
3. **Economic Conditions:** Enhance and expand economic development opportunities within the study area to support the redevelopment, not only

of the study area, but of adjacent neighborhoods, the City and greater Broome County region.

4. **Community Planning Elements:** Foster high quality urban design within the study area and at key gateways along the corridor as well as provide a variety of land use options that will serve as a catalyst to redevelopment in the City and greater region.

## G Preferred Future Development Scenario

A wealth of information has been collected for the BOA, either as part of previous planning efforts or during the course of this study. The challenge, then, was to identify a way to apply this information in a focused, targeted manner which accomplishes the goals of the project and ultimately achieves the vision.

The analysis within this study, then, is intended to determine the opportunities and impediments which exist in the study area today, in relation to the vision and goals for the BOA. For the purposes of this BOA study, four key factors were analyzed each relating directly to the four goals established for the study. The key factors include:

- ✓ Environmental Constraints
  - Environmental impediments to development exist, such as potential contamination and cost of remediation
- ✓ Physical Conditions
  - Transportation, infrastructure, and parking
- ✓ Economic Conditions
  - Development opportunities and economic impact
- ✓ Community Planning Elements
  - Land use, zoning, aesthetics, visibility, synergy with other uses and neighborhood impact

Grouping the various existing conditions data into these four categories allows for a more complete understanding of the intertwined relationships of the conditions within the study area. In turn, this leads to a level of analysis which can be translated into a set of feasible, real-world implementation measures to revitalize the Brandywine Corridor BOA.

The analysis of each of the four factors is based on the detailed inventory completed as part of this study (see Appendix). Within each section, the general conditions were analyzed, as well as the ramifications of those conditions on each district within the BOA. This analysis, along with the various stakeholder meetings, public meetings, Steering Committee input and the economic analysis, provided a

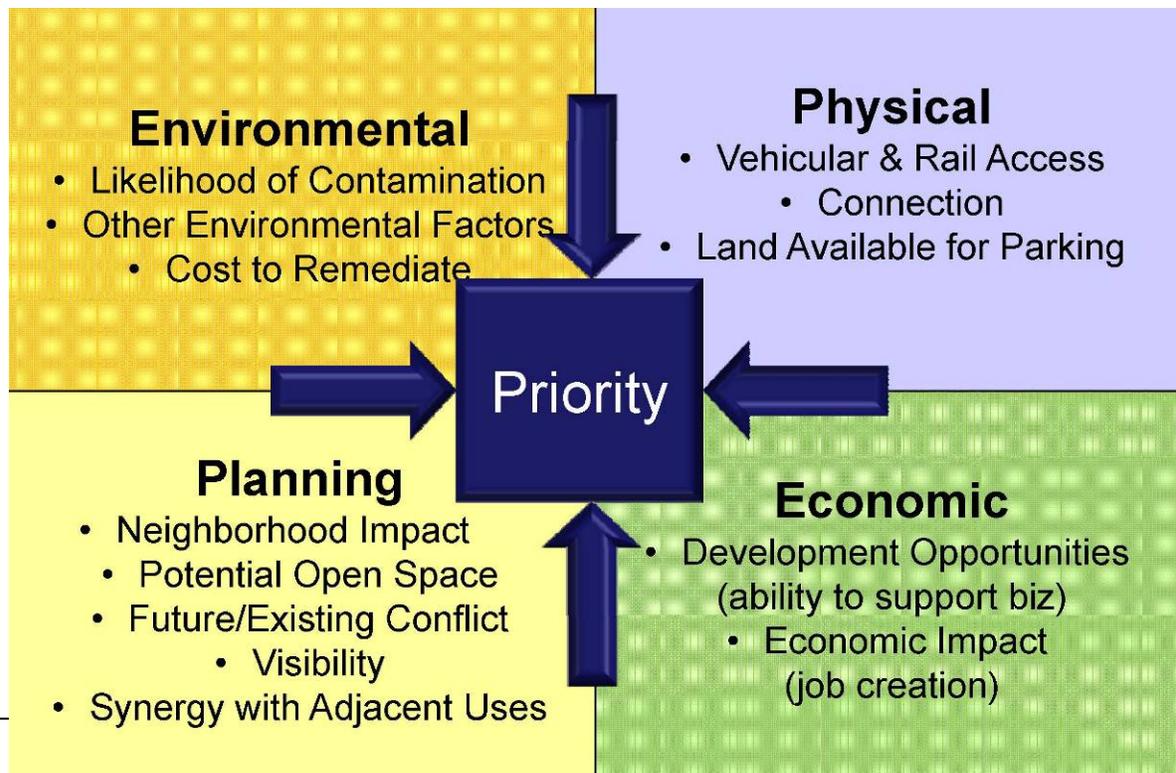
great deal of information. This information was applied to three future development scenarios addressing a range of future land use variations applied to logical development pockets within the study area and sharing a common pattern for the layout of those development pockets. The distinctions between the proposed scenarios are illustrated in **Appendix F** and generally included:

- ✓ Scenario 1 –
- ✓ Scenario 2 –
- ✓ Scenario 3 –

*Scenario Selection Matrix*

Each scenario was filtered through a matrix to bring clarity to and provide direction for identifying the priority future development scenario. Each scenario was rated by the consultant team and Steering Committee according to these priorities on a scale of 1-5, with 5 being the most positively suited towards redevelopment and achieving the vision, and 1 being the least suited.

This development scenario selection matrix was also used to identify which future development scenario has the highest potential for positive economic effect, and the most critical environmental issues. This allows the City to target remediation efforts to where they are most needed to accomplish the vision for the Brandywine Corridor BOA. The completed matrix is in **Appendix G**.



*Preferred Future Development Scenario*

Based on the outcome of the matrix evaluation and discussions with the Steering Committee, a preferred development scenario was identified. The preferred scenario is a hybrid of proposed Scenarios 2 and 3. This preferred scenario was also discussed with the public during Public Meeting #2. Consensus was achieved for this scenario which builds upon existing assets, enhances gateways, considers a range of land uses, improves connectivity for all modes, establishes a clear and distinct edge to the Corridor and provides an appropriate transition between adjacent uses. The preferred future development scenario is illustrated in **Figure 9** and includes the follow key features:

- ✓ ***Mixed Use Development:*** Commercial and residential mixed use development is considered along Robinson Street to the south and Bevier Street to the north.
- ✓ ***Industrial:*** Industrial uses are focused internal to the study area and are expanded along the rail corridor. Industrial uses may include a range of high-tech uses, rail-oriented uses or truck service uses.
- ✓ ***Residential:*** Existing residential uses are transferred to the mixed use areas or adjacent neighborhoods as the market allows.
- ✓ ***Streetscape Elements:*** Enhanced streetscape elements throughout the study area and specifically at key gateways to the study area including Robinson Street, Bevier Street and along the Brandywine Highway.
- ✓ ***Expanded Street Pattern:*** Extension of the existing grid pattern of streets, such as Montgomery Street, is provided to enhance access to and mobility within the study area.

Figure 9 – Preferred Development Scenario



## H. Priority Actions Items & Recommendations

### *Priority Actions*

Moving toward the Preferred Future Development Scenario will involve many steps including numerous partners and stakeholders. The following priority action items describe immediate steps that could be undertaken over the next six months to one year to continue the forward momentum of the Brandywine Corridor BOA revitalization. If a priority action can be applied to a strategic site, the strategic site will be highlighted. The following table summarizes the priority action items. In addition, following the description of each action item a possible partner is identified to assist in implementing the action.

Priority Action Table
<p><b>Action Item #1:</b> Pursue a Targeted Step 3 BOA Program Application to include activities such as complete environmental investigations and a geotechnical evaluation.</p>
<p><b>Action Item #2 :</b> Mitigate Impacts of Revised Draft Floodplain Boundaries</p>
<p><b>Action Item #3:</b> Work with NYSDOT to ensure the I-81/I-86 access into the study area remains viable and north-south through movement remains.</p>
<p><b>Action Item #4:</b> Apply Streetscape and Gateway Enhancements to the Southern Edge (Robinson Street ) and the Northern Edge (Bevier Street ) of the BOA Study Area Boundary.</p>
<p><b>Action Item #5:</b> Encourage high quality, context sensitive urban design for new construction and redevelopment.</p>
<p><b>Action Item #6:</b> Address pedestrian crossing issues in the Brandywine Corridor BOA.</p>
<p><b>Action Item #7:</b> Green the Western Edge of the BOA Study Area Boundary.</p>
<p><b>Action Item #8:</b> Pursue partnerships with the railroad to enable improved future cooperation and opportunities.</p>

**Action Item #1 – Pursue a Targeted Step 3 BOA Program Application.**

This Nomination Study, as Step 2 of the BOA program, provides analysis based on public participation, stakeholder input, reasonable judgements and qualitative research. A focused Step 3 strategy will assist in further refining the information gathered to date and outline a detailed implementation strategy for targeted sites. From an environmental standpoint, for example, this may mean quantifying the liability associated with a property and providing some level of certainty as to the level of contamination. This more in depth quantification provides a better take-off point for participation in the NYS Brownfield Cleanup Program (BCP).

One key activity to be undertaken in a targeted Step 3 would include conducting complete environmental investigations. Through the knowledge of the Steering Committee and consistent involvement of key stakeholders, it is known that some strategic are in a state of flux right now. In the event that critical opportunities for ownership, partnership, or immediate redevelopment are presented, these sites should be fast-tracked for more thorough investigations. Strategic priority sites that may be on a more expeditious track include the following:

- Stow Site
- NYSDOT Site
- Pa’s Woodshed
- Phillips Foundry
- Rite Aid Plaza Site

Potential Partner(s) may include the NYSDOS through a Step 3 strategy, the NYSDOT, County, City, IDA, EPA and property owners.

Another key activity should include a geotechnical evaluation. Generally, the entire study area contains cut and fill lands. Eastern portions of the study area contain “Made Land Sanitary Landfill,” land created from the disposal of garbage and solid waste. Depending on the bearing capacity of the cut and fill soils, portions of the study area may need to be excavated to remove any unstable soils and backfilled with new granular fill. It is recommended that a geotechnical study occur to more fully understand these issues.

**Action Item #2 – Mitigate Impacts of Revised Draft Floodplain Boundaries.**

FEMA has recently revised the floodplain boundaries across New York State. As illustrated in **Figure 9 – Proposed Floodplain Boundary**, the newly proposed

floodplain encompasses the entire study area. The implications of this on future redevelopment are unknown at this time but will likely include additional costs for redevelopment and increased flood insurance costs. The County is already fully engaged in requesting amendments to the floodplain boundary and in discussing possible mitigating actions. It is recommended those efforts continue and the results be examined and incorporated into Step 3. Partners may include the City, County, NYSDOS and FEMA.

**Action Item #3 – Work with NYSDOT to ensure the I-81/I-86 access into the study area remains viable.**

The preliminary design for an off-ramp into the study area would occur in the northern portion of the study and will retain access under the interstate. This ramp is critical to provide direct access from the interstates into the study area. The location and design of the ramp should consider the future redevelopment envisioned within this study.

Maintaining vehicular or at the very least bicycle and pedestrian access under the interstates is a critical connection. This may include an northern extension of Montgomery Street, for example. In addition, this location within the study area also serves as a second northern edge. Similar to the Brandywine Highway, the study area is highly visible from this vantage point. Greening this edge and providing for a softer edge should be taken into consideration during the design and construction of the new ramp. Partners may include NYSDOT, City, and the County.

**Action Item #4 – Apply Streetscape and Gateway Enhancements to the Southern Edge (Robinson Street) and the Northern Edge (Bevier Street) of the BOA Study Area Boundary.**

Robinson Street is the southern gateway to the study area and the primary focus of small-medium scaled retail and mixed use development in the Preferred Future Development Scenario. In addition, Robinson Street is the transportation corridor connecting the study area to downtown (to the west) and neighboring residential areas (to the east). While sidewalks do exist along Robinson Street, the corridor is not a pedestrian- or bicycle-friendly environment. Nor is there a clear indication this area is the Brandywine Corridor BOA. Gateway treatments, including signage, pedestrian-scaled lighting, street trees, cross-walk treatments and other streetscape amenities at the intersection of Robinson Street and the Brandywine Highway are recommended. Such streetscape enhancements including street trees, benches, and planter strips.

It may be worthwhile to evaluate the feasibility of adding on-street parking to one side of Robinson Street to create the illusion of a narrower street and calm traffic through this corridor. One street parking could also serve existing and future retail and mixed use developments on Robinson Street. It would also serve to buffer pedestrians from vehicles in the travel lane. A boulevard treatment may also be another option in this corridor as would the addition of bike lanes.

The most northern edge of the study area is Bevier Street. As with Robinson Street to the south, sidewalks are present and are actively used by residents in surround neighborhoods. It is not, however, an overly inviting corridor for a pedestrian or bicycle.

**Action Item #5 – Encourage high quality, context sensitive urban design for new construction and redevelopment.**

The vision statement promotes high quality urban design for the Brandywine Corridor BOA. Urban design considers numerous elements including the functionality of a site layout and the building on that site, connections for all transportation modes, compatibility with adjacent buildings and sites, and aesthetics (buildings and streetscape). A number of tools exist to achieve design goals including but not limited to design guidelines and form-based codes.

Design guidelines are one tool used by communities to regulate the form and appearance of development. These may be mandatory or can be merely guiding principles, depending on how tightly the municipality wants to influence the development patterns. A set of published guidelines will also alert developers to the expectations of the City and the Planning Board, which can make the review process more efficient. In addition, different kinds of design guidelines may be implemented such as:

- **Site Standards:** These focus on site standards such as landscaping, signage, and parking. Site standards can include improved signage controls, awnings, and appropriate curb cut spacing. The placement of the building on the lot is also a common topic.
- **Architecture/Façade Standards:** These standards can insure that the appearance or form of new buildings complements the existing character of the community. This can be achieved by controlling the size of the windows, facade material, rooflines, and other architectural features.

Zoning enables communities to regulate specific land uses and shape development based on existing form. Form-based codes focus on the regulation of the form and function of sites and structures, rather than their use. This could entail a form-based code system, Transect zoning (a specific kind of form-based code), or a hybrid system which still designates certain land uses.

Form-based codes designate the appropriate form and scale of development rather than land uses. There are many types of form-based codes, but in general these regulations focus on how a building or site looks and functions, rather than the activities which take place inside the walls of the structure. Form-based codes commonly include the following elements:

- **Regulating Plan.** A plan designating the locations where different building form standards apply. This plan is based on the density or type of development desired in each area, and is roughly equivalent to a future land use or zoning map.
- **Site Design Standards.** Specifications for the elements in a site plan would be put forth for each area in the Regulating Plan. This would include the location of structures on the site, landscaping, parking, signage, pedestrian amenities, lighting, etc.
- **Building Form Standards.** Regulations controlling the configuration, features, and functions of buildings that define and shape the public realm would be put forth for each area in the Regulating Plan.
- **Administration.** A clearly defined application and project review process.
- **Definitions.** A glossary to ensure the precise use of technical terms.

**Action Item #6 – Address pedestrian crossing issues in the Brandywine Corridor BOA.**

As discussed previously, the study area is central in connecting residential neighborhoods to schools, recreation areas and to one another. Despite this critical location, few east-west pedestrian connections exist in this area. East-west pedestrian connections do exist along Robinson Street to the south and Bevier Street to the north. However, there are limited safe and convenient connections on the interior of the study area. Input from stakeholders, the public and the Steering Committee have revealed that many school children cross through the interior of study area (across active rail tracks) as a short-cut to the Robinson Street or Bevier Street connections. Further examination is necessary to identify potential solutions to this potentially unsafe situation.

**Action Item #7 – Green the Western Edge of the BOA Study Area Boundary.**

The Brandywine Highway forms the western edge of the study area. From this vantage point, residents and visitors to the region have a relatively unobstructed view of the study area. Currently, the view is of many underused or vacant industrial sites interspersed with some highly functioning commercial activity. The focus of multiple stakeholder and committee discussions has been on the importance of creating an attractive and productive gateway to the City and the broader region. Regardless of the specific land uses along this edge, this corridor can reflect a fresh, clean and reinvigorated image. The addition of native vegetation and gateway signage at key locations are relatively simple yet effective treatments. Basic façade improvements to existing buildings can also improvement the aesthetics of the study area and the image portrayed. Potential Partner(s) may include property owners, the City, the County and NYSDOT.

**Action Item #8 – Pursue partnerships with the railroad to enable improved future cooperation and opportunities.**

The presence of a NYSDOT designated rail yard within the study area is a critical opportunity for future redevelopment and investment. Establishing a strong partnership with the railroad is necessary to understanding the full extent of opportunities, not only from the perspective of attracting business and industry but also addressing site challenges such as internal pedestrian crossings.

***General Recommendations***

The following general recommendations are longer-term in nature, may involve emerging trends or industries or may need more in-depth analysis. These items should be included in the dialogue during the Step 3 process.

**Continue to engage stakeholders.**

While Step 2 of the BOA program may be complete, the efforts in the Brandywine Corridor BOA will continue. The high level of stakeholder and committee involvement during the process has been invaluable. Involvement in a process leads to a sense of ownership by those involved and that leads to implementation. To ensure the efforts continue, it is recommended that the Brandywine Corridor BOA Steering Committee be folded into the Brownfield Committee. The Brownfield Committee has been kept abreast of this process and already has the communication structure in place to continue engaging stakeholders. It is

recommended the Brownfield Committee meet on a quarterly basis. Partners include project stakeholders, City, County, BCIDA, local educational institutions.

**Pursue remediation and cleanup of contaminated sites.** Completion of the Phase 1 and Phase 2 environmental investigations will clearly define the type, level and location of contamination on those strategic sites. Once this information is known, applications to the NYS Brownfield Clean-up Program or other applicable funding programs should be submitted and the sites cleaned.

**Establish a strategy to market strategic sites to potential developers or businesses.** Once environmental investigations have been completed on strategic sites and the status of those sites is fully understood, those sites ready for redevelopment should be actively marketed. Step 3 could assist in preparing a marketing strategy that may also be broadened to market and brand the entire Brandywine Corridor BOA. Potential Partners may include the NYSDOS, City, County and IDA.

**Develop site-level design concepts and redevelopment cost estimates.** After completion of environmental investigations and remediation, there will be a better understanding of how a strategic site could be redeveloped. It is recommended that conceptual level site design and/or building design occur in conjunction with the property owner. This could be accompanied with order of magnitude level cost estimates for the possible redevelopment of the site. Partners may include property owners, BCIDA, NYSDOS.

**Embrace and target new industries or emerging trends.** The Preferred Future development scenario provides the flexibility to adapt to new industries or emerging trends. The existing roadway and rail infrastructure are significant assets that can attract industry and are opportunities upon which future redevelopment can build. For example, while the future of the natural gas industry and high volume horizontal drilling is unknown at this time, there is a significant potential for the study area to have a key role in the transport and staging of materials given the immediate rail access. Potential partners(s) may include the Rail line, NYSDOT, NYSDEC and NYSDOS. Industries and trends to target may include the following (see the Economic and Market Trends Analysis for more detail):

- Industrial Products
- Consumer Products
- Health Industry and Health Sciences
- Natural Gas

- Local Retail
- Technology

**Examine the Potential for Green Building Design Elements.** The Vision Statement clearly articulates the importance of sustainable redevelopment. It is recommended that an energy efficient approach and technology are incorporated into the redevelopment of existing buildings, new construction and the general site design. Potential partner(s) may include NYSERDA and the US Green Building Council.

**Consider the viability of retail uses within the study area beyond the Robinson Street and Bevier Street corridors.** Today's market research and analysis indicates that major destination retail in this location is not viable for a number of reasons as described more fully in **Appendix E**. However, the overall redevelopment scenario for the Brandywine Corridor BOA is long-term plan that may take five to ten years for full implementation. The market for retail development may change during that time as may the pattern of development within the region and city. Revisiting the market analysis and refocusing the analysis to strategic sites may be beneficial after some time has passed. Partners may include the IDA, City, County and local developers.

**Leverage Funding from a variety of Brownfield Cleanup Programs.**

There are a number of funding programs available to assist in the cleanup of brownfield sites. These programs represent opportunities to build upon or expand existing partnerships and establish new partnerships. Such partnerships may include both public and private entities. It is recommended that all brownfield cleanup programs be examined, as appropriate, for strategic sites. Potential Partner(s) may include property owners, the City, the County, NYSDEC, and EPA.

## The Brandywine Corridor Brownfield Opportunity Area Nomination Study

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To assist in moving forward with these recommendations, the following table describes several possible funding opportunities through a variety of partners.

Funding/Grant Opportunity	Sponsor	Brief Description	Additional information
Environmental Site Assessment	US EPA	Assessment of a brownfield site takes place in two phases. A Phase I Assessment is done to determine the historical use of the property, or how it has been used in the past. Information from a Phase I Assessment is then used to formulate a Phase II Assessment, which includes testing the property's soil, water, and/or air. This information is then used to determine cleanup options.	<a href="http://www.epa.gov/region1/brownfields/basics/reuse/assess.html">www.epa.gov/region1/brownfields/basics/reuse/assess.html</a>
EDA Programs	US EDA	Details a number of programs available to assist communities, including public works and economic development, economic adjustment assistance, planning, and technical assistance.	<a href="http://www.eda.gov/AboutEDA/Programs.xml">www.eda.gov/AboutEDA/Programs.xml</a>
EDA Federal Funding Opportunities	US EDA	Opportunities for funding of the above listed EDA programs. This includes planning, technical assistance, economic development assistance, and others.	<a href="http://www.eda.gov/InvestmentsGrants/FFON.xml">www.eda.gov/InvestmentsGrants/FFON.xml</a>
Main Street Program	NYS HCR	Provides financial resources and technical assistance to communities to strengthen the economic vitality of the State's traditional Main Streets and neighborhoods. The NY Main Street grant program provides funds from the New York State Housing Trust Fund Corporation (HTFC) to business improvement districts and other not-for-profit organizations that are committed to revitalizing historic downtowns, mixed-use neighborhood commercial districts, and village centers.	<a href="http://www.nysdhcr.gov/AboutUs/Offices/CommunityRenewal/">www.nysdhcr.gov/AboutUs/Offices/CommunityRenewal/</a>
Brownfield Cleanup Program	NYS DEC	A taxpayer who has entered into a Brownfield Cleanup Agreement (BCA) with DEC may be eligible for tax credits relating to the cleanup and redevelopment of a brownfield site.	<a href="http://www.dec.ny.gov/chemical/8450.html">www.dec.ny.gov/chemical/8450.html</a>
Superfund Redevelopment Initiative	US EPA	EPA developed the Return to Use (RTU) Initiative to remove barriers to appropriate reuse at the hundreds of Superfund sites where cleanup has been completed. A focus of RTU has been on establishing partnerships with communities and other stakeholders to address potential obstacles to reuse. Through site-specific partnerships, referred to as demonstration projects, EPA is working with key stakeholders at RTU sites to identify potential reuse barriers and appropriate solutions for those obstacles.	<a href="http://www.epa.gov/superfund/programs/recycle/">www.epa.gov/superfund/programs/recycle/</a>
Brownfields Area-Wide Planning Pilot Program	US EPA	The grant funding and direct assistance (through Agency contract support) will result in an area-wide plan which will inform the assessment, cleanup and reuse of brownfields properties and promote area-wide revitalization.	<a href="http://www.epa.gov/brownfields/areawide_grants.htm">www.epa.gov/brownfields/areawide_grants.htm</a>

# Appendices

- Appendix A: Public Input Summary
- Appendix B: Steering Committee Information
- Appendix C: Site Profile Forms & Map
- Appendix D: Inventory Information
- Appendix E: Market & Economic Analysis
- Appendix F: Redevelopment Scenarios
- Appendix G: Scenario Selection Matrix

**Appendix A:**  
**Public Input Summary**

## **Brandywine BOA**

### **Public Input Summary**

#### **Stakeholder Meetings**

Extensive meetings were held with a variety of stakeholders for this project. The consultant team met with business and property owners from within the study area, real estate brokers, officials from Broome County and the City of Binghamton, major property owners and developers, the New York State Department of Transportation, and many other critical players in Binghamton's economic development arena. These meetings took place over the course of a number of days and gave a wide variety of stakeholders the opportunity to weigh in on their concerns, ideas and vision for the Brandywine corridor.

Stakeholders were asked a variety of questions. Business and property owners gave information about the history of their property, any known contamination or other environmental issues, the viability of current businesses or tenants, future plans and projects, and various other items. Public officials were questioned about their ideas and thoughts for feasibility of different industries, business types and uses for the study area, possible incentives and programs to spur redevelopment and job creation in the region, and how the Brandywine area fits in to the larger picture of Binghamton.

Issues and topics that arose during these interviews often overlapped, but many conversations were divergent as well. Property owners and businesses were greatly concerned about high property taxes, property maintenance, the local quality of life and its impact on the labor force, and the traffic patterns and aesthetics of the roadways in and around the study area. The existing businesses within the study area are healthy, but they struggle to keep up with property taxes and there are few incentives to improving their property or investing in additional infrastructure.

Property owners see the potential for Binghamton to have a resurgence, and were keen on tapping into the hospital and higher education expansions, capitalizing on the possible new energy industry and retaining the defense and simulation companies that operate in Broome County, in the hopes that they will maintain the work force and make redevelopment of the Brandywine Corridor a success.

Public Officials and key members of the economic development community expressed concerns about a number of issues. Many noted that the presence of high quality educational institutions that are undergoing expansion is a major asset to the region, providing a skilled work force and an intellectual population. They were concerned, however, that the "quality of life" in Binghamton is lacking, specifically related to the lack of variety in cultural and recreational amenities, restaurant and nightlife, and downtown vibrancy. Quality of life issues such as these tend to negatively impact the ability of a community to retain its youth, college graduates and skilled workforce, which are all factors that companies take into consideration when locating

new or expanding businesses. The affordability of housing, on the other hand, is an attractive incentive for the workforce to remain in or relocate to Binghamton.

In addition to the above input, this group of stakeholders had a number of ideas regarding the types of businesses that could potentially be viable within, or should be tapped into for, the Brandywine area. These included:

- Green and Sustainability Industries
- Hospital and College Expansions
- Transportation (rail-based) Industries
- R&D, High-Tech and Simulation

### **Public Visioning Workshop**

A public visioning workshop was held on Thursday, November 19<sup>th</sup> at 6pm in the Theodore Roosevelt Elementary School Cafeteria. Approximately 50 people attended this workshop, representing business owners, local residents, neighborhood associations, property owners and managers, and state and local government. A brief presentation was given by Elan Planning and Design, Inc., the consultants hired by Broome County to assist with the Phase II Brownfield Opportunity Area Study. Participants were then broken up into groups and posed a series of questions about their feelings about and ideas for the Brandywine BOA study area and surrounding parts of the City of Binghamton. The following are the results of that workshop.

The questions posed to participants were as follows:

1. What is the BOA area to you?
2. What should happen on this site?
3. How can Brandywine Avenue be improved as a “front door” to Binghamton?
4. Should accommodations be made on Brandywine Avenue for pedestrian and bike paths?
5. If these facilities were developed on Frederick Street, Robinson Street, and Brandywine Avenue, would you use them?
6. What is the one item you would like to see in this area?

The general feeling about the current state of the Brandywine area was fairly negative, with regard to the visual and physical condition of both the study area and the adjacent Brandywine Highway. Participants used words such as sad, ugly, industrial, isolated, contaminated, and eyesore to describe the general look and feel of the area. Despite the current dismay about existing conditions, a sense of hopefulness was present, especially with regard to the potential that this particular area of the city has to provide a place for job creation, industry expansion, and property redevelopment.

When asked “What should happen on this site,” participants had a wide range of ideas and suggestions. The answers fell broadly under two categories: Economic Development and Public Amenities. These things often go hand in hand and so many of the ideas would be compatible with one another under a number of redevelopment scenarios.

Ideas that fell under the Economic Development category could be further broken down into the following: Retail and Commercial Uses, Industrial Uses, “Green” Initiatives, and Education.

#### Retail and Commercial Uses –

Ideas for specific industries such as highway service uses (ie. gas stations and restaurants), retail stores and a storefront entrepreneurial center were offered, as well as suggestions that the northern and southern ends of the property should be retail, while the middle remains more industrial.

#### Industrial Uses –

Participants were of the opinion that industrial uses that would build upon Binghamton’s existing industries and workforce should be located in the Brandywine Corridor. Industrial park, light manufacturing, R+D, and transportation oriented businesses were all mentioned. All tables touched on the importance of the rail corridor passing through the area, and suggested that new industries locating in the study area should take full advantage of the multi-modal transportation options available. The impending gas drilling operations in the local area were discussed, with suggestions that Brandywine would be a location for some support businesses and industries to complement and fulfill the needs of the drilling companies.

#### “Green” Initiatives –

Sustainability was a common theme at all tables during this workshop, with participants noting a desire to have new local industries that are focused on alternative energy and green business. Aside from the actual USES on the site, attendees expressed a desire to have sustainability and environmental conscience folded into the physical development of the area, including LEED certified buildings, permeable surfaces and alternative energy sources.

#### Education –

The presence of BU and BCC in the area is recognized as having a significant impact on the local economy. The Brandywine corridor was suggested as a potential location for expansion of these educational institutions, or for businesses and industries that benefit from and contribute to the R+D and labor force of the two colleges. Participants did say that they would prefer for student housing to be focused more in downtown Binghamton rather than here in Brandywine, in order to strengthen the downtown business district and increase quality of life in the city.

**Appendix B:**  
**Steering Committee Information**

**Brandywine Steering Committee**  
**Contact Information**  
**8/6/2009**

<b>Last Name</b>	<b>First Name</b>	<b>Company/Affiliation</b>
D'Attilio	Richard	Broome County Industrial Development Agency
Domin	Gail	Broome County Dept of Planning and Economic Development
Egitto	Beth	Broome County Dept of Planning and Economic Development
Eshbaugh	Pam	NYS DOT
Evangelisti	Frank	Broome County Dept of Planning and Economic Development
Fauci	Darcy	Broome County Deputy County Executive
Garner	Jason T.	Broome County Legislature
Gayle	Steven	BMTS
Hampton	Philip S.	Neighborhood Resident
Harris	Mary	City of Binghamton Economic Development
Hotchkiss	Mark	EMS Technologies
Kamlet	Kenneth S.	Newman Development Group, LLC
Maciak	Mike	Robinson Street Plaza
Merola	Stacy	Broome County Environmental Management Council
Miller	Elaine	NYS DOS
O'Reilly	Mary	NYS DOT
Petkash	Rita	Broome County Dept of Planning and Economic Development
Priscott	Gary	NYS-DEC Region 7 Sub-Office
Quidort	Caroline	City of Binghamton Planning
Stanton	Phil	Neighborhood Resident
Venuti	Michael	Triple Cities Acquisition, LLC/Cook Brothers
Webb	Lea	Binghamton City Council
LoDolce	Amelia	City of Binghamton Department of Planning

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38 Hawley Street Binghamton, NY 13901
71 Frederick Street Binghamton, NY 13901
P.O. Box 678 Vestal, NY 13851-0678
125 Krager Road Binghamton, NY 13904
P.O. Box 1766 Binghamton, NY 13902
State Office Building Hawley Street Binghamton, NY 13901
44 Hawley Street Binghamton, NY 13901
P.O. Box 1766 Binghamton, NY 13902
1679 Route 11 Kirkwood, NY 13795-1602
38 Hawley Street Binghamton, NY 13901
100 Chenango STHFT 1203 Binghamton, NY 13901
76 Frederick Street Binghamton, NY 13901
435 State Street Binghamton, NY 13901
38 Hawley Street Binghamton, NY 13901

**Information Contacts**

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Libous	Tom	Senator	44 Hawley Street Room 1607 Binghamton, NY 13901
Lupardo	Donna A.	Assemblywoman	Binghamton State Office Building 17th Floor Binghamton, NY 13901



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## MEETING NOTES

Broome County – Brandywine Brownfield Opportunity Area

Date: Thursday, June 25, 2009

Time: 1:30 p.m.

Purpose: Scoping Meeting

The meeting was opened by Frank Evangelisti, who introduced the project and attendees and gave a brief overview. Lisa Nagle of Elan then introduced the Elan team. Elaine Miller, Department of State, went over the project scope in detail to provide an overview of the Brownfield Opportunity Area program, and information as relates to the Brandywine Study.

Lisa Nagle of Elan reviewed the project timeline and adjustments were made at the meeting. The timeline document is to be updated as a result of the Scoping Meeting to reduce the overall length of the project from fourteen to twelve months.

There was a discussion of the public participation plan. The group decided that an all day Saturday session may not be appropriate given the time commitment. The preferred alternative will be to meet on a week night to help assure that the public is fairly represented in the process. This led to a discussion of the purposes of the public meetings. The first public meeting(s) are intended to be more of a formal presentation, an overview of the inventory findings and an opportunity for public input. The public visioning process is on-going.

The need for a public participation plan was discussed. Of particular concern will be developing the techniques to be used to enlist strategic partners in the process.

### Next Steps/Follow-up Items:

- Schedule to be revised/updated as a result of Scoping Meeting
- Schedule Kick-off Meeting.
- Draft of Public Participation Plan.
- Start with overview and introduction into inventory and analysis.
- Begin visioning process.



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## MEETING NOTES

Broome County – Brandywine Brownfield Opportunity Area

Date: Thursday, August 6, 2009

Time: 1:30 – 3:00 p.m.

Purpose: Steering Committee Meeting

This was the first meeting of the Brandywine Steering Committee and began with introductions and collection of contact information. Using a power point presentation, Elan reviewed the BOA process and gave a summary of the methodology to be used including examples for the South Troy BOA which is currently being finalized.

Elan reviewed the project scope and the schedule in detail and revised with the input of the Steering Committee. Specific changes to the schedule included:

- Moved Task 5.1 – SEQRA earlier in the process (to month 6±)
- Moved Task 5.2 – Lead Agency earlier in the process.
- Renamed and renumbered the public meetings.

The draft Citizen Participation Plan was reviewed and edited by the Steering Committee. It was determined that paper copies of work product would be kept and made available at the Department of Planning and Economic Development, and that digital copies could be posted on the web pages of the City and County. The Committee discussed the techniques relating to the upcoming stakeholder meetings and interviews and all were asked to provide Elan with suggested contact information for any individual or business that they feel would be beneficial to the study efforts.

After the review of the Citizen Participation Plan, committee members had general questions and comments about the process. Questions arose regarding the level of public participation. Elan explained that there will be a variety of methods implemented to maximize the potential for public participation and to garner as much input as we can during the process. There were additional comments about the possible reconstruction/reconfiguration of the Exit 4 interchange which is adjacent to the Brandywine project area. This reconstruction is considered important as the current interchange restricts access to vehicular traffic which, if left as is, could limit the types of businesses or uses that might be attracted to the area.

To start the process of gathering information about the Brandywine Study Area, Elan handed out a brief questionnaire to the Committee. The questionnaire sought initial thoughts about the strengths and weaknesses in the study area.

Next Steps/Follow-up Items:

1. Return Questionnaires to Elan
2. Submit suggestions for Stakeholder interviews to Elan
3. Finalize and post Public Participation Plan.
4. Begin Inventory and Mapping in Project Area.
5. Set up Stakeholder Interviews.

## MEETING NOTES

Broome County – Brandywine Brownfield Opportunity Area

Date: Thursday, September 10, 2009

Time: 1:30 – 3:00 p.m.

Purpose: Steering Committee Meeting

1. The Citizen Participation Plan was reviewed for the final time by the Steering Committee. Minor edits had been made to reflect schedule changes, contact information, and to add the web addresses for the project Website. The Steering Committee approved the CPP.
2. Elan and the Steering Committee reviewed the BOA Study Area Boundary. A number of opinions and suggestions were provided about potential amendments to the boundary line. Areas that were discussed for inclusion in the boundary were:
  - The commercial properties on the western side of Brandywine (Route 7)
  - The vacant properties to the north, northeast and east of the Universal Site, up to Brevier Street
  - The area on the east side of the railroad tracks south to from Brevier Street following Broad Avenue down to George or William Street
  - The industrial properties to the south and south east of the Study Area down to the Susquehanna River
  - The entire cloverleaf area of the Route 7, I-81 interchange

Elan, Broome County Planning and Economic Development, and Elaine Miller of the DOS will review the Study Area Boundary with these recommendations and determine the best course of action for boundary adjustments. Balancing the size of the study area with the benefits of including specific properties in the study area will be considered.

3. The first major meeting for public input, the **Visioning Workshop**, was scheduled for **Thursday, November 12 from 6-9pm at the Theodore Roosevelt Elementary School** on Brevier Street. Elan explained that the meeting would consist of a “Key Questions” session and a “Mapping” session, in which members of the community would have a chance to share their needs, ideas, desires, and vision for the BOA area.
4. The committee discussed some logistics of the meeting, and ways in which to successfully engage the community. The following suggestions were made for methods by which to invite/notify people of the meetings:
  - Press Releases- F. Evangelisti

- Neighborhood Groups, churches, non-profits, schools – L. Webb
- Postcard Mailing by Broome County – F. Evangelisti
- Prospect Mountain Project e-mail list – P. Eshbaugh → A. Gardner → F. Evangelisti
- Flyer

Members of the committee offered additional suggestions for enticing people to come to the meetings, such as providing refreshments and offering child care. Frank Evangelisti offered to coordinate the refreshments, and the IDA offered to cover the cost of same. Lea Webb suggested that the PTA and the school Principal be contacted to investigate potential options for providing child care.

5. Jeff Sotek from HRP Associates explained the environmental review process for the current phase of the BOA study. Steering Committee members provided HRP with some additional resources to tap into for reports and information on specific sites within the Study Area.
6. Elan provided a brief overview of the results from the stakeholder meetings that had been held on September 9<sup>th</sup> and 10<sup>th</sup>. A good deal of information was acquired at those meetings, but additional stakeholder meetings will be necessary to ensure that as much input as possible is obtained from various individuals. Elan will continue with the stakeholder interviews and report to the Steering Committee as new information is obtained.
7. The DOT provided a brief explanation of the design, intent, schedule and phasing of their bridge and roadway construction project on I-81 and the I-81/Route 7 Interchange. This project has been approved and the first phase is slated to begin in 2011. Any new ideas for roadway improvements or changes that come about during this BOA process will need to be addressed with the DOT as a separate issue than this current project.
8. The next Steering Committee meeting was scheduled for **Thursday, October 22 from 1:30-3pm.**



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## MEETING NOTES

Broome County – Brandywine Brownfield Opportunity Area

Date: Thursday, October 22, 2009

Time: 1:30 – 3:00 p.m.

Purpose: Steering Committee Meeting

### 1. BOUNDARY REVIEW

Elan and the Steering Committee reviewed the BOA Study Area Boundary. Elan, Broome County Planning and Economic Development, and Elaine Miller of the DOS reviewed the Study Area Boundary and determined it was best to use natural boundaries of the Brandywine, the railroad, and I86 to the north.

Lisa Nagle explained that while we have a project boundary delineated, it will the nature of the project to consider connections to the surrounding areas and neighborhoods therefore these areas will be considered in the revitalization of the BOA.

There was some discussion of expanding the BOA to conform to the I-3 zoning district for the City. With this in mind it was recommended adding the southern area of railroad just north of Court St. so that this area does not remain an “island” that is given no consideration. In adding this area, the study area still follows the natural boundaries. This area is currently being used by a metal recycling business.

### 2. BRANDYWINE PUBLIC WORKSHOP

Lisa Nagle explained that there is a potential conflict with the Brandywine BOA public workshop with the NYSDEC Public Informational Hearings for the Marcellus Shale. The SC discussed this potential and determined that there is a chance that some of the attendees that might attend the Brandywine public workshop may also want to attend the DEC meeting. Given review of the previous studies there is much overlap with this project so it would be better not to create a conflict. Frank Evangelisti also pointed out that most of the media will likely be at the DEC meeting therefore the Brandywine workshop will likely receive very little coverage.

The Workshop was rescheduled to **NOVEMBER 19, 2009 from 6:00pm to 9:00pm**. Frank Evangelisti will check on the availability of the school and change the date of the postcard.

Lisa reviewed the process of the public notification process. She explained that Broome County is sending 1,100 postcards as a direct mailing which was selected from an approximately 1,200 foot

radius from the property. Broome County has also contacted the school Principal and the head of the First Ward Neighborhood Association, who will send an email blast to her contacts. The neighborhood group is also going to post flyers and make announcements at local civic organizations, and Broome County is going to coordinate press releases to the local paper. Lisa also mentioned that refreshments will be provided by the County at the workshop.

### 3. INVENTORY AND ANALYSIS

Lisa Nagle made a presentation on the typical inventory elements found in a BOA Step 2 study which includes:

- Community and Regional Setting
- Existing Land Use Patterns
- Existing Zoning and other Laws
- Land Ownership Patterns & Major Land Owners
- Building Inventory
- Infrastructure and Transportation Systems
- Historic or Archaeological Significant Sites
- Natural Resources & Environmental Features
- Brownfield, Abandoned & Vacant Sites Analysis

The presentation included a review of previously conducted studies that were forwarded to the Consulting Team and a summary of the Stakeholder interviews. While the presentation was being done, SC members were encouraged to provide information as necessary. The following comments were provided:

Regarding the City Profile, it was suggested to add the following employment sectors - Food Distribution, Government Services, and FIRE. Regarding the BC Plan it was suggested to remove Communicator Services and add simulation, data recovery services, and Gas Exploration and support serves.

Other planning documents suggested to the Consultant Team included BMTS'-Long Range Plan, and the Northside Vision Cares Plan. With regard to zoning, it was mentioned that the City is considering the feasibility of incorporating Transect Zoning which is a type of zoning that considers a mix of uses in varying densities.

With regard to additional stakeholder interviews the SC suggested the Interim President of BCC and Doug Garner, a professor at BCC's Center for Civic engagement, and the East Side Neighborhood Assembly for which the City will provide a name.

### 4. SCHEDULE

The next Steering Committee will be scheduled after the completion of the Public Workshop.

<b>TO:</b>	Project File	<b>PROJECT NAME:</b> <b>DATE OF MEETING:</b> <b>TIME OF MEETING:</b>	Brandywine Corridor BOA April 15, 2010 2:00 AM
<b>FROM:</b>	J.Hakes	<b>LOCATION OF MEETING:</b>	Broome County Planning Office

**Copies to:**

Committee (see attached sign-in sheet), file

**PURPOSE OF MEETING: Committee Meeting**

<b>ITEMS DISCUSSED:</b>		
<b>ITEM:</b>	<b>DISCUSSION:</b>	<b>ACTION BY:</b>
Powerpoint Presentation by Elan & HRP Associates	<ol style="list-style-type: none"> <li>1. Lisa Nagle provided a project Status Update as follows:               <ul style="list-style-type: none"> <li>• Stakeholder meetings completed</li> <li>• Economic &amp; market trends overview completed</li> <li>• Inventory &amp; analysis in progress</li> <li>• Site profile analysis in progress</li> <li>• Vision &amp; goals in progress</li> <li>• Strategic sites matrix in progress</li> <li>• Preliminary Land Use and Development Scenario to occur</li> <li>• Public participation ongoing</li> </ul> </li> <li>2. Description of the Priority Site Matrix               <ul style="list-style-type: none"> <li>• A methodology to review sites in the study area based data obtained.</li> <li>• The methodology considers environmental, physical, planning and economic conditions of each site.</li> </ul> </li> <li>3. The environmental criteria reviewed for the site profile analysis includes the following:               <ul style="list-style-type: none"> <li>• Soil contamination</li> <li>• Groundwater contamination</li> <li>• Cost to remediate</li> <li>• Other environmental factors</li> </ul> </li> <li>4. Jeff Sotek discussed his analysis and ranking of each of the 18 sites. A higher ranking equals a higher priority for redevelopment. The ranking is based solely on environmental criteria at this point. This is a draft ranking and open for discussion with the Committee.</li> <li>5. In summary, many sites within the study area do not have major environmental problems, but do have some loose ends to tie up.</li> </ol>	None at this time.

<p><b>Committee Discussion on Presentation</b></p>	<ol style="list-style-type: none"> <li>1. The Committee assisted in providing the Project Team with additional background on several sites discussed in presentation.</li> <li>2. A question was asked about the movement of groundwater. It was noted that groundwater could be degraded, but that level of analysis would occur at the BOA Step 3 – Implementation Strategy. For the Step 2 – Nomination Study it may be appropriate to mention uses and potential groundwater concerns.</li> <li>3. The cost of remediation was discussed. It is truly dependent on the end use and the specific contamination.</li> <li>4. It was noted that no Class 2 Superfund Sites appear within the study area.</li> <li>5. It was noted there are no health and safety threats to the community.</li> <li>6. A question was asked about the pre-existing conditions of the area where the row of housing currently exists. That has not yet been researched but can be using Sanborn mapping.</li> <li>7. It was noted that the ranking for each site is a universal ranking.</li> <li>8. In the instance of the existence of a sole source aquifer or other critical receptors, a more aggressive clean-up should be required.</li> <li>9. Access to DOT was discussed.</li> </ol>	<ol style="list-style-type: none"> <li>1. Elan Team to re-examine specific site rankings for environmental criteria based on Committee Discussion.</li> </ol>
<p><b>Floodplain Mapping Discussion by Griffiths Engineering</b></p>	<ol style="list-style-type: none"> <li>1. Dan Griffiths of Griffiths Engineering provided an overview of the new FEMA floodplain mapping process and draft mapping results. He discussed the potential impacts of the new mapping as well as the process to request a map amendment.</li> <li>2. A 90-day comment period is anticipated this summer to respond to the draft mapping.</li> </ol>	<p>None at this time.</p>
<p><b>Committee Discussion on Floodplain Mapping</b></p>	<ol style="list-style-type: none"> <li>1. The process for mapping was questioned and discussed including the methodology of the modeling used to identify the floodplain .</li> <li>2. The concept of a temporary flood structure at the viaduct was discussed.</li> <li>3. It was noted that a Flood Task Force Meeting was occurring the week of April 19<sup>th</sup> with NYSDEC and the Army Corps of Engineers.</li> <li>4. The implication for existing buildings was discussed. Flood insurance would be required if a federally-backed mortgage is in place.</li> <li>5. A discussion centered on the availability of state and federal funding for property within the floodplain. At this time, there is nothing preventing properties within the floodplain from receiving funding.</li> <li>6. Further discussion took place regarding how redevelopment can be accomplished with this new floodplain data.</li> </ol>	<p>None at this time.</p>



Planning / Design / Landscape Architecture PLLC

<b>Upcoming Meetings</b>	1. The next Committee Meeting will take place on Wednesday, May 26, 2010 at 2:00 pm at Broome County Office Building. The discussion will focus around the draft Vision Statement and a draft Priority Sites Matrix.	1. Elan Team to email draft Vision Statement to Committee. Comments provided back to Elan for discussion at next Committee meeting.  2. Elan Team to complete Priority Site Matrix and present at next Committee meeting.
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The foregoing constitutes my understanding of the items discussed and decisions reached. If there are any corrections, please contact the undersigned.

**PREPARED BY:**

  
\_\_\_\_\_

**Date:** April 23, 2010

Broome County  
Brandywine Opportunity Area

April 15, 2010

Sign-In Sheet

Name	Phone #	Email
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Elaine Miller - Bos		

**BRANDYWINE CORRIDOR BOA  
 MEETING NOTES**

<b>TO:</b>	Project File	<b>PROJECT NAME:</b> <b>DATE OF MEETING:</b> <b>TIME OF MEETING:</b>	Brandywine Corridor BOA May 26, 2010 2:00 PM
<b>FROM:</b>	J.Hakes	<b>LOCATION OF MEETING:</b>	Broome County Planning Office

**Copies to:**

Committee (see attached sign-in sheet), file

**PURPOSE OF MEETING: Committee Meeting**

<b>ITEMS DISCUSSED:</b>		
<b>ITEM:</b>	<b>DISCUSSION:</b>	<b>ACTION BY:</b>
<b>Powerpoint Presentation by Elan</b>	<ol style="list-style-type: none"> <li>Lisa Nagle provided a project Status Update as follows:               <ul style="list-style-type: none"> <li>Stakeholder meetings completed</li> <li>Economic &amp; market trends overview completed</li> <li>Inventory &amp; analysis in progress</li> <li>Site profile analysis in progress</li> <li>Vision &amp; goals in progress</li> <li>Strategic sites matrix in progress</li> <li>Preliminary Land Use and Development Scenario in progress</li> <li>Public participation ongoing</li> </ul> </li> <li>Ms.Nagle reviewed the draft vision statement, which incorporates information and input from stakeholder interviews, committee feedback, the visioning workshop the market and economic analysis and the inventory analysis.</li> <li>Ms. Nagle also reviewed the approach and task related to the creation of redevelopment scenarios. The project task includes the preparation of 3 redevelopment scenarios based on analysis, investigation and feedback received to date. The approach included combining multiple parcels to create a marketable site and identifying a logical infrastructure framework. The 3 scenarios depict different blends and placement of uses.</li> <li>Jere Tatich of Elan described the regional transportation context including the roadway network and the rail network. Mr. Tatich also described the neighborhood context within which the study functions. Key factors of the study area include roadway access, rail connectivity, utility infrastructure and acreage.</li> <li>Mr. Tatich described each scenario. For each scenario, the</li> </ol>	None at this time.

	<p>street network and pedestrian network connections proposed are the same. In addition, each scenario provides for enhanced visibility of the study area. The distinction between each scenario is related to the placement and mix of land uses.</p> <ul style="list-style-type: none"> <li>a. Scenario #1 Characteristics: (Status-quo) <ul style="list-style-type: none"> <li>i. Single family residential remains</li> <li>ii. Enhanced commercial along Robinson St</li> <li>iii. Commercial or industrial along Bevier St</li> <li>iv. Industrial located along the rail line</li> <li>v. Pedestrian and bicycle connections</li> </ul> </li> <li>b. Scenario #2 Characteristics: (Mixed Use) <ul style="list-style-type: none"> <li>i. Commercial &amp; residential mixed use along Robinson St &amp; Bevier St</li> <li>ii. Existing residential transferred to mixed use</li> <li>iii. Industrial located along the rail line &amp; expanded</li> <li>iv. Pedestrian and bicycle connections</li> </ul> </li> <li>c. Scenario #3 Characteristics: (Commercial-Industrial) <ul style="list-style-type: none"> <li>i. Enhanced commercial along Robinson St &amp; Bevier St</li> <li>ii. Residential transferred to adjacent neighborhoods</li> <li>iii. Industrial located along the rail line &amp; expanded</li> <li>iv. Pedestrian and bicycle connections</li> </ul> </li> </ul> <p>6. Jaclyn Hakes of Elan discussed the Priority Site Matrix which will assist in identifying a preferred scenario based on the matrix ranking. The initial evaluation of each redevelopment scenario based on the following factors:</p> <ul style="list-style-type: none"> <li>a. Environmental: <ul style="list-style-type: none"> <li>i. Likelihood of contamination</li> <li>ii. Groundwater contamination</li> <li>iii. Other environmental factors</li> <li>iv. Potential costs to remediate</li> </ul> </li> <li>b. Physical: <ul style="list-style-type: none"> <li>i. Vehicular &amp; rail access</li> <li>ii. Connections</li> <li>iii. Land available for parking</li> </ul> </li> <li>c. Planning: <ul style="list-style-type: none"> <li>i. Neighborhood enhancement</li> <li>ii. Potential open space</li> <li>iii. Future/existing land use conflicts</li> </ul> </li> </ul>	
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	<ul style="list-style-type: none"> <li>iv. Visibility</li> <li>v. Synergy with adjacent uses</li> <li>vi. Architectural heritage</li> <li>d. Economic:             <ul style="list-style-type: none"> <li>i. Development opportunities (ability to support uses)</li> <li>ii. Economic impact (job creation)</li> </ul> </li> </ul> <p>7. The initial matrix evaluation indicated Scenario #1 (Status-quo) ranked highest, with the mixed use scenario ranking second. This is likely because moving beyond the status quo is often times more complex.</p>	
<p><b>Committee Discussion on Presentation</b></p>	<ol style="list-style-type: none"> <li>1. The Committee provided input on the draft vision statement. The vision statement will be modified based on that input.</li> <li>2. The Committee discussed the matrix evaluation and the results of the scenarios. Comments included strengthening the pedestrian crossings and connections; focusing on high tech industry and manufacturing; understanding the transition between mixed use and industrial; and understanding how nearby K-mart retail plaza plays into the future redevelopment of the study area.</li> <li>3. The overall consensus is that Scenario #2 and #3 should be combined to create the Preferred Scenario.</li> <li>4. The Committee asked Elan to prepare the Preferred Scenario then present back to the Committee prior to presenting to the public.</li> </ol>	<ol style="list-style-type: none"> <li>1. Elan Team to modify draft Vision Statement.</li> <li>2. Elan Team to complete Preferred Redevelopment Scenario and present at next Committee meeting.</li> </ol>
<p><b>Upcoming Meetings</b></p>	<ol style="list-style-type: none"> <li>1. The next Committee Meeting will be scheduled once the Preferred Scenario has been developed. The discussion will focus around revisions to the draft Vision Statement and the Preferred Scenario.</li> <li>2. Once the Committee is satisfied with the Preferred Scenario concept, a public meeting will be scheduled to obtain input and feedback from the public.</li> </ol>	

The foregoing constitutes my understanding of the items discussed and decisions reached. If there are any corrections, please contact the undersigned.

**PREPARED BY:**

**Date:** June 1, 2010

## BRANDYWINE CORRIDOR BOA MEETING NOTES

<b>TO:</b>	Project File	<b>PROJECT NAME:</b> <b>DATE OF MEETING:</b> <b>TIME OF MEETING:</b>	Brandywine Corridor BOA August 6, 2010 11:00 AM
<b>FROM:</b>	J.Hakes	<b>LOCATION OF MEETING:</b>	Broome County Planning Office

**Copies to:**

Committee (see attached sign-in sheet), file

**PURPOSE OF MEETING: Committee Meeting**

ITEMS DISCUSSED:		
ITEM:	DISCUSSION:	ACTION BY:
<b>Powerpoint Presentation by Elan</b>	<ol style="list-style-type: none"> <li>Lisa Nagle provided a project Status Update as follows: <ul style="list-style-type: none"> <li>Stakeholder meetings completed</li> <li>Economic &amp; market trends overview completed</li> <li>Inventory &amp; analysis in progress</li> <li>Site profile analysis in progress</li> <li>Vision &amp; goals in progress</li> <li>Strategic sites matrix in progress</li> <li>Revisions to Preferred Development Scenario</li> <li>Public Meeting #2 Upcoming</li> </ul> </li> <li>The logistics for Public Meeting #2 were discussed including the date, time and location. It was agreed the public meeting will be on Tuesday, September, 21<sup>st</sup> at 7:00pm at the Roosevelt School. A draft agenda for the meeting was also reviewed.</li> <li>Lisa Nagle described the context of the study area to the surrounding neighborhood. She also outlined the revisions to the Preferred Scenario based on input from the Committee.</li> </ol>	None at this time.
<b>Committee Discussion on Presentation</b>	<ol style="list-style-type: none"> <li>The Committee suggested a modification to the vision statement to include "aging industrial area."</li> <li>The Committee suggested adding an existing commercial land use designation along Robinson Street for the study area context portion of the presentation.</li> <li>There was a discussion about a priority within the study area and that Step 3 of the BOA program would address any pre-development activity.</li> <li>A concern was raised regarding the Brownfield cleanup tax credits and consistency with the BOA study. The discussion focused on how a BOA could be modified if the developer</li> </ol>	1. Elan Team to revise presentation and prepare for the Public Meeting.



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	<p>wishes to propose something different than what is contemplated in the BOA study. DOS does not see this as a potential problem.</p> <ol style="list-style-type: none"><li>5. The Committee discussed going vertical with development to maximize space.</li><li>6. There was a discussion about the existence of the railroad redevelopment plan.</li><li>7. Any recommended zoning changes would occur during the Step 3 process as would design guidelines.</li><li>8. The Committee suggested illustrating possible gateway treatments.</li><li>9. It was noted that any future streetscape improvements would be coordinated with DOT.</li></ol>	
<b>Upcoming Meetings</b>	<ol style="list-style-type: none"><li>1. Public Meeting #2 will be on September 21, 2010 at 7:00 pm at the Roosevelt School.</li><li>2. A City Council briefing to take place after the public meeting was also discussed.</li></ol>	

The foregoing constitutes my understanding of the items discussed and decisions reached. If there are any corrections, please contact the undersigned.

**PREPARED BY:**

A handwritten signature in black ink, appearing to read "J. S. Hakes", is written over a horizontal line.

**Date:** August 23, 2010

# Sign-in Sheet - Brandywine

Luis Andruszek Mr B&G Bdy Realtors - 775-3087 landrogals@ypl.com

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Elaine Miller NYS Dept. of State

**Appendix C:**  
**Site Profile Forms & Map**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.60-1-6, 144.60-1-7 BOA Site #: 1  
144.60-1-8, 144.68-1-2  
144.68-1-1

<b>Assessment of Overall Importance and Ranking:</b>	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

**Name:** Great Northern Properties (Pa's Woodshed)  
**Address:** 111-125 Montgomery Street  
**Owner:** Gordon & Margaret Vannamee  
**Municipality:** Binghamton  
**Publically Owned:** No  
**Foreclosure List:**  
**Size:** 1.79 acres total (5 Parcels)  
**Existing Buildings:** yes  
**Condition:**  
**Zoning:** I-3

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** Route 7  
**Miles to Highway:** 0.3 miles

**Access Road:** Montgomery Street  
**Rail Service:** No  
**Closest Airport:** Greater Binghamton Airport

**Closest Interstate:** I-81  
**Miles to Interchange:** 0.5 miles

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:**

Vacant/transportation ROW to the north, east, and west; industrial to the south

**Use and Environmental History:**

According to our review of historical sources, the site was owned by A. Birdsall and was undeveloped land from 1876 to at least 1885. In 1891 the site was improved by approximately 8 buildings and was occupied by Binghamton Chair Works. The buildings were utilized for storage, dry kilns, bench works and finishing, and for paint and oil storage. According to historical city directories, from 1931 to at least 1936, the site occupied by Woodworth Specialties Co. Troy Chemical Co., producer of 'Save-the-Horse Ointment,' a remedy to cure horse ailments, occupied the site from 1941 to at least 1947. In 1965 the site was improved by the current site buildings, including a three-story, two-story, and one-story brick buildings and two additional one-story, concrete buildings. The site has remained the same to the present time. Several other tenants occupied the site from the 1940's to 1970's, including Link Aviation Devices, Near's Food Co., Montgomery Ward Warehouse, and Indian Valley Bag Co. Pa's Woodshed utilized the site from the 1970's to 1990's. Currently the site and buildings are utilized by Papa Woody's Restaurant (?) and Montgomery Street Table & Chair Company. Some of the buildings appear to be vacant.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations associated with Binghamton Chair Works and other tenants that would have occurred during the time period predating major environmental laws (pre-1980s).

**Status of Remedial Investigation:  
Use Potential and Redevelopment Opportunities:**

No known remedial investigations have been conducted to date.

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.68-1-3                      **BOA Site #:** 2  
**Name:**  
**Address:** 105 Montgomery  
**Owner:** Nelson Holdings, Ltd.  
**Municipality:** Binghamton  
**Publically Owned:** No  
**Foreclosure List:**  
**Size:** 2.98 acres  
**Existing Buildings:** yes  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<input type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** Route 7  
**Miles to Highway:** 0.3 miles  
  
**Closest Interstate:** I-81  
**Miles to Interchange:** 0.5 miles

**Access Road:** Montgomery Street  
**Rail Service:** No  
**Greater Binghamton Airport**  
**Closest Airport:** Airport

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Commercial to the north, transportation ROW to the east, public service to the south, industrial to the west.

**Use and Environmental History:**

According to our review of historical sources, the site was owned by A. Birdsall and was undeveloped land from 1876 to at least 1885. According to the 1904 and 1942 Topographic maps, the site was undeveloped land and in 1942 was also mapped as wetlands, and was labeled “Phelps Park.” The site is located east of Brandywine Creek. In 1965 the site was improved by two of the current site buildings, including a one-story concrete building and a one to two-story concrete block building. According to historical city directories, the site was occupied by Malchak Peter Produce in 1971. Between 1973 and 1989, the site was improved by an additional one-story, concrete building. The remainder of the site appears as a parking lot or is used for storage of vehicles/equipment. The site has remained the same to the present time. Currently the site and buildings appear vacant.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

**Status of Remedial Investigation:  
Use Potential and Redevelopment Opportunities:**

No known remedial investigations have been conducted to date.

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.67-3-53                      **BOA Site #:** 3  
**Name:** EMS Technologies (former Stow Site)  
**Address:** 67 Frederick Street  
**Owner:** Nelson Holdings  
**Municipality:** Binghamton  
**Publically Owned:** No  
**Foreclosure List:**  
**Size:** 7.89  
**Existing Buildings:** yes  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** Route 7  
**Miles to Highway:** 0.1 miles  
**Closest Interstate:** I-81  
**Miles to Interchange:** 0.2 miles

**Access Road:** Frederick Street  
**Rail Service:** No  
**Closest Airport:** Greater Binghamton Airport

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Transportation ROW to the north and west, industrial and public service to the east, commercial to the south.

**Use and Environmental  
History:**

According to our review of historical sources, the site was owned by A. Birdsall and was undeveloped land from 1876 to at least 1885. According to the 1904 Topographic Map, the site appeared as undeveloped land. From 1918 to 1926, the site predominantly consisted of marsh land, with the southwest corner of the site improved by 2, two-story dwellings. According to a 1942 Topographic map, the site appeared as undeveloped land, was mapped as wetlands, and is labeled "Phelps Park." From 1918 to 1951, the southern portion of the site was improved by a large, one-story square brick building, with automatic sprinklers, occupied by The Dry Bak Corporation Clothing Factory. The building is powered by electricity with heat provided by stream. The site was also improved by three additional, one to two-story buildings, labeled as "Engineering Department," "Oil House," and unknown. According to historical city directories, Drybak Corporation occupied the site from 1941 to at least 1947. Parlor City Paper Box Company also occupied the site in 1941. From 1952 to 1970, the site was improved by a large, one-story addition to the main site building. The main site building is labeled "Link Aviation Inc. Plant Number 2." The site buildings have remained the same to the present time. Stowe Manufacturing occupied the site building at 71 Frederick Street in the 1990's. Currently EMS Technologies occupies the site and buildings. EMS Technologies manufactures circuit boards and employs approximately 50 workers.

Three spills have occurred on the site that involved the release of gasoline (#9307633), hydraulic oil (#9601479) and an unknown petroleum substance (#9714352), respectively. All of the spill incidents have been closed with the cleanup of two of the incidents not meeting standards. A 1996 subsurface investigation, which included the collection and analysis of soil and groundwater samples, revealed the presence of fuel oil contamination and typical gasoline compounds, including Benzene, Toluene, Ethylbenzene, and Xylenes (BTEX). The source areas of contamination were identified as a former on-site gasoline tank and an off-site former waste oil tank, located on the adjoining DOT property. Based on the results of the above investigation, it appears that soil and groundwater at the site are impacted by fuel oil and gasoline contamination.

**Status of Remedial  
Investigation:  
Use Potential and  
Redevelopment  
Opportunities:**

No known remedial investigations are currently being conducted at the site.

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.68-1-4, 144.68-1-5      **BOA Site #:** 4  
**Name:** NYSDOT Site  
**Address:** 73 Frederick Street & 61 Montgomery St  
**Owner:** NYS DOT  
**Municipality:** Binghamton  
**Publically Owned:** yes  
**Foreclosure List:** No  
**Size:** 4.35 acres total (2 parcels)  
**Existing Buildings:**  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** Route 7  
**Miles to Highway:** 0.2 miles  
**Closest Interstate:** I-81  
**Miles to Interchange:** 0.3 miles

**Access Road:** Frederick/Montgomery  
**Rail Service:** No  
**Closest Airport:** Greater Binghamton Airport

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Industrial to north and west, transportation ROW to east, industrial/commercial to south

## **Use and Environmental History:**

According to our review of historical sources, the site was owned by A. Birdsall and was undeveloped land from 1876 to at least 1885. According to the 1904 Topographic map, the southwest corner of the site was improved by a small, rectangular building. From 1918 to 1951, the western portion of the site was improved by an a one-story, elongate rectangular concrete building labeled "Machine Shop" and another elongate, rectangular building labeled "Auto Truck Tire – NYSDPW Bureau of Highways". The eastern portion of the site was developed with a small warehouse, office, a 70,000 gallon gasoline tank, a 21,850 gallon kerosene tank, a 21,850 gallon gasoline tank, and was occupied by The Texas Co as a pump house. From 1952 to 1970, the site was improved by the existing Machine Shop and NYSDPW Highways building. In addition, the gasoline/kerosene tanks and associated pump house appear to have been removed and a one-story, elongate rectangular concrete building improves the southern portion of the site. The new building, constructed in 1955, is labeled "Rep Shops." The remainder of the site was utilized for parking and two one-story warehouse buildings improved the eastern edge of the site. The site buildings have remained the same to the present time. The site is currently occupied by the New York State Department of Transportation.

Numerous spills have occurred on the site that involved the release of unknown substances (#'s 8600015 and 8605622), gasoline (#'s 8710801, 9500688, and 0904264), and #4 Fuel Oil (#'s 8806092 and 9505820). All of the spill incidents are closed except for spill number 0904264, which was reopened in association with spill number 9500688. As a result several environmental investigations and remedial actions are associated with this site. In particular, the cleanup of spill number 9505820 included the excavation and off-site disposal of approximately 380 tons of contaminated soil. The cleanup of all of the spills met NYSDEC standards except for spill number 9500688. A 1995 hydrogeologic investigation of the site revealed the presence of elevated levels of BTEX compounds in soil and groundwater. Continued groundwater sampling confirmed the presence of BTEX compounds across the site and at the western edge of the site, adjoining the Stowe Manufacturing property. A 2009 site status report of the site revealed the presence of elevated levels of BTEX compounds and several SVOCs in several of the on-site wells. Light non-aqueous phase liquid (i.e. free product) was noted pooling on the water table surface in one of the monitoring wells.

Several storage tanks have existed on the site historically, including one 10,000 gallon #2 Fuel Oil aboveground storage tank (AST), one 10,000 gallon #2 Fuel Oil underground storage tank (UST), two 550 gallon gasoline and diesel fuel USTs, two 1,000 gallon gasoline USTs, and one 2,000 gallon gasoline UST. All of the tanks have been closed or closed-removed except for one in-service 10,000 gallon #2 Fuel Oil UST.

As a result of the remedial investigations performed at the site, in association with historical spills and petroleum bulk storage, it appears that soil and groundwater at the site are impacted with residual gasoline contaminants,

including BTEX compounds.

**Status of Remedial Investigation:**

No known remedial investigations are currently being conducted at the site. However, spill number 0904264 is still open with the cleanup not meeting NYSDEC standards.

**Use Potential and Redevelopment Opportunities:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.75-4-1, 144.76-1-1,  
144.75-4-2, 144.75-4-3      **BOA Site #:** 5

**Name:** Cook Brothers

**Address:** 21 Walter Ave/67-69 Whitney Ave./76  
Frederick St.

**Owner:** H&B Properties

**Municipality:** Binghamton

**Publically Owned:** No

**Foreclosure List:**

**Size:** 3.0 acres total (4 parcels)

**Existing Buildings:** yes

**Condition:**

**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input type="checkbox"/>
<b>Medium:</b>	<input checked="" type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

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

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

**Utilities:** *(check all that apply)*

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

**Access:**

<b>Closest Highway:</b> Route 7	<b>Access Road:</b> Frederick/Whitney/ Walter
<b>Miles to Highway:</b> 0.1 miles	<b>Rail Service:</b> No
<b>Closest Interstate:</b> I-81	<b>Closest Airport:</b> Greater Binghamton Airport
<b>Miles to Interchange:</b> 0.2 miles	

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Industrial to north and east, commercial to south, transportation ROW to west

**Use and Environmental History:**

According to our review of historical sources, the site was owned by A. Perkins and was undeveloped land in 1876. According to the 1885 Sanborn Map, the site was owned by A. Perkins and the Estate of Mary Whitney, and consisted of undeveloped land. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site was undeveloped land with Brandywine Creek flowing through the site from north to south. From 1918 to 1926, the site was undeveloped land. From 1918 to 1951, the eastern portion of the site was improved by a one-story, concrete block building labeled "Priv. Garage." The western portion of the site was undeveloped land. According to the 1942 Topographic Map, the site was undeveloped land and consisted of wetlands adjacent to Brandywine Creek. In 1959 the northeastern portion of the site was improved by a large, one-story concrete block building utilized Cook Brothers, as a truck repair parts facility. In 1961 the southeastern portion of the site was improved by a large, one-story concrete block building also utilized for truck repair parts. From 1965 to the 1980's, the western portion of the site was sporadically improved by small rectangular buildings and was apparently used as a parking lot or for storage. An addition was constructed to the main site building in 1982. During construction of the addition, fill soil with metals cans was noted in subsurface soils, and 70 foot pilings were advanced into the ground to support the foundation. From the 1990's to the present, the western portion of the property was utilized as a paved parking lot and for loading docks. The site buildings have remained the same to the present time. The site is currently occupied by Cook Brothers Truck Parks Co. Cook brothers employs 135 people and utilizes approximately 30 trucks for services and deliveries to 100-200 customers.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the historical use of the site and surrounding area as a dump may have impacted soils and groundwater at the site. In addition, handling of oils and hazardous substances associated with truck repairs is presumed and these operations would have occurred during a time period predating major environmental laws (pre-1980s).

**Status of Remedial Investigation:  
Use Potential and Redevelopment Opportunities:  
Ranking Explanation:**

No known remedial investigations have been conducted to date.

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.76-1-4                      **BOA Site #:** 6

**Name:**

**Address:** 80 Frederick St.

**Owner:** Phillips Foundry, Inc.

**Municipality:** Binghamton

**Publically Owned:** No

**Foreclosure List:**

**Size:** 2.07 acres

**Existing Buildings:** yes

**Condition:**

**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

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

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other:**

**Business Improvement District:**

**Special Assessment District:**

**Historic District:**

**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**

**Municipal Sewer:**

**Natural Gas:**

**Electrical Service:**

**Telecom. Service:**

**Access:**

<b>Closest Highway:</b> Route 7	<b>Access Road:</b> Frederick/Whitney
<b>Miles to Highway:</b> 0.2 miles	<b>Rail Service:</b> No
<b>Closest Interstate:</b> I-81	<b>Closest Airport:</b> Greater Binghamton Airport
<b>Miles to Interchange:</b> 0.3 miles	

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Commercial to the north, vacant/residential/commercial to the east, commercial to the south and west

**Use and Environmental History:**

According to our review of historical sources, the site appeared as undeveloped land from 1876 to 1885. According to the 1904 Topographic Map, the site was undeveloped land. From 1918 to 1926, the western portion of the site consisted of undeveloped land while the eastern and southern portions were developed with several two-story dwellings and flats. From 1918 to 1951, the western portion of the site was improved by several, one-story steel frame, concrete floor buildings, occupied by Phillips Company. Operations in the buildings consisted of a "Metal Pattern Shop," an "Aluminum Foundry," melting, and moulding. The eastern and southern portions of the site were improved by several two-story dwellings. From the 1952 to 1970, the eastern portion of the property was improved by a one to two-story iron building utilized as a warehouse, a one-story iron building utilized as a foundry, and two dwellings. The remainder of the site appeared the same. A 1973 news article indicates the facility used fuel oil to heat furnaces to melt aluminum, to manufacture a variety of products. By the late 1980's, the eastern portion of the site was improved by a large, one-story building. From the 1990's to the present, the remainder of the site was utilized as an asphalt parking lot or for outdoor storage. The site buildings have remained the same to the present time. Currently the site is vacant and the buildings appear in a dilapidated condition.

Two spill incidents have occurred on the site that involved the release of an unknown substance identified during the removal of a UST (# 9309147) and #2 Fuel Oil (# 0065073). Both of these spills are closed, while the cleanup of one of the spills did not meet NYSDEC standards. Confirmatory samples collected indicated elevated levels of lead in soils associated with # 9309147 and low levels of petroleum contamination in soils associated with # 0065073.

Several storage tanks have existed on the site historically, including a 20,000 gallon #2 Fuel Oil AST, a 5,000 gallon #2 Fuel Oil UST, a 4,000 gallon gasoline UST, and a 1,000 gallon #2 Fuel Oil UST. All of the USTs are either closed, closed-removed, or temporarily closed.

**Status of Remedial Investigation:  
Use Potential and Redevelopment Opportunities:  
Ranking Explanation:**

No known remedial investigations are currently being conducted at the site.

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.75-4-7, 144.75-4-4,  
144.75-4-5      **BOA Site #:** 7

**Name:** Brandywine Bowl

**Address:** 15-19 Walter Ave

**Owner:** Brandywine Bowl II, LLC

**Municipality:** Binghamton

**Publically Owned:** No

**Foreclosure List:**

**Size:** 1.70 acres (3 parcels)

**Existing Buildings:**

**Condition:**

**Zoning:** I-3

<b>Assessment of Overall Importance and Ranking:</b>	
<b>High:</b>	<input type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<b>X</b>

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

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other:**

**Business Improvement District:**

**Special Assessment District:**

**Historic District:**

**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**

**Municipal Sewer:**

**Natural Gas:**

**Electrical Service:**

**Telecom. Service:**

**Access:**

<b>Closest Highway:</b> Route 7	<b>Access Road:</b> Walter Ave
<b>Miles to Highway:</b> 0.1 miles	<b>Rail Service:</b> No
<b>Closest Interstate:</b> I-81	<b>Closest Airport:</b> Greater Binghamton Airport
<b>Miles to Interchange:</b> 0.3 miles	

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Vacant to the north, commercial to the east and south, transportation ROW to the west

**Use and Environmental History:**

According to our review of historical sources, the site consisted of undeveloped land from 1876 to 1885. According to the 1885 Sanborn Map, the property was owned by A. Perkins and a small stream flowed across the site from a small pond to the east to Brandywine Creek to the west. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site was undeveloped land with Brandywine Creek flowing through the site from north to south. From 1918 to 1926, the site was undeveloped land. According to the 1942 Topographic Map, the site was mapped as wetlands. From 1952 to 1970, the site was improved by a one-story iron building utilized as an Auto Sales and Service business. According to historical city directories, the site was occupied by Kresge Roger Inc. Autos, Kresge Leasing, and Auto Care Agency Insurance in 1971. Brandywine Bowl has occupied the site since at least 1980 and is utilized as a bowling alley.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the historical use of the site and surrounding area as a dump may have impacted soils and groundwater at the site. In addition, the use of oils and hazardous substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

**Status of Remedial Investigation:**

No known remedial investigations have been conducted to date.

**Use Potential and Redevelopment Opportunities:**

**Ranking Explanation:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.76-1-2                      **BOA Site #:** 8  
**Name:** Roadway Express  
**Address:** 57 Whitney Ave  
**Owner:** Roadway Express, Inc.  
**Municipality:** Binghamton  
**Publically Owned:** No  
**Foreclosure List:**  
**Size:** 2.15 acres  
**Existing Buildings:** yes  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input type="checkbox"/>
Low:	<input checked="" type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** Route 7                      **Access Road:** Whitney Ave  
**Miles to Highway:** 0.2 miles                      **Rail Service:** No  
**Closest Interstate:** I-81                      **Closest Airport:** Greater Binghamton  
**Miles to Interchange:** 0.4 miles                      **Airport**

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Commercial to north, Industrial/commercial to east, vacant to south, Commercial/recreation to west

**Use and Environmental History:**

According to our review of historical sources, the site consisted of undeveloped land from 1876 to 1885. According to the 1885 Sanborn Map, a small pond was located on the site with a stream that discharged from the pond to the west towards Brandywine Creek. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site was undeveloped land with Brandywine Creek flowing west of the site from north to south. From 1918 to 1926, the site was undeveloped land. According to the 1942 Topographic Map, the site was mapped as wetlands. From 1918 to 1951, the eastern portion of the site was improved by a one-story, cinder block building and was utilized as a motor freight station. The remainder of the site was undeveloped land. From 1952 to 1970, the site was northern portion of the site was improved by a one-story cinder block building labeled "Private Garage," a very small one-story concrete block building, and the one-story building labeled "Motor Freight Station." By the late 1980's, the southeastern portion of the site was improved by a one-story, concrete block building. The site buildings have remained the same to the present time. During the 1990's to the late 2000's, the remainder of the site consisted of a paved parking lot and was used for trailer and equipment storage. The site has been utilized by Roadway Express, Inc. since the 1990's.

Two spills have occurred on the site that involved the release of diesel fuel from two 4,000 gallon tanks (# 9107772) and fuel oil/waste oil from a UST (# 9107856). Contaminated soil was excavated and disposed off-site after the removal of tanks associated with both spills. Free product was noted pooling on the water table during the removal of the fuel oil/waste oil tank associated with spill # 9107856. Both spill incidents were closed, while their cleanup did not meet NYSDEC standards. A 2009 letter from the NYSDEC indicated that no further remedial actions were necessary regarding the spills. A 1992 hydrogeologic investigation of spill # 9107856 included the collection and analysis of soil and groundwater samples across the site. During the investigation free product and a chemical sheen was noted some on-site monitoring wells and elevated levels of BTEX compounds was detected in groundwater. BTEX compounds in four of the wells on the site exceeded NYSDEC water quality standards.

Several storage tanks have existed on the site historically, including two 4,000 gallon diesel fuel USTs, a 1,000 gallon waste oil UST, a 2,000 gallon waste oil UST, two 3,000 gallon diesel fuel USTs, and a 500 gallon waste oil UST. All of the tanks have been closed or closed-removed.

As a result of the spill and remedial investigations performed at the site, in association with historical spills and petroleum bulk storage, it appears that soil and groundwater at the site are impacted with residual gasoline contaminants, including BTEX compounds.

**Status of Remedial Investigation:**

No known remedial investigations are currently being conducted at the site.

**Use Potential and  
Redevelopment  
Opportunities:  
Ranking Explanation:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.76-1-24, 144.76-1-25,  
144.76-1-26, 144.76-1-27,  
144.76-1-28, 144.76-1-29      **BOA Site #: 9**

**Name:** Venture Milling

**Address:** 40-54 Montgomery Street

**Owner:** Venture Milling, Inc.

**Municipality:** Binghamton

**Publically Owned:** No

**Foreclosure List:**

**Size:** 1.91 acres total (6 parcels)

**Existing Buildings:** Yes

**Condition:**

**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input type="checkbox"/>
Low:	<input checked="" type="checkbox"/>

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

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other:**

**Business Improvement District:**

**Special Assessment District:**

**Historic District:**

**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**

**Municipal Sewer:**

**Natural Gas:**

**Electrical Service:**

**Telecom. Service:**

**Access:**

<b>Closest Highway:</b> Route 7	<b>Access Road:</b> Montgomery Street
<b>Miles to Highway:</b> 0.3 miles	<b>Rail Service:</b> 1 parcel (144.76-1-26) Greater Binghamton Airport
<b>Closest Interstate:</b> I-81	<b>Closest Airport:</b> Airport
<b>Miles to Interchange:</b> 0.5 miles	

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Residential to the north, transportation ROW to the east, vacant to the south, and commercial/vacant/residential to the west.

**Use and Environmental History:**

According to our review of historical sources, the site was sporadically improved by dwellings from 1876 to 1885. From 1898 to 1912, the site was improved by a very large and several smaller iron clad, one-story, rectangular buildings and was occupied by E.W. Conklin & Son Warehouse and Elevator. The buildings are labeled “Casks and Bails Distributed,” “Storage,” and “Seed Cleaning.” The southern portion of the site was improved by 3, two-story dwellings. The site was located immediately west of several railroad lines. From 1918 to 1951, the northern portion of the site was improved by 3 new buildings, utilized as offices, a warehouse, and an elevator. The elevator building was constructed in 1912. The remainder of the site appeared the same. From 1952 to 1970, the northern portion of the site was utilized by G.L.F. Services, Inc. Grain Elevator while the southern portion was utilized by Conklin Warehouse. The southern portion of the site is improved by one two-story dwelling and vacant land. An addition to the southern portion of the Conklin Warehouse building was constructed sometime between 1970 and 1989. The Conklin Warehouse building was demolished sometime between 2002 and 2006. The other site buildings have remained the same to the present time. Currently the site and buildings are occupied by Venture Milling, Inc. for the production of custom-blended proteins for livestock.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

**Status of Remedial Investigation:**

No known remedial investigations have been conducted to date.

**Use Potential and Redevelopment**

**Opportunities:**

**Ranking Explanation:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.75-4-6                      **BOA Site #:** 10  
**Name:** Cook Brothers  
**Address:** 7 Walter Ave  
**Owner:** Coca Cola/Keystone Bottling Co.  
**Municipality:** Binghamton  
**Publically Owned:** No  
**Foreclosure List:**  
**Size:** 1.41 acres  
**Existing Buildings:** Yes  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input type="checkbox"/>
Low:	<input checked="" type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** Route 7  
**Miles to Highway:** 0.2 miles  
  
**Closest Interstate:** I-81  
**Miles to Interchange:** 0.4 miles

**Access Road:** Walter Ave  
**Rail Service:** No  
**Greater Binghamton Airport:**  
**Closest Airport:** Airport

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Recreation to the north, vacant to the east, commercial to the south, transportation ROW to the west.

## **Use and Environmental History:**

According to our review of historical sources, the site consisted of undeveloped land from 1876 to 1885 and was located immediately east of Brandywine Creek. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site appeared as undeveloped land. From 1918 to 1926, the site was undeveloped and was identified as marsh land. From 1918 to 1951, the site appeared to be undeveloped land and the southern portion of the site was divided into residential lots. According to the 1942 Topographic Map, the site appeared as undeveloped land and was mapped as wetlands. In 1957, a large rectangular, one-story, steel frame with concrete block building was constructed at the western portion of the site. The building it utilized by the Coca-Cola Bottling Plant. The northeastern portion of the site is improved by two, one-story iron clad buildings utilized as warehouses and the southeastern portion of the site is improved by a very small, concrete block building. By 1994, the eastern portion of the site was improved by another large, rectangular building and the 3 smaller buildings formerly located at the eastern portion of the site are gone. The remainder of the site appeared as paved parking lot. The site buildings have remained the same to the present time. Coca-Cola occupied the site until circa 2008, when operations ceased. According to personnel from Cook Trucks, the site buildings were renovated in 2009 and have been utilized since for parts storage by Cook Trucks.

Numerous spills have occurred on the site that involved the release of gasoline from USTs (# 8900945 and 9107104), fuel oil (# 0308133), and hydraulic oil (# 0308133 and 0502548). Approximately 40 cubic yards of contaminated soil was excavated and disposed off-site in association with spill # 9107104. A 1991 tank removal report documented the removal of a 6,000 gallon UST and identified Total Petroleum Hydrocarbon (TPH) levels in soils at 22 to 5852 ppm. A subsequent subsurface investigation in association with spill # 0308133 revealed the presence of soil impacted by #2 Fuel Oil and hydraulic oil. Also, SVOCs were detected at low levels in groundwater. All of the spill incidents are closed, while the cleanup of two of the spills did not meet standards.

Two storage tanks have existed on the site historically, including a 3,000 gallon and 6,000 gallon gasoline USTs. Both of these tanks were installed in 1977 and were closed-removed in 1991.

A 2009 Phase I Environmental Site Assessment of the subject site revealed no Recognized Environmental Conditions in connection with the property. However, the report indicates the site was the location of a former municipal landfill. Also, the report states soil samples collected at the property line at the adjoining U.S. Naval Reserve site indicate the site has not been adversely affected by contamination at the Navy site.

As a result of the spill and remedial investigations performed at the site, in association with historical spills and petroleum bulk storage, it appears that soil and groundwater at the site is impacted with residual #2 Fuel Oil and hydraulic oil

**Status of Remedial Investigation:**

No known remedial investigations are currently being conducted at the site.

**Use Potential and Redevelopment Opportunities:**

**Ranking Explanation:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.76-1-3                      **BOA Site #:** 11  
**Name:** Former Naval Training Center  
**Address:** 49 Whitney Ave  
**Owner:** Triple Cities Holdings, LLC  
**Municipality:** Binghamton  
**Publically Owned:** No  
**Foreclosure List:**  
**Size:** 2.0 acres  
**Existing Buildings:** no  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<input type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** Route 7                      **Access Road:** Whitney Ave  
**Miles to Highway:** 0.2 miles              **Rail Service:** No  
**Closest Interstate:** I-81                      **Closest Airport:** Greater Binghamton Airport  
**Miles to Interchange:** 0.5 miles

**Site Status:** Vacant

**Property Description:**

**Description of Adjacent Land Uses:** Commercial to the north, residential to the east, vacant/commercial to the south, and commercial to the west

## **Use and Environmental History:**

According to our review of historical sources, the southeast corner of the site was improved by several dwellings while the remainder of the site was undeveloped in 1876. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. From 1918 to 1926, the site was undeveloped. From 1918 to 1951, the site was improved by a large, irregularly shaped, concrete block building that was occupied by the U.S. Naval Reserve Training Center. From 1952 to 1970, the site was improved by the existing building and a small, one-story concrete block building at the southern portion of the site. The site buildings remained the same until between 1994 and 1999, when the main U.S. Naval Reserve Training Center building was demolished and removed. From this time to the present, the majority of the site has been undeveloped with the exception of the existing small, one-story concrete block building at the southern edge of the site. The building at the southern edge of the site was reportedly historically utilized as a firing range. Currently the majority of the site is unused, vacant land. The southern portion of the site is still improved by the former firing range building and is vacant.

One spill occurred on the site in 1994 that involved the release of an unknown petroleum substance identified during the removal of a 5,000 gallon and 8,000 gallon UST (# 9411825). The site was subsequently dewatered and approximately 162 tons of contaminated soil was excavated and disposed off-site. TPH levels in soil in the tank excavation were approximately 25,000 ppm. This spill was closed in 2000, while the cleanup did not meet NYSDEC standards. A 1996 subsurface investigation, which included the collection of soil and groundwater samples, revealed the presence of several VOCs and SVOCs, including the presence of free product in one monitoring well. A 2000 UST remediation and lead removal report focused on the former firing range located in the building at the southern edge of the site. The investigation included the following remedial actions: lead remediation, drum removal, contaminated soil removal, site restoration, and groundwater sampling. The results showed residual total petroleum hydrocarbon contamination on the site; however the exact source could not be determined. A 2007 Subsurface Evaluation of the site included the collection and analysis of soil and groundwater samples across the site. Trace to low levels of VOCs and SVOCs were detected in two of the groundwater samples, from the central portion of the site. The contamination was attributed to two sources: the former USTs on the site and the former trash dump that existed on the site in the late 1800's to early 1900's.

Numerous storage tanks have existed on the site historically, including a 500 gallon, 8,000 gallon, and two 5,000 gallon #2 Fuel Oil USTs. All of the tanks were closed-removed from the site in 1994.

As a result of the spill and remedial investigations performed at the site, in association with historical spills and petroleum bulk storage, it appears that soil and groundwater at the site is impacted with residual #2 Fuel Oil.

**Status of Remedial Investigation:**

No known remedial investigations are currently being conducted at the site.

**Use Potential and Redevelopment Opportunities:**

**Ranking Explanation:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.83-4-1                      **BOA Site #:** 12  
**Name:**  
**Address:** 6 Walter Ave  
**Owner:** Coca Cola/Keystone  
**Municipality:** Binghamton  
**Publically Owned:** No  
**Foreclosure List:**  
**Size:** 0.77 acres  
**Existing Buildings:** no  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input type="checkbox"/>
Low:	<input checked="" type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** Route 7  
**Miles to Highway:** 0.2 miles  
  
**Closest Interstate:** I-81  
**Miles to Interchange:** 0.4 miles

**Access Road:** Walter Ave  
**Rail Service:** No  
**Greater Binghamton Airport:**  
**Closest Airport:** Airport

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Commercial to the north and south, vacant/residential to the east, transportation ROW to the west

**Use and Environmental History:**

According to our review of historical sources, the site consisted of undeveloped land from 1876 to 1885. According to the 1885 Sanborn Map, the site was owned by T. Weffern. Interviews with local property owners indicated that some time in the 1900's the site and surrounding area was used as a town dump. The extent of the alleged dumping area is not known nor is any other specific details. According to the 1904 Topographic Map, the site appeared as undeveloped land and was located immediately east of Brandywine Creek. From 1918 to 1951, the site was undeveloped and was divided into residential lots. From 1951 to 1970, the site was undeveloped land. Since the 1970's, the site has been a paved parking lot and is currently used by personal vehicles and tractor trailers.

A 2009 Phase I Environmental Site Assessment of the subject site revealed no Recognized Environmental Conditions in connection with property. However, the report indicates the site was the location of a former municipal landfill.

**Status of Remedial Investigation:  
Use Potential and Redevelopment Opportunities:  
Ranking Explanation:**

No known remedial investigations have been conducted at the site.

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.83-4-2, 144.83-4-5.1    **BOA Site #:** 13  
**Name:** Rite Aid/Auto Zone  
**Address:** 71 & 75 Robinson St.  
 Robinson Plaza Realty, Buena Vista Plaza  
**Owner:** LLC  
**Municipality:** Binghamton  
**Publically Owned:** No  
**Foreclosure List:**  
**Size:** 4.32 acres total (2 parcels)  
**Existing Buildings:** Yes  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
<b>High:</b>	<input checked="" type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<input type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

**Closest Highway:** Route 7  
**Miles to Highway:** 0.1 miles  
  
**Closest Interstate:** I-81  
**Miles to Interchange:** 0.5 miles

**Access Road:** Robinson Street  
**Rail Service:** No  
**Closest Airport:** Greater Binghamton Airport

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Commercial to the north, residential/public services to the east, commercial/community service to the south, transportation ROW to the west

**Use and Environmental History:**

According to our review of historical sources, the southeast corner of the site was improved by several dwellings and the remainder of the site was undeveloped from 1876 to 1885. According to the 1891 Sanborn Map, the southern portion of the site was also improved by two large rectangular buildings and was occupied by T.J. Dunlea Boiler Works. According to the 1904 Topographic Map, the site appeared as undeveloped land and was located immediately east of Brandywine Creek. From 1918 to 1926, the site was undeveloped and consisted of marsh land. From 1918 to 1951, the eastern portion of the site was improved by at least 3, two-story dwellings. From 1952 to 1970, the southwestern portion of the site was improved by a one-story, concrete block building utilized as a filling station and for auto repairs. In addition, the eastern portion of the site was improved by at least 7, two-story dwellings and 3, one-story stores. In 1959, a one-story, steel frame concrete block building was constructed at the northwest portion of the site. The remainder of the site appeared as a parking lot. An addition was added the one-story, steel frame concrete block building sometime prior to 1994. Between 1994 and 1999, the building at the southwest portion of the site and the stores and dwelling at the eastern portion of the site were demolished and removed. Between 1999 and 2002, a generally square building was constructed at the southwest portion of the site. Prior to construction, approximately 18 feet in depth of coal ash was excavated from the site. During the installation of pilings for the foundation, fill soil and hydric soils were noted, indicating a pond was on the site historically. The remainder of the site has remained the same since 2002. Auto Zone currently occupies the building at the southwest portion of the site. The remaining site building is the Robinson Plaza and is occupied by several tenants, including Rite Aid Pharmacy, Shenanigans Bar, and Court Jester Fitness Center.

One spill occurred on the site that involved the release of an unknown petroleum substance (# 9700061) identified during a UST removal. The tank was removed and the spill was closed with the cleanup meeting NYSDEC standards. A 1997 hydrogeologic investigation of the site indicated the site had formerly been occupied by a gas station through the 1970's and later as a car wash. An electromagnetic survey revealed the presence of 5 USTs at the site. NYSDOT removed one of the tanks on an adjoining property and visual and olfactory evidence of petroleum contamination was noted in soil borings. Analytical results indicate the presence of hydrocarbons in site soils. The report identified two potential sources of contamination, including the removed UST on the adjoining DOT property and USTs on the property. Six groundwater samples reported concentrations of volatile parameters exceeding NYSDEC standards. Additional groundwater sampling on the site in 1997 and 1998 indicated the presence of VOCs at levels below NYSDEC groundwater standards. In 1998 the NYSDEC inactivated spill number 9700061.

**Status of Remedial Investigation:  
Use Potential and Redevelopment Opportunities:  
Ranking Explanation:**

No known remedial investigations are currently being conducted at the site.

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.84-1-23,  
144.84-1-25                      **BOA Site #:** 14

**Name:** Southern Tier Printing

**Address:** 4 Montgomery St, 89 Robinson St.

**Owner:** John Lee, Thomas Lee

**Municipality:** Binghamton

**Publically Owned:** No

**Foreclosure List:**

**Size:** 0.31 total (2 parcels)

**Existing Buildings:** yes

**Condition:**

**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<input type="checkbox"/>

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

**NYS Empire Zone:**

**NYS Environmental Zone:**

**Urban Renewal Area:**

**Federal Enterprise Business Zone:**

**Other:**

**Business Improvement District:**

**Special Assessment District:**

**Historic District:**

**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**

**Municipal Sewer:**

**Natural Gas:**

**Electrical Service:**

**Telecom. Service:**

**Access:**

<b>Closest Highway:</b> Route 7	<b>Access Road:</b> Whitney/Montgomery
<b>Miles to Highway:</b> 0.1 miles	<b>Rail Service:</b> 1 parcel (144.84-1-23) Greater Binghamton
<b>Closest Interstate:</b> I-81	<b>Closest Airport:</b> Airport
<b>Miles to Interchange:</b> 0.6 miles	

**Site Status:** Occupied

**Property Description:**

**Description of Adjacent Land Uses:** Public service to north and south, transportation ROW to east, commercial to west

**Use and Environmental History:**

According to our review of historical sources, the site consisted of undeveloped land in 1876. According to the 1885 Sanborn Map, the site was improved by a small building and was owned by T. Connell. According to the 1904 Topographic Map, the site appeared as undeveloped land. From 1918 to 1951, the site was improved by a two-story dwelling and a one-story private garage. From 1952 to 1963, the site was improved by the existing dwelling, garage, and a new one-story, concrete block building utilized as an auto body shop. In 1966, an addition was constructed to the auto body shop building. According to historical city directories, the site was occupied by Russik EJ, printer in 1960. Kresge Roger Inc. auto repairs and Ye Old Print Shop occupied the site in 1971. Triple Cities Plumbing occupied the site in 1990 and Southern Tier Printing occupied the site in 2002. The remainder of the site consists of paved parking areas. The site buildings have remained the same to the present. Currently Southern Tier Printing occupies the building at 89 Robinson Street.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations associated with the auto body shop that would have occurred during the time period predating major environmental laws (pre-1980s).

**Status of Remedial Investigation:**

No known remedial investigations have been conducted at the site.

**Use Potential and Redevelopment Opportunities:**

**Ranking Explanation:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.83-4-6                      **BOA Site #:** 15  
**Name:** Dick's Garage  
**Address:** 68-70 Robinson  
**Owner:** Michael McMahon  
**Municipality:** Binghamton  
**Publically Owned:** No  
**Foreclosure List:** No  
**Size:** 0.48 acres  
**Existing Buildings:** yes  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input checked="" type="checkbox"/>
Low:	<input type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

<b>Closest Highway:</b> Route 7	<b>Access Road:</b> Robinson Street
<b>Miles to Highway:</b> 0.1 miles	<b>Rail Service:</b> No
<b>Closest Interstate:</b> I-81	<b>Closest Airport:</b> Greater Binghamton Airport
<b>Miles to Interchange:</b> 0.5 miles	

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Commercial to the north and east, and community services to the south and west.

**Use and Environmental History:**

According to our review of historical sources, the site consisted of undeveloped land from 1876 to 1885 and was owned by A.S. Patten. According to the 1904 Binghamton Topographic Map, the site was covered with a small reservoir of Brandywine Creek. According to the 1942 Binghamton West 1:24,000 Topographic Quadrangle, the site was undeveloped land. From 1952 to 1970, the western portion of the site was improved by a one-story concrete block building and the eastern portion by a one-story concrete block building labeled "Ice Cream Distribution Depot." The northern portion of the site, immediately adjacent to Robinson Street, is labeled "Fill'g Station." However, there isn't any infrastructure or buildings associated with the filling station. According to historical city directories, the site was occupied by Griswold E.W. gasoline in 1960. Deinhardt F.W. gasoline and Borden Ice Cream occupied the site in 1971. The site buildings remained the same until prior to 1994, when the eastern most building was demolished and removed, and the area made into a parking lot. Dick's Garage currently utilizes the site building and has done so since at least 1990.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

**Status of Remedial Investigation:**

No known remedial investigations have been conducted at the site.

**Use Potential and Redevelopment Opportunities:**

**Ranking Explanation:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.83-4-8, 144.83-4-9      **BOA Site #:** 16  
**Name:** Dunn Electric  
**Address:** 76 & 80 Robinson  
**Owner:** Thomas Dunn  
**Municipality:** Binghamton  
**Publically Owned:** no  
**Foreclosure List:** No  
**Size:** 0.77 acres total (2 parcels)  
**Existing Buildings:** Yes  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input type="checkbox"/>
Low:	<input checked="" type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

<b>Closest Highway:</b> Route 7	<b>Access Road:</b> Robinson Street
<b>Miles to Highway:</b> 0.1 miles	<b>Rail Service:</b> No
<b>Closest Interstate:</b> I-81	<b>Closest Airport:</b> Greater Binghamton Airport
<b>Miles to Interchange:</b> 0.5 miles	

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Commercial to the north and west, community services to the south, and residential to the east.

**Use and Environmental History:**

According to our review of historical sources, the consisted of undeveloped land in 1876. According to the 1885 Sanborn Map, the site was improved by a dwelling and associated residential structure. According to the 1904 Topographic Map, the site was covered with a small reservoir of Brandywine Creek. From 1952 to 1963, the western portion of the site was also improved by a large rectangular, one-story cinder block building labeled “Whole Appliances.” The eastern portion of the site was improved by a two-story dwelling. From 1952 to 1970, the site was improved by the existing large rectangular building and was labeled “Food Distribution Warehouse.” The eastern portion of the site was improved by the existing dwelling and a one-story, concrete block building labeled “Iron Works.” The site building remained the same until after 2006. Sometime after 2006 the two-story dwelling was demolished and removed, and that area is now a paved parking lot. Currently the site building is occupied by Dunn Electric Supply.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations that would have occurred during the time period predating major environmental laws (pre-1980s).

**Status of Remedial Investigation:**

No known remedial investigations have been conducted at the site.

**Use Potential and Redevelopment Opportunities:**

**Ranking Explanation:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 144.83-4-13                      **BOA Site #:** 17  
**Name:** City DPW  
**Address:** 26 Brandywine Ave  
**Owner:** City of Binghamton  
**Municipality:** Binghamton  
**Publically Owned:** Yes  
**Foreclosure List:** No  
**Size:** 2.21 acres  
**Existing Buildings:** Yes  
**Condition:**  
**Zoning:** I-3

Assessment of Overall Importance and Ranking:	
High:	<input type="checkbox"/>
Medium:	<input type="checkbox"/>
Low:	<input checked="" type="checkbox"/>

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

**NYS Empire Zone:**   
**NYS Environmental Zone:**   
**Urban Renewal Area:**   
**Federal Enterprise Business Zone:**   
**Other:**

**Business Improvement District:**   
**Special Assessment District:**   
**Historic District:**   
**Archeologically Significant Area:**

**Utilities:** *(check all that apply)*

**Municipal Water:**   
**Municipal Sewer:**   
**Natural Gas:**

**Electrical Service:**   
**Telecom. Service:**

**Access:**

<b>Closest Highway:</b> Route 7	<b>Access Road:</b> Route 7/Brandywine
<b>Miles to Highway:</b> 0 miles	<b>Rail Service:</b> Yes
<b>Closest Interstate:</b> I-81	<b>Closest Airport:</b> Greater Binghamton Airport
<b>Miles to Interchange:</b> 0.5 miles	

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Commercial to the north and west, and transportation ROW to the south and east.

**Use and Environmental History:**

According to our review of historical sources, the site consisted of undeveloped land from 1876 to 1885 and was owned by A.A. Perkins. According to the 1904 Topographic Map, the site was partially covered with a small reservoir of Brandywine Creek. From 1952 to 1970, the western portion of the site was improved by a large, elongate rectangular, one-story brick building that was occupied by several municipal shops. The entire property is labeled "City of Binghamton Dept. of Public Works." The central portion of the site was improved by 2, one-story concrete buildings utilized as a garage and as a truck repair shop by the DPW. Eldridge Road runs through the center of the site, connecting with Brandywine Avenue to the west and Whitney Avenue to the east. South of Eldridge Road the site consists of a crushed rock staging area and is improved by 2 one-story buildings used as offices. The buildings remained the same until the 1980's or 1990's. By 1999, one of the buildings south of Eldridge Road was demolished and another was constructed next to the former crushed rock staging area. The buildings have remained the same to the present. The site is still occupied and utilized by the City of Binghamton Department of Public Works.

No information was discovered during our review pertaining to historical or current environmental investigations at the site. However, the use of oils and hazardous substances is possible predominantly from historical site operations associated with the Department of Public Works that would have occurred during the time period predating major environmental laws (pre-1980s).

**Status of Remedial Investigation:**

No known remedial investigations have been conducted at the site.

**Use Potential and Redevelopment Opportunities:**

**Ranking Explanation:**

**Site Location**



**Site Photo**

**Brownfield Nomination  
Descriptive Site Profile**

**Tax Map #:** 160.28-1-35, 160.28-1-29, 160.28-1-31, 160.28-1-30      **BOA Site #:** 18

**Name:** Weitsman Property

**Address:** 10, 12, 14, 16 Brandywine Ave  
Harold Weitsman, Barrett Paving Materials,  
Pennsylvania Lines LLC

**Owner:** Pennsylvania Lines LLC

**Municipality:** Binghamton

**Publically Owned:** No

**Foreclosure List:** No

**Size:** 8.44 acres total (4 parcels)

**Existing Buildings:**

**Condition:**

**Zoning:** I-3

<b>Assessment of Overall Importance and Ranking:</b>	
<b>High:</b>	<input type="checkbox"/>
<b>Medium:</b>	<input type="checkbox"/>
<b>Low:</b>	<b>X</b>

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

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

**Utilities:** *(check all that apply)*

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

**Access:**

<b>Closest Highway:</b> Route 7	<b>Access Road:</b> Route 7/Brandywine
<b>Miles to Highway:</b> 0 miles	<b>Rail Service:</b> Yes
	<b>Greater Binghamton Airport</b>
<b>Closest Interstate:</b> I-81	<b>Closest Airport:</b> Airport
<b>Miles to Interchange:</b> 0.7 miles	

**Site Status:**

**Property Description:**

**Description of Adjacent Land Uses:** Transportation ROW to north, south, and west, Commercial to the east

## **Use and Environmental History:**

According to our review of historical sources, the central portion of the site was improved by two large, rectangular buildings in 1876. According to the 1885 Sanborn Map, the site was improved by at least 11 buildings of varying size and was utilized by the Binghamton Oil Refinery. According to the 1891 Sanborn Map, the site is occupied by the existing buildings, one 7,000 gallon storage oil tank, and at least 14 storage tanks used to store an unknown substance of an unknown size. A coal platform is located at the south-central portion of the site adjoining the railroad line. The various buildings are labeled storage, barrel storage, cooperage, office, filtering, and bone burning. In addition, the site was bordered by railroad tracks to the south, west, and north. In 1904 the eastern portion of the site was improved by a rail turnstile and associated railroad tracks. According to the 1942 Topographic Map, the northern portion of the site was improved by a railroad spur line and the remnant infrastructure of a turnstile. The remainder of the site was undeveloped, with a wetland area at the southwest corner of the site. From 1952, to 1970, the western portion of the site was improved by 3 one-story concrete block buildings used as a scrap warehouse, with the adjacent areas used as a scrap metal yard, all occupied by Levene's Son's Inc. The central portion of the site was improved by two railroad spur lines connecting to a rail line to the north. The eastern portion of the site was improved by at least 8 one-story building and was occupied by the Binghamton Construction Co. Asphalt Plant. The southwest corner of the Construction Co. site was improved by at least four asphalt tanks. From 1965 to the present, the western portion of the site appeared to be used for outdoor storage (possibly scrap?) and the eastern portion as disturbed land, possibly for staging of aggregate. Current use of the site and buildings is unknown.

One spill incident occurred on the site that involved the release of 30 gallons of diesel fuel (# 9401552). The spill was caused by equipment failure and the contaminated soil was dug up and disposed of. The spill was closed and the cleanup met NYSDEC standards.

Numerous spill incidents have occurred on the adjoining New York Susquehanna and Western Railroad Site immediately north of the subject site. The spills involved the release of an unknown petroleum substance identified during the removal of 3 USTs (# 9603509), 250 gallons of diesel fuel (#9612032), and 2,200 gallons of diesel fuel caused by a trail derailment (#0503950). All of the incidents are closed, while the cleanup of all three did not meet NYSDEC standards. A 1996 UST removal report documented the removal of two 10,000 gallon and one 4,000 gallon USTs. During the removal, fuel oil and diesel fuel contaminated soil was noted and contaminated soil was excavated and stockpiled on the site. Low levels of volatile organic compounds and semi-volatile organic compounds were noted in the soil samples collected from the tank excavations. Upon containing the 2,200 gallons of diesel fuel spilled associated with spill # 0503950, two soil samples were collected. Analytical results indicated low to moderate levels of volatiles and semi-volatiles were detected in both soil samples. A letter from NYSDEC to the New York State Rail Yard indicates the remedial activities were

appropriate and that no further remedial actions were necessary.

Several storage tanks have existed on the adjoining New York Susquehanna and Western Railroad property historically, including two 10,000 gallon diesel fuel aboveground storage tanks (ASTs), a 1,000 gallon #2 Fuel Oil UST, two 275 gallon kerosene ASTs, and a 1,500 gallon kerosene AST. The diesel fuel and #2 Fuel Oil tanks were closed-removed and the kerosene tanks are all in-service.

**Status of Remedial**

**Investigation:**

**Use Potential and**

**Redevelopment**

**Opportunities:**

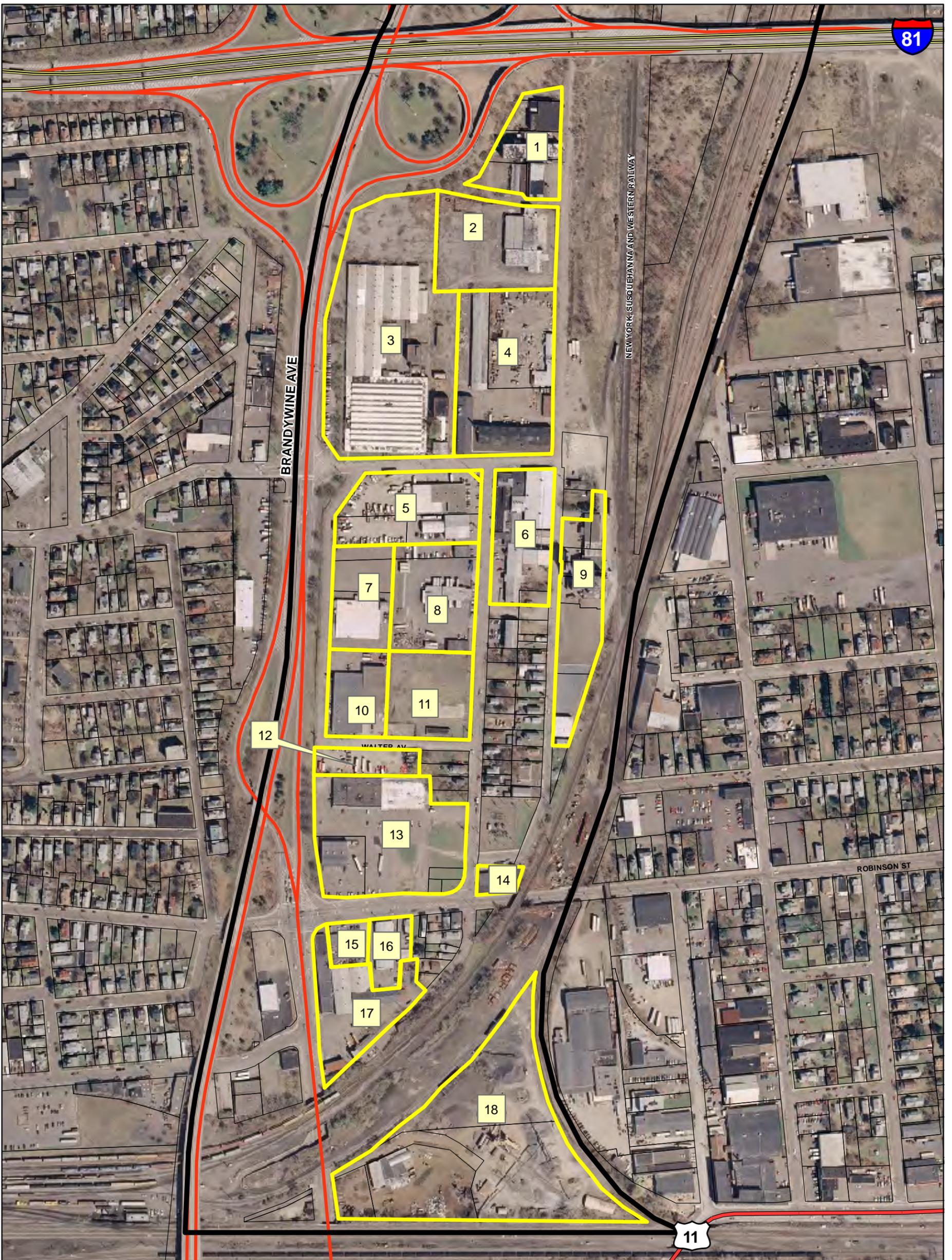
**Ranking Explanation:**

No known remedial investigations are currently being conducted at the site.

**Site Location**



**Site Photo**



**Legend**

-  Study Area
-  Interstate
-  US Route
-  State Route
-  City Parcels
-  Site Profile Form Areas

**Brandywine Corridor  
Brownfields Opportunity Area  
Site Profile Form Areas**



02/05/2010

This map is computer generated using data acquired by Elan Planning and Design, Inc. from various sources and is intended only for reference, conceptual planning and presentation purposes. This map is not intended for and should not be used to establish boundaries, property lines, location of objects or to provide any other information typically needed for construction or any other purpose when engineered plans or land surveys are needed.

**Appendix D:**  
**Inventory Information**



# INVENTORY FINDINGS

# Inventory Components



- Community and Regional Setting
- Existing Land Use Patterns
- Existing Zoning and other Laws
- Land Ownership Patterns & Major Land Owners
- Building Inventory
- Infrastructure and Transportation Systems
- Historic or Archaeological Significant Sites
- Natural Resources & Environmental Features
- Brownfield, Abandoned & Vacant Sites Analysis

# Community and Regional Setting



New York State



Southern Tier



Broome County



Greater Binghamton Area



City of Binghamton



North Side Neighborhood/4<sup>th</sup> Ward



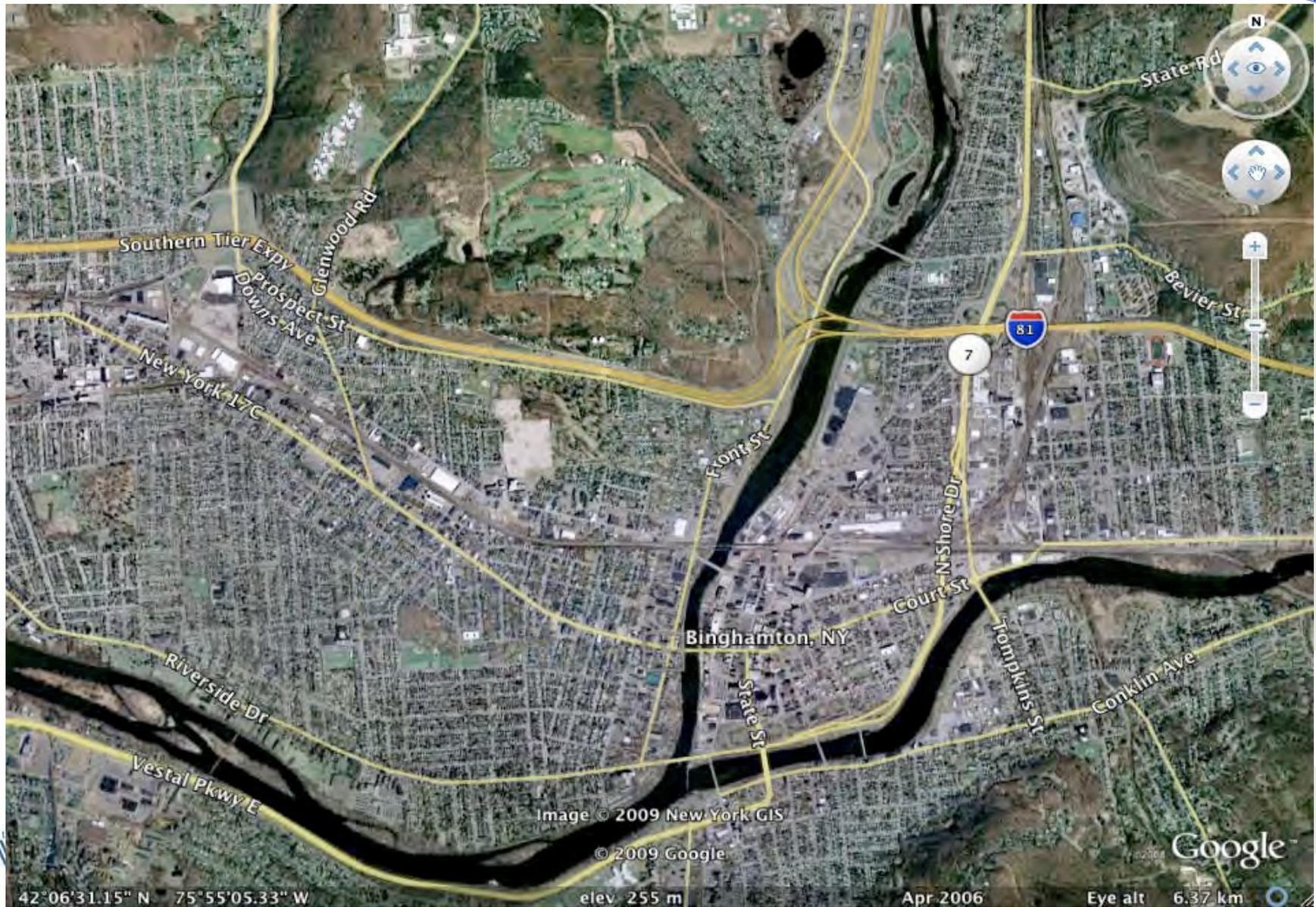
**Brandywine BOA**

# Binghamton City Profile

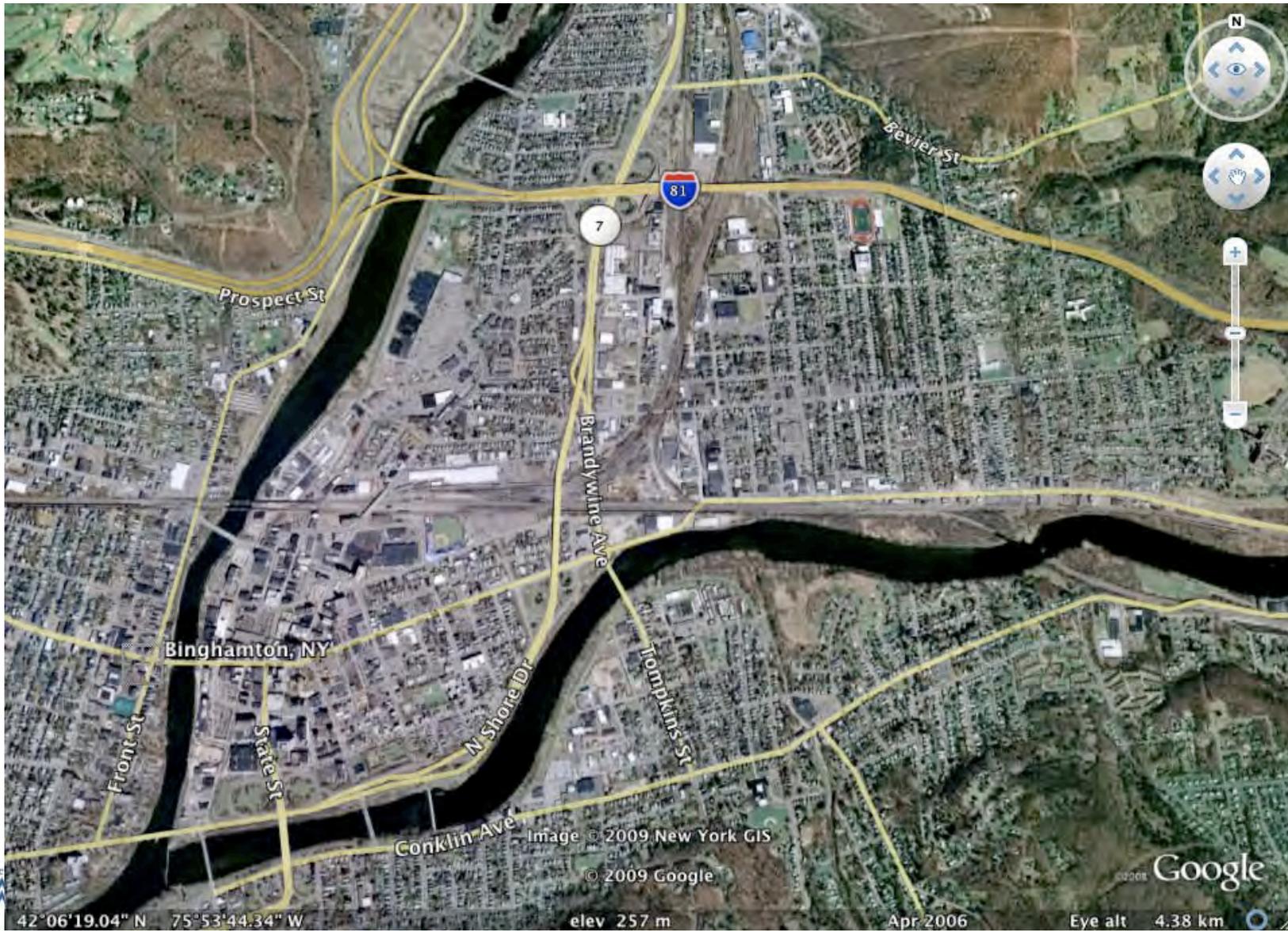


- County Seat of Broome County
- Civic and cultural center of the region
- As of 2000 Census:
  - Population in city– 47,380
  - Median household income - \$25,665
- Population of Metro area ~252,000 (Broome and Tioga Counties)
- Major employment sectors:
  - Technology, defense, education, health care

# Regional Setting



# Regional Setting



# Brandywine's Role in Previous Studies



- BC Plan-

- Place high priority on land recycling rather than greenfield development
- Revive urban centers and avoid costly sprawl-type development
- Readiness Matrices show the quality of the area for economic development and growth
- Brandywine ideal for Broome County's target industries:
  - Computer Equipment and Electronics
  - Communication Services
  - Food Processing
  - Biotechnology
  - Health Services

# Brandywine's Role in Previous Studies



- Commission on Sustainable Development and Smart Growth Report
  - Balancing economic development, environmental security and social equity
  - Encourage infill development, mix of uses and walkability
  - View Brownfields as an asset rather than a liability, especially for their role in redeveloping already urban areas
- Binghamton Comprehensive Plan
  - Strengthen area neighborhoods and provide new employment
  - Rebuild Fundamental Assets and Respond to Changing Demographics

# Brandywine's Role in Previous Studies



- Broome County EMC Brownfield Ranking Report
  - Ranked Brownfields by 3 categories
    - Environmental & Health Factors
    - Legal & Financial
    - Land Use and Zoning
  - Phillips Foundry and DOT Building
    - Both sites identified for redevelopment in the BC Plan and highly ranked here for redevelopment also
    - Located in Key Gateway areas
    - Do not have blighting influence on neighborhood



# Brandywine BOA Specifics

- 107 total tax parcels, totaling 89 acres
- Total area is 100+ acres
- Bounded by rail lines and major roadways
- Combination of the Brandywine Brook and wetland, filled in over time, vulnerable to major flooding events
- Current and historical uses mainly commercial, light and heavy industrial
- Centrally located in region with good access to all points n, s, e, and w





# Land Use Patterns

- Surrounding area consists of residential neighborhoods, industrial/transportation areas, and commercial nodes
  - Robinson Street emerging as a commercial center for the east side of Binghamton
  - Close proximity to downtown and Chenango and Susquehanna Rivers
- Site is self contained; surrounding areas by highways and railroad tracks
- Current Land Uses:
  - Industrial Uses
  - Commercial Retail and Service Businesses
  - Small enclave of residential housing





# Zoning and Land Use

- Zoning Classifications:
  - Heavy Industrial (I-3) on majority of study area
    - I-3, Heavy Industrial District. The intent of the I-3, Heavy Industrial District is to designate those area which are suitable for heavy industrial uses.
    - Goal is to preserve industrial land by restricting incompatible uses
    - Allows wide variety of commercial, retail, industrial and service business types
  - Residential Multi Unit (R-3) in two small areas
    - Allows variety of residential uses, as well as daycare, B&Bs, community facilities and other public and service uses.
  - Wide variety of land uses currently exist within the “Heavy Industrial” Zone
    - Primarily commercial and residential





# Major Landowners

- Universal Instruments Corp. – 15.58 acres
- Nelson Holdings, Ltd. – 10.87 acres
- Binghamton Local – 7.83 acres
- New York State – 7.77 acres
- Robinson Plaza Realty – 3.56
- All remaining parcels less than 3 acres





# Infrastructure Systems

## ■ Water

- Water mains healthy and contain sufficient capacity for current and potential future uses, subject to additional study

## ■ Sewer

- Separate sanitary and storm sewer infrastructure
- Some sanitary sewers could be quite old and need to be assessed prior to significant increases in usage

## ■ Stormwater

- Adequate storm sewer capacity anticipated for new development

## ■ Parking

- Plenty of on site and on street parking capacity exists



# Transportation Systems

- Highway/Regional Roadways
  - Interstate 81, US 11 and other State and County highways make the site highly accessible for regional travel and transport of goods.
- Internal roadways
  - Frederick Street intersection with Brandywine creates difficulty for access to the area, but easy egress to highway
- Transit
  - Site served locally by BC Transit Route 28, close proximity to 'BC Junction', with 11 routes converging

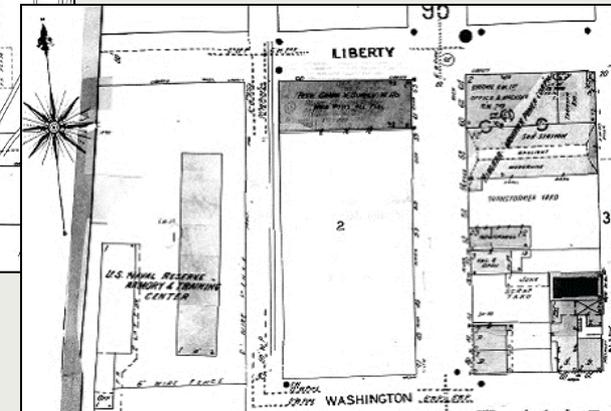
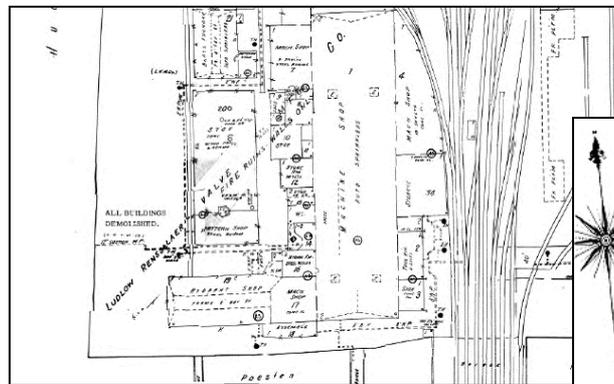


# Brownfield, Abandoned & Vacant Sites Analysis



## ■ Environmental Investigation Process:

- Interviewed several stakeholders
- Obtained and reviewed Sanborn Fire Insurance Maps and relevant newspaper articles
- Obtained previous environmental reports from one stakeholder and more are available
- Freedom of Information Law Request to submitted to NYSDEC





## BOA History

- Portions of the BOA developed as early as 1890s or Turn of the Century
  - Pa's Wood Furniture / Binghamton Chair
  - Residences along eastern border
  - EW Conklin & Son – Feed Warehouse / Agway
- Central portion of site labeled as “Marsh Lands,” which were filled with refuse (ash, cinders, bottles, etc.) likely after 1900s
- 1930s – 1960s development of central portion for commercial / industrial uses
  - The Texas Co (bulk fuel terminal)
  - Links Aviation Plant (Stowe)
  - NYS DOT Public Works
  - US Naval Training Facility
  - Coca Cola Bottling
  - Truck / Auto Repair (Cook's, Others)

# Brownfield, Abandoned & Vacant Sites Analysis



## Potential Environmental Concerns:

- Several Phase I Environmental Site Assessments and some Subsurface Investigations / remedial actions completed
- Several petroleum releases historically reported to NYSDEC (Spill files FOILed)
- Several properties with unqualified environmental concerns





# STAKEHOLDER MEETING RESULTS

# Stakeholder Meetings Preliminary Results



## Site Strengths and Weaknesses:

- Entranceway to Binghamton
- Location near highways and rail make the site highly desirable as inter-modal hub, distribution center
- Existing businesses bring traffic to the area
- Current traffic patterns make access difficult
- Environmental and geotechnical issues may make redevelopment a bit of a challenge



# Stakeholder Meetings Preliminary Results



## Current business function:

- Secure tenants doing well in shopping plaza
- Cook Brothers healthy and planning for expansion
- Bowling alley, Agway facility operational

## Complementary new businesses:

- Warehousing, trucking, distribution
- High-tech businesses taking advantage of skilled workforce
- Light industry or manufacturing



# Stakeholder Meetings Preliminary Results



## Transportation Issues

- Concern about ingress and egress to the site for trucks
- New uses should take advantage of the railroad and close proximity of interstate highways
- Property owners need better understanding of impacts of DOT road reconfiguration
- No left hand turn on Brandywine is a problem
- Better signage required to guide people to the area
- Tractor trailers parking overnight at Robinson Street Plaza

# Stakeholder Meetings Preliminary Results



## Recommendations

- Incorporate both sides of Brandywine in order to improve gateway into the city
- Enhance vehicle access to the site, potentially add a new entranceway
- Take advantage of high-tech momentum in the area, particularly at BU and BCC, skilled workforce
- Maintain industrial character of the area, utilizing the assets of the property
- Greenway connecting to the water, especially along Brandywine

**Appendix E:**  
**Market & Economic Analysis**

# Brandywine



## Market and Economic Findings





# Broome County Brandywine Corridor Brownfield Opportunity Area City of Binghamton, NY

## Market Overview

Summary of Findings and  
Recommendations

June 2010



# Table of Contents

- Executive Summary
- Market Analysis Task Summary
- Stakeholder Interview Summary
- Demographic Findings
- Market and Economic Findings
- Recommendations for Industry Targeting

# Executive Summary



# Executive Summary

## ***Brandywine Findings and Recommendations***

### • **Real Estate**

- Mitigate major impediments to investment (property taxes) with quick and smooth site readiness and incentive package
- All real estate currently has high vacancies and rents that do not support new development; however,
- Opportunities exist in the following areas:
  - Limited targeted retail
  - Targeted class A mixed industrial/commercial especially for Green
- Housing inventory is an issue and cannot be solved in the Corridor

### • **Industry Targeting**

- Focus on sustainability and greening -this is the area of strongest growth
- Consumer products especially when linked to sustainability
- Agri- products and supply chain can make a link to local farmers and manufacturing
- Health sciences --linked to universities and aging baby boomers is another area of potential
- Marcellus Drilling links



# Executive Summary

## ***Brandywine Findings and Recommendations***

### ● **Planning and Implementation**

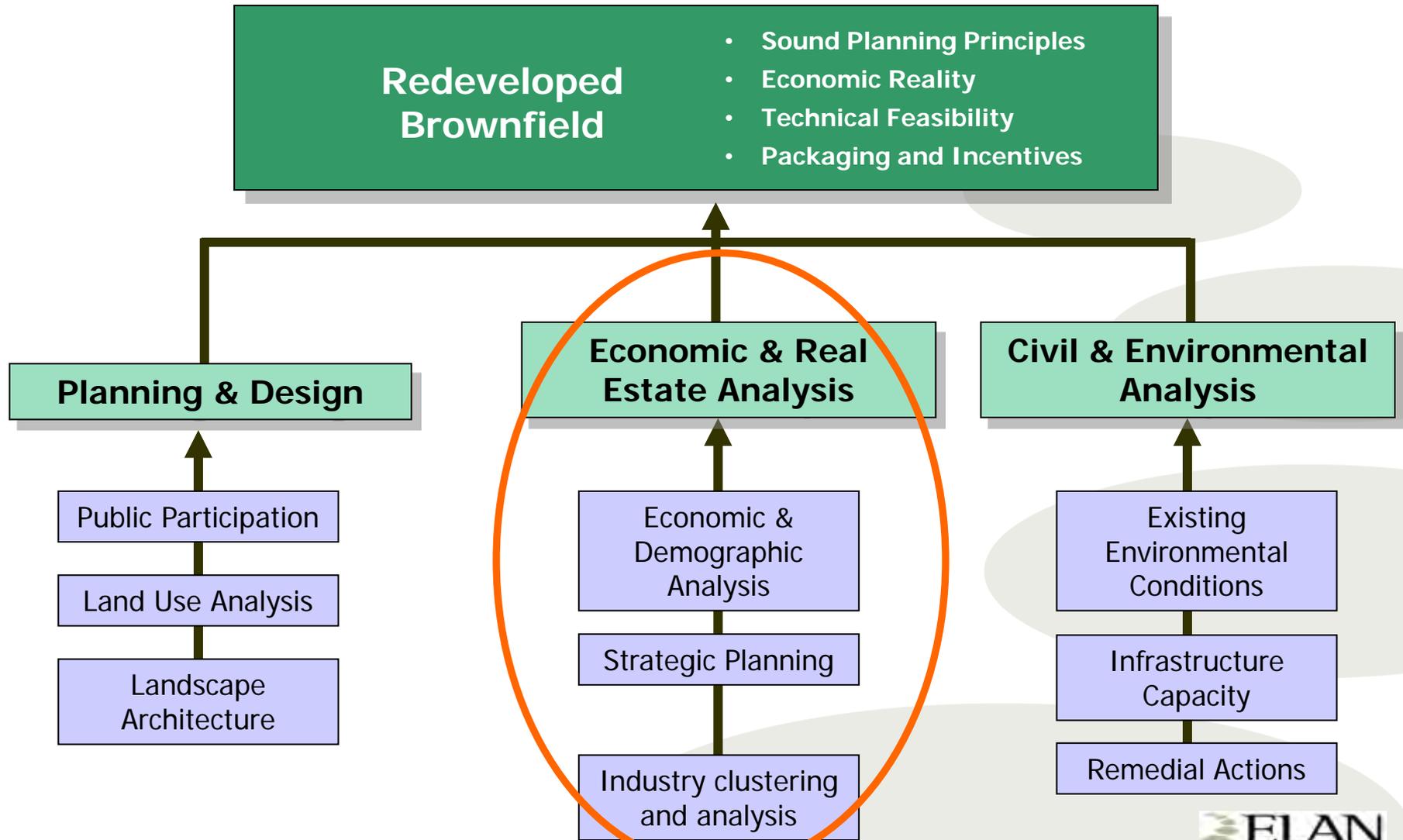
- Develop Themed pockets for the Corridor:
  - **General:** Business sectors to target:
    - Environmental,
    - agriculture and blend of both,
    - consumer products and sustainability,
    - efficiency in health care systems and products,
    - niche technology including tech. for automotive industry
    - **South:** Retail and softer manufacturing, health sciences
  - **Mid :** Consumer products and niche manufacturing
  - **Northern section:** Heavier manufacturing and the Environmental Center for Science and Education==attraction to provide an anchor for the trail at the north end of Brandywine
- Develop a walking/riding **trail** -- the Spine that links
- Package the plan around a new concept “Tax Exempt” designated corridor for targeted Green industries



# Market Analysis Task Summary



# BOA Approach



# Market Analysis Task Summary

## ■ Market Analysis Task

- An evaluation of current economic drivers, market demographics and the real estate market that will assist in understanding the factors driving new development and re-development in the Greater Binghamton Region.

## ■ Approach

1. Conduct Stakeholder Interviews (public and private sector).
2. Evaluate national (macro) and local (micro) market and economic trends.
3. Review local and regional demographics focusing on ability to support varying land uses (skill of labor force, housing, education, quality of life).
4. Provide recommendations for industry targeting that match the local skill set with local and globally growing industries.



# Stakeholder Interview Summary



# Stakeholder Interview Summary

## Interview List

- Frank Evangelisti - Broome County Dept of Planning and Economic Development
- Richard D'Attilio - Broome County Industrial Development Agency
- Gary Priscott - NYS-DEC Region 7 Sub-Office
- Stacy Merola - Broome County Environmental Management Council
- Gail Domin - Broome County Dept of Planning and Economic Development
- Pam Eshbaugh - NYS DOT
- Mike Maciak - Robinson Street Plaza
- Amelia LoDolce - City of Binghamton Department of Planning
- Mary O'Reilly - NYS DOT
- Philip S. Hampton - Neighborhood Resident
- Phil Stanton - Neighborhood Resident
- Lea Webb - Binghamton City Council
- Darcy Fauci - Broome County Deputy County Executive
- Steven Gayle - BMTS
- Rita Petkash - Broome County Dept of Planning and Economic Development
- Beth Egitto- Broome County Dept of Planning and Economic Development
- Mark Hotchkiss - EMS Technologies
- Michael Venuti - Triple Cities Acquisition, LLC/Cook Brothers
- Kenneth Kamlet - Newman Development Group, LLC
- Elaine Miller - NYS DOS
- Jason T. Garner; Caroline Quidort; Mark Hotchkiss; Mary Harris
- Barbara Fiala, County Executive - Broome County
- Senator Tom Libous
- Assemblywoman Donna A. Lupardo
- Tom Grippen
- Maureen Wilson & Kristin Barnhardt – Pyramid Brokerage Company
- Bill Anninos – CBRE
- Ron Kradjian – Kradjian Properties



# Stakeholder Interview Summary

- **Business Attraction & Economic Development Comments**
  - High tech based and driven – defense based economy (\$120m tech contracts)
  - Focus for the City is on innovation, simulation and Green Industry
  - Tech companies downsizing with Iraq war winding down
  - Marcellus Shale drilling is huge for the region to match labor with jobs
  - Good affordable high quality high tech skills but keeps the economy down
  - High speed rail – focus on refurbishment
  - Existing Clusters
  - Lourdes and UHS concentrating major expansions in a campus setting
  - Binghamton University is driving force with technology – SUNY system flagship
  - Housing is very affordable
  - Lack of affluent employees is impacting housing market

# Stakeholder Interview Summary

## ■ Real Estate Comments

- Retail and commercial is weak
- Loft apartments a trend in downtown
- Speculative buying up of downtown properties
- Downtown has historic significance
- Binghamton is not considered a 'cool' place to live – leads to difficulty retaining workers and graduates

# Stakeholder Interview Summary

## ■ Closing the Gap Comments

- Need businesses that create high value added
- Private sector financial stakeholders in the community must be involved
- Need to relieve tax burden on commercial properties
- Taxes, both county and city, are a big problem

# Stakeholder Interview Summary

## ■ Opportunities for Brandywine

- The Brandywine is a highly visible and accessible site
- Industry will continue to be here – Brandywine will always be an industrial corridor
- Robinson Street is the best location for streets improvements and access to businesses
- Rail and transportation network is key to energizing the Brandywine
- High speed rail with a focus on refurbishment
- The Brandywine Corridor becoming a “hybrid”
- Businesses to continue improving image of area through ‘face lifts’
- The new cloverleaf does not provide direct access into site
- Trucks, industrial and perception of crime has to be dealt with
- Establish Green Industry
  - Green alternative energy; Bio fuels; Refuse fuels; Rail lines
  - Key is access to the rail and highway junction

# Demographic Findings



# Market Analysis – Demographics

**FINDING: Retaining the youth and recent collage grads is tied to the development of the Brandywine “technology “ Corridor and downtown redevelopment.**

- Retaining the youth revolves around 2 key issues:
  1. **Practical**--well paying and attractive employment opportunities
  2. **Image**--of downtown Binghamton which is currently considered “unhip” to the 20’s and 30’s demographics
- Primary retail area is around Vestal parkway and not the downtown– drawing the destination attraction away from the **CBD—downtown and image are tied to youth attraction**
- Downtown housing –sporadic/significant underutilized housing, many surface parking lots—an improved activity level is required (see Saratoga Associates Comprehensive Plan for Binghamton)

2009 data	Radius from Walter Ave. Binghamton					
	Data	1.0 Mile R	Growth to 2014	3 Mile R	Growth to 2014	USA
Households	5298	-3.15%	26,447	-2.33%	105,400,000	5.20%
Average HH Income	\$33,143	8%	\$46,851	9%	\$ 69,374	10%
Average Ave	39	39.5	40.6	41	36	37
Most housing built	before 1939		before 1939		1970-79	
Owner occupied housing	34%		49%		67%	

# Market Analysis—Demographics

## **FINDING: In Summary, the Current Issues Related to Demographics include:**

- ✓ **Continuing decline in population and income**
- ✓ **Loss of young educated professionals**
- ✓ **Old stock of housing that needs to be updated**

### **Population:**

Population 5 miles R= 94,000—declining at a 4% rate (US grew at 8%)  
HH Income is \$46K vs. USA at \$67K—cannot catch up even at 11% growth  
19% of the population earns less than \$15K—below poverty level

### **Housing:**

Low owner occupancy of housing—54% vs. USA at 67%  
Stock of housing is old compared to national averages (majority built before 1939)

### **Aging:**

The average age is increasing (expected to have over 23% over age 60 by 2013)  
25 to 44 age bracket is declining  
The 21 to 24 age bracket is also expected to decline by almost 1%  
Average age is 40—well above the US average

### **Poverty and Education:**

HH in the poverty line (under \$15K) are at 30% of the HH  
Only 3% of the population has a graduate degree (US has 9%)--  
there are excellent universities and colleges in the area,  
the educated population is leaving for more opportunities



# Market Analysis—Demographics

## **FINDING: However, Demographic Opportunities Can be Leveraged and Include:**

- ✓ **High employment in business and professional sectors**
- ✓ **Access to Higher Education**
- ✓ **Demand for New Housing Development**

### **Employment:**

Positive for business attraction: 24% of population in professional and related occupations –4% higher than US average

Attractive: higher than average white collar occupational classification

NOT Attractive: high dependency, in the local market, for manufacturing and social services

### **Education:**

Market area 7 miles: 11% have earned a Master's Degree (3% OVER US average)

If kept local-- very attractive educated group for high tech, engineering, medical, biochemical, pharmaceutical businesses, etc.

### **Housing:**

New housing in urban location would be in demand since most housing is old;

Need to encourage housing ownership for people to be committed to the city and less transient

### **Retail:**

Opportunity gap indicates no additional demand, as the retail sales far exceed demand (Binghamton is a retail destination)

Opportunity in niche opportunities. Area is a destination for health care, education and retail, draw people to other venues that could include education, retail, environment, etc.

# Market Analysis—Economic/Demographic Findings

**FINDING: Economic and Demographics, as related to the Development of the Corridor, indicate that Opportunities Outweigh Issues, however, the issues need to be mitigated in order to create an **Attractive Marketing Package to Future Business Investors:****

## **Opportunities to Market:**

1. High Level of educational attainment through local University cluster
2. Low cost of living based on housing costs
3. Lower costs of Salaries to Employers
4. Tech, health, education and manufacturing clusters and history
5. Lack of new housing may indicate potential for savvy developers in key sectors—empty nesters and seniors

## **Key Issues to Mitigate:**

1. Image of the Downtown
2. Low home ownership and older housing stock
3. High poverty Levels
4. Access to elementary and high school education via the public school system
5. Property tax concerns



# Macro & Micro Economics Evaluation



# Market Analysis – Macro (Global & National Trends)

## FINDING: Binghamton can take advantage of positive economic projections due to its cluster of medical, technology and manufacturing sector; positioning and incentives will be key

- US economy will proceed from recession to recovery from 2008 -18
- It was the most severe recession since WW II. The average annual growth projected is 0.8%, slower than the historical rate of 1.1%. It is projected that unemployment will be 5% by 2018.
- International trade is expected to grow by 3.9% annually
- Consumer spending is expected to slow from peak to 2.5% (08 to 2018)
- Worn down military equipment from Iraq and Afghanistan needs to be replaced with new military expenditures
- Aging baby boomers will need more medical services--new equipment, social services and specialized housing
- Green related products are **attracting corporate attention all around**, and is attractive to young, educated and sophisticated businesses and consumers





# Industry Analysis—National Trends

**PROCESS AND INDUSTRIAL PRODUCTS: In this industry, sustainability is key. Focus is needed on environmental sustainability--going green. This will attract investors and manage long term operating costs. Many companies are naming chief sustainability officers to show their green commitment. While all sectors have a down demand, it is the opportunity to refocus towards greening to make companies more competitive in the future.**

- Outlook: Sector expected to hunker down in 2009 managing costs and working capital
  - deteriorating global economy
  - increasingly global with many types of manufacturing going to cheaper locales
- Strong presence in the Binghamton region.
  - Older skilled workforce and a long history of industrial business
  - Industry has been shrinking for at least 15 years in the US as a whole; however, there are some specialty areas of opportunity
  - Businesses like to be where they can find labor skills in their needed area, it is still a sector that requires examination for opportunities for Binghamton
- Nationally, **attracting and maintaining talent** during consolidation is important. Most of Binghamton's workforce is older while the most newly trained engineers in the Binghamton area are going elsewhere for more lucrative jobs.
- Existing dominant businesses in this sector include: BAE Systems, Lockheed Martin, Endicott Interconnect, Frito Lay, and a range of smaller firms.



# Industry Analysis—National Trends



**TECHNOLOGY: This is a very cost vulnerable sector. It is unclear whether this a strong business targeting sector or whether resources would be best focused on other niche sectors. Niche markets in health care, natural gas or through higher education linkages = best prospects for innovation.**

- Outlook: This sector is facing many challenges in 2009. Consumers lead sales but consumers are feeling an economic pinch and access to credit is tight.
- Concerns about the US dollar in a global businesses --Simultaneously, wildly fluctuating prices cause supply chain troubles.
- Wireless technology expands but widespread adoption is murky.
- Cannibalization of market share hits revenue growth for most companies. Net Books take market share away from note books and Microsoft. Small start-ups lead the market.
- Technology has been hard hit in all global markets. Companies need to offset growth challenges by **identifying niche markets** that may not have been as interesting when revenue was more robust.
- Technology could focus on **financial services or automotive markets**, which were ignored previously. Digitizing may improve performance of these companies. The tech. companies that can provide this may find niche opportunities.



# Industry Analysis – National Trends

## TECHNOLOGY: *(continued)*

- Companies will have to change from just technology companies to homes of innovation producing consumer products, new contents, and other variations in order to survive.
- Binghamton presence in this sector-- this is a very tough/ competitive field.
- Local players are: Endicott Interconnect (1,700) ; IBM (1,000); Universal Instruments - Broome Corporate Park, Conklin; McIntosh Laboratories. IBM has been trying to reposition itself for 25years.
- The US Dep't of Labor in mid- Dec. 2009 report --somewhat more optimistic projection for the technology area.
- More than 50% of new jobs (15.3 million or an increase of over 10% in the 10 year period) are to come from professional and related occupations and service occupations need ***post secondary degree or higher.***
- 3 of 10 industries projected are technical consulting and computer systems design consulting. The need for systems and data communications analysts is expected to increase by 53% in the next 10 years.
- Manufacturing of technology related devices continues to be competitive and the semiconductor business in the US is expected to decline.



# Industry Analysis – National Trends

**CONSUMER PRODUCTS: Supply chain issues include sustainability and social responsibility as branding imperatives and the top issues facing CP companies.**

**SUSTAINABILITY: Binghamton can position itself as an innovator or cultivator in the green production area. Typical goods production is NOT expected to see any growth according to the latest US Labor report. Growth can only come by distinguishing oneself within the industry.**

- Tainted food scandal = need to closely manage and evaluate their supply chain risks on a larger scale while trying to improve efficiencies of cost during troubled economic times.
- CP companies must steal market share to take a bigger piece of the US market share which is flattening.
- Overall this sector has grown 7% in each of the last 5 years. The growth has been in emerging markets and M&A activity, and product innovation including environmentally sound innovations in products.
- Strong subsectors include household products, textiles and agribusiness.



# Industry Analysis-National Trends

## CONSUMER PRODUCTS: *(Continued)*

- Outlook: Future growth is expected to slow to 5% in the next 5 years. Top issues affecting growth are:
  - Supply chain complexity: Balance cost benefits of doing business in faraway places and local consumer drive for sustainability=created domestically and locally.
  - Green initiatives are prompting companies to think about producing products closer to home.
  - Sustainability and Social responsibility: ***The young are much more eco-conscious and less consumption oriented.*** Consumers are more aware of a brand's sustainability and social responsibility initiatives in areas such as waste reduction, charities, green foot printing.
  - Tipping point where the consumer will not pay for green products because it is just too high priced.
- Binghamton has much opportunity in this area. The region is an established consumer products producer: Maines Paper & Food; Frito Lay; Crowley Foods; Willow Run Foods; Johnson Outdoors; The Raymond Corporation



# Industry Analysis-National Trends

**HEALTH INDUSTRY: (Includes Health Sciences) Binghamton, with its strong backbone in life sciences, has robust possibilities in this area for future growth with careful positioning.**



- Existing Dominant Businesses...
  - Greater Binghamton Health Center
  - United Health Services (4,500+) (headquartered in region)
  - Our Lady of Lourdes Hospital
- Outlook: The outlook includes life sciences, health care providers and health plan industries. Two forces driving this industry:
  1. Escalating health care costs
  2. Continued economic stress and government policies, increased means of transparency and the integration of nontraditional players in the sector.
    - Tighter credits markets are expected to squeeze hospital corporations
    - In the life science sectors, biotechnology, pharmaceuticals, and medical devices are facing global challenges. They need venture capital start-up funding.
    - R&D companies are feeling budget cuts as well. However long term, they are expected to absorb the economic bump well and will be an area of opportunity.



# Industry Analysis—National Trends

## **HEALTH INDUSTRY AND HEALTH SCIENCES: Can Binghamton play in this biotech and related market? This is an area that requires further consideration.**

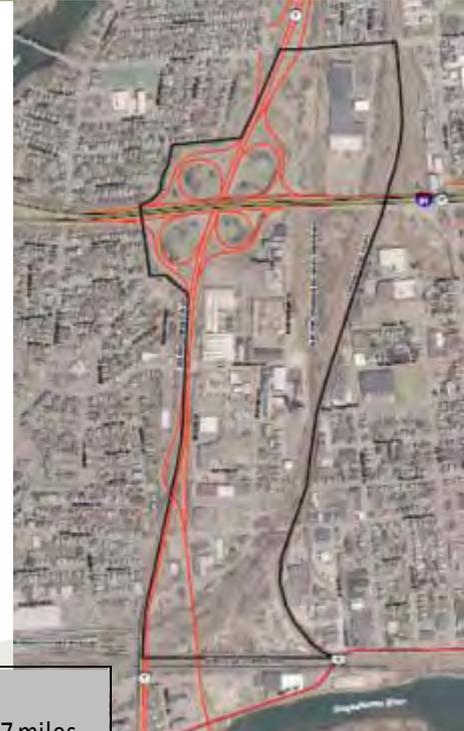
- Based on government policy changes, it is expected that with additional oversight and efficiency, the following areas may have growth opportunities based on predicted changes to the system:
  1. Systems that will prevent variation in cost of similar items such as drugs, or surgeries across the board
  2. EMR—widespread use of electronic medical records
  3. Expanding medical home model of delivery health care
  4. Shifting episode based payment system to a reward system for coordination and care and avoidance of complications.
  5. All of the areas mentioned above require businesses strong in health care and technology.
  6. Transparency will require changes in technology across the board with streamlined systems for pricing of devices and procedures.
  7. Nontraditional players such as Google and Microsoft including viewing patient information in real time. Cheaper more effective models can take away market share.
  8. Providers and hospitals are being negatively impacted with cost cutting and governmental changes.



# Market Analysis – Micro (Local Trends)

**Binghamton's industry clusters will be the focus of new business targeting and the plan for the Brandywine Corridor; the goal -- match growing business trends with local industry strengths.**

- The local economy--dominated by health and educational services and retailing
- Manufacturing sector is still notable but on the decline
- While retailing serves the resident population, manufacturing, health services and educational services draw customers/businesses from the region, nationally as well as internationally



Business SIC (sales \$ 000,000)-- selected top sales areas	%		
	1 mile	3 mile	7 miles
<b>All industries</b>	1062	4416	9382
<b>manufacturing</b>	103	222	706
building construction	51	188	322
special trades const.	58	138	244
elec. Equipment	37	51	105
<b>Retailing</b>	225	730	2196
<b>Public admin</b>	0	0	0
<b>Educational services</b>	140	468	982
<b>Health services</b>	31	730	1100

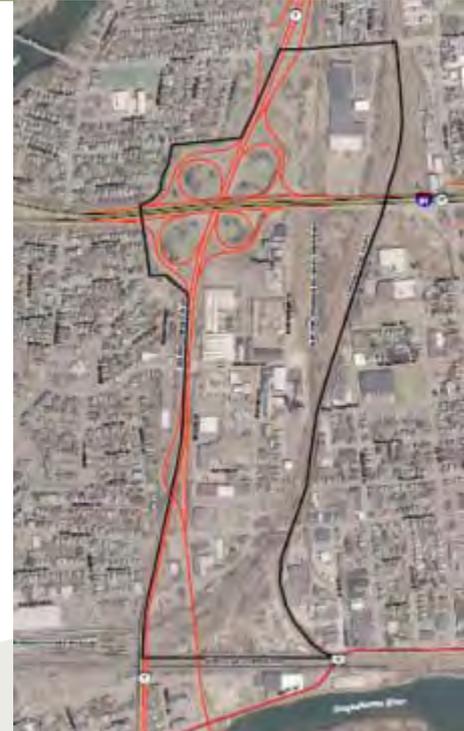
Employment	%			
	1 mile	3 mile	7 miles	
<b>Health</b>		3%	21%	15%
<b>Educators and education</b>		11%	10%	11%
<b>Social Services</b>		6%	6%	4%
<b>Manufacturing and related</b>		27%	13%	10%
<b>retail</b>		14%	14%	19%



# Market Analysis – Retailing

**The Brandywine Corridor has the potential to include targeted retail to link the southern tier of the site to the downtown retail core.**

- The local economy is the regional retailing hub
- Overall, retail has been hit hard by the current recession as consumers curb spending
- Most retail sectors in the region are in oversupply
- An analysis was performed of retail sectors where consumer demand (spending potential) exceeds supply—convenience, especially food and building materials are undersupplied



Retail Gap Analysis	\$ millions		
	Radius 1 mile	3 miles	7 miles
Retail where demand exceeds supply			
non retail stores	8.1	39	4
hardware	1	4	
Convenience	0.2	2	5
specialty food	0.6	3	
Building materials		30	33
Clothing		20	0.8
Jewelry and luggage			8



# Market Analysis – Real Estate Market

## Real Estate Supply and Demand

*The real estate market can be classified into the following Sectors:*

- Commercial
- Industrial
- Residential
- Hospitality



# Market Analysis—Real Estate Market

**OFFICE SUPPLY AND DEMAND:** The Overall office market includes a total inventory of almost 5 million sf; the average vacancy is high at over 13% with moderately low rents at approx. \$12/sf. The data does not support the development of any new space, especially in the CBD.

- **Market Highlights:**

- No new projects under construction--With the exception of Binghamton University's Downtown Center for Community and Public Affairs at 67 Washington Street (completed in 2007 for \$29 million), there has been no significant new construction
- Overall, there is an abundance of quality class B space on the market.
- However, Class A office buildings availability remained fairly tight—especially in the suburbs

<b>Market Statistics</b>	<b>Inventory</b>	<b>Vacancy rate</b>	<b>Activity level</b>	<b>Rental rates</b>
Market/submarket	sf	%	sf	\$/sf
Binghamton City	2,247,000	19.2	13,900	11.6
Binghamton NE	98,000	3.7	0	0
Binghamton NW	861,000	14.2	1400	20
Binghamton SE	744,000	7	0	0
Binghamton SW	893,000	2.5	0	10.5
<b>TOTAL</b>	<b>4,845,000</b>	<b>13%</b>	<b>15,300</b>	<b>\$ 12.25</b>

Source: Pyramid Brokerage Co. Cushman and Walefield 4Q 2009

# Market Analysis – Real Estate Market

**OFFICE SUPPLY AND DEMAND:** Clearly the Class A suburban office market demand is significantly higher than CBD space; The Brandywine Corridor would be included in the CBD market, but could potentially position itself to compete with the suburban market due to its superior accessibility.

## Class A

Roughly 50% (i.e. 2.43 million SF) of the inventory is considered Class A.

<i>Location</i>	<i>Inventory</i>	<i>Asking Rent (weighted average)</i>	<i>Vacancy January</i>	<i>Vacancy December</i>
<b>Central Business District</b>	<b>1.1 million SF</b>	<b>\$12.00/sf</b>	<b>10.8%</b>	<b>8.6%,</b>
<b>Suburban</b>	<b>1.35 million SF</b>	<b>\$15.50/sf</b>	<b>4.8%</b>	<b>3.2%,</b>

## Class A and Class B Combined

The combined A and B market inventory totals approximately 4.85 million sf.

<i>Location</i>	<i>Inventory</i>	<i>Asking Rent (weighted average)</i>	<i>Vacancy January</i>	<i>Vacancy December</i>
<b>Central Business District</b>	<b>2.2 million SF</b>	<b>\$11.00/sf</b>	<b>23.8%</b>	<b>19.2%,</b>
<b>Suburban</b>	<b>2.6 million SF</b>	<b>\$12.00/sf</b>	<b>9.1%</b>	<b>7.7%,</b>

Source: CBRE, Pyramid and other broker sources



# Market Analysis – Real Estate Market

**INDUSTRIAL SUPPLY AND DEMAND:** The overall industrial market includes a variety of space but no activity in the high tech market. Slow recession recovery along with high unemployment and low consumer confidence has made for a sluggish industrial market. The overall industrial market has one major opportunity—limited new land for development.

- **Market Highlights:**

- No new projects under construction--no projects recently completed
- Annual market absorption for all categories was *negative* at -152,000 SF of which -138,522 SF was manufacturing. Issues in the market– 1: Large tracts developable land is scarce to non-existent; 2: property taxes, and an inability to attract/keep young talent

Market Statistics	Vacancy rate	Activity level	Rental rates		Weighted averages		
			\$/sf	High Tech	Manufacturing	Office services	Warehouse /dist
Market/submarket	%	sf					
Binghamton City	20	0	0	3.7	0	5.7	
Binghamton NE	1.8	0	0	0	0	0	
Binghamton NW	15.5	3200	0	3.7	12.5	3.8	
Binghamton SE	5	137,000	0	5.5	0	4.25	
Binghamton SW	6	0	0	4.5	6.5	8.2	
<b>TOTAL</b>	<b>13%</b>	<b>140,200</b>	<b>\$ 12.25</b>	<b>3.7</b>	<b>12</b>	<b>4.6</b>	

Source: Pyramid Brokerage Co. Cushman and Walefield 4Q 2009



# Market Analysis – Real Estate Market

**INDUSTRIAL SUPPLY AND DEMAND:** Within the industrial market, the brokerage consensus is that real estate taxes, budget deficits and entrenched labor costs are creating an economic downward cycle causing the flight of business and educated graduates. However, limited choice property/land for development is an opportunity for the Corridor to leverage—the key is to create site opportunities that can be easily turned into development opportunities

- Summary:
  - Except for small, niche developments, such as student housing or entrepreneurial re-development, there is no new market activity to justify speculative development.
  - It is widely agreed that the Greater Binghamton region is built-out creating a shortfall of land for development.

Frito Lay



As of December 31<sup>st</sup>, 2009, the data is summarized as follows:

<i>Category</i>	<i>Inventory December 2009 (million SF)</i>	<i>Asking Rent (weighted average)</i>	<i>Vacancy Annual Increase (Decline)</i>
<b>Manufacturing</b>	<b>13.441</b>	<b>\$3.77/SF</b>	<b>12.1% (0.60%)</b>
<b>Warehouse</b>	<b>5.72</b>	<b>\$4.61/SF</b>	<b>14.2% (0.60%)</b>
<b>Ancillary Office</b>	<b>0.5</b>	<b>\$12.08/SF</b>	<b>22% (0.10%)</b>



# Market Analysis—Real Estate Market

**RETAIL SUPPLY AND DEMAND:** Overall, the retail sector was directly affected by the national recession and projects were put on hold while buyers and developers were hesitant to make decisions. The recession further separated the weakest and strongest submarkets. Consensus reveals that downtown retail is not on the radar screen for the retail investment community. As such, the Brandywine Corridor has seen limited interest as a retail development opportunity. While some investors are not discouraged by the Brownfield issues, the limited retail activity in the CBD has not moved the Corridor ahead as a prime retail location despite connections to the downtown and good traffic access in the north.

## Retail Market Trends:

1. Vestal Parkway – Land and rental prices are the highest in the area
2. Upper Front Street near Binghamton Community College in Dickinson is the second most valuable tier.
3. Johnson City Town Square – It's now a third tier location

Lease Transactions	Tenant	SF
3220 Watson Blvd	Doller Gen	8,600
365 Harry L Dr	American Red Cross	8,500
140 Vestal Parkway	General Parts	5,700

Source: Pyramid Brokerage Co. Cushman and Walefield 2008 retail review

Sales	Buyer	SF
941 rt. 17 C	Tioga Dev	10,200
132 Main St. West	Union Shoppes	10,000
800 Hooper Rd	Cadauceus Coffee	3,000

Source: Pyramid Brokerage Co. Cushman and Walefield 2008 retail review



# Recommendations – Industry Targeting



# Brandywine



## Industry Targeting



# Industry Analysis—Brandywine Industry Targeting

**Industry targeting and clustering centers around matching existing area growing industries with nationally and globally growing industries while simultaneously synchronizing a local skill set, housing and education, as well as quality of life parameters.**

Scope: TWG analyzed the existing industries in Binghamton, the educational institutions, skills and educational level of the workforce to assess matches that may form possible business links to create and foster new business.

## Known facts—positive for Industry

- Cultural center of the Greater Binghamton region
- Strong access to transportation – Rivers (Susquehanna and Chenango River)--crossroads of Interstates 81 and 88, as well as route 17.
- Binghamton University (SUNY), a driving force in the community as an academic, engineering, athletic and arts center
- The City has the largest public observatory, the Kopernik Space Center, in the Northern US.
- The region is further recognized as the birthplace of IBM, Dick's Sporting Goods, Endicott Johnson Corp., Raymond Corporation and the Link Trainer Flight Simulator.



# Industry Analysis—Assets

**The location of Binghamton is a key asset. It has access to a large regional customer and employment population, quality skilled labor and a history of technology development. In addition, short commutes, access to higher education and low cost of housing are favored assets for quality of life.**

- Binghamton is home to BAE Systems, Lockheed Martin, Endicott Interconnect, Frito Lay, and a range of smaller firms.
- It is located 3 hours from Midtown Manhattan and less than 5 hours from Boston, Philadelphia, Scranton, and Ottawa.
- Typical commute averages less than 20 minutes. Spend the day at work and be home in no time to see the kids perform in a show or play a sport.
- It was named by the Milken Institute along with Cambridge, Austin, and San Jose, one of the top 15 high technology communities in the U.S.
- It is a short drive from the Adirondacks, the Poconos, the Finger Lakes, and the Hudson Valley.
- Average housing cost is approximately \$105,000, well below US average.



# Industry Analysis—Assets

**BUSINESSES: Binghamton's employment base is skewed towards technology businesses, particularly the defense industry. Education and health care are also significant employers in the region. Retail is regionally supported.**

1. Retail: The suburb of Vestal has many strip malls along a five-mile stretch of the Vestal Parkway (NY 434). Johnson City has the region's largest indoor mall, the Oakdale Mall. Other area shopping centers include Boscov's department store (corner of Court St. and Water St.), Court St., Washington St. and State St. - all in downtown Binghamton

In addition to retail current major employers in the Greater Binghamton area include:

2. Aerospace and Defense
  - Lockheed-Martin Systems Integration -Owego Tioga Co.(4,000+)
  - BAE Systems- Westover (1,200+)
  - Rockwell Collins (flight simulation)
  - L-3 Communications (Link Simulation & Training division - founded in region)
3. High Technology
  - Endicott Interconnect (1,700)
  - IBM (founded in region) (1,000)
  - Universal Instruments - Broome Corporate Park, Conklin (headquartered in region)
  - McIntosh Industries (headquartered in region)



# Industry Analysis—Assets

## **BUSINESSES: (continued)**

### 4. Education

- Binghamton University- Vestal and Downtown Binghamton(4000+)
- Broome County Community College - Dickinson
- Clinical Campus of Upstate Medical University at the Greater Binghamton Health Center

### 5. Food Services & Distribution

- Maines Paper & Food (1,000) (headquartered in region)
- Frito Lay (700)
- Crowley Foods
- Willow Run Foods (400) (headquartered in region)
- Johnson Outdoors
- The Raymond Corporation

### 6. Health Care

- Greater Binghamton Health Center
- United Health Services (4,500+) (headquartered in region)
- Our Lady of Lourdes Hospital

### 7. Insurance

- AIG- Vestal (in serious financial situation as of 2009)
- Security Mutual Life (headquartered in region)
- Columbian Financial Group (headquartered in region)

### 8. Media

- Gannett

**Note:** sources of employment data vary and actual figures for a company may not be consistent



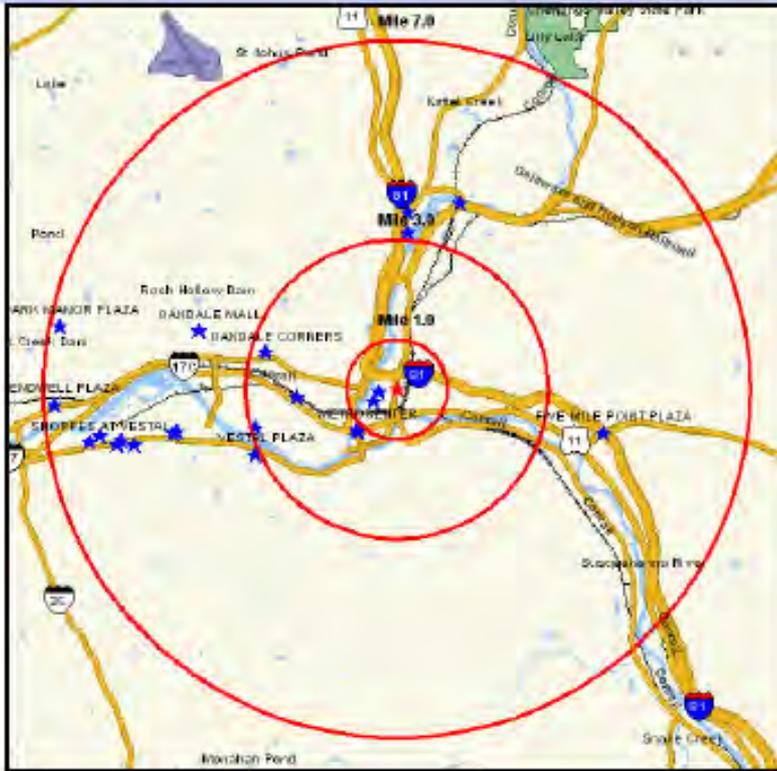
**ELAN**  
PLANNING & DESIGN, INC.

**the Williams group**  
Real Estate Advisors

**HRP Associates, Inc.**

# Industry Analysis—Assets

## Shopping Center List With Map



**Retail centers within 7 mile radius of Corridor**



**RETAIL BUSINESSES:** Within 7 miles of the Corridor there is 3.6 million sf of retail. The largest centers are Oakdale Mall (superregional), Town Square Mall (Vestal—large community center), and Binghamton Mall (Binghamton—community center), followed by Wal-Mart in Johnson City.

# Industry Analysis—Assets

<b>SELECTED EMPLOYERS</b>		
<b>Full - and Part - Time Workers</b>		
<b>Broome County</b>		
<b>Employers</b>	<b>Employment Number</b>	<b>Date recorded</b>
United Health Services	3,300	2/11/2008
Broome County Government (Public)	2,500	2/5/2006
Binghamton University (Public)	2,300	4/22/2008
Lourdes Hospital	2,300	5/24/2009
Endicott Interconnect Technologies	1,500	9/25/2009
BAE Systems-Platform Solutions	1,400	9/24/2009
Broome Developmental Center (Public)	1,400	
IBM Corp.	1,200	5/24/2009
Maines Paper & Food Service	1,200	5/24/2009
Broome-Tioga BOCES (Public)	1,049	
Giant Markets ==> Weis Giant	1,000	7/21/2009
New York State Government (Glendale Technology Facility) - (Public)	1,000	8/24/2006
New York State Electric & Gas Corp. ( <b>NYSEG</b> )	800	5/26/2009
New York State Department of Transportation (Public)	784	
Wegmans	700	5/7/2009
Frito-Lay	540	1/10/2007
Binghamton Psychiatric Center (Public)	508	
Nationwide Credit Inc.	500	7/21/2009
Time Warner	500	1/11/2006
Willow Point Nursing Home	475	10/13/2008
Broome Community College (Public)	454	
Vail-Ballou Press Inc.	435	5/19/2003
21st Century Insurance (AIG)	400	4/18/2009
Gannett (Press & Sun-Bulletin)	400	8/18/2008

Health, education and technology employ the most workers in the county



Top County Employers by employee numbers in Broome Co.



# Industry Analysis—Assets

## **EDUCATION: Higher education is a significant asset for new industry attraction. The key is to retain current graduates and create numerous strong links between universities and businesses**

- **Binghamton University:** BU--It is the top-ranking public school in the Northeast United States and was also ranked number 1 on Kiplinger's best values in education. It offers highly ranked education, significant arts, and Division I athletics.
- In 2007, Binghamton University opened a new downtown Binghamton facility for the College of Community and Public Affairs. Additionally, a large number of students reside in the Westside, Downtown and Southside areas of the city.
- BU has a significant impact on the Greater Binghamton area. The University contributes an economic impact of \$700 million in Greater Binghamton and \$894.5 million in New York State.
- **Broome Community College:** Broome Community College, also a part of the SUNY system, is located in nearby Dickinson.
- **Upstate Medical University:** A clinical campus of Upstate Medical University was established for third and fourth year medical students in 1979. Students spend their first two years of medical school in Syracuse, NY and then complete their training in Binghamton.
- **Davis College:** Davis College (formerly Practical Bible College) is located just outside the city limits in the suburb of Johnson City.
- **Other Institutions:** Binghamton is also home to branches of Ridley Lowell, Elmira Business Institute, and Empire College.



# Industry Analysis

## HEALTH INDUSTRY AND HEALTH SCIENCES: Local prospects may include linking new university research with market trends as seen with Stem Cell funding.

- Life Sciences Outlook: Expected to be guardedly positive for 2009 as biotechnology firms and device manufacturers focus on transformation. Traditional physician focused sales has to change to a creation of products ***demande*** ***directly by the consumer***.
- Demographic Outlook and health industry: In this sector, demographics and economics are converging. In 2008 the oldest baby boomers were 62 and were receiving partial social security. By 2018 this group will be fully retired...nursing care facilities are expected to grow jobs by 2 million. The growth in registered nurses is expected to increase by 22% and personal home care workers to increase by 46%.



# Industry Analysis

## **MARCELLUS SHALE NATURAL GAS DRILLING: Local prospects may include linking products and labor pool to this industry. Caution—it is important to understand the transient nature of the labor pool and the low income nature of jobs created outside of drilling**

- Notes: While an analysis of the impact of the prospective natural gas finds and drilling is not part of the scope of this project, it was important to comment on the industry as related to targets for the Corridor.
- Where the Jobs and Income Are: The impacts of natural gas affect more than just the specific firms directly involved in the industry. There are also important employment and income effects on local businesses who supply the industry (such as oil field service companies, restaurants, retailers, and hotels) and effects that result from employees spending their wages locally. There are three separate types of economic activities related to natural gas, including:
  - (1) exploration, drilling and operations;
  - (2) leasing and royalties that go to landowners; and
  - (3) pipeline infrastructure.
- Of the three, exploration, drilling and operations accounts for the predominant share of economic activity. Employment impacts are similar to exploration, drilling, and operations which account for 58 percent of new permanent jobs.



# Industry Analysis

## MARCELLUS SHALE NATURAL GAS DRILLING: *(continued)*

- Which Industries Benefit: The industrial sector with the largest gain is the crude petroleum and natural gas industry, accounting for about one fifth (21 percent) of personal income product increases (and 7 percent of new jobs)
  - Retail trade accounts for about 16 percent of increased personal income (and 27 percent of the new jobs), while
  - New construction accounts for 10 percent of increased personal income (and 9 percent of new jobs)
  - Eating and drinking establishments similarly benefit (5 percent of personal income, and 15 percent of new employment).
- Retail trade and eating and drinking establishments, for example, together account for 21 percent of new personal income, but 42 percent of total new employment, reflecting that many such jobs are relatively low paying.

Source: Potential Economic Impacts of Marcellus Shale ...*Reflections on the Perryman Group Analysis from Texas*



# Industry Analysis

## MARCELLUS SHALE NATURAL GAS DRILLING: *(continued)*

- Local Industries may find opportunity in:
  - Pipes
  - Rods
  - Pumps
  - Water Filters
  - Electrical contractors and services
  - Diesel fuel and transportation
  - Seismic and surveying services
  - Halliburton expected to be biggest benefactor



# Key Considerations to Support Recommendations





Closing The Gap,  
Findings and  
Next Steps



# Closing the Gap

## ■ Trends and Clusters

- Matrix rates Binghamton's ability to meet the needs of national industry trends
- Rating scale 1 to 5—5 is area of highest need by industry
- Colors match Binghamton's ability to meet the need—red is best ability to meet need
- Best matches were (most reds):
  - Niche Technology
  - Consumer Products—sustainable
  - Agri products-sustainable and
  - Health Sciences



Business Type	Consumer products	Technology	Health	Health	Education	Agriculture/sustainable CP	Industrial Products and Processes	Binghamton Ability to match criteria
Specific sub sector		Niche only	Sciences	hospitals/provider				
<b>Needs high 5 low 1</b>								
Education and work force	if Binghamton can meet need, red; meets need somewhat, orange; does not substantially meet need, green							
Housing and cost of living as VIP to employer								
Operating Costs								
Town demographics								
Incentives importance to choice								
Chief executive home living location--as locational preferance								
<b>Total points</b>	<b>70</b>	<b>74</b>	<b>74</b>	<b>76</b>	<b>64</b>	<b>37</b>	<b>72</b>	<b>61</b>
<i>Number of high matches</i>	<b>8</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>16</b>	<b>11</b>	
<i>Number of somewhat meetings needs</i>	<b>7</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>2</b>		<b>3</b>	
<i>Number of not meeting needs</i>								
<i>total 19</i>	15	15	15	13	13	16	14	
<b>Best match</b>	*	*	*			*		



# Closing the Gap

## Issues and Opportunities

- Closing the Gap with Industry Targets:
  - Focus on **sustainability** and greening in business targeting theme for Brandywine--this is the area of strongest growth
  - Further develop **consumer products** which has growth and is also a strong card for Binghamton, especially when linked to sustainability
  - Reconsider **Agri- products and supply chain as a link to local farmers and manufacturing**
  - Continue to fund health sciences when linked to the universities and aging **baby boomers** is another area of potential
  - Develop a walking/riding **trail** in the “Spine” that links it all together
  - Package the plan around a new concept **“Tax Exempt”** designated corridor for targeted green industries
  - Marcellus Drilling—work to augment economic impact linkages to the Corridor

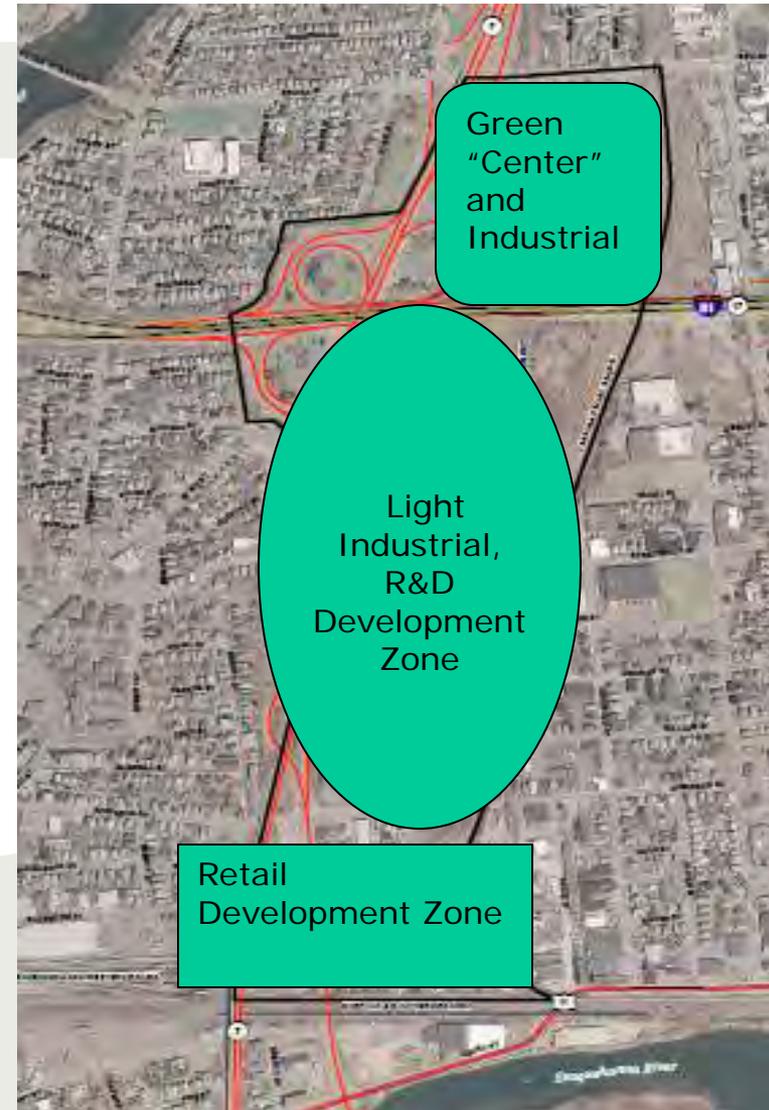


# Closing the Gap

## Issues and Opportunities

### Closing the Gap in Real Estate:

- Trail is the “Spine”
- “Tax Exempt” for targeted “Green” industries
- Mitigate major impediments (property taxes)
- Mitigate schedule/ timeline with quick and smooth site readiness and incentive package



# Closing the Gap

## The Programming Process

### Current State

- Economic Development in the area has slowed
- Overall national economic trend from manufacturing to service
- Project area environment and use in flux
- High commercial and industrial vacancy rates
- High property taxes as impediment for development

### Closing the Gap

- **Determine Market Supportable Development**
- **Identify Target Industries and Market Segments**
- **Develop Implementation Plan and Marketing Strategy**
- **Assess location attributes & match with existing industry uses**
- **Revise attraction incentives to new industries**

### Future State

- Supported area employment
- Welcoming Image
- Attraction of new tax base to the City
- Job creation
- New commercial/ industrial development
- **Implementation Brownfield Property Reuse**

# Closing the Gap

**Monitor progress on funding initiatives slated for Broome County:  
Specifically, those obtained by Congressman Hinchey. Match funding and  
targeting industry marketing packages.**

- \$4 million for Binghamton University
- \$4.8 million for Endicott Interconnect Technologies
- \$3.84 million for BAE Systems
- \$2.72 million for Rockwell Collins
- \$2.4 million for Johnson Outdoors



# **Appendix F:**

## **Redevelopment Scenario**



# Redevelopment Scenarios

- Task:
  - Prepare 3 redevelopment scenarios based on the analysis, investigation and feedback received to date.
  
- Approach:
  - Combined multiple parcels to create marketable site
  - Identified logical/existing infrastructure framework
  - Prepared 3 study models/scenarios depicting different blends and placement of uses



# Project Study Area

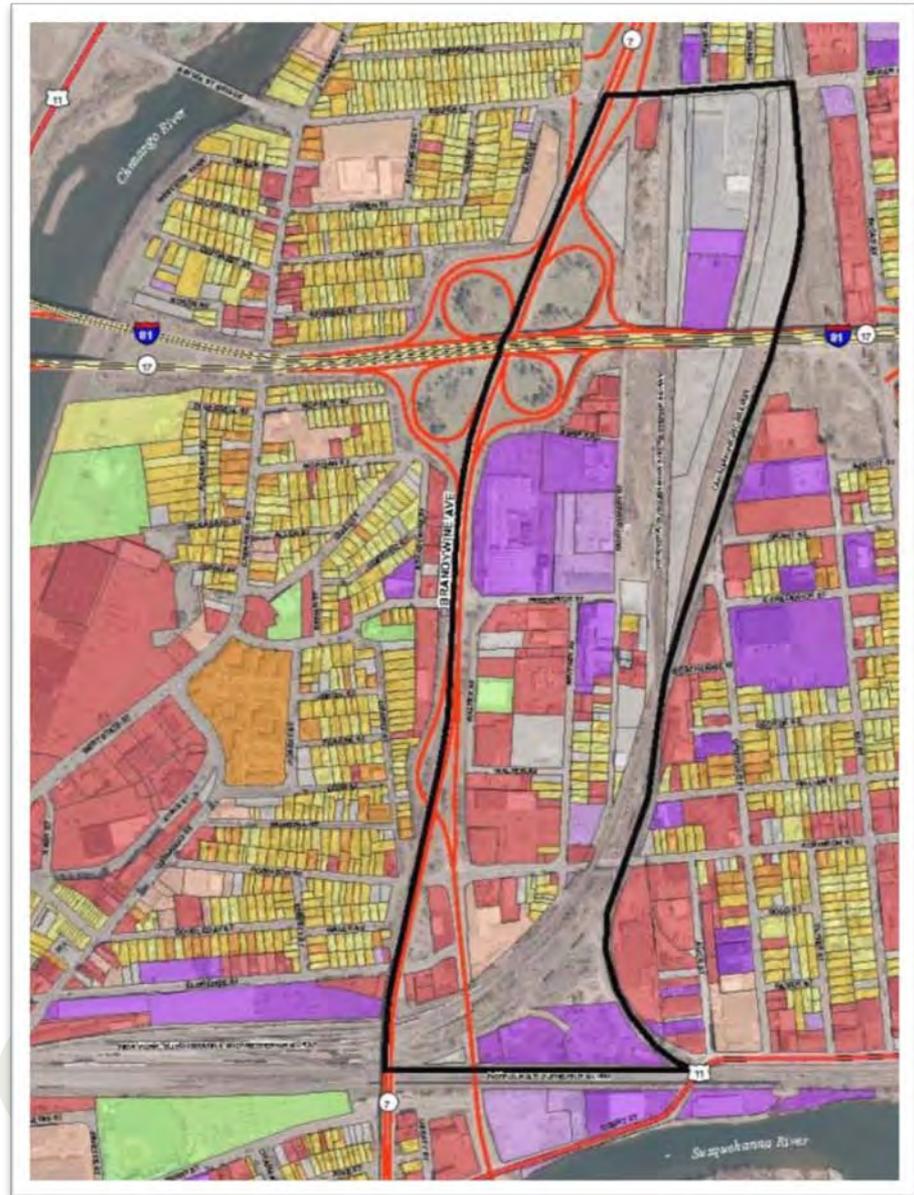
- Roadway Access
- Rail Connectivity
- Utility Infrastructure
- Project Acreage





# Neighborhood Context

- Residential
- Industrial
- Commercial
- Rail
- Recreation



# Neighborhood

- Study Area



# Neighborhood

- Residential Land Uses



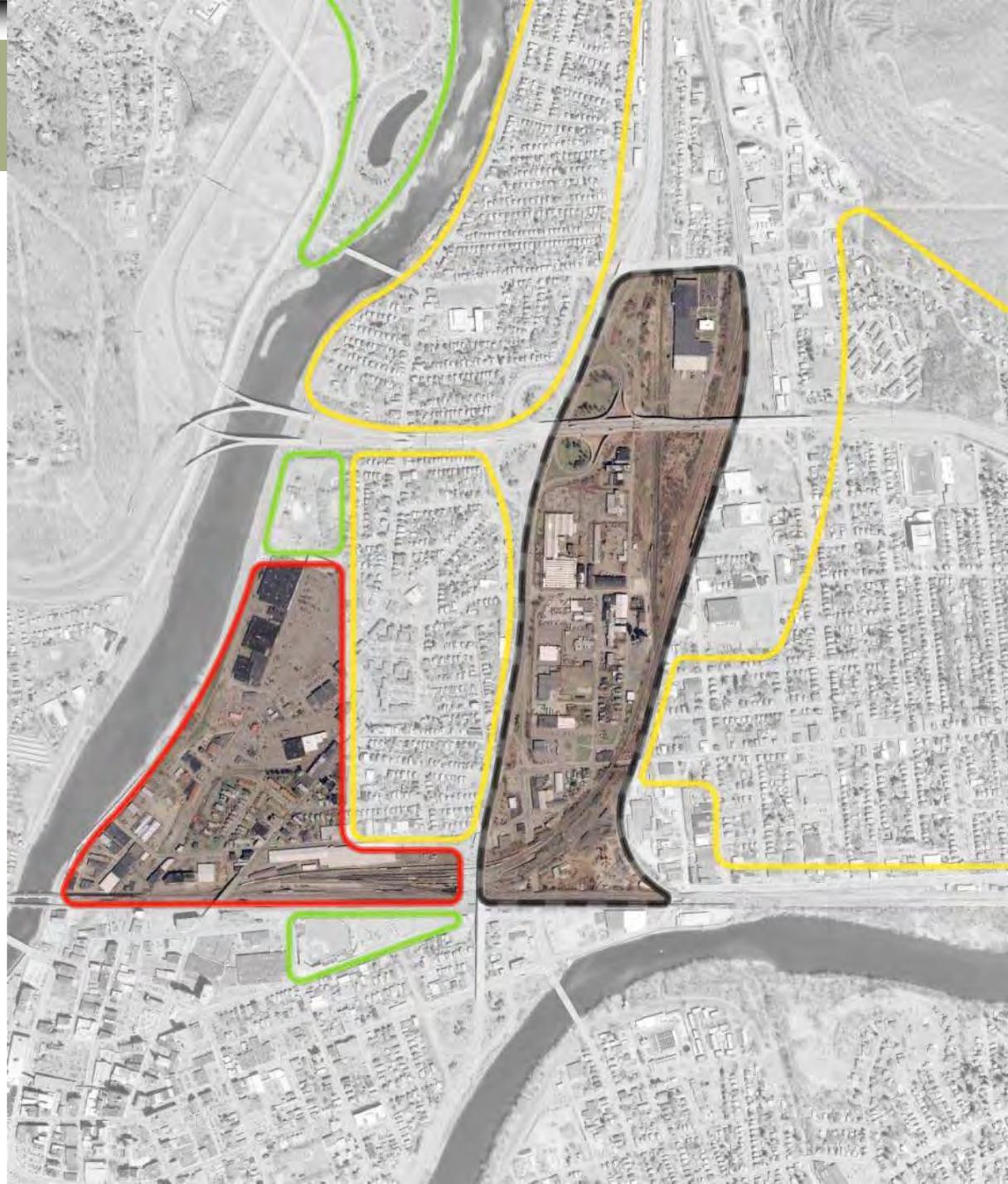
# Neighborhood

- Recreational Land Uses



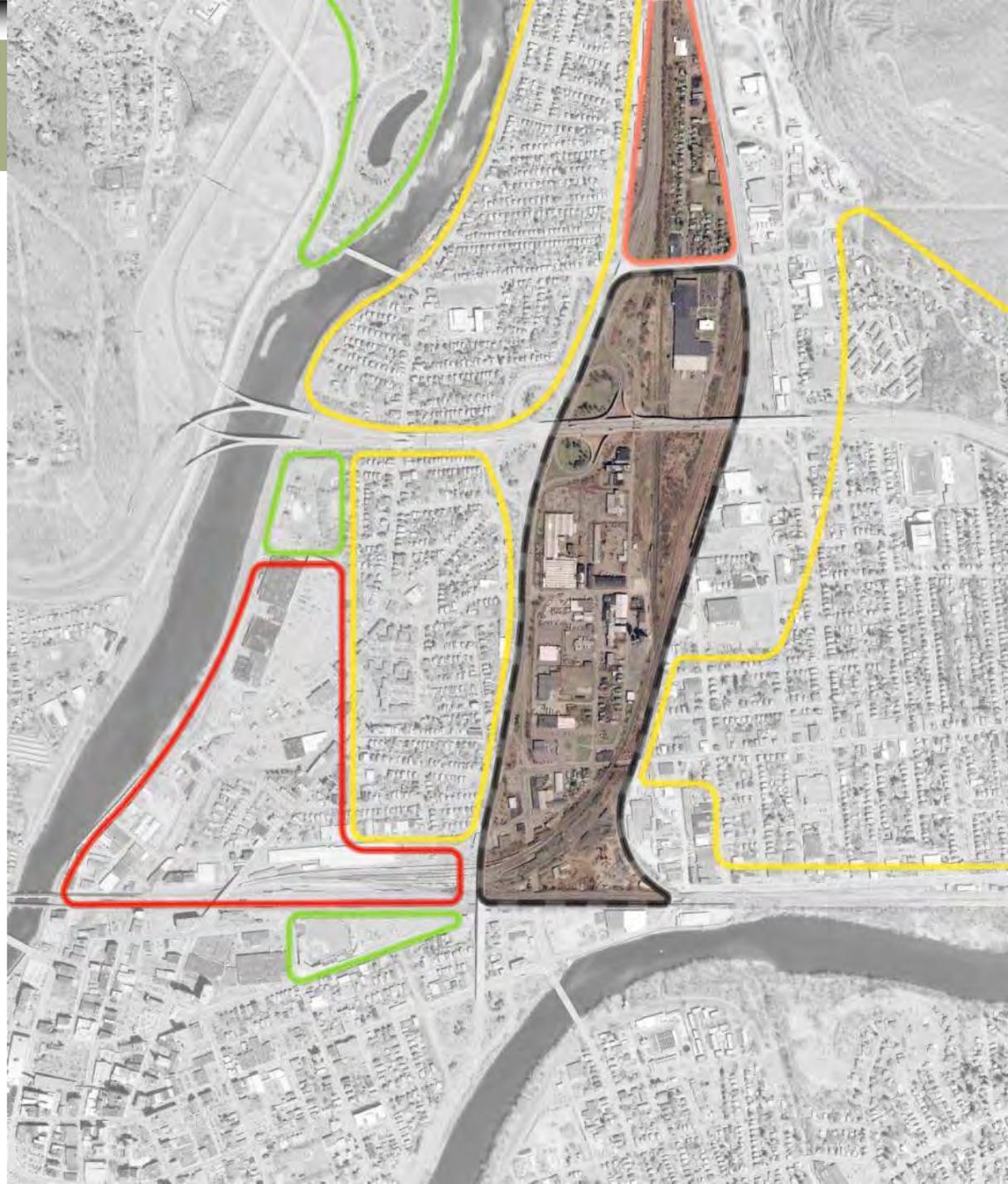
# Neighborhood

- Commercial/Retail Land Uses



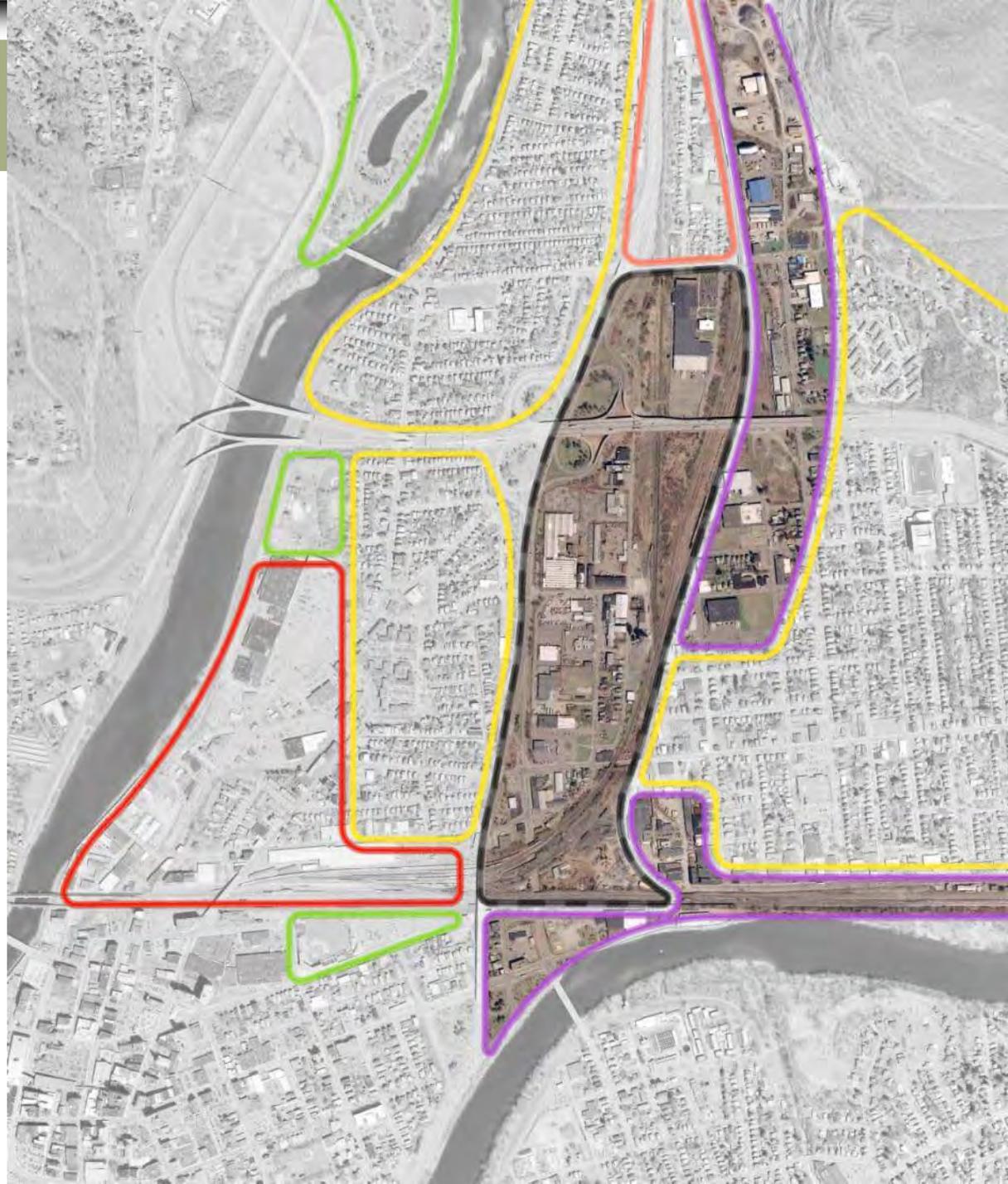
# Neighborhood

- Mixed Use Land Uses



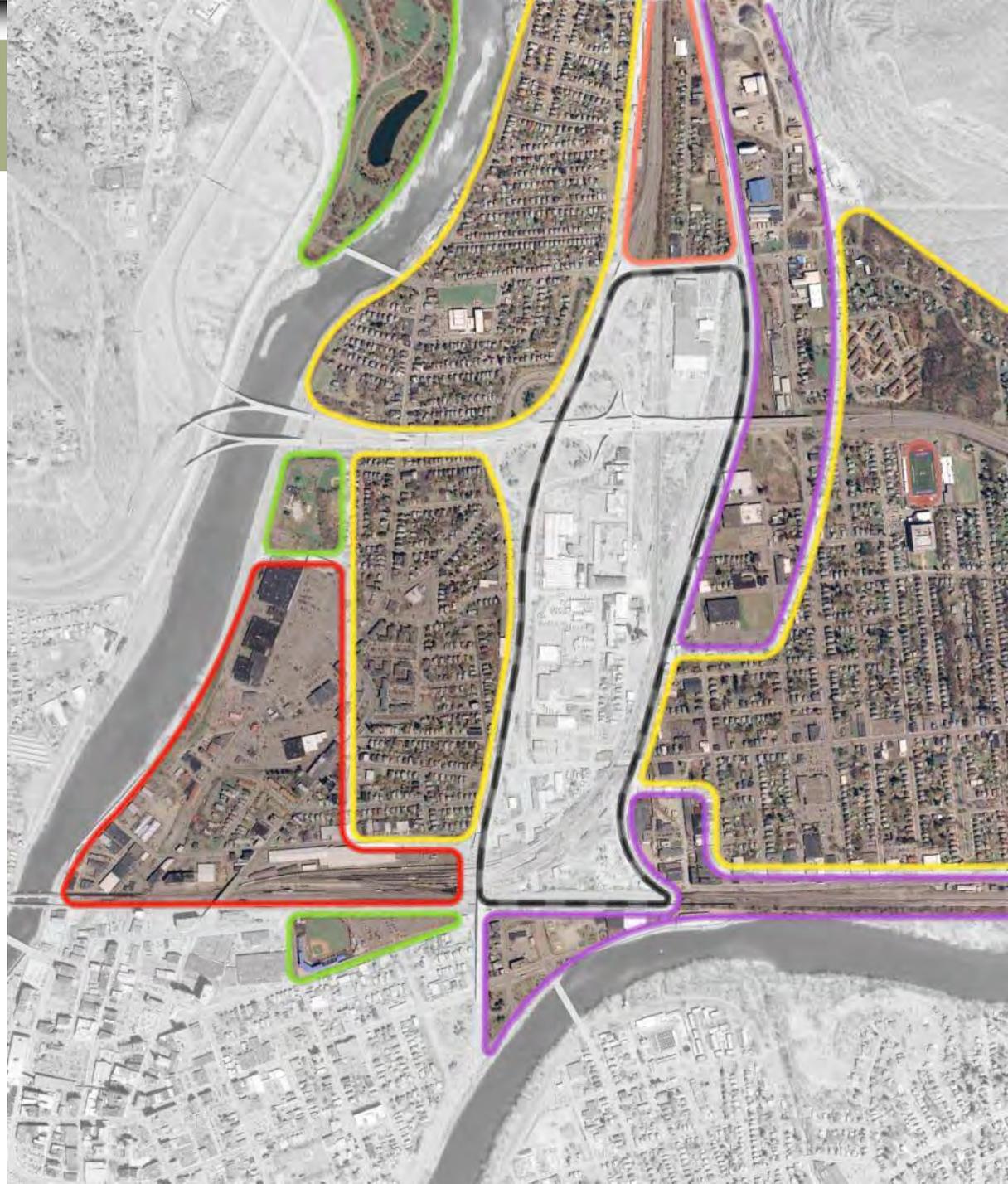
# Neighborhood

- Industrial Land Uses



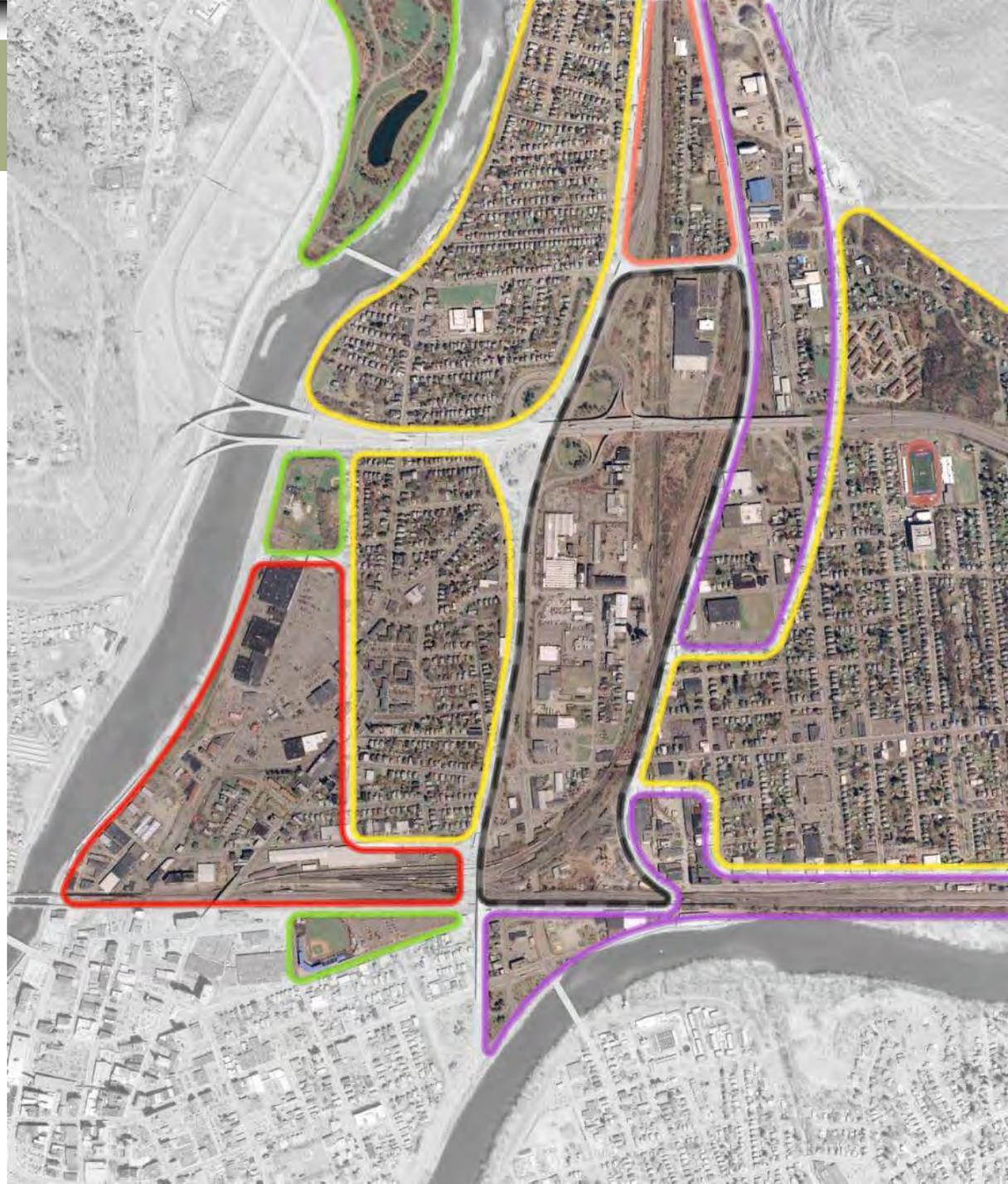
# Neighborhood

- Role of Study Area

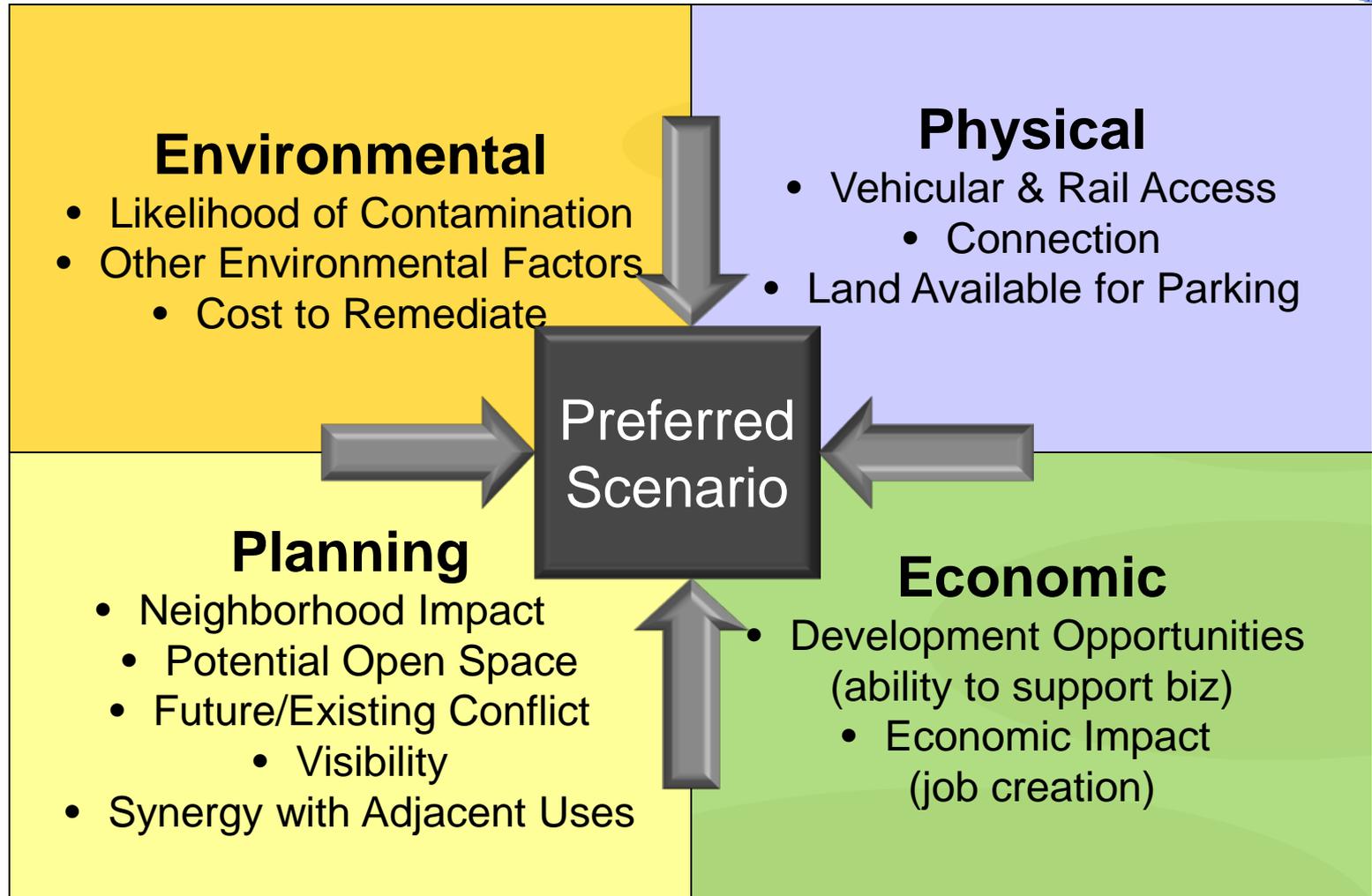


# Neighborhood

- Role of Study Area



# Scenario Matrix Evaluation

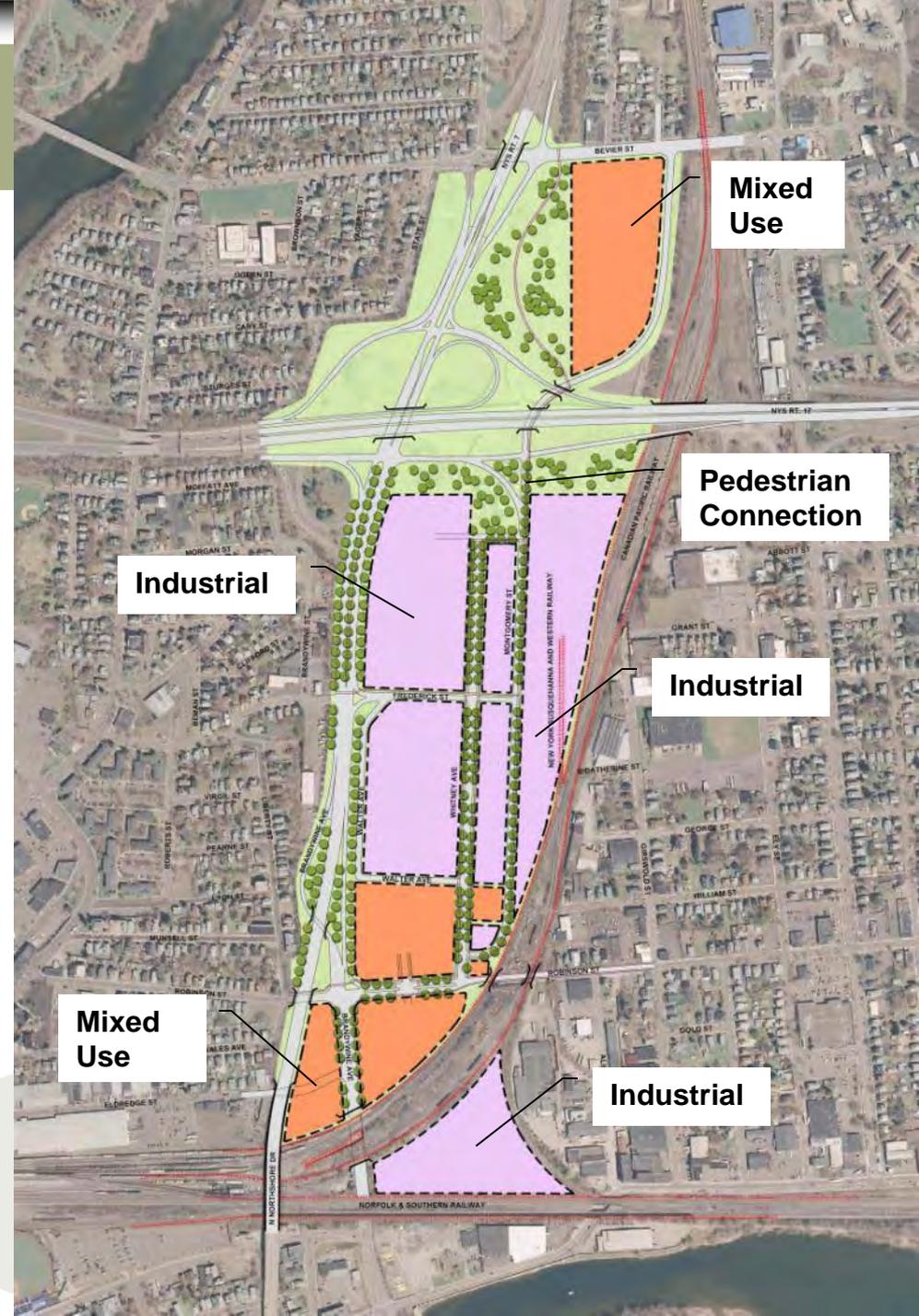




# Scenario #2

## Defining Characteristics:

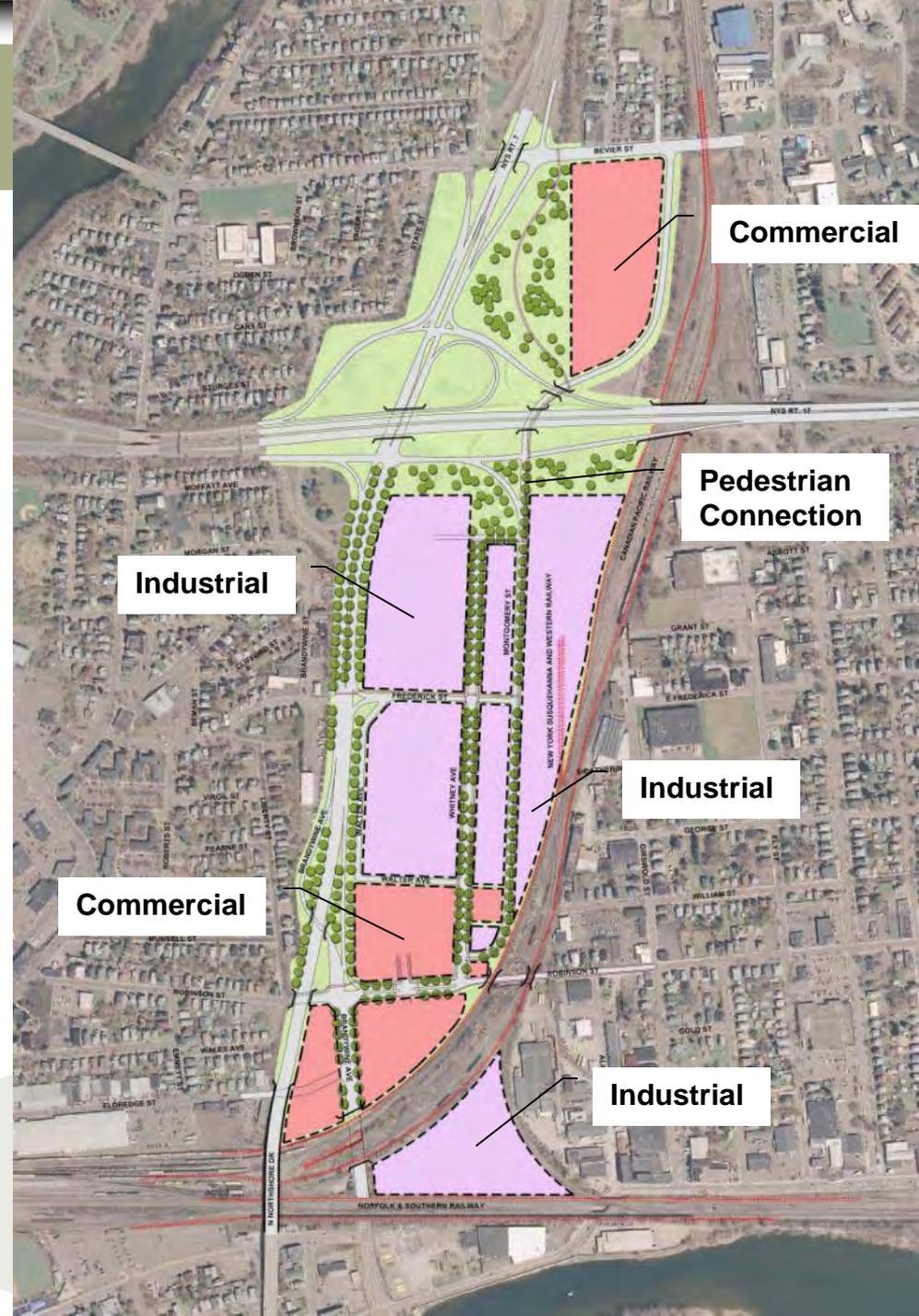
- Commercial & Residential Mixed Use along Robinson St & Bevier St
- Existing residential transferred to mixed use
- Industrial located near rail & expanded
- Pedestrian / Bicycle Connections



# Scenario #3

## Defining Characteristics:

- Commercial enhanced along Robinson St & Bevier St
- Residential transferred to adjacent neighborhoods
- Industrial along rail & expanded



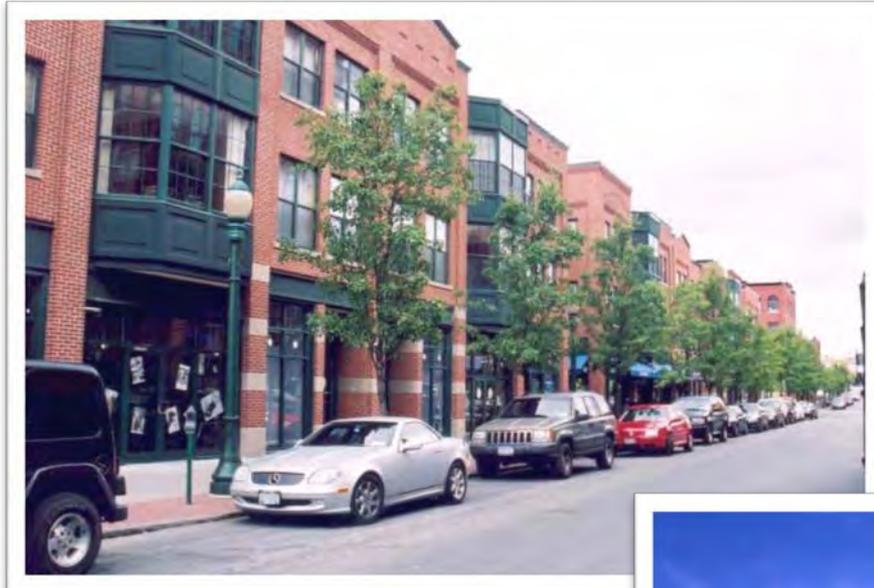
# Preferred Scenario

## Defining Characteristics:

- Retail & Residential Mixed Use along Robinson St & Bevier St
- Existing residential transferred to mixed use
- High Tech Industrial expanded
- Rail-oriented business near rail
- Additional Connections



# Mixed Use Examples



# Mixed Use Examples



# Commercial Examples



# Industrial Examples



**Appendix G:**  
**Scenario Selection Matrix**

**Brandywine Corridor BOA**  
**Scenario Selection Matrix**  
5/27/10

Site Selection Criteria	Scenario			
<b>Environmental</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>Notes</b>
Likelihood of Soil Contamination	4	3	3	5 = Low Likelihood of Soil Contamination
Potential for Groundwater Contamination	4	3	2.5	5 = Low Likelihood of Groundwater Contamination
Other Environmental Factors (asbestos, lead, PCBs)	3	3	3	5= Low Likelihood of Other Environmental Factors
Cost to Remediate	4	3	2.5	5=Cost of Remediation are Likely to be Low.
Subtotal	15	12	11	5 = Low Likelihood of Soil Contamination
<b>Ranking</b>	<b>3.8</b>	<b>3.0</b>	<b>2.8</b>	
<b>Physical</b>				
<b>Physical</b>	<b>1</b>	<b>2</b>	<b>3</b>	
Vehicle access	5	5	5	5= easy/significant access/street frontage
Access to Railroad	5	5	5	5= easy/significant access/adjacent to rail
Connections (pedestrian, bicycle, neighborhood)	4	5	4	
Land Area to Facilitate Off-street parking	3	3	3	5= significant land area for off-street parking
Subtotal	17	18	17	
<b>Ranking</b>	<b>4.3</b>	<b>4.5</b>	<b>4.3</b>	
<b>Planning</b>				
<b>Planning</b>	<b>1</b>	<b>2</b>	<b>3</b>	
Neighborhood enhancement	4	5	5	5=few/no neighborhood concerns
Potential open space/green areas	1	1	1	5=significant amount of open space/easy connection
Conflict between existing and future land uses	1	4	4	5= low conflict
Visibility from streets/highways	5	5	5	5=high visibility
Synergy with adjacent properties & uses	2	5	4	5=high synergy with adjacent properties
Architectural heritage	3	3	3	5=significant architectural heritage
Subtotal	16	23	22	
<b>Ranking</b>	<b>2.7</b>	<b>3.8</b>	<b>3.7</b>	

<b>Economic</b>	<b>1</b>	<b>2</b>	<b>3</b>	
Development Opportunities (ability to support use)				5=significant opportunity for dev
R&D / tech or flex	3	5	5	
Industrial/Manufacturing	4	4	4	
Office	2	2	1	Office already in oversupply
Retail	4	3	2	Significant new retail has limited market support
Economic Impact				1=uses that have little market support/ create few new jobs / 5=high market support/more new jobs
Retail	2	1	1	
R&D / tech or flex	5	5	5	
Green Tech & Industry	5	5	5	
Consumer Products	3	4	4	
Subtotal	28	29	27	
<b>Ranking</b>	<b>4</b>	<b>4</b>	<b>3</b>	

<b>Total Ranking</b>	<b>3.5</b>	<b>3.7</b>	<b>3.5</b>
----------------------	------------	------------	------------