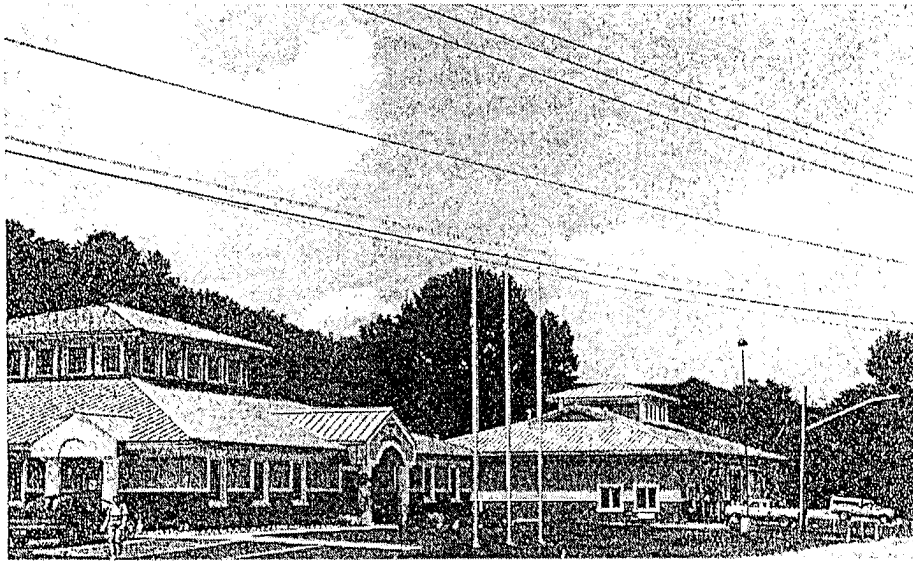


Town of Dickinson
Broome County, New York

Comprehensive Plan Update



June 5, 2017

Town of Dickinson Planning Board
Broome County Department of Planning and Economic Development

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ACKNOWLEDGEMENTS

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3.0 Employment and Business

3.1 Introduction

Economic data for the Town of Dickinson were collected from the United States Census of Population and Housing (Census), the most comprehensive source of demographic data for the Town of Dickinson. Data is provided for 2013 or for the latest year for which reliable figures are available.

3.2 Civilian Labor Force, Participation and Unemployment

As shown in Table 3-1, the percentage of the population 16 years and over in the labor force is substantially lower in the Dickinson Part-Town (46 percent) and substantially higher in the Village of Port Dickinson (71.3 percent) than in the County as a whole (57.4 percent). These differences are likely due to the older population in the Dickinson Part-Town and to the younger population of the Village of Port Dickinson.

Population	Broome County		Dickinson Town		Dickinson Part-Town ¹		Village Of Port Dickinson	
	No.	%	No.	%	No.	%	No.	%
Population 16 Years and Over	163,151	100%	4,530	100%	3,379	100%	1,151	100%
In Labor Force	93,648	57.4%	2,369	50%	1,549	46%	820	71.3%
Employed	87,448	93%	2,156	91%	1,388	90%	768	66.8%
Unemployed	6,087	6.5%	210	8.9%	158	10%	52	6.3%
Not in Labor Force	69,503	43%	2,161	48%	1,830	54%	331	29%

Notes:
¹ Figures exclude the population of the Village of Port Dickinson.
 Source: U.S. Census Bureau, American Community Survey, 2013

3.3 Occupations

According to Table 3.2 below the highest concentration of occupations in the Town of Dickinson is in management, business, science and the arts. Sales and office occupations are next with about 25% of the total.

Table 3-2: Occupations of the Employed Civilian Population 16 Years and Over

Subject	Dickinson Town	
	No.	%
Employed Labor Force	2,158	100%
Management, business, science and arts	885	41%
Service	237	11%
Sales and Office	540	25%
Natural Resources, construction and maintenance	172	8%
Production, Transportation, and Material Moving	302	14%

Source: U.S. Census, American FactFinder, 2013

3.4 Labor Force by Industrial Sector

As shown in the table, over one-quarter (28 percent) of the employed civilian population of the Town of Dickinson work in the education, health, and social service sectors. The second largest category of employment is retail trade at 18 percent. And while manufacturing employment has gone down in recent years, more than 10% of the town's labor force work in this important field.

There are major projects in the advanced planning stages including a complete renovation of the College’s Mechanical Building into a state-of-the-art Advanced Manufacturing and Simulation Center as well as rehabilitation of the the historic Carnegie Library in downtown Binghamton into a culinary and hospitality education center.

SUNY Broome has recently won NYSERDA’s “Energy to Lead Competition” enabling the College to launch a Geothermal Learning Laboratory & Sustainability Sandbox project to reduce energy use on campus, educate students in new and emerging clean energy products, and better address the workforce needs of the region’s accelerating smart energy jobs market.

ACHIEVE is the largest provider of services for individuals with intellectual and developmental disabilities in Broome and Tioga Counties. Since its inception in 1952, ACHIEVE has grown to meet the needs of individuals and families in the region. ACHIEVE’s primary facility located on Cutler Pond Road in the Town of Dickinson includes an employment center, day habilitation program and administrative offices. ACHIEVE employs 110 people in the town and 390 throughout the agency.

In 2013, ACHIEVE concluded a \$3.85 million renovation project at the Cutler Pond Road facility. This project addressed an increase in the need for programs and services in our community while making health and safety updates to the facility. As the program space increased, the number of individuals served and staff members also increased, providing more jobs to our community.

Table 3-4: Select Employers in the Town of Dickinson	
Business or Institution	Employees
BOCES (Glenwood Road Facilities)	1,049
Broome Community College	660
Broome County Public Safety Facility	
Broome Central Foods and Nutrition Services	14
BC Office of Emergency Services	60
BC Sheriff’s Office	250
Cornell Cooperative Extension of Broome County	33
Achieve	110
Elizabeth Church Manor Nursing Home	200
Source: Telephone surveys to businesses, May 2016	

Table 3-3: Industry for the Employed Civilian Population 16 Years and Over

Subject	No.	%
Employed Labor Force	2,158	100%
Agriculture, forestry, fishing and hunting, and mining	2	0%
Construction	186	9%
Manufacturing	245	11%
Wholesale Trade	73	3%
Retail Trade	389	18%
Transportation and warehousing, and utilities	79	4%
Information	36	2%
Finance, insurance, real estate, and rental and leasing	90	4%
Professional, scientific, management, administrative, and waste management	181	8%
Educational, Health, and Social Services	611	28%
Arts, Entertainment, Recreation, Accommodation, and Food Services	94	4%
Other Services	36	2%
Public Administration	136	6%

Industry refers to the kind of business conducted by a person's employing organization. For those persons who worked two or more jobs, the data refer to the job at which the person worked the greatest number of hours.

Source: U.S. Census Bureau, American Fact Finder, 2013

3.5 Employers

A significant number of businesses and institutions of countywide importance are located within the Town. SUNY Broome and the Broome-Tioga BOCES draw hundreds of people from throughout the county to the town every day.

Broome-Tioga BOCES serves 15 component school districts in Broome and Tioga counties touching the lives annually of more than 35,000 students in grades K-12.

SUNY Broome was recently named by Community College Week one of the nation's fastest growing public two year colleges. In the past six years the college has completed \$84 million of construction including a new Natural Science Center, the opening of Student Village, SUNY Broome's first on campus housing for more than 350 students and extensive renovations to the Darwin R. Wales Center.

3.6 Means of getting to Work

According to the 2014 American Community Survey, 90.7% of the residents of the town work in Broome County. About 92% of the town’s residents use a car, truck or van to get to work; 85% drive alone. 2.2% of the town’s residents use public transportation to get to work. The remaining 6% use some combination of walking, cycling, taxi or they work at home.

3.7 Travel Time to Work

More than 90 percent of people residing in the Town of Dickinson work outside the Town. As shown in Table 6-6, in 2013, 70 percent of the Town’s residents get to work in 20 minutes or less.

Table 3-6: Travel Time To Work for Workers 16 Years And Over	
Commute Time	Dickinson Town
	Percent
Less than 10 minutes	15.7%
10 to 14 minutes	30.5%
15 to 19 minutes	24.6%
20 to 24 minutes	16.2%
25 to 29 minutes	4.5%
30 to 34 minutes	2.8%
35 to 44 minutes	0.8%
45 to 59 minutes	3.3%
60 or more minutes	1.7%
Source: U.S. Census Bureau, 2013, American Fact Finder	

3.8 Recent Developments

The Broome County Industrial Development Agency, also known as The Agency, is building a one-stop center on the SUNY Broome campus. The 17,000 square foot building will be the new home to the Agency, the Greater Binghamton Chamber of Commerce, the Alliance for Manufacturing and Technology, the National Development Council, the New York Business Development Corporation, the Southern Tier Startup Alliance, The Agency’s business incubator, and Visions Federal Credit Union. The Agency will have a 49-year lease with the College.

In the early spring of 2016, the 380,000 square foot Broome Developmental Center closed. The Center housed nearly 150 people as late as 2013. More than 600 people worked at the center. The future of the complex on more than 40 acres is unclear. 2016 saw the opening of the Regional Farmer's Market along with the starting of construction in 2017 of Taste of New York and the Regional Agricultural Center at the Broome County Cornell Cooperative Extension site.

4.0 ENVIRONMENT

4-1 Introduction

The natural features of a community play a central role in future land use decision-making. These features are important to the planning process because they influence the location, type, scale, and intensity of development. The natural features of the Town of Dickinson contribute to the community's character and quality of life. In an effort to recognize the importance of environmental issues, within the Town, the Town Board created the Conservation Advisory Council (LL no.3-1992) to address improvement and preservation of environmental quality. This starts with identification of natural resources and features that may present constraints and opportunities for development and quality of life improvement. This section identifies the environmentally sensitive natural features of the Town that affect development decisions. Environmental regulations are noted as appropriate.

4-2 Topography

Topography refers to surface elevation and surface features and is a significant factor in determining the use of land. For the Town of Dickinson, topography includes well defined valleys and steep hillsides with numerous streams and river valleys with the Chenango River and Little Choconut Creek being the most notable. The Chenango River and its floodplain divide the eastern side of the Town. This river valley is the lowest elevation in the Town at 830 feet above mean sea level (MSL). Highest elevation within the Town is 1530 feet above (MSL) on the northern edge of the Town east of upper Glenwood Road.

Slope conditions are one of the most important aspects of topography that affect development. Approximately one-third of the land within the Town of Dickinson has slopes of 5 percent or less. However, a significant portion of this area is part of the Chenango River floodplain. Approximately 17 percent of the Town has slopes between 5 and 15 percent which encompasses current and potential areas of development. The remaining approximately 50 percent of land area is estimated to have slopes greater than 15 percent. Generally, slopes of 10 percent and less are suitable for most types of development. Slopes from 10 percent to 15 percent commonly involve added development costs that increase with slope. Slopes above 15 percent are steep, difficult to access and more susceptible to serious erosion and septic system failure. In general, lands with a slope above 15 percent are unsuitable for development.

Map 4-1 in Appendix A is a slope map for the Town of Dickinson. Map 7-2 in Appendix A shows the topography of the Town. The topographic map is based upon Digital Elevation Models from the United States Geological Survey (USGS). The Digital Elevation Models were then converted to slope maps by the Binghamton University Geography Department. These maps are for illustrative purposes only.

4-3 Watersheds

Most of the Town of Dickinson is located in the Chenango River basin while the remainder of the Town is located in the West Susquehanna River basin. Both basins are part of the Upper Susquehanna River Watershed. The Susquehanna River Watershed is now subject to additional runoff regulation as part of the Chesapeake Bay total maximum daily load (TMDL) requirements of the New York State Watershed Implementation Plan (WIP) submitted to the EPA in January 2013. This requires reductions in agricultural, wastewater and stormwater pollution.

4-4 Surface Water

Among the important natural features in the Town of Dickinson are the surface waters. Surface waters can include ponds, lakes, rivers, streams, creeks, and wetlands. The significant surface waters located in the Town of Dickinson are described below.

4-4.1 Rivers and Streams

All water bodies and streams in New York State are classified by the New York State Department of Environmental Conservation (DEC) on a scale from AA to D. Waters characterized as AA or A are considered safe as a source of drinking water. Class B waters are suitable for fishing, swimming, and other contact recreation, but not as a source of drinking water. Classification C is for waters that support fish, but not the higher level uses of swimming or drinking water. The lowest classification standard is D. Waters with classifications A, B, and C can also have a standard of T, indicating that it may support a trout population, or TS, indicating that it may support trout spawning. There are no trout classified streams in Dickinson. All streams within the Town of Dickinson are rated class C or class D. The Chenango River is a Class B water body. There have been no recent stream classification changes within Dickinson.

Two primary drainage basins are found in the Town of Dickinson – the Chenango and West Susquehanna River basins. The Chenango River courses through the eastern half of the Town creating a principal natural divider. Forming the Chenango basin are Phelps Creek in the northeastern sector and Nimmonsburg Creek on the west side of the river. Brandywine Creek, a Class C stream, drains the area south of the Phelps Creek watershed. In 1994, Witman Dam, the last of the planned Broome County Watershed projects, was constructed to retain stormwater runoff and to protect the down stream area from flooding. The Susquehanna basin is comprised of two parts. The Town southeast corner drains into Chamberlain Creek in Kirkwood. In the western part, generally west of Glenwood Avenue and Glenwood Road, the Little Choconut Creek, and its tributary the Trout Brook Ravine stream, drains over 900 acres of land.

4-4.2 Wetlands



Figure 4-4.2: Cutler Pond

Wetlands are areas that are periodically or permanently saturated, flooded, or inundated. Wetlands include swamps, bogs, marshes, ponds, and the floodplains adjacent to rivers and streams. Wetlands provide habitat for wildlife and plants, play a role in storm water management and flood control, filter pollutants, recharge groundwater, and provide passive recreational and educational opportunities.

There are two classifications of wetlands: federally regulated wetlands and state regulated wetlands.

The DEC protects designated wetlands measuring 12.4 acres or greater and the 100-foot buffer area around the boundary of the wetland. Activities subject to regulation include draining, dredging, excavation, filling, building and road construction, and sewage discharging. Any activities proposed for the wetland or buffer are subject to DEC review and approval.

At the federal level, the United States Army Corp of Engineers (Army Corps) has jurisdiction over wetlands. The federal government protects wetlands as small as one acre that meet the vegetation, hydrology, and soil parameters. Permits for activity within the wetland areas are issued by the Army Corps.

State wetlands regulated by DEC are shown on DEC Freshwater Wetland maps. Federal wetlands regulated by the Army Corps are shown on the United States Fish and Wildlife Service National Wetlands Inventory (NWI). These sources were consulted to determine the location of jurisdictional wetlands in the Town of Dickinson.

On October 3, 1984, the DEC promulgated official wetlands maps pursuant to Article 24 of Environmental Conservation Law - Freshwater Wetlands Act. Under this act, development within 100 feet of a designated wetland is regulated. Landowners within this 100 foot regulated area have to be notified of these wetland regulations. Cutler Pond, a glacially formed Class I federally protected wetland in the Town of Dickinson, is the only wetland remaining of a preliminary list of five identified in 1977.

Map 4-3 shows the areas of state and federal wetlands. At 37.2 acres, Cutler Pond is the only New York State designated wetland in the Town of Dickinson (see Figure 7-1). There are also a number of smaller wetlands identified in the National Wetlands Inventory (NWI). These wetlands are primarily located around Interstate 81 between the Route 17 Interchange and Exit 5. There is also a wetland located in the northwest part of town associated with a small pond and Little Choconut Creek. There have been no recent changes in the identified wetlands map.

There are most likely other small wetlands in the Town of Dickinson that are not mapped or protected. Since all wetlands are valuable, care should be taken to protect them even if they are too small to fall under state or federal jurisdiction.

4-5 Ground Water

Water that does not runoff into surface waters may seep into pore spaces between soil particles. Once pores are filled, subsurface water is then called groundwater. In Broome County, underground water is stored in aquifers, areas of sand, gravel, or fractured rock that hold a large portion of the groundwater.

The Environmental Protection Agency (EPA) has designated Sole Source Aquifers throughout the United States. These are protected aquifers that supply water to areas with few other alternative sources for drinking water. All of Broome County, with the exception of part of the Town of Sanford, is located above an EPA designated aquifer known as the *Clinton Street Ballpark Aquifer*. All public water supplies that serve the Town of Dickinson, with the exception of the City of Binghamton, draw water from this aquifer.

The DEC defines aquifers differently. Aquifers are classified on the basis of their importance as public water supplies, their productivity, and vulnerability to pollution. *Primary* aquifers are highly productive, vulnerable aquifers that are currently used by a sizeable population via public water supplies. *Principal* aquifer systems are geologically and hydrologically similar to primary aquifers, but support a smaller population. Map 7-4 in Appendix A shows the DEC designated aquifer in the Town of Dickinson. Although water is not drawn from these aquifers within town boundaries, events such as stormwater runoff and pollution discharges that originate in the Town can affect groundwater quality in these aquifers and spread to areas of the aquifers where water is drawn.

Most Town residents receive water from public supplies that the Town purchases from several municipalities including the Village of Johnson City, Town of Chenango, and City of

Binghamton. Some properties in the Town use wells and few well water quality problems have been reported. The required annual water quality reports for public water supplies distributed within the Town are now posted on the Town web site. <http://www.townofdickinson.com>.

4-6 Storm water

The EPA has amended its storm water regulations to require that operators of small municipal separate storm water sewer systems (MS4s) within Urbanized Areas as defined by the United States Census, develop programs for the control of storm water under their jurisdiction. According to the Census, 95 percent of the Town is urbanized and due to its location in the Binghamton Urbanized Area, it is subject to the new regulations. The DEC is the agency that administers these new Storm water Phase II Regulations in New York State.

The goal of the Storm water Phase II Regulations is to apply appropriate technologies and management practices to prevent pollution from non-point sources from entering the storm water system and to address storm water runoff. To accomplish this goal, the regulations consist of two State Pollutant Discharge Elimination System (SPDES) General Permits, both of which went into effect on March 10, 2003.

The first permit applies to all construction projects that disturb one acre or more of land excluding most residential and agricultural projects. If total disturbance is 1 acre or greater, the project is subject to Storm water Phase II Regulations and the operator must obtain a *(SPDES) General Permit for Storm water Discharges from Construction Activity (Permit No. GP-02-01)* from the DEC. To receive a Permit, the applicant must complete a Storm water Pollution Prevention Plan (SWPPP) and file a Notice of Intent (NOI) with the DEC stating that the SWPPP will be implemented.

The Second Permit applies to MS4s. To receive the *(SPDES) General Permit for Storm water Discharges from Municipal Separate Storm water Sewer Systems (MS4s) (Permit No. GP-02-02)*, the Town was responsible for filing a NOI with the DEC by March 10, 2003 and has fulfilled this requirement. This NOI states that the Town will begin to develop and implement a Storm water Management Program (SWMP) that will comply with the Storm water Phase II Regulations by accomplishing the following:

1. Develop an educational program to encourage public awareness of storm water issues
2. Encourage public participation and involvement in decisions involving storm water
3. Institute a system to identify the cause of and remedy illicit connections
4. Review development plans to insure the adequacy of construction site runoff controls
5. Inspect storm water facilities after construction to insure that they are performing as designed
6. Adopt and institute a storm water management pollution prevention program at facilities operated by the municipality

To accomplish the above, the Town Board adopted Town Code Chapter 476: Storm water Management & Erosion & Sediment Control (LL 5-2007) to set procedures to comply with

SPDES General Permit No. GP-02-01 and GP-02-02. The Town must report annually by June 1st to the DEC on actions taken to implement this program.

To assist in meeting these requirements, the Town of Dickinson is a member of the Broome-Tioga Storm water Coalition which allows MS4s to work together on storm water issues, share information, collaborate on ways to meet State & Federal storm water regulations, local outreach and annual reporting.

Future project reviews should include the concept of green infrastructure practices which is being incorporated into the “New York State Storm water Design Manual” and storm water regulations. This concept promotes restoration of natural flow patterns, ground water recharge, rain gardens, bio-retention areas, green roofs and porous pavement.

4-7 Floodplain

A floodplain is the relatively flat area of low land adjoining a body of water (i.e., lake, stream, river, or wetland) that may periodically become inundated during a flood. The area of a floodplain will vary according to the flood magnitude, which is associated with the storm magnitude (i.e., a storm that can be expected once every five years produces a flood that can be expected once every five years). The 100-year period has been selected as having special significance for floodplain management because it is the maximum level of flooding that can reasonably be expected and planned during a project’s lifetime. A 100-year flood has a one-percent chance of occurring during any given year. Development within the 100-year floodplain could be restricted by a requirement that the flood storage capacity of the floodplain not be reduced. This restriction is typically embodied in a “no-net fill” requirement. This requirement can be expanded to include the No Adverse Impact Standard.

The Federal Emergency Management Agency (FEMA) prepares floodplain maps for communities. Flood zones are mapped on the FEMA Flood Insurance Rate Maps (FIRM), which indicate the areas that require special flood insurance for development. Zone A on the FIRM indicates the Flood Hazard Area boundary – the area likely to experience a flood once every 100 years. FEMA is currently updating the Town of Dickinson Flood Insurance Rate Maps (FIRM). Preliminary maps were distributed to the Town in February 2010 but the final update is currently on hold. The current effective Flood Insurance Rate Map is dated 4/15/1977.

Floodplains in the Town of Dickinson are regulated through the Town’s Flood Damage Prevention Ordinance (Local Law Number 2 of 1987), which incorporates the national floodplain management program (See Ordinance Review in Chapter 12).

The floodplain consists primarily of the western bank of the Chenango River and encompasses over 450 acres in the Town alone. Of this area, approximately 340 acres are within the 100-year floodplain or that area where development is regulated. The 100-year floodplain is shown on Map 4-5 in Appendix A.

As a result of flooding along the Front Street corridor at SUNY Broome, the Chenango Shores residential area, Nimmonsburg Church and surrounding businesses, NYSDOT has installed a 52 inch flap gate on the storm drain located behind the Regal Theater. A reduction in potential flooding to this area is anticipated.

4-8 Soils

Soil information for the Town of Dickinson was obtained from the *Soil Survey of Broome County, New York*, published by the United States Department of Agriculture's Soil Conservation Service in cooperation with Cornell University. The *Survey* reflects soil conditions as of 1967. Soil classifications are depicted on the General Soil Map for Broome County. The Town of Dickinson portion of the soil map is provided on Map 4-6 in Appendix A.

Dickinson soils consist primarily of three major soil associations that are related to the topography and stream system: *Chenango-Howard-Unadilla*, *Lordstown-Volusia-Mardin*, and *Volusia-Mardin* associations.

Approximately 30 percent of the lands in the Town of Dickinson are comprised of the *Chenango-Howard-Unadilla* association. The *Chenango-Howard-Unadilla* soils are deep, well-drained, gravelly or silty soils. These soils are found on terraces above the normal floodplain along the major streams in the county, including the river valley and adjoining terraces in the Town of Dickinson. These soils are well-suited for most kinds of development.

Commonly found on upland hilltops, the *Lordstown-Volusia-Mardin* association predominates in the western part of the Town. These soils are moderately deep, well-drained soil series with impervious subsoil. Drainage and on-site sewage disposal can be a problem.

The most western and eastern ends of the Town of Dickinson consist of a *Volusia-Mardin* association. This association is characterized by moderate to steep slopes on valley sides and soils that are somewhat poorly drained. Development of most kinds is difficult. Together, *Lordstown*, *Volusia*, and *Mardin* associations account for 70% of Town soils which suggests caution for development in these areas.

4-9 Brownfields

The Broome County Department of Planning and Economic Development maintains a database of sites of known or suspected environmental contamination. These properties are commonly called 'Brownfields.' There are two brownfield sites in the Town of Dickinson that have been identified by the Broome County Department of Planning and Economic Development. These brownfield sites are the Phelps Street Firing Range, located at 88 North Moeller Street and the Old Bedosky Dump, located at 274 Lower Stella Road.

4-10 Oil and Gas Development

Any consideration of future environmental impacts must consider the potential changes if the current statewide ban on large-scale hydraulic fracturing does not survive likely court challenges. The Town should be prepared should this ban be reversed. The recent Court of Appeals decision clarified local municipality right to use zoning to regulate the oil and gas industry within their jurisdiction.

Several factors in the Town of Dickinson restrict consideration of oil and gas exploration.

1. A considerable area of the Town is above an EPA designated sole source aquifer. See Fig. 4-4.
2. The Town is almost fully developed with almost 95% of developable area urbanized.
3. This activity would require water resource management due to large water consumption, potential impact on water quality, wastewater disposal and treatment.
4. Present zoning does not currently mention oil and gas development as an accepted use.
5. It is unlikely this activity could meet Town noise ordinances.

Because of the authority the Zoning Code provides the Town in regulating this industry, zoning should be reviewed to insure the Town's intents are clearly stated.

5-0 HOUSING

5-1 Introduction

An analysis of a community's housing is important to the planning process. Future land use and development policies are partially based on housing conditions and future housing demand.

Housing data for the Town of Dickinson were collected from the United States Census, the most comprehensive source of housing data available.

5-2 Housing Units

As shown in Table 5-1, the Town of Dickinson had 2,178 housing units in 2010 or about 2 percent of the countywide total. Nearly two-thirds (66 percent) of the housing units are located in the Dickinson Part-Town.

Area	2010
Broome County	90,563
Dickinson Town ¹	2,178
Dickinson Part-Town ²	1,439
Village of Port Dickinson	739
¹ Figures include the population of the Village of Port Dickinson.	
² Figures exclude the population of the Village of Port Dickinson.	
Source: U.S. Census of Population and Housing, 2010	

Ninety-five percent of the housing units in the Town of Dickinson are located in the urbanized areas of the Town. In comparison, only 76 percent of the housing units countywide are located in urbanized areas.

5-3 Units in Structure

The breakdown of housing type in the Town of Dickinson is similar to Broome County. Dickinson Part-Town has a higher percentage of single family homes than the county as a whole. In the Village of Port Dickinson, 42% of the homes are multi-family, significantly higher than the rest of the Town and the County as a whole.

Table 5-3: Housing Units in Structure in 2013

Units In Structure	Broome County		Dickinson Town ¹		Dickinson Part-Town ²		Village of Port Dickinson	
	No.	%	No.	%	No.	%	No.	%
Total	90,221	100%	2,005	100%	1,301	100%	704	100%
Single-family	57,073	63%	1,376	69%	971	75%	405	58%
Multi-family	28,582	32%	627	31%	330	25%	297	42%
Mobile Home	4,566	5%	2	<1%	0	0%	2	<1%
Boat, RV, van, etc.	0	0	0	0%	0	0%	0	0%

¹ Figures include the population of the Village of Port Dickinson.
² Figures exclude the population of the Village of Port Dickinson.
 Source: U.S. Census of Population and Housing, 2010

5.4 Housing Growth

Table 5-3 shows the change in the number of housing units from 2000 to 2010 for the Town of Dickinson and Broome County. The number of housing units in the Town of Dickinson and Broome County increased by 2 percent during the last decade. The Village of Port Dickinson lost 17 housing units over the decade.

Table 5-4: Total Housing Units 2000-2010

Area	2000	2010	Change 2000-2010	
			No.	Percent
Broome County	88,817	90,563	1,746	2%
Dickinson Town ¹	2,131	2,178	47	2%
Dickinson Part-Town ²	1,332	1,396	64	5%
Village of Port Dickinson	799	782	-17	-2%

Notes:
¹ Figures include the population of the Village of Port Dickinson.
² Figures exclude the population of the Village of Port Dickinson.
 Source: U.S. Census 2010

5-5 Age of Housing

Seventy-three percent of the housing in the Town of Dickinson was constructed prior to 1960, compared to 58 percent countywide. This burst of activity during the post-war years was not sustained. Countywide construction has outpaced housing starts throughout the Town of Dickinson.

Area	Broome County		Dickinson Town ¹		Dickinson Part-Town ²		Village of Port Dickinson	
	No.	%	No.	%	No.	%	No.	%
Total	90,221	100%	2,005	100%	1,301	100%	704	100%
1939 or Earlier	27,930	31%	728	36%	326	25%	402	57%
1940 to 1959	23,914	27%	739	37%	535	41%	204	29%
1960 to 1969	12,082	13%	266	13%	220	17%	46	7%
1970 to 1979	9,456	10%	75	4%	49	4%	26	4%
1980 to 1989	8,645	10%	157	8%	133	10%	24	3%
1990 to 1999	5,008	6%	27	1%	25	2%	2	<1%
2000-2009	3,063	3%	13	<1%	13	1%	0	0
2010 or later	123	<1%	0	0%	0	0%	0	0

Notes:
¹ Figures include the population of the Village of Port Dickinson.
² Figures exclude the population of the Village of Port Dickinson.

Source: U.S. Census of Population and Housing.

5-6 Building Permits

Building permits include the amount and value of residential alterations, additions, and repairs. Refer to Broome County Construction Data Reports at <http://gobroomecounty.com/planning/pubs>.

5-7 Housing Tenure

The Census lists the number of renter-occupied and owner-occupied housing units as shown in Table 5-7. The Dickinson Part-Town has a substantially higher percentage of owner-occupied housing units compared to the County as a whole.

Table 5-7: Housing Tenure in 2013

Area	Broome County		Dickinson Town ¹		Dickinson Part-Town ²		Village of Port Dickinson	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
Occupied Housing Units	79,763	100%	1,837	100%	1,246	100%	634	100%
Owner-Occupied	53,052	67%	1,297	71%	930	75%	409	65%
Renter-Occupied	26,711	33%	540	29%	316	25%	225	35%

Notes:
¹ Figures include the population of the Village of Port Dickinson.
² Figures exclude the population of the Village of Port Dickinson.

Source: U.S. Census of Population and Housing.

5-8 Occupancy Status

The occupancy status of housing units located in the Town of Dickinson is provided below in Table 5-8. As shown in the table, in 2013 the vacancy rate was higher in the County as a whole than in the Town of Dickinson.

Table 5-8: Occupancy Status in 2013

Area	Broome County		Dickinson Town ¹		Dickinson Part-Town ²		Village of Port Dickinson	
	No.	%	No.	%	No.	%	No.	%
Total Housing Units	90,221	100%	2,005	100%	1,301	100%	704	100%
Occupied	79,763	88%	1,837	92%	1,203	92%	634	90%
Vacant	10,458	12%	168	8%	98	8%	70	10%

Notes:
¹ Figures include the population of the Village of Port Dickinson.
² Figures exclude the population of the Village of Port Dickinson.

Source: U.S. Census of Population and Housing.

5-9 Vacancy Status

Table 5-9 shows vacancy status. In 2000 the Town of Dickinson had a higher percentage of vacant housing for rent or for sale than the County as a whole, with the percentage higher in the Village of Port Dickinson than in the Dickinson Part-Town. The percentage of vacant houses for seasonal, recreational, or occasional use was relatively low throughout the Town of Dickinson.

Area	Broome County		Dickinson Town ¹		Dickinson Part-Town ²		Village of Port Dickinson	
	No.	%	No.	%	No.	%	No.	%
Total Vacant	8,936	100%	134	100%	91	100%	43	100%
For rent	2,522	30%	36	27%	21	23%	15	35%
For sale only	956	11%	26	19%	20	22%	6	14%
Rented or sold, not occupied	369	4%	10	7%	4	4%	6	14%
For seasonal, recreational, or occasional use	1,843	22%	13	10%	10	11%	3	7%
Other vacant	2,704	32%	49	37%	36	40%	13	30%

Notes:
¹ Figures include the population of the Village of Port Dickinson.
² Figures exclude the population of the Village of Port Dickinson.

Source: U.S. Census of Population and Housing.

5-10 Median Housing Values

The Census reports the median value for specified owner-occupied housing units and for specified vacant-for-sale-housing units. These housing units include only one-family houses on fewer than 10 acres without a business or medical office on the property.

Area	Median Value
Broome County	\$107,900
Town of Dickinson ¹	\$108,700
Village of Port Dickinson	\$98,500

¹ Figures include the population of the Village of Port Dickinson.
 Source: U.S. Census, 2013 American Community Survey

5-11 Housing Value Range

Table 5-11: Housing Units by Range of Housing Values in 2010								
Housing Value Range	Broome County		Dickinson Town ¹		Dickinson Part-Town ²		Village of Port Dickinson	
	No.	%	No.	%	No.	%	No.	%
Total	53,052	100%	1,297	100%	888	100%	409	100%
Less Than \$50,000	4,972	9%	83	6%	68	8%	15	4%
\$50,000 to \$99,999	19,187	36%	499	39%	306	34%	193	47%
\$100,000 to \$149,000	13,006	25%	399	31%	259	29%	140	34%
\$150,000 to \$199,000	7,592	14%	161	12%	124	14%	37	9%
\$200,000 to \$299,999	5,291	10%	104	8%	83	9%	21	5%
\$300,000 or more	3004	6%	51	4%	48	5%	3	1%

Notes:
¹ Figures include the population of the Village of Port Dickinson.
² Figures exclude the population of the Village of Port Dickinson.
 Source: U.S. Census of Population and Housing.

5-12 Mortgage Status

Housing Value Range	Broome County		Dickinson Town ¹		Dickinson Part-Town ²		Village of Port Dickinson	
	No.	Percent	No.	Percent	No.	Percent	No.	Percent
With a Mortgage	30,668	61%	791	58%	493	56%	298	63%
Less Than \$500	711	3%	26	3%	14	3%	12	4%
\$500 to \$699	2,385	8%	24	3%	10	2%	14	5%
\$700 to \$999	7,961	26%	189	3%	93	19%	96	32%
\$1,000 to \$1,499	11,443	37%	363	3%	254	52%	109	36%
\$1,500 to \$1,999	4,990	16%	142	3%	92	19%	50	17%
\$2000 or more	3,178	10%	47	3%	30	6%	17	6%

Notes:
¹ Figures include the population of the Village of Port Dickinson.
² Figures exclude the population of the Village of Port Dickinson.

Source: U.S. Census, 2013 American Community Survey

5-13 Median Contract Rents

The 2000 Census also reports median contract rents for specified renter-occupied housing units and specified vacant-for-rent housing units. These units include all housing units, except one-family houses on 10 or more acres. Contract rent is the monthly rent agreed to or contracted for, regardless of any included furnishings, utilities, fees, meals, or services.

As shown Table 5-13, the median contract rent is slightly higher in the Village of Port Dickinson than in the whole Town of Dickinson or the County.

Area	Median Contract Rent
Broome County	\$678
Town of Dickinson ¹	\$660
Village of Port Dickinson	\$711

¹ Figures include the population of the Village of Port Dickinson.
Source: U.S. Census of Population and Housing.

5.14 Housing Turnover

The Census documents when a householder moved into a residential dwelling unit. The housing market in the Town of Dickinson is about as stable as the county overall. The Village of Port Dickinson appears to have had more transition since 2010 than the whole town and part town of Dickinson.

Housing Value Range	Broome County		Dickinson Town ¹		Dickinson Part-Town ²		Village of Port Dickinson	
	No.	%	No.	%	No.	%	No.	%
Year Householder Moved Into Unit	79,763	100%	1,837	100%	1,203	100%	634	100%
2010 or later	12,065	15%	222	12%	88	7%	134	21%
2000 to 2009	31,392	39%	697	38%	458	38%	239	21%
1990 to 1999	13,898	17%	393	21%	281	23%	112	21%
1980 to 1989	8,345	11%	268	15%	202	17%	66	21%
1970-1979	6,422	8%	108	6%	70	6%	38	21%
1969 or earlier	7,641	10%	149	8%	104	9%	45	7%

Notes:
¹ Figures include the population of the Village of Port Dickinson.
² Figures exclude the population of the Village of Port Dickinson.

Source: U.S. Census, American Community Survey 2013

6-0 Land Use

6-1 Introduction

The Town of Dickinson has three major types of land uses: residential, public and community service, and vacant land. There is no agricultural land within the Town. Commercial development is concentrated along the Front Street corridor and Old Front Street. Except for the former 165-acre Brickyard site, there is very limited industrial land.

There are 2,234 acres of land in the Town of Dickinson. The majority of this land is located west of the Chenango River. Of this total, 1,642 parcels have been classified by land use. Table 11-1 lists the parcels and acreage by land use. Existing land uses in the Town of Dickinson are shown on Map 11-1 in Appendix A.

Land Use	Parcels		Acreage	
	Number	Percent	Acres	Percent
Recreational	2	<1%	13	<1%
Community Services	26	2%	398	18%
Residential	1,124	69%	668	30%
Public Services	18	1%	77	3%
Industrial	3	<1%	171	8%
Commercial	33	2%	65	3%
Vacant	404	25%	852	38%
Unknown	25	2%	6	<1%
Total	1,635	100%	2,235	100%

Source: Broome County Department of Planning and Economic Development 2015 Parcel Data

As shown in Table 6-1, residential is the predominant land use in the Town of Dickinson with more than two-thirds of all parcels dedicated to residential use. A relatively small number of parcels are dedicated to community services, but because the parcels are large, they occupy 18 percent of all acreage. Vacant land also comprises a large portion of the Town with 25 percent of all parcels and 38 percent of all acreage listed as vacant.

6-2 Residential Land Uses

Most residential development in the Town of Dickinson is clustered into nine distinct neighborhoods in the Town. These neighborhoods are described below and shown on Map 6-2 in Appendix A.

Chenango Shores: The residential streets in this area border the Town of Chenango to the north. The Chenango Shores area is almost exclusively single-family homes, with very few undeveloped parcels remaining.

Front Street Corridor: This area consists of two older, well-established residential subdivisions that consist of well-maintained single-family homes.

Prospect Terrace: Divided by New York State Route 17, approximately 120 single-family units exist in this six-block area. Nearly two-thirds of the housing in this area was built prior to 1960 and more than one-third was built prior to 1940. The area south of the highway is a mixed-use neighborhood that is similar in composition to the City of Binghamton's 'First Ward.' This neighborhood contains single- and multi-family residential units, commercial establishments including a new inn opening in 2016, some light industry, a public utility substation, and a church.

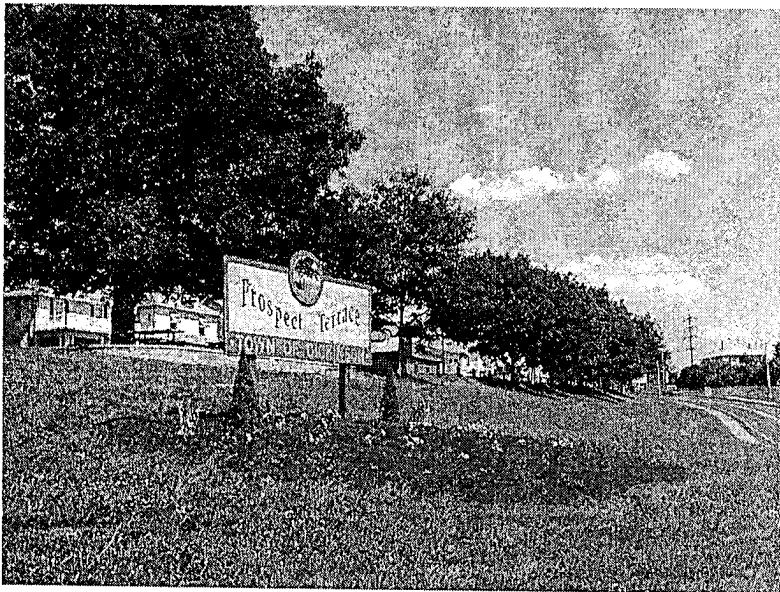


Figure 6-1: Prospect Terrace Neighborhood

Upper Glenwood Road and Thomas Road: The Thomas Road/Stephens Road/Clifton Avenue area contains approximately 20 homes. These three streets are cut off from the remainder of the Town of Dickinson by the Ely Park Golf Course. Thomas Road and Stephens Road are accessed only from the City of Binghamton.

Single-family homes are scattered along Upper Glenwood Road north to the Town of Chenango border, with approximately a dozen homes in the area between the Broome-Tioga Board of Cooperative Educational Services (BOCES) and the Broome Developmental Center. North of the Legacy Bay Apartments, the residential development on Linda Drive contains a few dozen single-family homes.

Old State Road: Accessible from the Brandywine Highway and Phelps Street, Old State Road and the side streets comprise the major residential area in the eastern portion of the Town. This neighborhood consists primarily of single-family homes. Several large parcels remain undeveloped in this area, but subdivision and construction on these properties would be constrained by steep terrain. There are approximately 195 housing units in this area. All the housing units in this area were built prior to 1960.

Bevier Street: This older residential neighborhood consists of approximately 50 single-family homes. It is separated from the other Dickinson neighborhoods by the steep hillside of the Brickyard property.

Phelps Street/Rogers Mountain Way: In 2015, Phelps Street was extended to North Mueller which opens several parcels to future development.

Lower Stella Ireland Road: This residential area consists of Lower Stella Ireland Road and several side streets extending west into the Village of Johnson City. It consists primarily of single-family homes and duplexes, and several non-conforming commercial or industrial properties.

Sunrise Terrace: Sunrise Terrace encompasses ten residential streets and a portion of Front Street. This area was originally developed to a great extent during the 1930's and 1940's. Sunrise Terrace is almost fully developed and consists primarily of single-family homes.

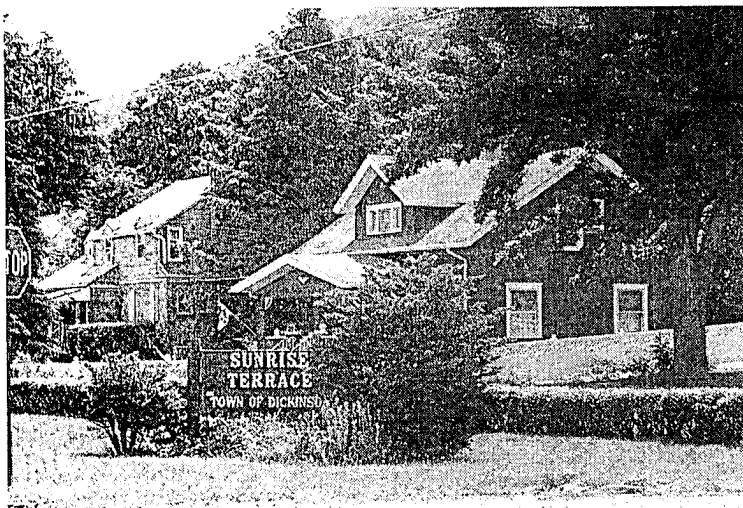


Figure 6-2: Sunrise Terrace Neighborhood

11-3 Commercial Land Uses

Commercial development in the Town of Dickinson is located along Airport Road, Old Front Street, and along the Front Street corridor, U.S. Route 11. In addition, there are several small pockets of neighborhood commercial development. These areas of commercial development are described below.

Old Front Street:

Old Front Street is a remaining section of the original Front Street commercial corridor that existed prior to the rerouting of Front Street for the construction of Interstate 81. Old Front Street is bordered predominantly by commercial uses. Two motels and a fast food restaurant/gas station are located at the northern end of Old Front Street across from Exit 5 on Interstate 81. The remainder of Old Front Street is bordered by small, commercial buildings. The businesses include Triple Cities Material Handling, Gance's Complete Catering, Southern Tier Permaside, Inc., Foland Lumber, Nissan Forklift, and Tri State Builders Concrete Contractors, and the New York State Department of Transportation. Other commercial uses in this district include a rental supply outfit, a motorcycle parts and service business, and an express mail company. This portion of Old Front Street also includes the new Dickinson Town Hall, several residential dwellings, and vacant land (see Dickinson Town Hall in Chapter 9).

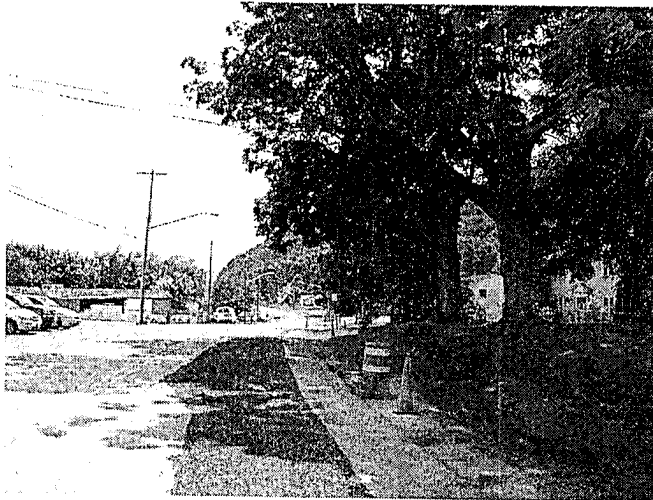


Figure 6-3: Old Front Street

Front Street Corridor:

The Front Street Corridor is predominately commercial on the east side and institutional and residential on the west side. At the time of the original Comprehensive Plan, the Front Street Corridor was dominated by institutional land uses (Broome Community College, Elizabeth Church Manor, and Cornell Cooperative Extension). Today, major commercial uses are located along the east side of the Front Street corridor. The Regal Cinema, Fairfield Inn, and Cracker Barrel restaurant occupy this site. An Applebee's Restaurant opened in 2005 to the south

of the Fairfield Inn. A permanent Farmer's Market will be opening on the property to the rear of the Cornell Cooperative Extension Building. To the north of the Regal Cinemas a small plaza opened in 2006 including a Starbucks Coffee and two other commercial units.

Major institutions on the west side of the Front Street Corridor include Elizabeth Church Manor Nursing Home, the Broome County's Department of Public Safety, and SUNY Broome.

SUNY Broome opened three residences in 2014 housing approximately 330 students. There are plans for additional residences on the SUNY Broome campus. The design and building materials used are compatible with nearby private residences and the surrounding landscape.

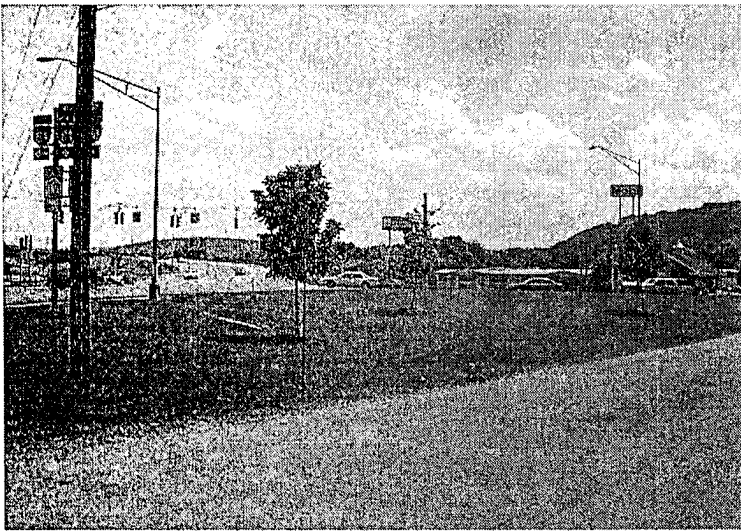


Figure 6-4: Intersection of Front Street and Old Front Street

11-4 Industrial Land Uses

Background

Industrial development in the Town of Dickinson is limited to two contiguous parcels totaling 165.03 acres. These two parcels and adjacent property located in the City of Binghamton comprise the Broad Street Industrial Park (formerly the Binghamton Brickyard Company). The two parcels are located at 49 and 59 Leon Street in the Town of Dickinson, along the Town of Dickinson/City of Binghamton border. The parcel located at 49 Leon Street measures 0.03 acres. The parcel located at 59 Leon Street measures 165 acres, making it the second largest parcel in the Town of Dickinson and second only to the SUNY Broome campus. The site is located near the Norfolk Southern Railroad and 0.65 miles from State Route 17 (future Interstate 86). Lands of the Broad Street Industrial Park are shown on Map 6-3 in Appendix A.

The portion of the property located in the Town of Dickinson is very steep and partly excavated from mining activity. The portion of the property located in the City of Binghamton has been

leveled. The site contains natural slopes exceeding 15 percent and upward to 40 percent in addition to vertical cliff faces of excavated shale (USGS Binghamton West Quad).

The portion of the property located in the Town of Dickinson is zoned RM (Median Density Apartment District) and PUD (Planned Unit Development). The portion of the property located in the City of Binghamton is zoned IND (Industrial). The Brandywine Heights neighborhood is located on Old State Road in the Town of Dickinson along the north perimeter of the mine. The Brandywine Creek, a Class C stream, flows westerly along the north edge of the property parallel to Old State Road.

The entrance to the Broad Street Industrial Park is located at the end of Broad Street in the City of Binghamton. Brandywine Creek was in-filled to build an extension of Broad Street, connecting it to Old State Road at North Broad Street.

Mining History

The Binghamton Brickyard Company acquired the two parcels located in the Town of Dickinson and adjacent property located in the City of Binghamton in 1923 for its mining and processing operations. The mining was conducted on a portion of the 165.03 acres of land located in the Town of Dickinson and on adjacent property located in the City of Binghamton. The brick factory, stock shed, kilns, clay dump, machines, and drying tunnels were located immediately to the west alongside the railroad in the City of Binghamton. The Binghamton Brickyard Company closed its operations in the 1980s.

The Academe Paving Company acquired the 165.03 acres of land in 1988 and purchased adjacent property located in the City of Binghamton in the 1990s for shale mining. The company obtained a permit pursuant to the New York Mined Land Reclamation Law ("MLRL") from the New York State Department of Environmental Conservation (DEC) on August 2, 1989 to operate a 14-acre surface consolidated shale mine in the Town of Dickinson/City of Binghamton with processing on site and reclamation as an industrial facility. The facility was named the Broad Street Industrial Park, one of 48 active shale quarries in New York State and the only active permitted shale quarry in Broome County.

The Academe Paving Company closed its operations in 2002. Subsequently, in November 2002, Tri-City Highway Products, Inc. purchased the 165.03 acres of land, in addition to some adjacent Academe Paving Company property located in the City of Binghamton. The state mining permit was transferred to Tri-City Highway Products on April 21, 2003. The permit expired on January 31, 2004.

Under the permit the total contiguous acreage owned or controlled by the owner is 150 acres. The permitted mining area encompasses 14 acres. The total amount of natural material to be removed from the site is 400,000 cubic yards. The disturbed areas are to be reclaimed for industrial development.

The permit application of 1989 was the subject of a Full Environmental Assessment Form (Full EAF) prepared under the New York State Environmental Quality Review Act (SEQR). The DEC, as the lead agency, determined that the proposed action would not have a significant effect on the environment and a Negative Declaration Notice of Determination of Non-Significance was prepared.

The Academe Paving Company constructed an asphalt manufacturing plant on the property located in the City of Binghamton in the 1990s. The plant contains a liquid asphalt tank, silos, conveyor system, gravel storage area, offices, and a parking lot. Subsequently, Academe Paving Company obtained a special use permit and variance from the City of Binghamton to add a new office and three asphalt silos with two transfer conveyors.

By April 2003 the site had become a multiple use industrial facility in addition to the mining operation governed by the mining permit. The mining jurisdiction is presently limited to a 14-acre portion of the site, which lies partly in the Town of Dickinson and partly in the City of Binghamton. Secondary manufacturing, construction storage yards, imported material storage area, corporate offices, and rail siding occupy the portion of the site located in the City of Binghamton.

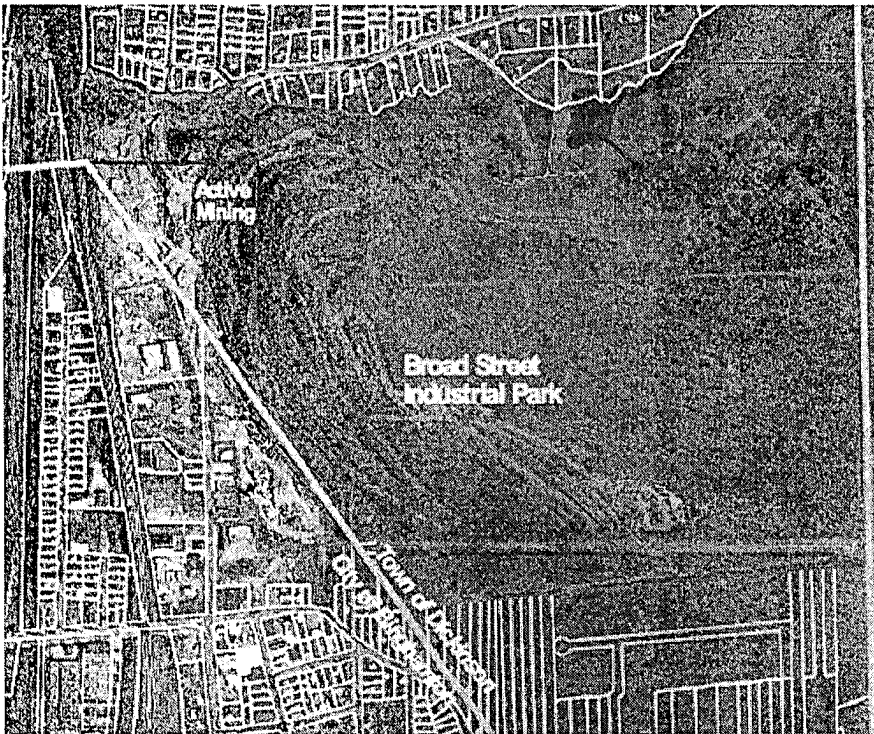


Figure 6-5: Broad Street Industrial Park

Environmental Concerns

The shale mining operations have been the subject of concern over the last decade from the residents of the Brandywine Heights neighborhood and from the Town of Dickinson. The problems have included dust emissions during rock crushing, fugitive dust from routine mining and hauling operations, noise, odors, lack of erosion control measures, dumping near Brandywine Creek, and aesthetic, nuisance, and truck traffic impacts.

Municipal Control Over Mining in New York

New York’s Mined Land Reclamation Law (“MLRL”), Environmental Conservation Law (“ECL”) Article 23, Title 27, governs virtually all extractive mining activity in the state, including hard rock quarries, sand and gravel pits, and topsoil stripping operations. The MLRL and its implementing regulations establish detailed rules governing the operation of mines throughout the state. These rules are specifically intended to supersede all other state and local laws directly regulating mining activity. Under the MLRL, the DEC maintains jurisdiction over mining operations excavating 1,000 tons or 750 cubic yards, whichever is less, in any successive 12-month period.

Mining is not permitted anywhere in the Town of Dickinson, except on the 14 acres of the Broad Street Industrial Park permitted under the DEC. New York State law limits the extent to which municipalities may restrict or regulate mining operations of mines. However, there are actions that a municipality can permissibly take in order to minimize the adverse impacts of mining within its borders. Recommended actions for the Town of Dickinson to pursue to minimize impacts of the Broad Street Industrial Park mine are provided in Chapter 12.

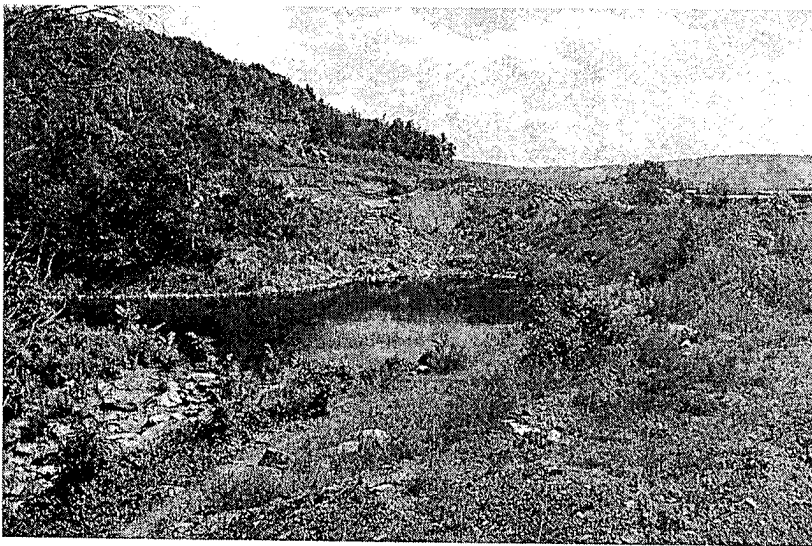


Figure 6-6: Tri-City Mining Property

6-5 Vacant Land

The Town of Dickinson has 852 acres of vacant land. As shown on Map 6-1, the majority of the vacant land is located along Airport Road, Glenwood Road, and along the Delaware & Hudson Railroad tracks.

6-6 Institutional Uses

Public and private facilities and institutions are discussed in Chapter 9.

7-0 Ordinance Review

A comprehensive plan update provides the community an opportunity to review the adequacy of its land use related laws. Court decisions, modern technology, and changes in state and federal laws may make certain ordinances and local laws or definitions out of date. In other instances, there may be gaps or oversights in the current legal framework for making land use decisions. Finally, some ordinances and local laws, although well intentioned, may not be functioning as originally planned.

Land use related ordinances in the Town of Dickinson include Zoning, Adult Entertainment, Unsafe Buildings, Flood Damage Prevention, Local Landmarks, Mobile Homes, Unlicensed Vehicles, and Subdivision of Land. Regulations for wireless communications and Planned Unit Development are included in the Town of Dickinson Zoning Ordinances.

In 2008 and 2009, Town of Dickinson personnel along with the staff of General Code Publishers, completed a review of the entire codes in the Town. Local laws and ordinances that were no longer necessary were recommended for deletion from the codebook and several local laws were updated to increasing the fines for violators.

On September 15, 2009, the Town of Dickinson adopted the revised codes. Since that date, measures have been in place to accurately record changes and provide for new code changes be sent to General Code Publishers for publication. The Town of Dickinson also contracted with General Code PUBLISHERS to offer the code on line. This has proved valuable for out of town developers and real estate professionals.

7-1 Zoning

The most broad range land use ordinance in most communities is its Zoning Ordinance. The Town of Dickinson's Zoning Ordinance has been subject to ongoing revisions since the drafting of the original comprehensive plan. Two elements recommended in the original comprehensive plan, regulations for receiving dishes and solar access, were added in 1986. Recent advance in solar technology may require additional changes to our existing comprehensive plan.

The number and extent of variances granted by the Zoning Board of Appeals is one measure of the effectiveness of a community's zoning ordinance. If use variances are frequently granted, it may indicate that the zoning districts do not reflect current development pressures and trends. If area variances are routinely granted, it may be reflective of a zoning ordinance that is not in keeping with current design and construction standards.

According to the Town's Code Enforcement Officer, there have been very few variance requests since the last comprehensive plan update. The most often variance request has been for a front yard setback to allow a front porch or landing. It appears that the popularity of front porches is making a comeback from the previous trend in backyards decks and patios. The number and extent of variance requests will be reviewed annually to determine whether provisions are needed to be updated to allow front roofed areas. With the current number of requests, a change in the regulations is not warranted.

7-2 Zoning Map

The Zoning Map is an official document mandated by New York State to be kept on file in the Town Clerk's office. The Town of Dickinson's Zoning Ordinance provides an excellent running list of the various changes to the Zoning Map's amendments and a copy of the Zoning can be found at the end of the code book.

There have been three changes in the Zoning Map since the last comprehensive plan update. Extensive work was completed five years ago to verify that all changes have been made to the official map. When the Town of Dickinson moved from its former building, the official map was misplaced. Once all revisions from the original zoning of properties have been completed, the Town Board will conduct a public hearing and a new map will be officially adopted as the Zoning Map for the Town of Dickinson. It is recommended the Town adopt the Broome County's Digital Zoning Map.

7-3 Planned Unit Development

The Town of Dickinson's Zoning Ordinance includes one of the most flexible planning tools for controlling development: the Planned Unit Development (PUD). Within a PUD developers are given greater latitude in permitting uses and bulk requirements. Typically, PUD's are targeted at large tracts where flexibility in design standards and permitted land uses will allow the developer to cluster residential development to preserve open spaces, or to include commercial and residential land use to create land a mixed use setting such as may be found in a traditional urban core.

The PUD designation in the Town of Dickinson was a tool to encourage commercial development to balance the large number of tax exempt institutional land uses. At the time of the original plan, the property with the greatest development potential was the twenty acre "Garden Plots" site on Front Street. In 1997, Broome County sold the "Garden Plots" site to a private developer. This sale resulted in construction of the Regal Cinemas movie complex, Fairfield Inn and Cracker Barrel restaurant. Later, a smaller commercial building was constructed which housed Starbuck's, Cold Stone Creamery, and Quizno's.

On March 17, 2014, three parcels were rezoned to PUD to allow a Microtel motel off Prospect Street. The properties were previously zoned R-2. There is now substantially less land in the Town of Dickinson for commercial development. The Town of Dickinson was in the process of phasing out the PUD zoning designation. Prior to making that decision, the topography of the available land for residential should be taken into account. Large parcels of land in the Glenwood Road and in Brandywine Heights areas may be suited for a Planned Unit Development zoning to allow greater design opportunities based on the existing topographic features of these parcels. This would allow concentration (cluster) dwelling units on the most buildable portions of a site and preserve natural drainage systems, vegetation, open space, and natural features that help control storm water runoff and soil erosion. If it is decided to maintain the PUD designation,

minor changes need to be made to the regulations to conform to storm water regulations and approval processes.

7-4 Schedule of Zoning Regulations

The Zoning Ordinance establishes minimum lot areas, maximum lot coverage maximum building height and other bulk requirements. The current lot sizes found in the Zoning Ordinance for new residential construction in areas not provide public sewers are not in compliance with Broome County Health Department's regulations. These regulations should be updated to provide continuity with the existing health department regulations.

7-5 Definitions

It is most important that the definition section of a zoning ordinance be updated to maintain current technology and lifestyle trends. Often, a specific project points out the lack of definitions in the Zoning Ordinance. Recently, educational facilities and educational facilities definitions were added as a result of a proposed development.

7-6 Signs

The current sign regulations in the Zoning Ordinance need to be completely revised. The regulations for signs are fragmented and need to be placed in one section of the zoning regulations. While some attempts were made to regulate size and setbacks of signs depending on the commercial district in which the sign is to be located, these regulations are confusing and sometimes in conflict with one another. There have been no changes to allow for electronic message boards and other recent advancements in advertising. While there are provisions in the current regulations for temporary signs, the regulations do not specify what types of temporary signs are permitted or the maximum length of time that these signs, may be placed on a property.

7-7 Off Street Parking and Loading

Two recommended changes should be made to the current off street parking requirements.

Section 600-33.A. of the section requires a twenty-six (26) feet aisle width for 90 degree parking. It is recommended that the aisle width requirement be reduced to twenty-four (24) feet.

As a result of the Microtel project, it was determined that there were no specific parking requirements for motels and hotels. It is recommended that parking requirements be added to Section 600-33, making sub-section D to include motels and hotels.

7-8 Unsafe Buildings

The Unsafe Building Code was adopted in 1984. The local law has been used effectively numerous times since the last comprehensive plan update. A minor change was made in ADD to reflect demolition cost increases and to comply with New York State Law.

7-9 Flood Damage Protection

At the time of the previous comprehensive plan, the Town was operating under a 1975 Flood Hazard Control Law. This law was superseded by the current Flood Damage Prevention code in 1987

The Town of Dickinson is currently awaiting revised maps from FEMA to update the flood boundaries. A review of the current legislation will be conducted after the revised maps are adopted to determine if changes have to be made to the local law.

7-10 Local Law Updates Needed

A recent change in the state regulations will require amendments to several of the Town of Dickinson Local Laws. These laws include, but not limited to, unlicensed vehicles, tall grasses, snow and ice on sidewalks. The New York State Department of State enacted regulations designating the time for compliance for persons that are in of the New York State Uniform Building Codes. These codes include the State Building Code, Property Maintenance Code, Plumbing, Mechanical, and Energy Codes. Previously, the local municipalities set time periods for the correction of violations. In addition to the State Codes, many municipalities enacted local codes to provide alternatives in the enforcement of these regulations.

The new State regulations require a thirty (30) day period for a property owner or tenant to comply with a Notice of Violation. The local codes have a shorter compliance period for many of the violations. For instance, the Town of Dickinson previously allowed a five (5) day compliance period for the lack of a smoke detector and a ten (10) day period for violations of tall grass and weeds. The existing local codes will need to be amended to assure compliance with state regulations in order that the codes may be enforced.

Population:

Town – Includes the Village of Port Dickinson in the data

Part Town – Excludes the Village of Port Dickinson from the data of the Town

Village – Includes only data about the Village of Port Dickinson

8-1 Introduction

An analysis of a community's population trends is essential to the planning process. Future land use and development policies will be partially based on expected population growth or decline, population age, household and family characteristics, and income and poverty levels.

Population data for the Town of Dickinson were collected from the United States Census of Population and Housing (Census), the most comprehensive source of demographic data for the Town of Dickinson. Data is provided from 2010 and 2013, the latest year for which reliable figures are available and in some cases for earlier decades to show population trends. Also, comparisons are made between the population figures for the Town of Dickinson, Broome County, and other towns where applicable to put the data in perspective. Figures for the Dickinson Part-Town are provided where possible.

The Town of Dickinson has an institutionalized population that includes inmates at the Broome County Public Safety Facility, residents of the Broome County Developmental Center, and residents of the Elizabeth Church Manor nursing home. This institutionalized population is located entirely within the Dickinson Part-Town. For some demographic characteristics, these populations can have a significant effect on the numbers. According to the Census 2010, nearly one-quarter (24.4 percent) of the Dickinson Part-Town population is classified as institutionalized. In comparison, 1.7 percent of the countywide population is considered institutionalized. Since 2010 SUNY Broome Community College has added housing of about 300 students on campus. This housing of students is expected to double in the recent coming years. Additionally, the Public Safety Facility is most likely to expand in the near future as well.

8-2 Population Trends

The Town of Dickinson had a population of 5278 persons in 2010 or about 3 percent of the countywide population. In comparison, the Town of Dickinson ranks seventh in population among the 16 towns.

Population, cont.

The Town of Dickinson's population from 1940 to 1960 increased due to the area's post-war period of growth in the area and the founding of SUNY Broome Community College. Since 1960 its population decreased in each subsequent decade, due mainly to a decrease in the population of the Village of Port Dickinson. The population of the Dickinson Part-Town increased in every decade, except from 1960 to 1970 and from 1990 to 2010.

The 2010 Census classifies the population of the Town of Dickinson as 95 percent urban and 5 percent rural. The rural area is located in the eastern portion of the Dickinson Part-Town. In comparison, the countywide population is 74 percent urban and 26 percent rural. The Town of Dickinson ranks second among the towns in the percentage of urban population, with the Town of Union ranked first.

8-3 Summary

Total Populations, 1940-2010

- Since 1960 there has been a slow but steady decline in population for the Part-Town. The same holds true for the Village. The County has declined in population since 1980.

Populations by Age, 2000-2010

- The under 18-age group has decreased for Part-Town, Village, and County.
- There was an increase in population for ages 18-64.
- There was a slight decrease for ages 65+.

Race and Ethnicity, 2000-2010

- For the town as a whole there was a slight decrease in the White population. There was a slight increase in the Black population.

Household Size, 2000-2010

- The number of households increased for the Town.
- Persons per household average decreased slightly for the Town.
- The number of families decreased for the Town.
- The number of persons per family average was about the same.

Population, cont.

Family Types, 2000-2010

- The number of married couples in the Part-Town has decreased.
- The number of married couples has increased.
- Male Head of Households had a slight increase for the Part Town and the Village.
- Female Head of Households increased for the Part Town but decreased for the Village.

School Enrollment for Ages 3 and Older, 2000-2013

- There is a slight increase in enrollment in grades K-8 in the Part – Town.
- There is a slight increase in grades Nursery/Pre-K, and 1-HS.

Educational Attainment, Ages 25+, 2000-2013

- More persons are attaining a higher level of education in the Town. And fewer people in the Town have less than a high school attainment of education.

Income 1999 - 2013

- The median household income within the Town has declined.
- The median family income within the Town has increased.
- The per capita income within the Town has increased as well.
- The same holds true for the county.

Poverty

- There are more individuals and families living below the poverty level within the Town in 2010 than 2000. This fact parallels the county.

9.0 PUBLIC FACILITIES

9.1 Introduction

The Town of Dickinson contains some of the major public facilities in Broome County. These facilities are located primarily in the Front Street area (see Map 9-1 in Appendix A).

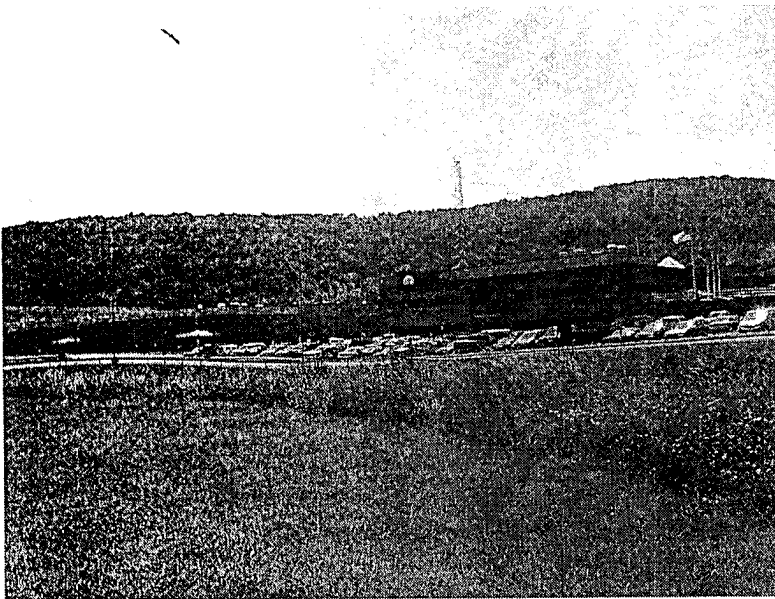
9.2 County Facilities

SUNY Broome Community College (SUNY Broome)

Foremost in size and intensity of use is SUNY Broome. The College moved from the city of Binghamton to the 238 acre Dickinson campus off Upper Front Street in 1956 when it was still known as Broome County Technical Institute. The name was changed to Broome Community College in 1971 and again in 2014 to SUNY Broome Community College. The enrollment of full and part-time students in credit programs at SUNY Broome has remained stagnated since the last comprehensive plan update.

For the spring of 2016 semester, SUNY Broome had 6,564 students in credit courses. Of this student body, 71 percent were Broome County residents. The staff at SUNY Broome consists of 325 full and part-time instructors and 275 full and part-time support and administrative staff.

Broome County Public Safety Facility



Adjacent to the southwestern perimeter of the SUNY Broome campus is the Broome County Public Safety Facility. Access to the facility is from Lt. Van Winkle Drive off Upper Front Street. This complex houses the Broome County Sheriff's Department, Emergency Services, and the Broome County Jail. Its opening in June 1996 represents one of the largest changes to public facilities since the drafting of the original Comprehensive Plan. The jail has a capacity of 484 inmates.

Front Street Dog Shelter

Southeast of the Public Safety Facility is the Front Street Dog Shelter. The shelter is a County-owned facility, but is primarily privately funded. The shelter accepts stray and lost dogs and puppies from eleven contract towns and one city in Broome County. It also accepts owned dogs and puppies from individuals; regardless of where they live who are unable to keep the animals.

Garden Plots

At the time of the original comprehensive plan, the County was the owner of a large parcel on Front Street across from SUNY Broome. A 7-acre portion of the approximately 20-acre site was divided into individual garden plots and rented to the public. In 1997, the 'Garden Plots' site was sold to a private developer. The Regal Cinema 12 (formerly the Hoyt's Movie Theater), a Fairfield Inn, and a Cracker Barrel restaurant have been constructed on this site. The public garden plots have been relocated to the north end of Otsiningo Park.

Otsiningo Park

The most popular County park, Otsiningo, is located along Front Street in the Town of Dickinson. Otsiningo Park was constructed on State-owned land and leased by Broome County. In 2001, the park was expanded with the opening of Otsiningo North on land adjacent to the park extending to the Town of Chenango. The annual attendance at the park at the time of the

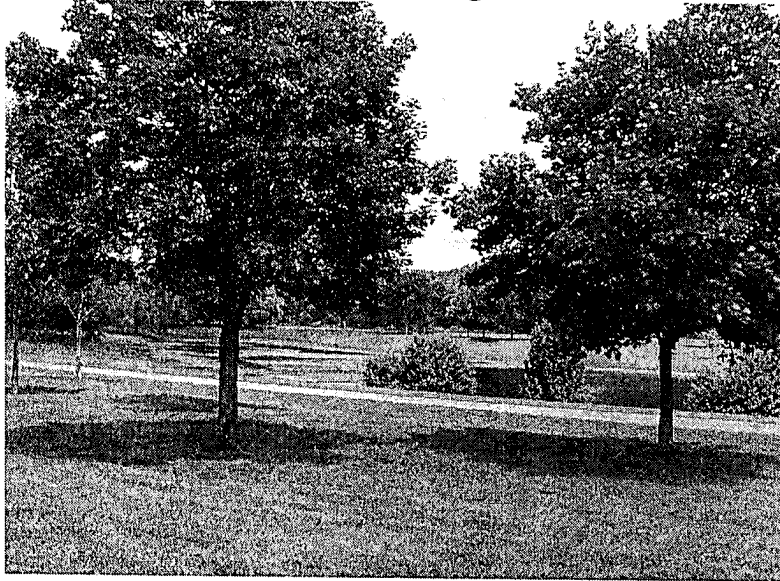


Figure 9-2: Otsiningo Park

original Comprehensive Plan (1984) was 529,678. This figure has grown about 2.4 times to more than 1.25 million attendees in 2002. This is more than 50 percent greater than the **combined** attendance at all other County park facilities, including the Arena and Forum. Activities at Otsiningo include cross-country skiing, walking, biking, running, playgrounds, volleyball and athletic fields. In 2001, the annual Spiedie Fest and Balloon rally returned to Otsiningo Park.

9.3 *BAGSAI Softball Complex*

The BAGSAI softball complex is the result of a cooperative effort between the Binghamton Area Girls Softball Association Incorporated and the Broome County Department of Parks and Recreation. The complex consists of four softball fields and related facilities such as parking, restrooms, and a concession stand. The complex is located on South Campus Drive just south of BCC.

9.4 Town Facilities

Town Hall and Highway Department Garage

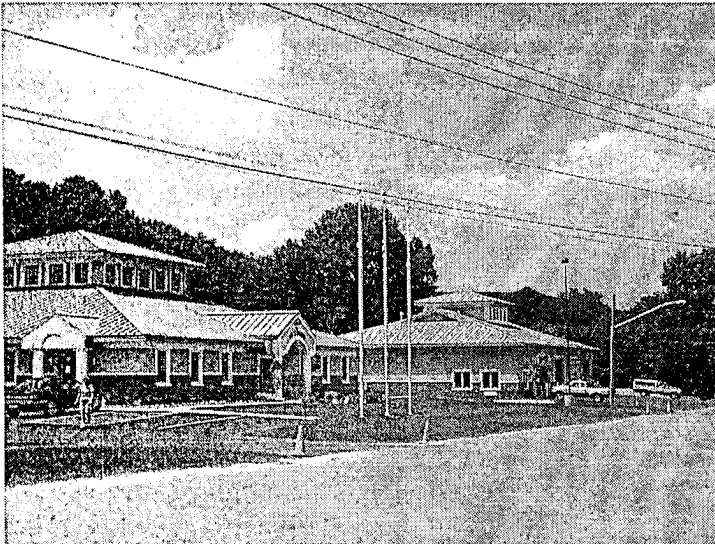


Figure 9-3: New Town Hall and Garage

The Town of Dickinson recently acquired a new town hall and highway department garage. The facilities are located adjacent to each other on Old Front Street. The town hall is 6,149 square feet and the highway garage is 6,434 square feet in size. The two new facilities opened in April 2003.

The former town hall is a small, one-story brick building constructed in the 1950's and located immediately south of the Cracker Barrel on Upper Front Street. This building is under contract to the neighboring property owner.

Town of Dickinson Ball Field

The ball field located immediately north of the Sunrise Terrace Association facility along the western side of Old Front Street is owned by the Town of Dickinson. The Sunrise Terrace Association has a lease to use the field.

9.5 Other Local Facilities

Achieve

On a separate parcel southwest of the Front Street Dog Shelter is the former Broome-Tioga Association of Retarded Citizens (ARC) now known as, Achieve. The Achieve offers evaluation, counseling, life skills training and sheltered employment for the developmentally disabled.

Cornell Cooperative Extension of Broome County

On the eastern side of Upper Front Street, immediately south of the old Town Hall is the Cornell Cooperative Extension of Broome County. This organization provides a broad assortment of

education programs and informational services to the residents of Broome County. Program areas include 4-H activities, family and youth development, agricultural profitability, nutrition and food safety, environment and labor force enhancement. As of 2016, the Broome County Farmers' Market opened for business just behind the Cooperative Extension building. And, soon to come will be a newly renovated Cutler House creating "A Taste of New York".

Cutler Gardens

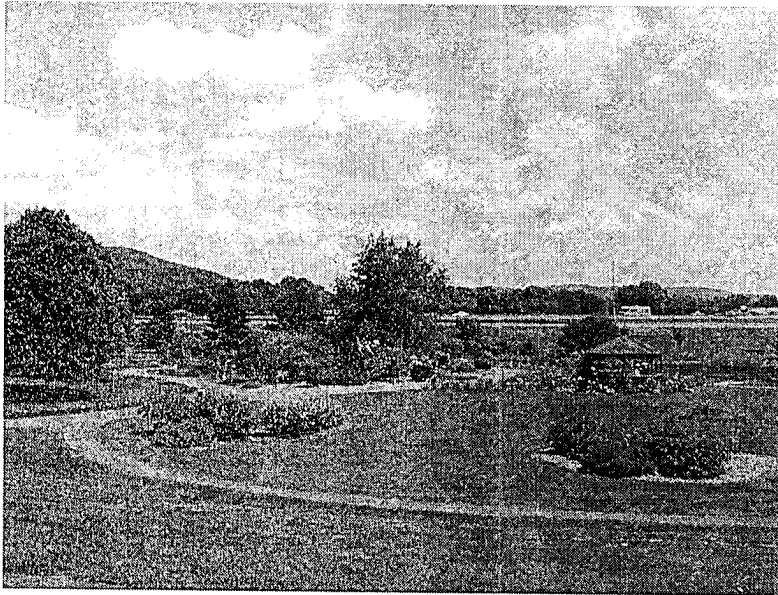


Figure 9-5: Cutler Gardens

The Cutler Botanic Gardens is owned by the Cornell Cooperative Extension. The gardens are located immediately north of the Exit 5 off-ramp of Interstate 81 on the grounds of the Cornell Cooperative Extension off Upper Front Street. The gardens are an important natural resource in the Town and contribute positively to the gateway entrances from the highway and Upper Front Street.

Cutler Botanic Garden is situated on land given to Cornell Cooperative Extension by Frances Cutler. It opened to the public in 1979. The Cutler Botanic Garden

is a center for teaching horticulture and environmental issues. Horticulture classes and events are held at the Cutler Botanic Garden Outdoor Horticulture Classroom. A Bird Sanctuary is being planned for the area between the Cutler Botanic Garden and Front Street. The garden is open to the public daily during the summer and garden tours are conducted by the Cornell Cooperative Extension.

Regional Farmer's Market

Open in 2016

Taste of New York and Regional Agricultural Center

To open in 2017

Elizabeth Church Manor Nursing Home

Located at 861 - 863 Front Street is the Elizabeth Church Manor campus, an elderly services complex operated by the United Methodist Homes. The campus consists of Elizabeth Church Manor, Saint Louise Manor, and the Manor house. Elizabeth Church Manor offers the highest level of assistance with 120 beds in a skilled nursing facility setting. Elizabeth Church Manor

was constructed and opened in 1994. Two years after the opening of the new Elizabeth Church Manor, the original building was converted to the current Saint Louise Manor. Saint Louise Manor has beds at three levels of care: 22 two-room residential living apartments; 28 adult care facility beds; and the 24 licensed assisted living beds for a greater level of care. The Manor house has 8 independent living apartments for senior citizens and was opened in 1971.

Libraries

Three public libraries serve the Town of Dickinson. These libraries are described below:

- The *Cecil C. Tyrrell Learning Resources Center Library (LRC)* at Broome Community College is the only library located in the Town of Dickinson. The LRC Library provides complete library services to the extended college community but is also open to the public.
- The *Broome County Public Library*, located at 185 Court Street in Binghamton, offers free library services to anyone who resides in Broome County.

The *Fenton Free Library*, located at 1062 Chenango Street in Hillcrest, also provides services for residents of the Town of Dickinson.

9.6 *Sunrise Terrace Association*

The Sunrise Terrace Association, a neighborhood organization, rents a facility at the corner of Old Front Street and Adams Drive in Sunrise Terrace, immediately south of the Town of Dickinson Ball Field. Youth activities are provided at the facility. The Town of Dickinson contributes funds for the youth activities.

9.7 *School Districts*

The Town of Dickinson is served by three school districts. The western part of Town lies within the Johnson City School District. The Sunrise Terrace neighborhood is located within the City of Binghamton School district. The north central part of the Town is located in the Chenango Valley School District. The Village of Port Dickinson and the eastern part of the Town are also served by the Chenango Valley School District. The Broome-Tioga Board of Cooperative Educational Services (BOCES) Main Campus on Glenwood Road is the only school located in the Town of Dickinson.

9.8 *State Facilities*

New York State Broome Developmental Center

The New York State Broome Developmental Center is one of two large public facilities located in the western portion of the Town on Glenwood Road. Broome Developmental Center is a residential facility serving persons with developmental disabilities and mental retardation. This facility was opened in 1974. Its certified capacity of 480 residents has remained unchanged since the drafting of the original Comprehensive Plan in 1985. In addition to the 86-acre main

facility, Broome Developmental Center houses the headquarters of the Broome Developmental Disabilities Services Office (DDSO). Broome DDSO is a regional office of the New York State Office of Mental Retardation and Developmental Disabilities, which supports the activities of a six-county operation. Broome DDSO also operates a 9-bed Community Residence in a separate building located at 241 Glenwood Road.

Broome-Tioga Board of Cooperative Educational Services

The other major State facility located in the Town of Dickinson is the Broome-Tioga Board of Cooperative Educational Services (BOCES), also located on Glenwood Road. BOCES employs approximately 1,400 full-time and part-time people. They serve the 15 school districts in Broome and Tioga Counties, totaling 76 schools and nearly 40,000 students. BOCES has four divisions providing varied educational services: (1) Center for Educational Support and Technology, (2) Center for Exceptional Programs, (3) Adult Education, and (4) Career and Technical Education.

9.9 Public Safety

Fire Protection

Three volunteer fire companies serve the Town of Dickinson. These all-volunteer fire companies are described below:

- The *Prospect Terrace Fire Company* serves the western third of the Town. The station is located at the southwestern edge of the Town on Prospect Street.
- The *Chenango Fire Company* covers the middle third of the Town west of the Chenango River including the Front Street Area, Broome Community College, and Otsiningo Park. The Company's No. 2 Station is located on Front Street in the Town of Chenango.
- The *Port Dickinson Fire Company* covers the Village of Port Dickinson and the eastern third of the town. The station is located on Chenango Street in Port Dickinson.

Police Protection

The Town of Dickinson does not have its own police force. Instead, the Town is served by the Broome County Sheriff's Office, which is located at the Broome County Public Safety Facility off Upper Front Street in the Town of Dickinson, and by the New York State Police. The Village of Port Dickinson has its own police department. The Village of Port Dickinson Police Department is located at 786 Chenango Street in Port Dickinson.

Emergency Medical Services

The Broome County Volunteer Emergency Squad serves the Town of Dickinson. It is a part-volunteer, part-paid squad that is the primary emergency medical service provider to several municipalities in Broome County.

10-0 PUBLIC UTILITIES

10-1 Introduction

Municipal utility services in the Town of Dickinson include public water and sewer, with the majority of the Town served by both. Each of these utilities is provided for the benefit of the public health and convenience. These utilities have also encouraged and supported commercial development in the Town. Map 10-1 in Appendix A shows the areas of the Town served by public water. Map 10-2 in Appendix A shows the areas of the Town served by public sewer.

10-2 Water Districts

With the exception of the Mountain Run area and upper Glenwood Road, the town is served by eight water districts:

District 1: Upper Prospect

District 2: Bevier and Biglow

District 3: Terrace and Shores

District 4: Lower Stella

District 5: Market and Downs

District 6: BOCES

District 7: State Road

District 8: Clifton

10-3 Sewer Districts

Most of the Town is served by one of 10 sewer districts. The exceptions are the Mountain Run area and upper Glenwood Road. The districts are as follows:

District 1: Prospect Terrace: Adams Street, Bellaire Avenue, Glenwood Road, Longview Avenue, Prospect Street, Pulaski Street, Sowden Street, Sunset Drive, True Avenue and Twining Street.

District 2: Front Street/Sunrise Terrace: Adams Drive (except 117 to 139), Elaine Drive, Ferndale Drive (except 294 to 308), Front Street (650 to 702, 603, 609 to 613), Iris Drive, Lawson Court, Rosedale Drive, Sunrise Drive, Terrace Drive and Chenango Shores.

District 3: Lower Stella Ireland Road: Republic Street, Poland Ave, and Deyo Hill Road

District 3-1: Lower Stella Ireland Road: House #270 and above on Pineview Road, Lincoln Street, Randall Road, and JT Boulevard.

District 4: Clifton Avenue, except 17 Clifton Avenue.

District 4-1: 17 Clifton Avenue, Thomas Road, Stephen Drive, Ridge Road

District 5: BOCES and Broome Developmental Center

District 5-1: Maiden Lane

District 5-2: Linda Drive

District 6: Old State Road: Harding Avenue, North Ely Street, North Broad Street, North Broome Street, North Louisa Street, Taft Avenue, North Moeller, Lennox Lane, Valley View, Fuller Street.

11-0 TRANSPORTATION

The transportation system is a critical element in the development and livability of any town. The system must serve the travel needs of residents, businesses, industries and travelers by providing safe and efficient access to a wide range of destinations. Meeting the transportation needs must consider all transportation modes including vehicles, buses, bicycles and pedestrians. The transportation system must also serve the development objectives of the Town, providing access for economic development and to underutilized land, protecting the environment, and enhancing sustainability and quality of life.

The Town of Dickinson is fortunate that it contains and has easy access to major Federal, State and County roadways. These major roads and highways within the Town are shown on Map 11-1 in Appendix A.

11-1 Roadways

The roadway system in the Town of Dickinson consists of facilities ranging from local streets to principal arterial expressways. These facilities are under the jurisdiction of the Town, Broome County, and the State of New York. As part of regional transportation network, these roadways generally provide good access to residents of and visitors to the Town of Dickinson. The exception is east-west access within the Town. Topography has proven to be a barrier to connecting the various north-south corridors.

11-1.1 Federal and State Highways

Federal and State Highways within the Town include:

Interstate 81, a limited access principal arterial that is a major north-south highway, runs parallel to the Chenango River. 1.65 miles of the highway lies within the Town. Interchange 5 provides direct access to Front Street and Sunrise Terrace.

Interstate 88, a limited access principal arterial, crosses the Chenango River and connects to I-81 just north of Interchange 5. Exit 1 links to Route 7 and provides access to the Village of Port Dickinson and the portion of the Town east of the Chenango River. The bridge is on the Town line, so technically there is no mileage in the Town.

NYS Route 17 (future Interstate 86), a limited access principal arterial is a major east-west highway across the Southern Tier. It crosses the southwest corner of the Town. Interchange 71 provides access to Airport Road and the residential neighborhood in that part of the Town. The portion in the Town is 0.44 miles. The area along Prospect Terrace is proposed for long overdue installation of sound walls in the near future.

US Route 11, Front Street, extends from the City of Binghamton north through the Town of Chenango. It is a signalized minor arterial street, and parallels I-81. It is the primary transportation facility in the central part of the Town, providing access to residential, institutional, and commercial areas. The portion in the Town is 1.64 miles.

This section of Front Street has been widened with the addition of sidewalks, bike lanes and improved signalized intersections at Old Front Street at I-81 exit 5 and at both the North and South entrances to SUNY Broome. Traffic flow at the intersection with Old Front Street has been improved by the installation of a dedicated right turn lane in 2015. The section of Front Street from exit 5 to the south entrance of SUNY Broome has the highest traffic count of any roadway within the Town at 18,903 AADT.

NYS Route 7, Brandywine Highway, is the north-south arterial on the east side of the Chenango River, connecting the City of Binghamton to Interstate 88, and providing access through the Village of Port Dickinson and to the portion of the Town along Old State Road and Phelps Street. The portion in the Village is 1.1 miles. The interchange with Interstate 88 (exit 1) project improved access to Phelps Street and new service roads.

11-1.2 County Roads

There are approximately 6.53 centerline miles of Broome County roads that provide an intermediate level of access within the Town. They include:

Airport Road (CR-69). Primarily connects NYS Route 17(Future I-86) with the Binghamton Regional Airport, as well as the industrial location at Choconut Center and various residential subdivisions. The portion in the Town is 0.94 miles, and is a four-lane divided limited-access highway. Reconstruction of Airport Road (CR-69) north to Lewis Road is under design for proposed construction in 2016.

Glenwood Road (CR 113). Provides access from the City of Binghamton to residential subdivisions and the facilities of BOCES and the Broome Developmental Center. The portion in the Town is 1.75 miles, and is two lanes with a climbing lane.

Old State Road (CR 68). Provides access from the Brandywine Highway into the Village of Port Dickinson and to residential subdivisions to the east, and into the Town of Kirkwood. The portion in the Town is 1.06 miles, and is two lanes.

Lower Stella Road (CR 93). Provides access to residential neighborhoods west of Airport Road. The portion in the Town is 0.92 miles, and is two lanes.

There are very short segments of other County roads:

- Bevier Street – 0.41 miles
- Downs Avenue – 0.08 miles
- Prospect Street – 0.25 miles

11-1.3 Town Roads

There are 11.98 centerline miles of Town roads. This total will increase slightly due to the extension of Phelps Street. The Phelps Street extension connects to North Moeller Street and removes the impact of the railroad crossing and opens access to one of the largest remaining areas for potential residential development within the Town.

The most significant Town roads include the following:

Old Front Street, providing access to the Sunrise Terrace neighborhood, the new Town Hall and Public Works Garage and several commercial businesses.

Phelps Street, providing access to the commercial and residential area east of the Brandywine Highway.

11-1.4 Roadway Conditions

NYSDOT examines State roadways annually to measure pavement conditions. The Binghamton Metropolitan Transportation Study does the same for non-State roadways that are part of the Federal-aid system (everything except local streets)

For Town roads, the Highway Superintendent maintains a Town specific pavement scoring and work history database. This scoring method uses ratings of 1 to 4 with 1 being the best condition and 4 being the worst condition. Each rating has a related recommended work strategy to allow the objective of a ten year work cycle. Meeting this objective is subject to budget restrictions and extent of frost damage each year.

The above multi agency monitoring has insured that primary and regional highways and local streets in the Town are being well maintained.

11-2 Public Transportation

The Broome County Department of Public Transportation operates B.C. Transit, a fixed-route bus service; and B.C. Lift, a demand-responsive paratransit service for qualified riders with disabilities. In addition fixed-route bus service has been expanded to Saturday and Sunday with longer cycle times and combined routes. There are three B.C. Transit routes that serve portions of the Town and the Village of Port Dickinson:

Route 7 (Clinton Street). This route provides service from downtown Binghamton to Glenwood Road, Prospect Street and Airport Road. It travels to the Johnson City Wal-Mart, the Wilson Hospital/downtown Johnson City area, the Airport Road Corporate Center in the Town of Union, and the Oakdale Mall. Headways vary from 40 minutes on weekdays to 1 hr. on Saturday and Sunday.

Route 8 (Front Street). Provides service from downtown Binghamton on Front Street, through the Town, and north into the Town of Chenango to the Park & Ride lot on NYS Route 12A. This provides Town residents access to retail shopping in Chenango, and a wide variety of services in Binghamton. Buses run on thirty-minute headways Monday thru Friday and one hour on weekends. All runs serve the SUNY Broome campus. Some runs provide direct service to the Broome County Public Safety facility. On weekends this route number combines with Route 40.

Route 17 (Johnson City). Provides early service to Legacy Bay, BOCES, and Broome Developmental Center. It originates at Binghamton University, and provides a transfer point to the Main Street line in Johnson City. Headways are 1 hr weekdays only.

Route 40 (Chenango Street). Provides service from downtown Binghamton on Chenango Street through the Village of Port Dickinson, and to the Park & Ride lot on NY Route 12A. Buses run on 40 min. headways. On weekends this route combines with Route 8 with 1 hr. headways.

B.C. Transit operates with a high level of dependability. Service changes have been put in place to operate later on weekdays, increase Saturday service, and begin Sunday service. A Route 9 has been added that connects Binghamton University and SUNY Broome on weekdays during the fall and Spring Semesters. The bus fleet is in good condition, with buses being replaced on a regular basis. All buses are accessible by persons with mobility impairments, either with wheelchair lifts or through low-floor design. All B.C. Transit buses are also equipped with bicycle racks that allow riders to bike to or from the bus stop. B.C. Lift offers services to individuals with disabilities who cannot use the B.C Transit buses. Taken together, the residents of the Town are reasonably well served by public transportation, providing mobility for those without automobiles. No significant modifications to the service are envisioned.

11-3 Pedestrian and Bicycle Transportation

Transportation planners and community leaders have come to understand the importance of providing for non-motorized transportation. Making facilities available so people can travel safely on foot or by bicycle, and get to where they want to go, enhances personal mobility and the quality of life.

The Binghamton Metropolitan Transportation Study has addressed many of these concerns in its Pedestrian and Bicycle Plan, and it's Metropolitan Greenway Plan. Recent completed reconstruction of Front Street, within the Town, has provided bike lanes and a sidewalk along the west side of the street and crosswalks and pedestrian signals at both the north and south SUNY Broome intersections. The addition of bike lanes has allowed this section of Front Street to be designated on the "Greater Binghamton Area Bicycle Route Map" for routes 3, 11, and 17.

New sidewalks have also been constructed along the west side of Old Front Street extending to the new Town Hall. Feasibility of expanding pedestrian access to the new Farmers Market, behind the Cooperative Extension Building, should be reviewed.

The Town has benefited from the pedestrian overpass over I-81, connecting the Sunrise Terrace neighborhood to Otsiningo Park. The pedestrian overpass ends on the east side of Old Front Street, approximately 150 feet north of the location of the Town Hall. The current condition of this overpass and road clearance has justified a NYSDOT replacement study. This replacement is not as yet on the program. The Town must remain involved with this project development to insure that pedestrian access from Sunrise Terrace and the new pedestrian facilities on Front Street are connected to Otsiningo Park and the planned multi use trail into the City of Binghamton.

The pedestrian/bicycle path in Otsiningo Park now extends north into the Town of Chenango near Northgate Plaza. The County has also increased the width of the multi-use trails in the original southern section of the park.

There are currently no sidewalks along Glenwood Road and Old State Road. Provision for sidewalks along the west side of Glenwood Road was included in the reconstruction of this roadway back in 1982. There has been a night time pedestrian fatality on Glenwood Road. Construction of sidewalks along the west side of Glenwood Road should be investigated for possible HSIP funding. This would provide additional benefit to residents, BOCES students and Legacy Bay tenants who need a safe place to walk.

11-4 Freight Transportation

There are no major freight transportation issues in the Town. The businesses that rely on truck transportation, particularly those on Phelps Street; have excellent direct connections to the regional highway system directly to I-88 and via the Brandywine Highway to I-81. The narrow, low-clearance railroad overpass over Old State Road immediately east of the Brandywine creates an obstacle to truck movement, but that has been accommodated through land use decisions.

At-grade railroad crossings create a safety hazard. The crossings at Old State Road and Phelps Street are well signalized, and trains are relatively infrequent. Construction of grade-separated crossings is not feasible due to steep grades. The recently completed extension of Phelps Street provides an alternate emergency route when this crossing is blocked.

11-5 Rail

There are no rail lines in the Town of Dickinson, outside the Village of Port Dickinson. Lines for New York, Susquehanna & Western's Utica and Syracuse branches and Canadian Pacific's /Norfolk Southern service travel north/south from the City of Binghamton through the Village of Port Dickinson.

11-6 Summary

The Town of Dickinson is generally well served by the surface transportation system. Because of its central location, there is good access to the Interstate Highway system, providing a high level of accessibility for Town residents and businesses. This access has also created the opportunity to develop businesses that serve travelers, like restaurants and motels. The local circulation system with the addition of a right turn lane at Old Front Street and exit 5 generally

provides for the travel needs of residents, and allows good choice among modes of travel. Recent completed sidewalks and bicycle lanes, the possible replacement of the pedestrian bridge over I-81 and the nearby proposed additional multi use trail extending down Front Street to the City of Binghamton will create a safe pedestrian/bicycle transportation option for area residents to enjoy.

The longstanding deficiency of the transportation system is created by geography. Essentially, the Town is a series of north-south corridors with minimal connections. Route 17 provides for east-west travel connecting those corridors. Front Street, Glenwood, and Airport Roads are connected by Lewis Road/Smith Road north of the Town boundary, and Bevier Street provides a connection across the Chenango River. This issue has not proven to be a significant impediment to the Town achieving its development goals.

12.0 Recommendations

12-1 Introduction

In preparing this plan update, the Town of Dickinson Planning Board assembled community information including land use, community facilities, public utilities, housing, employment, industry, transportation, and demographics. The Planning Board consulted with various authorities such as the Town Attorney, Town Zoning Enforcement Officer, Broome County Department of Planning and Economic Development, Binghamton Metropolitan Transportation Study, the New York Department of Transportation, and the Broome County Environment Management Council. This work was further supplemented with public meetings and surveys to gather community input. Based on the above work, the Planning Board has established the following goals and recommendations for action.

12-2 Appearance and Quality of Life

There are some remaining undeveloped spaces left in the Town of Dickinson. The Town Board needs to consider ways to preserve and protect natural features for future generations in its determinations. New York State's Department of Environmental Conservation, (DEC) oversees and regulates land use including the extraction of natural resources from below the ground's surface and the protection of sensitive lands. The Planning Board does not recommend approval of any process or purpose of extracting natural resources from below the surface of the ground within its borders. Extracting water from below the surface of the ground is not applicable.

Undeveloped spaces could grow in parts of Prospect Terrace, the Front Street corridor, and the eastern part of the Town, known as Brandywine Heights – Phelps Street. Development and/or redevelopment must have plans for green areas whether the project is residential, commercial or manufacturing.

Since the last Comprehensive Plan, the appearance of the pedestrian overpass connecting Sunrise Terrace to Otsiningo Park has been cleaned up, but is under New York State Department of Transportation's review as to replace it, remove it or do extensive repairs on it. Public meetings regarding the overpass have been held for Town residents. The department also has started to install noise barriers along the future I 86 (Mount Prospect area).

12.3 Zoning Ordinance

The zoning ordinance is a fundamental planning tool available to the Town of Dickinson. It is essential that the Zoning Ordinance and Map be kept up to date and reviewed on an ongoing basis. Overall, the Town's Zoning Ordinance is consistent with current court decisions, state law, and future desired land use patterns. It is recommended the Town adopt the Broome County Digital Zoning map as the official Town zoning map and hard copies be kept on file in the Town Clerk's office.

12.3.1 Zoning Map/Planned Unit development/Schedule of Zoning Regulations/Definitions/Signage/Off Street Parking and Loading

The Planning Board recommends the same actions to be taken as were stated in Section 7.2.1-7

12.4 Blight

The Town has addressed blight. It is highly recommended the Town Board continue to reduce blight within its boundaries.

12.5 Flood Damage Prevention

The Town takes action in reducing, if not eliminating, flooding of roads and property. Again, as with blight, it is highly recommended the Town Board continue to reduce flooding within its boundaries.

12.6 Mining

Any mining permitted within the boundaries of the Town of Dickinson must comply with all regulations and obtain and retain proper permits by DEC. And DEC must ensure the regulations of such mining activities. The Town should monitor such compliance.

13-0 Survey Summary

13-1 Introduction

The Planning Board in updating the current Comprehensive Plan of 2007 has held meetings for residents in Prospect Terrace, Sunrise Terrace, and at the Village of Port Dickinson in 2014. A survey was conducted through the annual Town's newsletter by way of returning the mailed survey or on-line in the spring of 2015. The following are the results.

13-2 Priorities for the Town

Preserving the Town's infrastructure was the highest priority among the responses. Mitigating flooding and promoting residential construction closely followed.

13-3 Locations for Promoting Residential/Commercial Construction

In promoting residential construction the areas most preferred were east of the Brandywine Highway and Prospect Terrace/Mount Prospect. The area for promoting commercialization would be Old Front Street and Front Street along with lower Airport Road.

13-4 Tax Base Building

The Town should build its tax base through residential and/or commercial growth not through manufacturing.

13-5 Town Business

In doing Town business more electronically (receiving the newsletter, special notifications, payments) was mixed. Comments were: "to have options", "if it cuts costs".

13-6 Land Development

For any development to incorporate green spaces was an overwhelming response.

13-7 Mergers

Merge services only if it saves spending and lower taxes.

13-8 Summary

Since the community meetings and the survey results tabulated a number of concerns have been addressed:

Noise barriers are to be erected by New York State Department of Transportation in the Prospect Terrace area of Rte. 86/17.

Exit 5 of I81/S and Sunrise Terrace was reconfigured.

Changes were made with new owners at Super 8.

Mitigation of problems with Pulaski/Sowden/Longview was made.

Comments were made that the Town is friendly and helpful.

