

APPENDIX

MUNICIPAL APPENDICES

PURPOSE OF THE MUNICIPAL APPENDICES

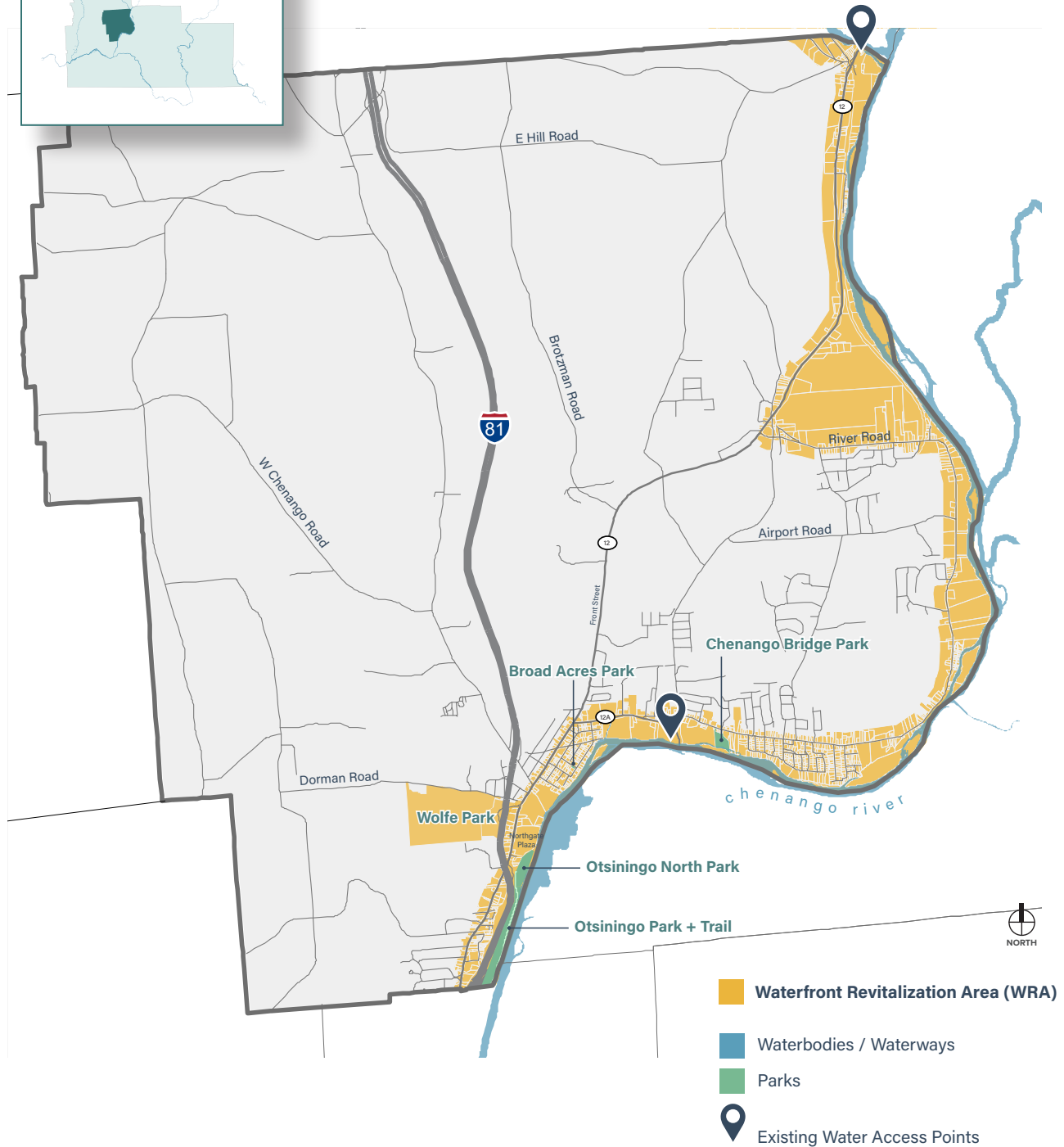
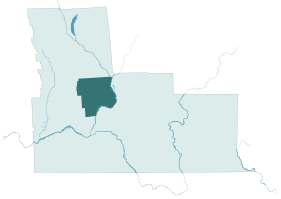
The New York State Local Waterfront Revitalization Program (LWRP) provides assistance to communities to develop programs that address local and regional waterway issues, guide future development and promote public waterfront access. Broome County has prepared a Local Waterfront Revitalization Strategy (LWRS) that can serve as the basis for individual communities, within the designated boundary, to advance their own LWRP's for the land and water proximate to and along the Chenango, Delaware, Susquehanna, and Tioughnioga Rivers and Nanticoke Creek.

Information contained within the Broome County LWRS can be extracted and synthesized into documents for individual municipalities, resulting in a municipal LWRP, which can then be adopted by the local community and approved by the New York State Department of State. The development of a Local Waterfront Revitalization Strategy for Broome County supports the objective of communities adopting LWRP's, and provides a collaborative framework to equitably address interlinked flooding, habitat, and economic challenges throughout the region. As individual communities advance municipal-specific programs, municipal LWRP's will provide communities with the tools and local regulatory controls to guide development on their waterfront lands.

APPENDIX

TOWN OF CHENANGO

KEY MAP:



WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

A small portion of the Tioughnioga River is located in the Town of Chenango before it joins the Chenango River just north of downtown Binghamton. Beginning at the intersection of River Road and Columbine Drive, the boundary proceeds east, north, and then west along River Road to the intersection of NYS Route 12 and extends 500 feet north/west/south of the roadway centerline or is defined by the rear lot lines of the parcels fronting on the north/west/south side of River Road, whichever is less.

At the intersection of River Road and NYS Route 12, the boundary proceeds north along NYS Route 12 to Knapp Hill Road and extends 500 feet west of the roadway centerline or is defined by the rear lot lines of the parcels fronting on the west side of NYS Route 12, whichever is less. East of the Tioughnioga River, from the intersection of NYS Routes 12 and 79, the boundary proceeds east along NYS Route 12 approximately 1,500 feet and is defined by the rear lot lines of parcels fronting on the north side of NYS Route 12. The boundary then continues east along NYS Route 79 to the Chenango County line and is defined by the rear lot lines of parcels fronting on the north side of NYS Route 79.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Chenango WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Chenango River obtains water quality classifications of B and C. The majority of the mainstream falls within Class B that permits public swimming and contact recreation activities. Classification of C that permit fishing and other non-contact activities fall within tributary waters along the Chenango River. A high concentration of primary aquifers are present along the Chenango River north to River Road including western extents to I-81 and NYS Route 12. A small portion of the Tioughnioga River, a tributary of the Chenango, is located in the Town of Chenango. The Tioughnioga River joins the Chenango River just north of downtown Binghamton.

Existing Land Use

U.S. Route 11 and Upper Front to NYS Route 12A and Chenango Bridge Road is mostly commercial, including the Northgate Plaza located directly on the river; providing future opportunity for redevelopment. Past NYS Route 12A and Chenango Bridge Road land use transitions to residential, agriculture, and vacant/undeveloped parcels. There is an active railroad that lies between NYS Route 12 and the Chenango River in norther portion of the WRA. Dominant land uses within the Town of Chenango's WRA include residential and vacant lands. Residential lands comprise 44% of total lands within the WRA followed by 29% of vacant lands. Further, private lands account for nearly 90% of total lands within the WRA while 10% of lands are public.

APPENDIX

TOWN OF CHENANGO

EXISTING CONDITIONS SUMMARY (CONT.)

Existing Parks and Recreation

There are over 200 acres of parkland within the town of Chenango. Municipally-owned parklands include Chenango Bridge Park, Broad Acres Park, Otsiningo North Park, and Wolfe Park. County owned parklands include the northern end of Otsiningo County Park. Otsiningo Park's paved walking trail continues north to Otsiningo North Park, providing opportunity for enhanced recreational connectivity. Three of the five parks are located along the Chenango River. Wolfe Park functions as a nature preserve and has approximately 3.5 miles of hiking trails and also features a scenic waterfall and gorge. Wolfe Park is subsequently bisected from the WRA along the waterfront by I-81 and surrounding commercial development such as Northgate Plaza. Located directly west of Chenango Bridge Park and along the Chenango River, the Chenango Commons Golf Course provides additional recreational opportunity in the town.

Existing Water Access Points

There are two public water access points in Chenango that feature hand launches for non-motorized boats. DEC water access point at the Chenango Park n' Ride is a town-owned boat launch and Chenango Forks DEC is DEC-owned. Both launches are equipped similarly with parking, picnic space, and permits fishing. The Chenango Forks boat launch provides access to the Tioughnioga about 1/4 of a mile north of its confluence with the Chenango River.

The following matrix provides a summary of the projects recommended in the Town of Chenango's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	This project includes upgrades to the two existing public water access points (Chenango Bridge DEC and Chenango Forks DEC) These projects focus on upgrades to existing launches and improving accessibility for all users. Upgrades also include cohesive water-based recreation signage, shoreline restoration, and pedestrian amenities including areas for seating and picnicking.
 Trails and Connections	This new proposed riverfront trail would connect the Otsiningo Park trail system north to Chenango Bridge Park, with connections to Wolfe Park, Front Street, the DEC boat launch at the Chenango Park N' Ride, and Chenango Valley Middle/High School.
 Streetscape Enhancements	Streetscape Enhancements focus on strengthening the connections between Front Street and the WRA. The following improvements include but are not limited to; placemaking amenities, new multi-modal facilities (e.g, bike infrastructure, sidewalks, trails), identification of new gateway locations, new wayfinding signage, outdoor dining enhancements, parking accommodations, and integration of green infrastructure.
 Park Improvements	- Chenango Bridge Park provides important public water access and recreational amenities to Chenango River. This project focuses on improving access to and circulation within the park, restoring and rehabilitating the shoreline and riparian buffer, expanding recreational amenities, and creating new opportunities for public access to the riverfront. - Proposed park improvements in Otsiningo Park North focus on expanding recreational amenities to bring more diverse user groups to the park as well as enhancing the park's connection to the Chenango River and its trail network.

APPENDIX

TOWN OF CHENANGO

PROJECT SUMMARY MATRIX (CONT.)

Project Type	Project Description
 Resiliency and Sustainability	- Castle Creek Crossing and Flood Mitigation focuses on addressing the ongoing accumulation of sediment at the confluence of Castle Creek and the Chenango River to proactively mitigate flood risks, as well as identify a feasible crossing over Castle Creek to support the development of the Chenango River Trail. The crossing of Castle Creek would likely be achieved via a bridge spanning 75 feet. The bridge is a critical component of the proposed Chenango River Trail, connecting Otsiningo Park North to residential areas and Chenango Bridge Park to the north. - Flood mitigation in Broad Acres focuses on identifying infrastructure improvements to mitigate flooding in a residential neighborhood. Recommended actions include rezoning of the adjacent neighborhood from residential to commercial, requiring future buildings to front on Front Street, employ resilient construction methods, construct two earthen berms and three pumping stations in this neighborhood for flood mitigation, remove vacant structures, regrade and prepare the land to be flooded, and construct a floodable, multi-use path along the river in order to advance and connect the Chenango River Trail.
 Wayfinding	A coordinated wayfinding signage system is proposed throughout Chenango to establish consistent visual design standards and enhance wayfinding throughout the County. The following signage recommended includes but is not limited to; gateway signage, streetscape banners, pedestrian directional signage, parking signage, park gateway signage, park kiosk signage, interpretive displays, trail markers, and regulatory signage.
 Resource Preservation	The Town of Chenango possesses rich history shaped by native cultures, industrialization, and its landscape. A network of interpretive displays is proposed across Chenango's Waterfront Revitalization Area to spotlight these assets and align with wider Heritage Area themes. Concentrated along the public waterfront, these installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. By linking legacy narratives from native forebears to the local land's transformation, the displays foster more meaningful connections with the environments and events that shaped Chenango's character.

CREATING AN IMPLEMENATABLE LWRS

In order to create an adoptable, municipal LWRP, the Town of Chenango should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Chenango. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

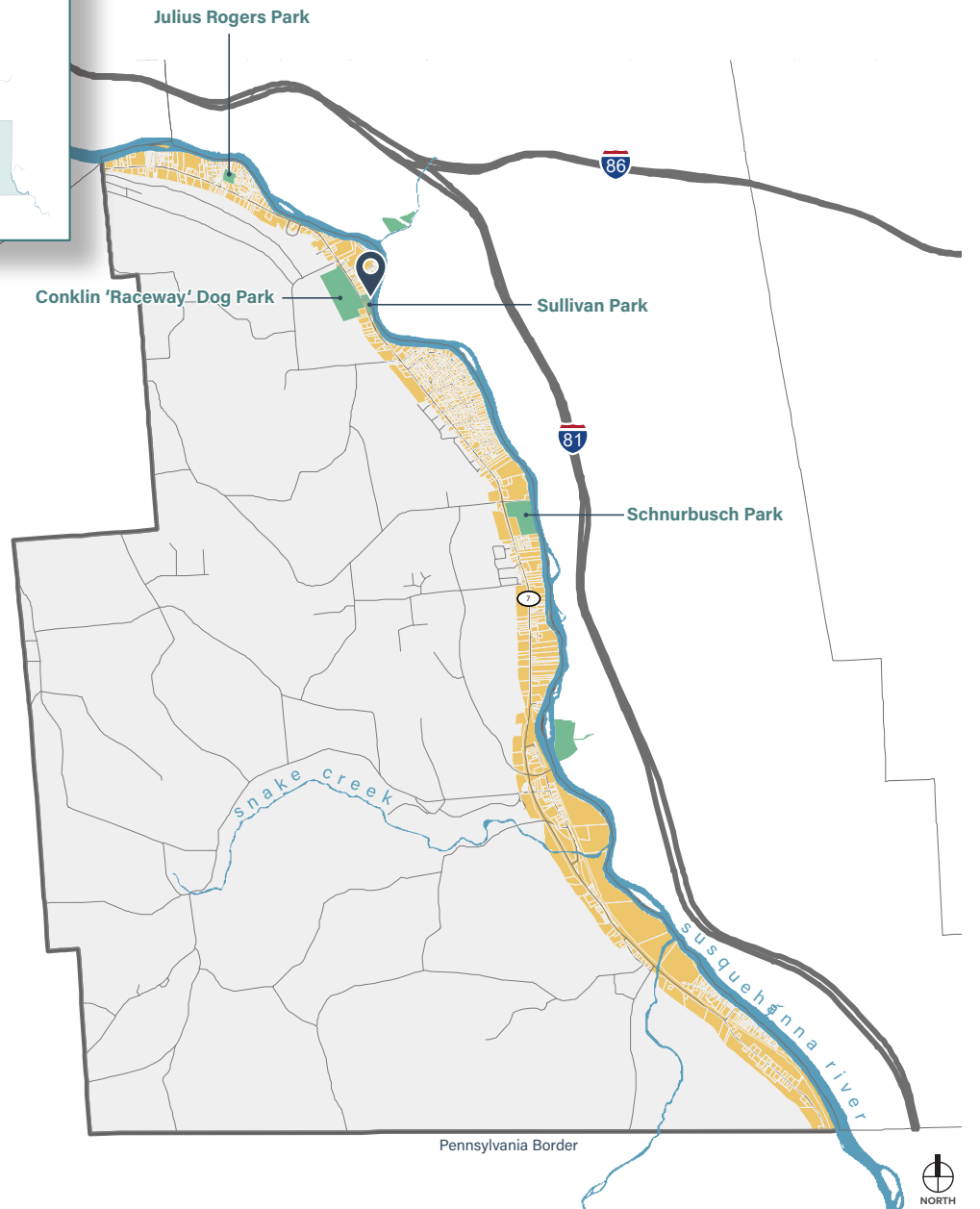
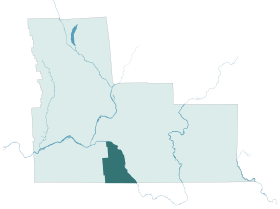
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Chenango LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Chenango, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Chenango based on a review and understanding of existing laws and regulations. The Town of Chenango should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Chenango, including but not limited to existing zoning regulations. In addition, the Town of Chenango will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF CONKLIN

KEY MAP:



 Waterfront Revitalization Area (WRA)

 Waterbodies / Waterways

 Parks

 Existing Water Access Points

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The WRA boundary begins at the eastern edge of the City of Binghamton boundary and proceeds south to the Pennsylvania state line. From the eastern border of the City of Binghamton to the Pennsylvania state line, the WRA boundary follows NYS Route 7 and extends 500 feet south/west of the roadway centerline or is defined by the rear lot lines of parcels fronting on the south/west side of NYS Route 7, whichever is less.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Conklin's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Susquehanna River obtains water quality classifications of B and C as it flows through the Town of Conklin. The majority of the mainstream falls within Class B, which permits public swimming and other contact recreation activities. Classification C waters, which permit fishing and non-contact recreation, occur within minor tributaries feeding the Susquehanna along this stretch. An extensive concentration of primary aquifers flanks the Susquehanna River corridor through Conklin, spanning southwest to the vicinity of I-81 and NYS Route 7.

Existing Land Use

NYS Route 7 along the Susquehanna River through Conklin consists primarily of commercial use, including retail plazas directly adjoining the waterfront. Beyond Route 7, land use transitions to a mix of residential, agricultural, vacant and undeveloped parcels. An active railroad corridor flanks the Susquehanna River along the northwest boundary of Conklin's waterfront area. Dominant land uses within Conklin's WRA consist of residential and vacant lands. Residential comprises 40% of the WRA land area, followed by 29% vacant parcels awaiting potential development.

Existing Parks and Recreation

There are several public parks within the Town of Conklin. Julius Rogers Park is a 4-acre neighborhood park with tennis courts, ball fields and hosts the Town's T-Ball Program. Conklin 'Raceway' Dog Park is a large, dog park that features a cement walking path (former go-cart track), kiddie pools for the dogs, and other amenities. Sullivan Park offers a pavilion for picnicking, parking, and access to the Susquehanna River via a hand boat launch.

Schnurbusch Park, the largest amenity hub of Conklin's recreational offerings, boasts sports fields, a playground, sand volleyball, basketball and wall ball facilities, and the Walter Ayres Municipal Pool. The park also has rentable pavilions, a scenic river spot, exercise stations, and hosts a popular summer Concert in the Park series. Schnurbusch Park serves as a central hub of activity for the community.

Opportunities remain to expand public access and amenities throughout Conklin's stretch of the Susquehanna River Greenway.

Existing Water Access Points

The Town of Conklin has one public water access point along the Susquehanna River. River Boulevard contains a hand launch boat ramp with 7 parking spaces. Sullivan Park includes a boat launch with a hand ramp and five parking spaces. There are no restroom facilities at either of these locations. Sullivan Park cater recreational paddlers and anglers. While none have large-scale boat trailer facilities, the mix of access options connects residents and visitors to the Susquehanna River waterfront within the Town of Conklin.

APPENDIX

TOWN OF CONKLIN

The following matrix provides a summary of the projects recommended in the Town of Conklin's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major water access upgrades at Sullivan Park to expand water-based recreation offerings.
 Park Improvements	Despite its prime Susquehanna riverfront location, Schnurbush Park currently provides limited water access for visitors. To transform the recreational potential of this large Conklin park, key enhancements are proposed to formally connect the park to its scenic waterfront. Planned improvements include a designated parking area with trailhead, an accessible personal water craft launch system and fishing dock to facilitate river recreation. Interpretive signage will promote environmental education opportunities. Linking trails, natural playground features and additional waterfront amenities like scenic overlooks aim to maximize this park asset. By concentrating efforts on long overdue waterfront activation measures, the planned park improvements promise to provide Conklin residents and visitors alike the chance to fully experience Schnurbusch's exceptional river location.
 Wayfinding	To improve navigation and visual identity across Conklin, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between Conklin's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through Conklin public spaces.

PROJECT SUMMARY MATRIX (CONT.)



Resource Preservation

Project Description

- As part of New York's Susquehanna Heritage Area, Broome County and the Town of Conklin possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Conklin's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Conklin's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Conklin's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Conklin should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Conklin. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

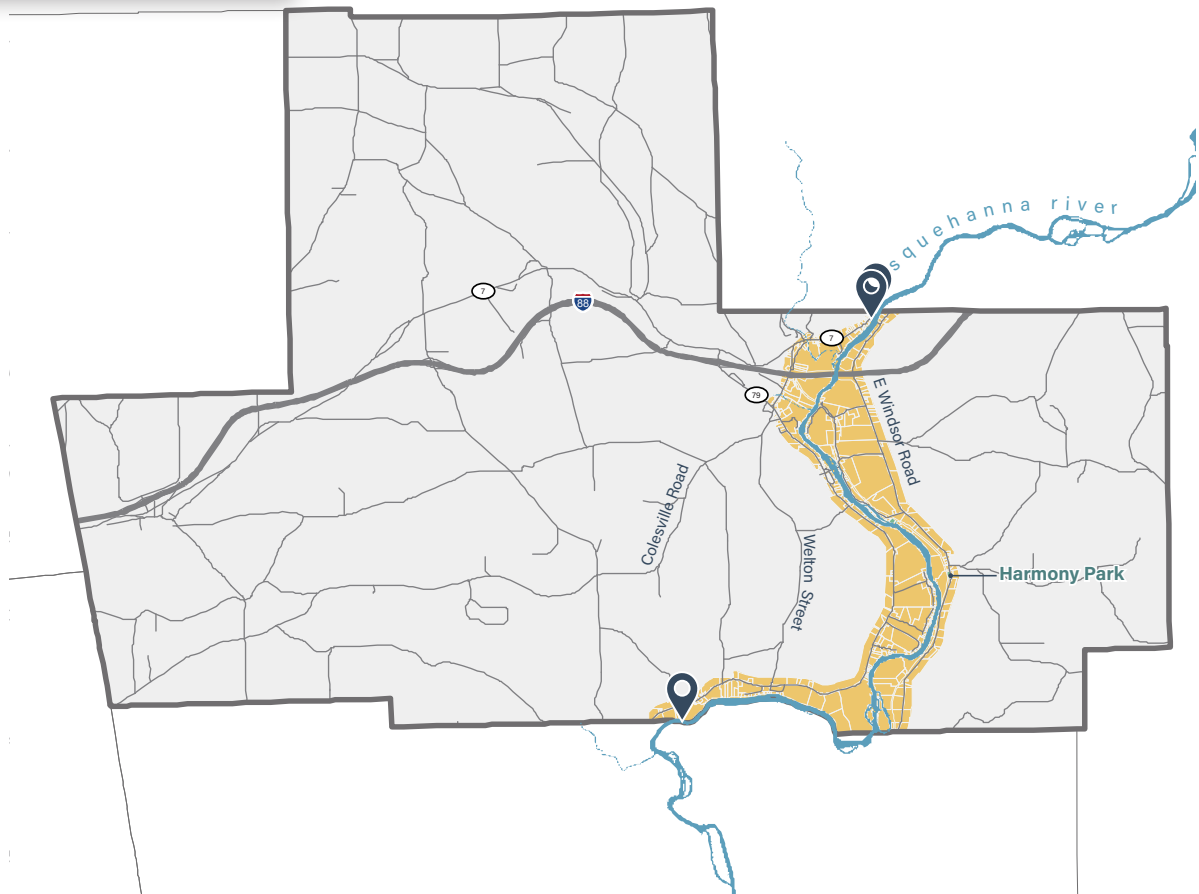
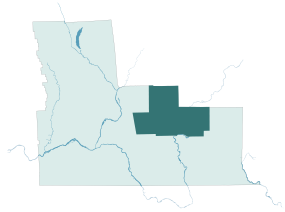
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Conklin LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Conklin, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Conklin based on a review and understanding of existing laws and regulations. The Town of Conklin should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Conklin, including but not limited to existing zoning regulations. In addition, the Town of Conklin will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF COLESVILLE

KEY MAP:



 **Waterfront Revitalization Area (WRA)**

 Waterbodies / Waterways

 Parks

 Existing Water Access Points

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The WRA boundary begins north along NYS Route 79 and extends 500 feet west/north of the roadway centerline or is defined by the rear lot lines of parcels fronting on the western / northern side of NYS Route 79, whichever is less. At the intersection of Main Street and NYS Route 79 in the Hamlet of Harpursville, the western extent of the WRA is defined by the rear lot line of parcels fronting on the west side of Main Street.

At the intersection of Main Street and NYS Route 7, the WRA boundary follows NYS Route 7 north to the Chenango County line and is defined by the rear lot line of parcels fronting on the north side of NYS Route 7. The eastern boundary is defined by East Windsor Road, the WRA boundary proceeds south and extends 500 feet east of East Windsor Road or is defined by the rear lot line of parcels fronting on the east side of East Windsor Road, whichever is less.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Colesville's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Susquehanna River obtains water quality classifications of B and C as it flows past the Town of Colesville. The majority of the mainstream falls within Class B which permits public swimming and other contact recreation activities. Classification C waters, allowing fishing and non-contact recreation, occur within minor tributaries feeding the Susquehanna along this stretch. An extensive concentration of primary aquifers closely borders the Susquehanna River corridor as it travels adjacent to Colesville, spanning west from NYS Route 79 to the vicinity of NYS Route 7.

Existing Land Use

New York State Route 79 paralleling the Susquehanna River through Colesville consists primarily of agriculture and residential use with some interspersed commercial areas. Dominant land uses within Colesville's WRA and consist mainly of agricultural and vacant lands. Agricultural makes up 45% of total lands within the Town of Colesville's WRA. Vacant parcels comprise the second highest percentage at 29% of WRA acreage awaiting potential development. Residential lands make up the third largest share at 39%. Leveraging the waterfront adjacency of the sizable vacant and agricultural lands presents a priority opportunity for strategic revitalization planning in Colesville.

Existing Parks and Recreation

The Town of Colesville has one municipal park located along the Susquehanna River - the 1-acre Harmony Park. This riverfront park contains amenities including a basketball court, picnic tables, charcoal grills and portable restrooms. While small in size, Harmony Park allows residents and visitors initial access to take advantage of Colesville's scenic and recreational offerings along its stretch of the Susquehanna River.

Existing Water Access Points

The Town of Colesville has two public water access sites and one privately-owned water access site along the Susquehanna River. Enchanted Gardens, a privately-owned site, offers canoe and kayak rentals for those who want to explore the river but may not have their own equipment. The Nineveh DEC site contains a concrete boat launch ramp and 15 parking spaces. Lastly, the Ouaquaga Bridge DEC site provides a more rustic launching experience, with a dirt ramp boat launch. This site has a larger parking capacity, with 19 spaces available. In total, these various town, county and state launches and informal hand access areas allow public water access for boaters and paddlers within the Town of Colesville's stretch of the Susquehanna River.

APPENDIX

TOWN OF COLESVILLE

The following matrix provides a summary of the projects recommended in the Town of Colesville's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major water access upgrades are proposed at Ninevah and Ouaquaga Bridge. Minor water access upgrades at South Ninevah and a new minor water access point at Centerville Loop Road to expand water-based recreation offerings. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Trails and Connections	- The NY-PA Rail Trail would convert an abandoned rails-to-trails corridor into renewed public access paralleling the Susquehanna River from Pennsylvania to Chenango County. Envisioned by stakeholders since the 1990s, the project promises to integrate Broome County into Pennsylvania's expansive trail network. Transforming the railbed into a multi-use recreational trail, the project would feature new surfacing, drainage, trailheads connecting communities in the Waterfront Revitalization Area. Scenic overlooks, wayfinding exhibits and amenities would accent the route. The trailhead at Windsor's historic former station area envisions a dynamic gateway to experience this industrial heritage. Offering cyclists and pedestrians safe passage along the riparian landscape, this project would expand mobility options and accessibility for outdoor recreation and tourism. By unlocking the potential of this dormant corridor, the trail links context and regional partners to compound benefits for residents and visitors. - The Colesville Rail Trail would transform an inactive rail corridor into renewed public access and connectivity along the Upper Susquehanna River. Redeveloping the historic railway into a recreational path, the project would link communities in the Broome County Waterfront Revitalization Area to the larger NY-PA Rail Trail network. Visitors would enjoy scenic Hudson River overlooks, wayfinding exhibits, and amenities integrated throughout the trail. Key features also include trailheads connecting nearby population centers like Colesville to the new riverfront route. Offering pedestrians and cyclists safe passage apart from roadways, while highlighting industrial remnants, the project promises renewed mobility, recreation and education. Residents and tourists alike stand to benefit from this innovative reuse activating dormant infrastructure into a unique attraction and regional trail anchor point.
 Wayfinding	To improve navigation and visual identity across Colesville, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between Colesville's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through Colesville public spaces.

PROJECT SUMMARY MATRIX (CONT.)

Project Type	Project Description
 Resource Preservation	▪ The project aims to develop the historic, registered Onaquaga Bridge into an educational site recognizing past Haudenosaunee settlements, while expanding outdoor recreation access across the Susquehanna River. Additions would include an interpretive center with indoor/outdoor gathering space to detail the former Onaquaga Settlement's significance. Proposed improvements also feature seating, picnic amenities, landscaping, and enhanced signage while maintaining existing pedestrian accessibility and trailhead potential to link future rail trails. Intended benefits are honoring indigenous history, serving residents and visitors through expanded educational and recreational opportunities, and boosting waterfront access via walkable river crossing infrastructure coupled with informative destination space. ▪ As part of New York's Susquehanna Heritage Area, Broome County and the Town of Colesville possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Colesville's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Colesville's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Colesville's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Colesville should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Colesville. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

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The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Colesville based on a review and understanding of existing laws and regulations. The Town of Colesville should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Colesville, including but not limited to existing zoning regulations. In addition, the Town of Colesville will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF DICKINSON

KEY MAP:



 Waterfront Revitalization Area (WRA)

 Waterbodies / Waterways

 Parks

 Existing Water Access Points

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

From the intersection of Old Front Street and U.S. Route 11, the western extent of the WRA boundary proceeds north along U.S. Route 11 to Wolfe Park, extending 500 feet west of the roadway centerline or defined by the rear lot lines of the parcels fronting on the west side of U.S. Route 11, whichever is less. The boundary expands west to include Wolfe Park where I-81 crosses U.S. Route 11, then follows U.S. Route 11 and NYS Route 12 north to NYS Route 12A (Chenango Bridge Road), maintaining the same extent.

At the intersection of NYS Route 369 and Albany Street, the WRA boundary follows the southern edge of I-88 until it reaches Chenango Street. The WRA then follows Chenango Street south until it reaches the northern border of the City of Binghamton, extending 500 feet east of Chenango Street or defined by the rear lot lines of the parcels fronting on the eastern side of Chenango Street, whichever is less.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Dickinson's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Chenango River obtains water quality classifications of B and C as it flows through the Town of Dickinson. The majority of the mainstream falls within Class B which permits public swimming and other contact recreation activities. Classification C waters, allowing fishing and non-contact recreation, occur within minor tributaries feeding the Chenango along this stretch. An extensive concentration of primary aquifers closely borders the Chenango River corridor as it travels through Dickinson, spanning between the I-81 corridor west to the vicinity of Route 11. Protecting water quality remains essential both within the river itself and the neighboring shallow groundwater resources.

Existing Land Use

The area near I-81 bordering the Chenango River through Dickinson consists primarily of commercial use with some interspersed residential areas. Beyond I-81, land use transitions to a mix of residential, vacant, and undeveloped parcels stretching west towards Route 11. The dominant land uses within the Town of Dickinson's WRA are residential at 40% and community services at 17% followed by commercial lands at 15%.

Existing Parks and Recreation

Otsiningo Park is a 150-acre Broome County park that spans along the Chenango River in both the Town of Chenango and Town of Dickinson. This historical park has 18th century cultural heritage and hosts an array of recreational amenities including trails, playgrounds, fields, gardens and community events. Otsiningo connects the towns across the river, but is prone to flooding issues. Annual festivals along with access opportunities like the on-site boat launch and connecting North River Trail promote enjoyment of the Chenango River corridor flowing through both Chenango and Dickinson.

Existing Water Access Points

The Town of Dickinson has one main public water access site along the Chenango River - Otsiningo Park. This Broome County park features the only public boat launch on the west bank of the Chenango in the county. The dirt ramp style launch provides easy access for visitors. It also contains 10 parking spaces and public restrooms. The boat launch allows both paddlers and motorized boats to access the waterfront at Otsiningo Park. Additionally, the park's waterfront contains areas for shore fishing and taking in views of the Chenango River corridor. Between the formal launch and informal access, Otsiningo Park connects residents and visitors to the Chenango River within the Town of Dickinson.

APPENDIX

TOWN OF DICKINSON

The following matrix provides a summary of the projects recommended in the Town of Dickinson's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major water access upgrades are proposed at Otsiningo Park to expand water-based recreation offerings. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Wayfinding	To improve navigation and visual identity across The Town of Dickinson, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between The Town of Dickinson's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through the Town of Dickinson's public spaces. More details on the coordinated standards and priority locations can be found within the main document.
 Resource Preservation	The Town of Dickinson possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across the Town of Dickinson's WRA. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning the Town's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Dickinson's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Dickinson should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Dickinson. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

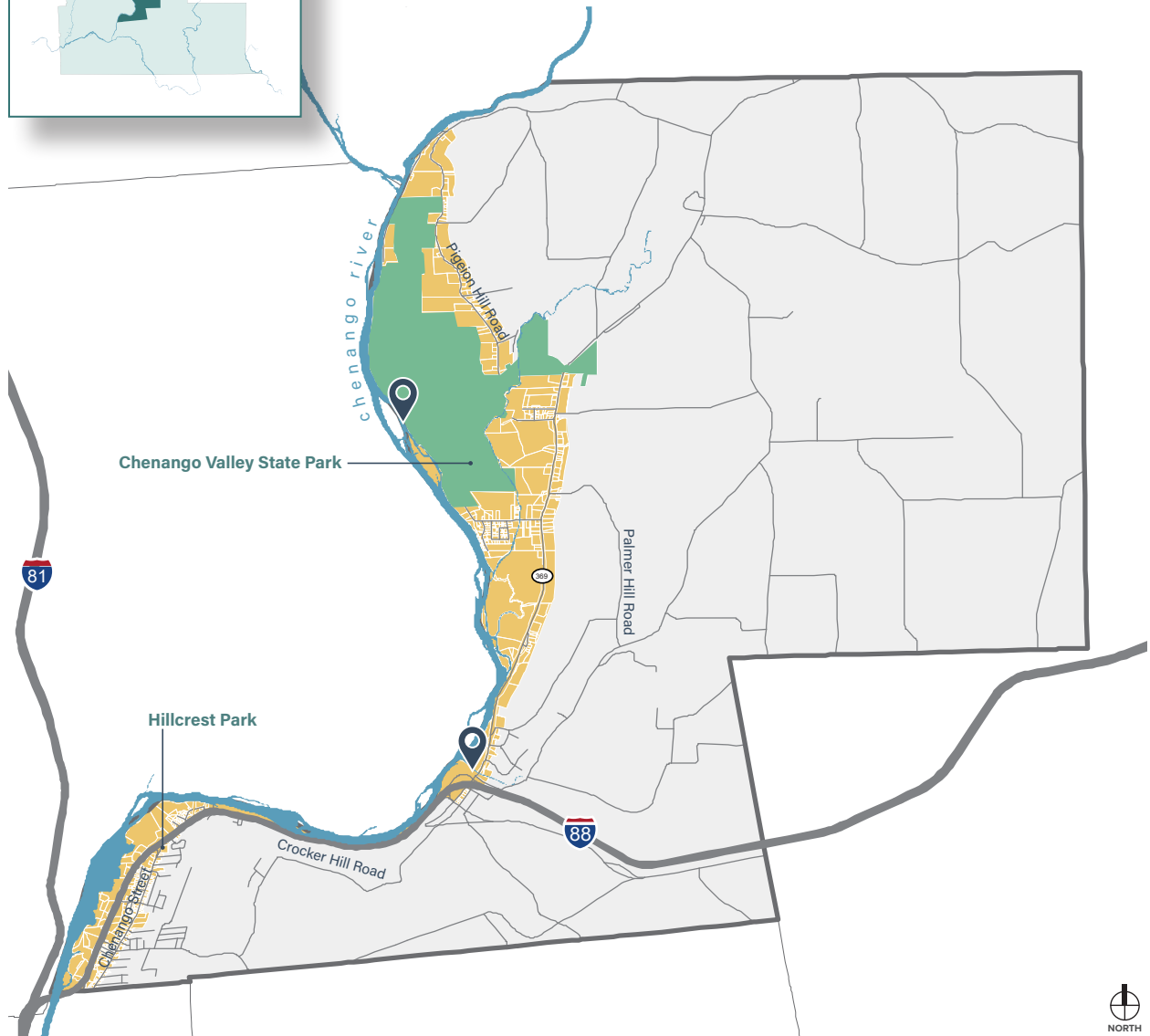
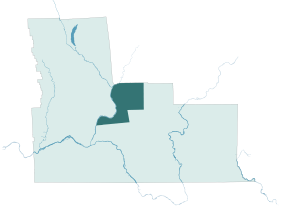
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Dickinson LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Dickinson, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Dickinson based on a review and understanding of existing laws and regulations. The Town of Dickinson should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Dickinson, including but not limited to existing zoning regulations. In addition, the Town of Dickinson will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF FENTON

KEY MAP:



 Waterfront Revitalization Area (WRA)

 Waterbodies / Waterways

 Parks

 Existing Water Access Points

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The WRA boundary begins where the Chenango County line crosses the Chenango River, the WRA boundary proceeds south to NYS Route 79 and then travels approximately 150 feet west to Pigeon Hill Road. The boundary extends 500 feet south / east of Pigeon Hill Road or is defined by the rear lot lines of parcels fronting on the southern / eastern side of Pigeon Hill Road, whichever is less.

At the intersection of Pigeon Hill Road and State Park Road, the WRA boundary continues east to NYS Route 369 and includes all state-owned property along State Park Road. The WRA boundary follows NYS Route 369 south to Ganoungtown Road, and includes all parcels with frontage along NYS Route 369 as well as any immediately adjacent state-owned parcels.

From the intersection of NYS Route 369 and Ganoungtown Road, the WRA boundary proceeds south along NYS Route 369 and extends 500 feet east of the roadway centerline or is defined by the rear lot lines of parcels fronting on the eastern side of NYS Route 369, whichever is less.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Fenton's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Chenango River obtains water quality classifications of B and C as it flows through the Town of Fenton. The majority of the mainstream falls within Class B which permits public swimming and other contact recreation activities. Classification C waters, allowing fishing and non-contact recreation, occur within minor tributaries feeding the Chenango along this stretch. An extensive concentration of primary aquifers closely borders the Chenango River corridor as it travels through Fenton, spanning between the railroad corridor west to the vicinity of Route 79.

Existing Land Use

New York State Route 79 paralleling the Chenango River through Fenton consists primarily of residential use with some interspersed commercial areas. Beyond Route 79, land use transitions to a mix of agricultural, vacant and undeveloped parcels stretching west to the railroad corridor flanking the eastern riverbank. Dominant land uses within Fenton's waterfront area consist of residential and vacant lands. Residential comprises 62% of total WRA lands, followed by 10% vacant parcels .

Existing Parks and Recreation

The main parkland within the Town of Fenton is the 1,028-acre Chenango Valley State Park centered around Lily and Chenango lakes. This popular state park features an 18-hole golf course, camping, 13+ miles of trails, swimming, museums highlighting the Civilian Conservation Corps and Chenango Canal, and boat launches on the lakes. It also contains over 3 miles of the Towpath Trail route along the Chenango River, although no formal river boat launch facilities. Additionally, there is the 1-acre privately-owned Hillcrest Park maintained by the Hillcrest Community Association. This neighborhood park consists of two ball fields next to the local fire station. Between the recreational variety within Chenango Valley State Park and the community ball fields at Hillcrest Park, these sites provide some public park access spanning over 1,000 acres in the Town of Fenton.

Existing Water Access Points

The Town of Fenton boasts two primary public water access sites along the Chenango River. One is located within the scenic Chenango Valley State Park, providing residents and visitors with the opportunity to enjoy the river's natural beauty and engage in various water-based activities. The other access point is a DEC boat launch in Port Crane, which features a hand launch and space for parking, catering to those who prefer a more rustic setting for their river access.

APPENDIX

TOWN OF FENTON

The following matrix provides a summary of the projects recommended in the Town of Fenton's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major water access upgrades are proposed at Port Crane and Chenango Valley State Park to expand water-based recreation offerings. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Trails and Connections	The Fenton Hiking Trail would connect key Chenango River access points along the historic traces of the Chenango Canal towpath. Linking the NYS Route 79 bridge, Lock 107 remains, the State Park and points between, the accessible multi-use trail promises expanded mobility options. Proposed trailheads would anchor activity nodes, while wayfinding exhibits and amenities would accent the corridor. Upgrades to existing Park pathways aim to heighten accessibility and accommodate diverse visitors. Cohesive branding and signage would unify the user experience across multiple jurisdictions. Offering cyclists and pedestrians safe recreational passage apart from roadways, the trail both highlights Canal heritage and furthers active transportation alternatives.
 Wayfinding	To improve navigation and visual identity across Fenton, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between Fenton's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through Fenton's public spaces.
 Resource Preservation	The restoration of Lock 107 envisions revitalizing a culturally significant but long dormant canal site into an engaging heritage destination. Lock 107, listed on historic registries, retains remnants of the Chenango Canal yet remains obscured by vegetation overgrowth. Situated on State land along the historic towpath, the location shows potential as a trailhead linking recreation trails through scenic corridors. Thoughtful restoration and interpretive exhibits could spotlight this vestige of 19th century industry while spurring unified site navigation. Planned seating, overlooks and signage intend to reveal multi-faceted stories of innovation, ingenuity and transportation evolving with the watershed. Activating this authentic setting promises to nurture heritage tourism and connections to the past. The project ultimately intends renewed resonance and access for present and future visitors to appreciate the layers shaping this landscape through enhanced preservation and presentation of Lock 107.

PROJECT SUMMARY MATRIX (CONT.)

Project Type	Project Description
 Resource Preservation (Cont.)	As part of New York's Susquehanna Heritage Area, Broome County and the Town of Fenton possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Fenton's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Fenton's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Fenton's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Fenton should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Fenton. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

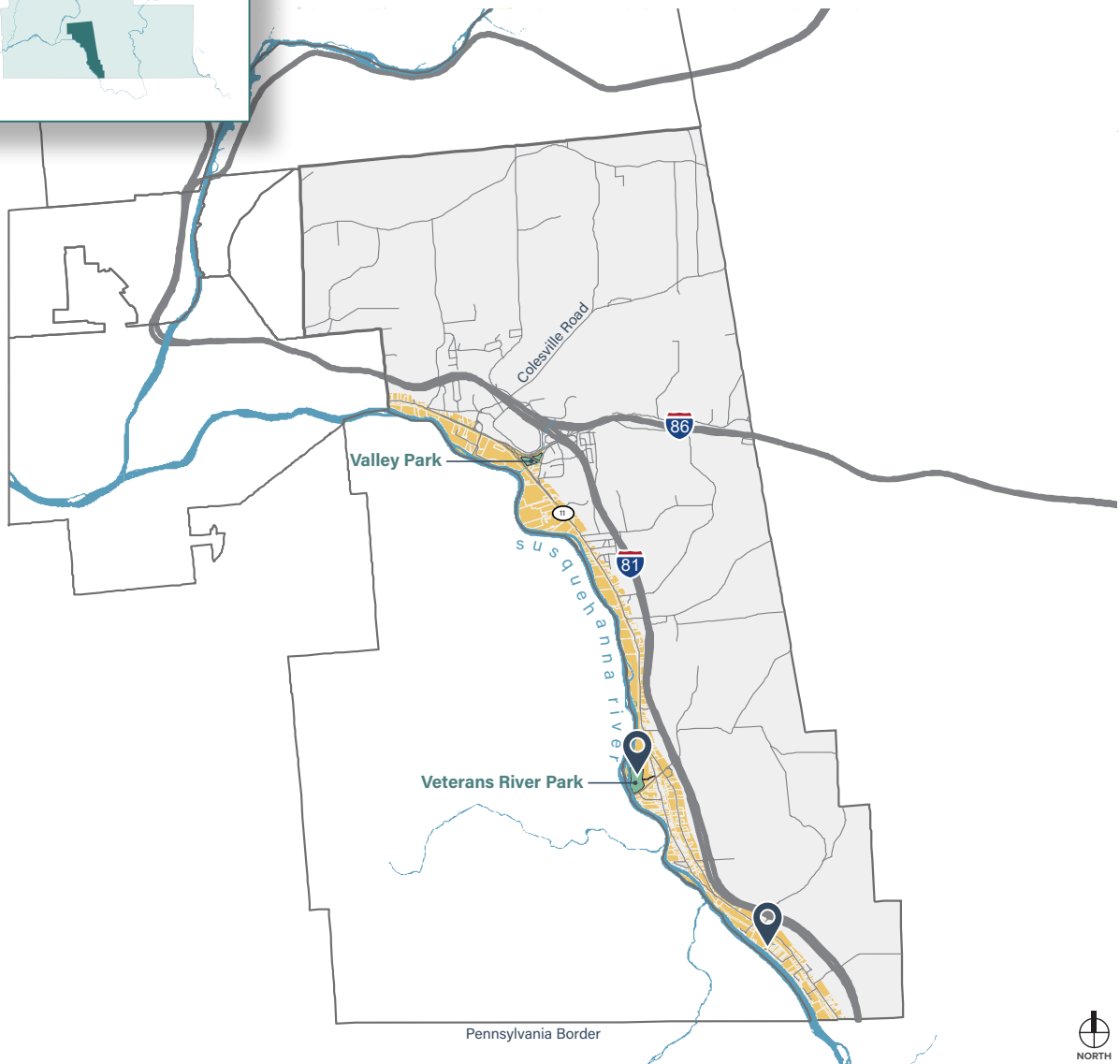
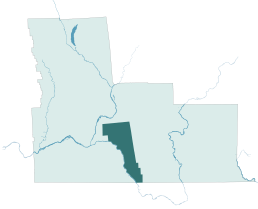
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Fenton LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Fenton, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Fenton based on a review and understanding of existing laws and regulations. The Town of Fenton should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Fenton, including but not limited to existing zoning regulations. In addition, the Town of Fenton will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF KIRKWOOD

KEY MAP:



 **Waterfront Revitalization Area (WRA)**

 **Waterbodies / Waterways**

 **Parks**

 **Existing Water Access Points**

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

From the eastern border of the City of Binghamton to the Pennsylvania state line, the WRA boundary follows U.S. Route 11, extending 500 feet south/west of the roadway centerline or defined by the rear lot lines of parcels fronting on the south/west side of U.S. Route 11, whichever is less.

From Colesville Road, the boundary proceeds west along the centerline of Crescent Drive, including Valley Park. The boundary then follows U.S. Route 11 (Kirkwood Avenue) to the Pennsylvania state line, extending 500 feet east of the roadway centerline or defined by the rear lot lines of parcels fronting on the eastern side of U.S. Route 11, whichever is less.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Kirkwood's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Susquehanna River obtains water quality classifications of B and C as it flows along the Town of Kirkwood. The majority of the mainstream falls within Class B which permits public swimming and other contact recreation activities. Classification C waters, allowing fishing and non-contact recreation, occur within minor tributaries feeding the Susquehanna along this stretch. An extensive concentration of primary aquifers closely borders the Susquehanna River corridor as it travels past Kirkwood, spanning between the railroad corridor west to the vicinity of Route 11. Protecting water quality remains essential both within the river itself and the neighboring shallow groundwater resources.

Existing Land Use

U.S. Route 11 paralleling the Susquehanna River through Kirkwood consists primarily of residential use with some interspersed commercial areas. Beyond Route 11, land use transitions to vacant and undeveloped parcels stretching east to the railroad corridor flanking the western riverbank. Dominant land uses within Kirkwood's WRA consist of residential and vacant lands. Residential comprises 32% while 38% comprise vacant lands. The sizable vacant land use, comprising over a third of Kirkwood's WRA, presents opportunity for potential development projects along Kirkwood's share of the Susquehanna River. The Town can leverage these dormant parcels to drive strategic growth in pursuit of revitalization goals for Kirkwood's important waterfront.

Existing Parks and Recreation

The Town of Kirkwood has two main public parks. Valley Park is a 10-acre neighborhood park frequently used for walking and various sports like softball and basketball. It contains playground equipment, game fields with bleachers, a lighted running track, courts, and a special event gazebo. Veterans River Park is a 27-acre riverfront park featuring three pavilions, walking trails, and a boat launch for small watercraft access to the Susquehanna River. Between these multi-use recreation facilities, Kirkwood's two parks service residents and host summertime athletic events for the community.

Existing Water Access Points

The Town of Kirkwood has two public boat launches along the Susquehanna River. Veterans River Park contains a dirt ramp launch, restrooms and 10 parking spaces. Recent improvements include a new concrete ramp launch off Riverside Lane, also with 10 vehicle spaces. Between these launches, Kirkwood provides access for boaters via both a dirt and paved ramp on a slower segment of the river. Potential future enhancements consist of a fishing platform and interpretive waterfront signs at Veterans River Park to bolster recreational usage.

APPENDIX

TOWN OF KIRKWOOD

The following matrix provides a summary of the projects recommended in the Town of Kirkwood's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major water access upgrades are proposed at Veterans River Park and Riverside Lane to expand water-based recreation offerings. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Streetscape Enhancements	Streetscape Enhancements focus on strengthening the connections between Upper Court Street and U.S. 11 in the Town of Kirkwood. The following improvements include but are not limited to; placemaking amenities, new multi-modal facilities (e.g, bike infrastructure, sidewalks, trails), identification of new gateway locations, new wayfinding signage, outdoor dining enhancements, parking accommodations, and integration of green infrastructure.
 Park Improvements	- Recommendations for park improvements at Valley Park include traffic calming measures, improved signage and pedestrian amenities, an accessible playground, creek restoration by clearing sediment blocking the Susquehanna, and creating an accessible "Creekwalk" from the Susquehanna River to the park's covered bridge. - Veterans River Park's prime location provides an opportunity to expand amenities and access to natural resources. Proposed improvements focus on enhancing the trail network and recreational riverfront access, including wayfinding signage; pedestrian/ bike upgrades; a riverwalk trail with views; shoreline restoration and native plantings; nature trails with a new trailhead, fishing access, boat launch, and outdoor classrooms; and an expanded playground with natural elements. Expected benefits are shoreline restoration and invasive species management; increased public recreational riverfront access; expanded recreational amenities; enhanced access to natural resources; and bolstered tourism prospects. Ultimately, investments will heighten enjoyment of this scenic community asset while promoting conservation of its ecology.

PROJECT SUMMARY MATRIX (CONT.)

Project Type	Project Description
 Wayfinding	To improve navigation and visual identity across Kirkwood, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between Kirkwood's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through Kirkwood's public spaces.
 Resource Preservation	As part of New York's Susquehanna Heritage Area, Broome County and the Town of Kirkwood possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Kirkwood's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Kirkwood's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Kirkwood's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Kirkwood should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Kirkwood. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

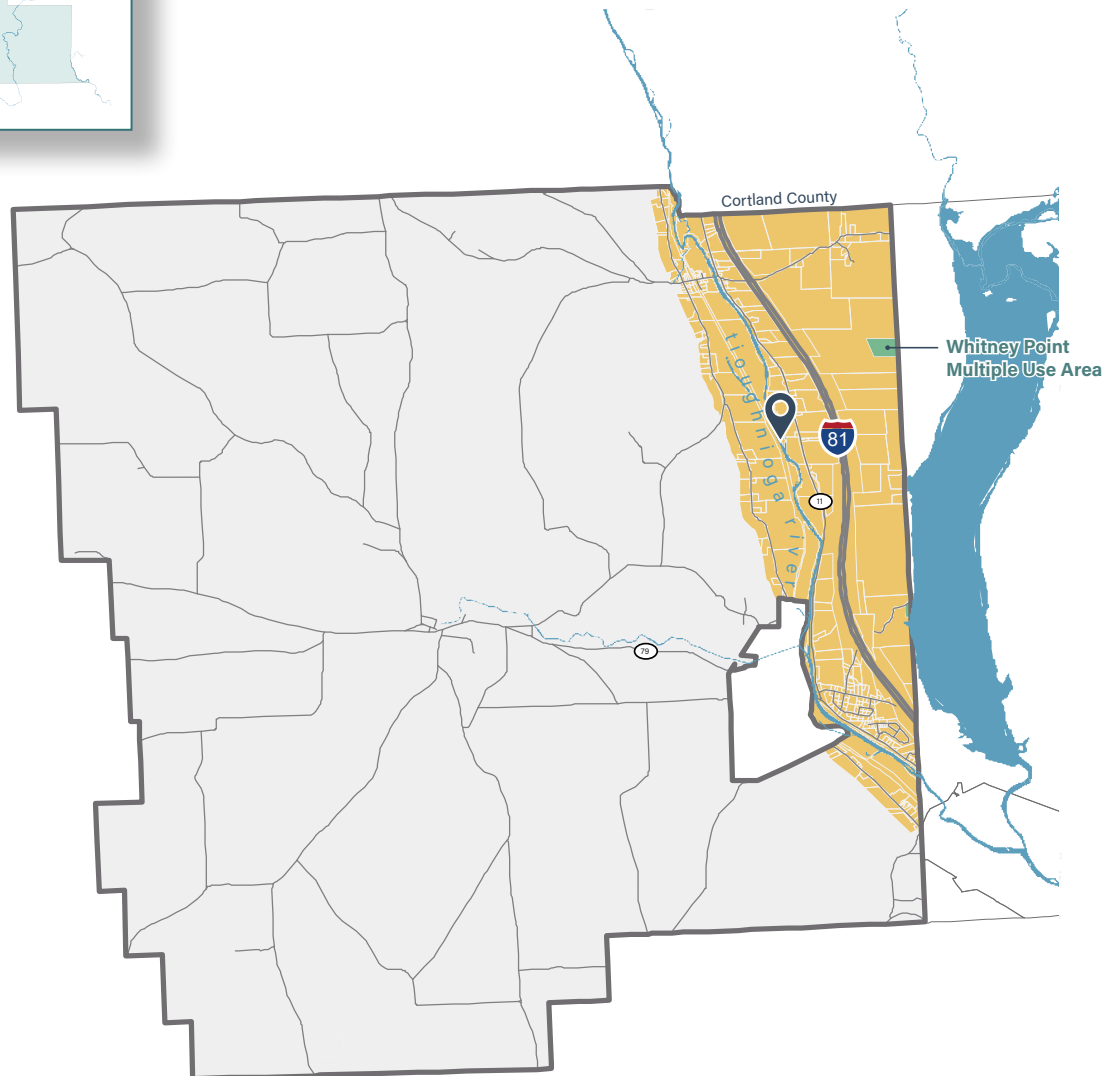
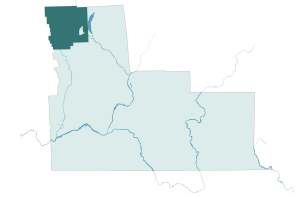
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Kirkwood LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Kirkwood, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Kirkwood based on a review and understanding of existing laws and regulations. The Town of Kirkwood should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Kirkwood, including but not limited to existing zoning regulations. In addition, the Town of Kirkwood will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF LISLE

KEY MAP:



 **Waterfront Revitalization Area (WRA)**

 **Waterbodies / Waterways**

 **Parks**

 **Existing Water Access Points**

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The WRA boundary in the Town of Lisle begins where Whitney Point-Lisle Road intersects the Village of Lisle. The village boundary defines the WRA until Whiting Hill Road intersects the northern border of the village. From there, the WRA proceeds north along Whiting Hill Road and Killawog Hill Road to the Cortland County line, extending 500 feet west of these roads or defined by the rear lot lines of parcels fronting on them, whichever is less.

On the eastern side, the boundary starts at the Cortland County line, the WRA boundary follows the Town of Lisle border south and extends 500 feet from the town boundary or is defined by the rear lot lines of parcels fronting on the east side of the Town of Lisle border, whichever is less.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Lisle's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Tioughnioga River obtains a water quality classification of Class B as it flows along or near the Town of Lisle. The classification of B permits public swimming and other contact recreation activities within the river. As a Class B waterbody, maintaining water quality is essential to support recreation, aquatic life, and other uses that require clean water. Protecting the Tioughnioga River water quality also helps safeguard the health of downstream communities that utilize the water resources further along the river's course. Nearby lands can influence water quality based on runoff or contaminants entering the waterway. Responsible development and stewardship of the shoreline areas bordering the Tioughnioga River will help guard against contamination from future land use changes. Monitoring and proactive management programs are important for preserving the Class B status into the future. With attention to protecting water quality, the Tioughnioga River can continue providing benefits to Lisle residents and visitors who enjoy recreating along its course.

Existing Land Use

The dominant land uses within the Town of Lisle consist primarily of vacant lands at 61%, followed by residential at 25% and agricultural at 17% of total acreage. The prevalence of undeveloped and agricultural acreage reflects Lisle's rural dynamics, typical for the region. With over three-fifths of land currently vacant, these parcels present potential for strategic development or conservation efforts. Similarly, leveraging the one-quarter residential share could involve enhancing neighborhood density and services. While commercial properties likely exist along main access routes, agricultural and empties comprise the bulk of Lisle's expansive unactivated spaces. Additional planning and guidance for these underutilized areas both in the town center and stretched across Lisle's outlying vicinity could benefit residents.

Existing Parks and Recreation

Lighthouse Landing is a privately owned recreational site along the Town of Lisle's waterfront, featuring boat rentals, tubing, canoeing, and kayaking. This facility provides important water access and supports water recreation opportunities in Lisle. The boundary includes the Whitney Point Multiple Use Area, a significant recreational asset along the Tioughnioga River.

Existing Water Access Points

The Town of Lisle has one main existing public water access site along the Tioughnioga River. Lighthouse Landing is a privately owned site located in the Town of Lisle featuring a boat launch hand ramp. The additional amenities include 25 parking spaces and restrooms. This facility provides important water access and facilities to support water recreation along the Town of Lisle's waterfront.

APPENDIX

TOWN OF LISLE

The following matrix provides a summary of the projects recommended in the Town of Lisle's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Minor water access upgrades are proposed at Lighthouse Landing to expand water-based recreation offerings. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Wayfinding	To improve navigation and visual identity across Lisle, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between Lisle's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through Lisle's public spaces.
 Resource Preservation	As part of New York's Susquehanna Heritage Area, Broome County and the Town of Lisle possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Lisle's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Lisle's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Lisle's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Lisle should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Lisle. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

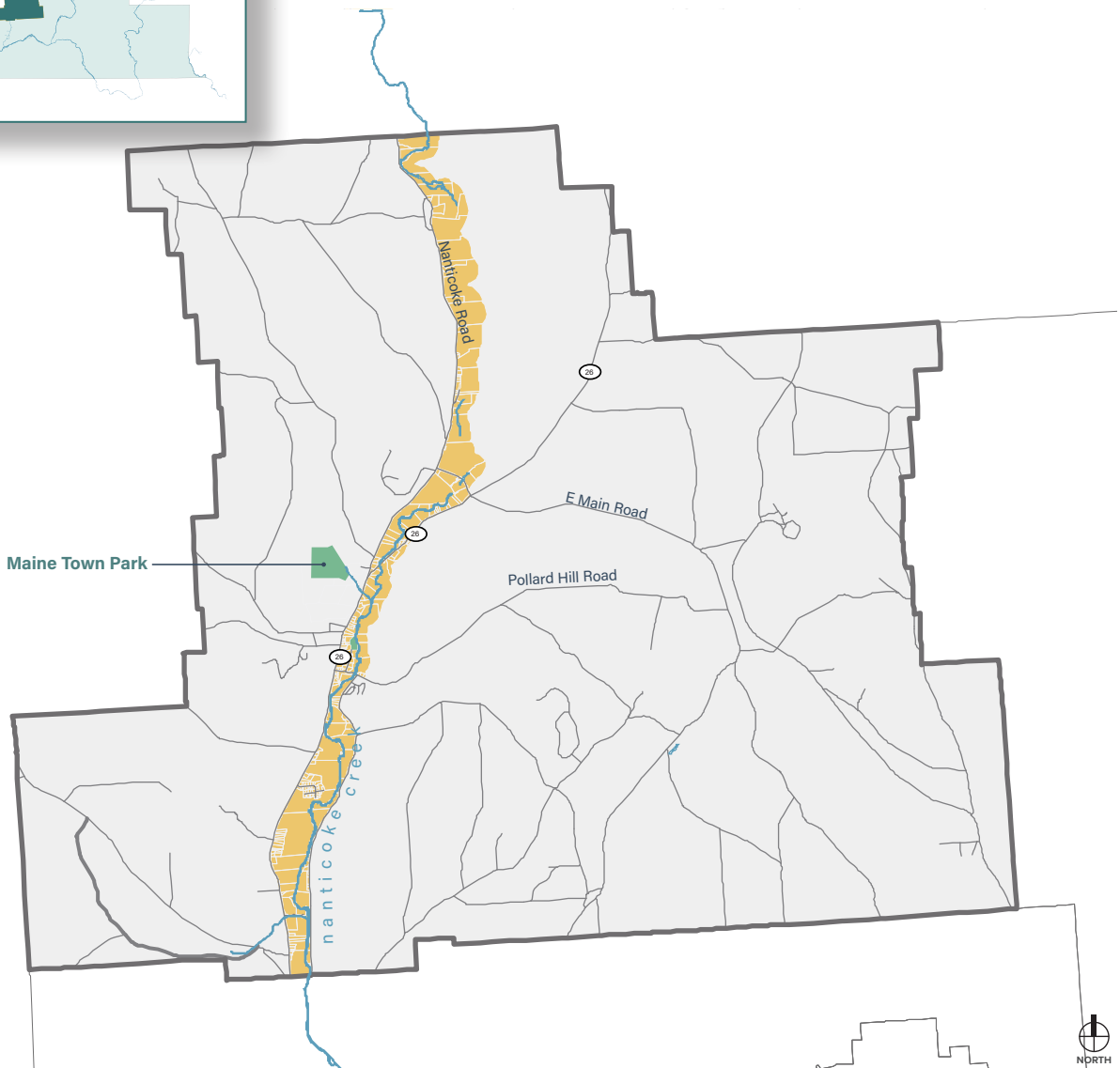
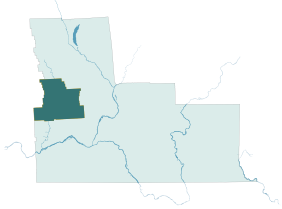
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Lisle LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Lisle, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Lisle based on a review and understanding of existing laws and regulations. The Town of Lisle should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Lisle, including but not limited to existing zoning regulations. In addition, the Town of Lisle will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF MAINE

KEY MAP:



 Waterfront Revitalization Area (WRA)

 Waterbodies / Waterways

 Parks

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The eastern extent of the WRA boundary in the Town of Maine begins at the town boundary and is located 500 feet from the centerline of Nanticoke Creek or is defined by the rear lot lines of parcels fronting on the east side of the Town border, whichever is less. The boundary continues south, maintaining this 500-foot distance from the creek until it reaches Ames Road. At Ames Road, the boundary continues south and is defined by the eastern edge of NYS Route 26 for approximately 3,000 feet. From this point to Pollard Hill Road, the eastern extent of the WRA boundary is located 500 feet from the centerline of Nanticoke Creek. From Pollard Hill Road to the intersection of Nanticoke Drive and North Nanticoke Avenue, the eastern extent of the WRA boundary is defined by the eastern edge of Edson Road and then follows the northern and eastern edge of Nanticoke Drive. The western extent of the WRA boundary in the Town of Maine follows the centerline of NYS Route 26 from the northern town boundary to the boundary with the Town of Union in the south.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Maine's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

Nanticoke Creek obtains a water quality classification of Class B as it flows along or near the Town of Maine. The classification of B permits public swimming and other contact recreation where Nanticoke Creek passes through Maine. As a Class B waterbody, maintaining water quality is essential to support recreation, aquatic life, and other uses requiring clean water locally and downstream. Protecting Nanticoke Creek water quality helps safeguard communities utilizing the waterway as it continues north. Nearby lands can influence water quality based on factors like runoff entering the creek. Responsible development and stewardship of shoreline areas along Nanticoke Creek will help guard against contamination from future land use changes in the Maine area. Monitoring and proactive management programs are important for preserving the Class B status into the future.

Existing Land Use

The Town of Maine consists primarily of rural residential, agricultural, and undeveloped forested areas, typical of many small towns in the region. Route NY-26 features some commercial development serving local needs of the community. Dominant land uses within the WRA are 43% residential and 36% vacant lands. Private lands represent a significant majority compared to limited publicly owned parcels. Identifying strategic development or revitalization projects guiding the vacant and residential lands could provide opportunities to benefit Maine residents.

Existing Parks and Recreation

The Town of Maine has one public park - the 66-acre Maine Town Park located behind Maine Memorial School. This neighborhood park shares land with the Main-Endwell School District containing Zimmer ballfields. It offers a summer recreation program plus amenities for local youth. As the sole park directly within Maine town limits, Maine Town Park services residents through its recreation facilities and outdoor access adjacent to the academic campus.

Existing Water Access Points

There is currently no boat access on Nanticoke Creek. The town of Maine has one public fishing site located just outside town limits along Nanticoke Creek, annually stocked with over 6,000 brown trout by the NYS DEC. There are 0.85 miles of Public Fishing Rights (PFRs) on Nanticoke and East Branch Nanticoke Creeks near Maine. Between the annual stocking and streamside access, recreational angling for brown trout is available just beyond Maine's borders along the nearby Nanticoke Creek waterway.

APPENDIX

TOWN OF MAINE

The following matrix provides a summary of the projects recommended in the Town of Maine's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	New minor water access site is proposed at Park Street to expand water-based recreation offerings in the Town of Maine. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Streetscape Enhancements	Streetscape Enhancements focus on strengthening the connections along Route 26 in the Town of Maine. The following improvements include but are not limited to; placemaking amenities, new multi-modal facilities (e.g, bike infrastructure, sidewalks, trails), identification of new gateway locations, new wayfinding signage, outdoor dining enhancements, parking accommodations, and integration of green infrastructure.
 Wayfinding	To improve navigation and visual identity across the Town of Maine, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between Maine's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through the Town of Maine's public spaces.
 Resource Preservation	As part of New York's Susquehanna Heritage Area, Broome County and the Town of Maine possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Maine's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Maine's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Maine's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Maine should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Maine. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

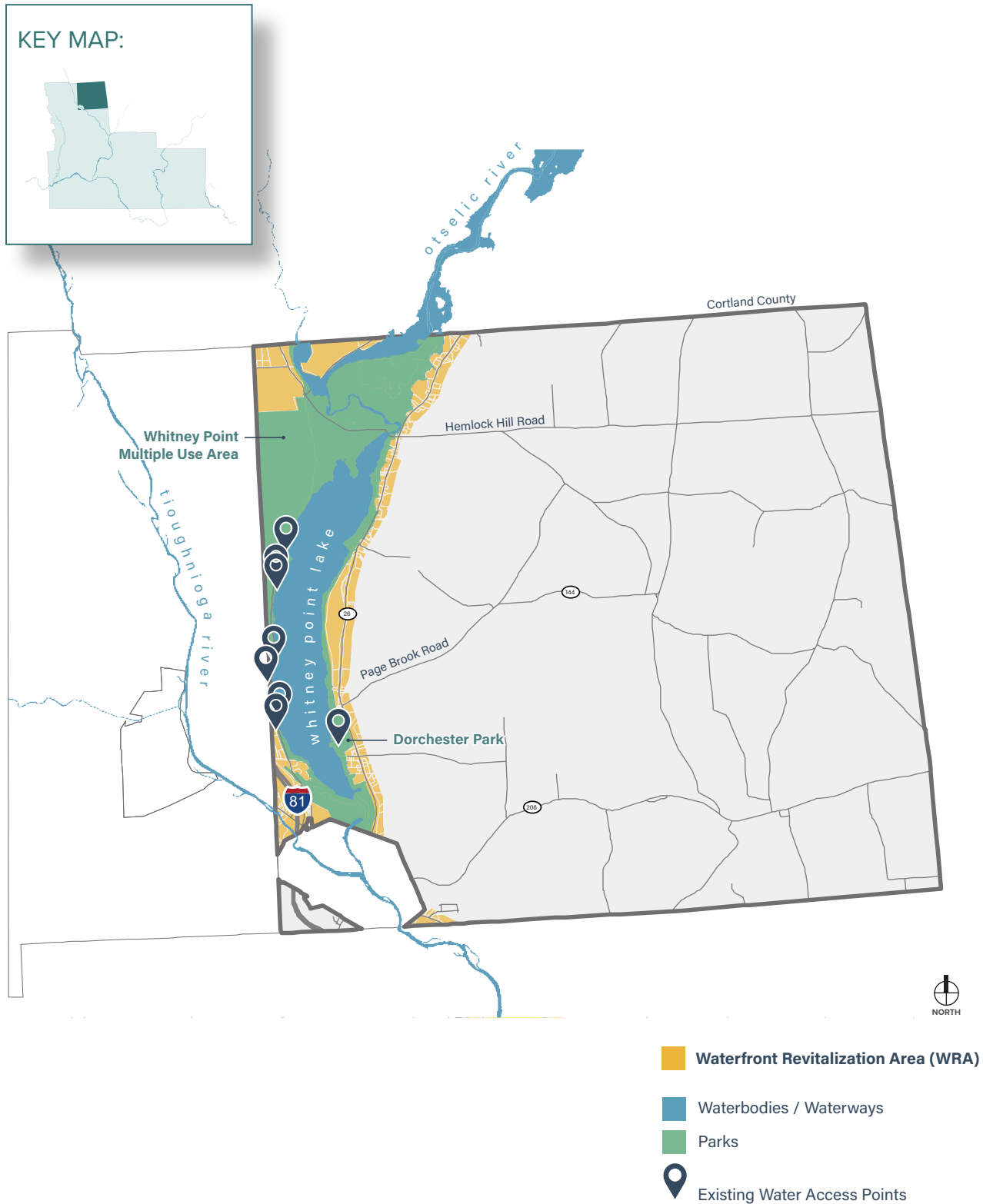
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Maine LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Maine, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Maine based on a review and understanding of existing laws and regulations. The Town of Maine should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Maine, including but not limited to existing zoning regulations. In addition, the Town of Maine will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

TOWN OF TRIANGLE

TOWN OF TRIANGLE

KEY MAP:



WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The WRA boundary in the Town of Triangle begins at the Cortland County line and follows NYS Route 26 south, extending 500 feet from the roadway centerline or defined by the rear lot lines of parcels fronting on the east side of NYS Route 26, whichever is less. The boundary continues along NYS Route 26 until it reaches the Town of Lisle border.

At the intersection of NYS Route 26 and the Town of Lisle border, the WRA boundary proceeds west, following the town border until it intersects with the Tioughnioga River. The boundary then follows the river south to the Village of Whitney Point. Where the Town of Triangle border intersects the Village of Whitney Point, the village boundary defines the WRA until NYS Route 79 intersects the southern border of the village. The WRA then proceeds south along NYS Route 79 and extends 500 feet east of the roadway centerline or is defined by the rear lot lines of the parcels fronting the eastern side of NYS Route 79, whichever is less. This portion of the boundary continues until NYS Route 79 intersects with the Town of Barker border.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Triangle's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Whitney Point Lake/Reservoir enables lake access recreation for Triangle residents, but has impaired water quality. As part of the Chenango River sub-basin, maintaining and improving reservoir water quality through responsible shoreline development is vital to ecological health and public use. The adjacent Tioughnioga River provides additional recreational opportunities. Stewardship of both waterbodies will help prevent degradation from future growth impacts.

Existing Land Use

The town of Triangle is a mostly rural community located in Broome County, New York, consisting primarily of rural residential neighborhoods, agricultural land, and undeveloped forested areas. Route NY-26 supports some small-scale commercial development catering to local needs. Within Triangle's WRA, dominant land uses are 50% vacant and 34% residential lands. The majority of the WRA consists of privately owned parcels rather than limited public lands. Strategic development or revitalization projects to guide use of the vacant and residential lands in beneficial ways could present opportunities for Triangle residents.

Existing Parks and Recreation

The 2,832 acre Whitney Point Lake Multiple Use Area surrounding the federally managed Whitney Point Reservoir represents the largest protected open space in Broome County. The Army Corps of Engineers oversees flood control operations, while NY state and Broome County manage recreational usage. This includes Broome County's 53 acre Dorchester Park on the eastern reservoir shoreline, which provides swimming, boating, camping, trails and event hosting amenities, although prone to flooding. Through intergovernmental coordination, over 2,800 acres of parkland surrounding Whitney Point Lake and the Otselic River are accessible to Triangle and Broome County residents to responsibly enjoy this vast scenic and recreational asset.

Existing Water Access Points

Triangle has three publicly accessible water access locations—Dorchester Park, Upper Lisle Bridge, and Whitney Point Reservoir—providing boat launches and fishing access. Dorchester Park offers the most amenities including boat rentals, restrooms, and ample parking. Upper Lisle Bridge provides a basic dirt ramp launch, but has limited parking. Whitney Point Reservoir is a popular fishing destination with seven hand ramp boat launches along the western shore, however has minimal parking and no restrooms. While the access points differ in features, together they enable both boating and fishing within Triangle across multiple bodies of water.

APPENDIX

TOWN OF TRIANGLE

The following matrix provides a summary of the projects recommended in the Town of Triangle's WRA. More information on these projects can be found in Section 4 the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major and minor water access upgrades are proposed at Dorchester Park to expand water-based recreation offerings in the Town of Triangle. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Trails and Connections	A new multi-use trail is proposed to connect Whitney Point Village to Dorchester Park, linking village residents with expanded access to the Whitney Point Lake shoreline and facilities at the county park. The trail would provide a dedicated pedestrian/cyclist route from the Route 206 bridge to follow along the lake edge northward, culminating in a new trailhead within Dorchester Park. A second new trailhead would also be built in the village near the existing boat launch site. Additional plans include trail signage, scenic lookouts, invasive species management along the route, and potential further shoreline restoration. Intended benefits are increased recreation opportunities, enhanced public waterfront access, boosting the active transportation network, and promoting tourism options based around the new trail connectivity.
 Park Improvements	A range of improvements are planned for Dorchester Park, an important waterfront recreation site providing public access to Whitney Point Lake. Upgrades aim to better advertise the park, improve trail connectivity around the lake and within the park, enhance recreational amenities like the playground and picnic facilities, expand accessible waterfront access with a new kayak launch, and restore native ecological buffers along the shoreline for flood control and water quality benefits. Intended outcomes are increased visibility of Dorchester as a destination, boosted recreational usage through amenity upgrades and multi-use trail linkages, ensured accessibility for disabled users through the planned kayak launch, and enhanced ecological health of the park's lakefront space via sustainable vegetation buffers coupled with shoreline stabilization efforts.
 Wayfinding	To improve navigation and visual identity across Triangle, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between Trinagle's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through Triangle's public spaces.



Resource Preservation

Project Type	Project Description
	As part of New York's Susquehanna Heritage Area, Broome County and the Town of Triangle possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Triangle's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Triangle's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Triangle's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Triangle should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Triangle. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

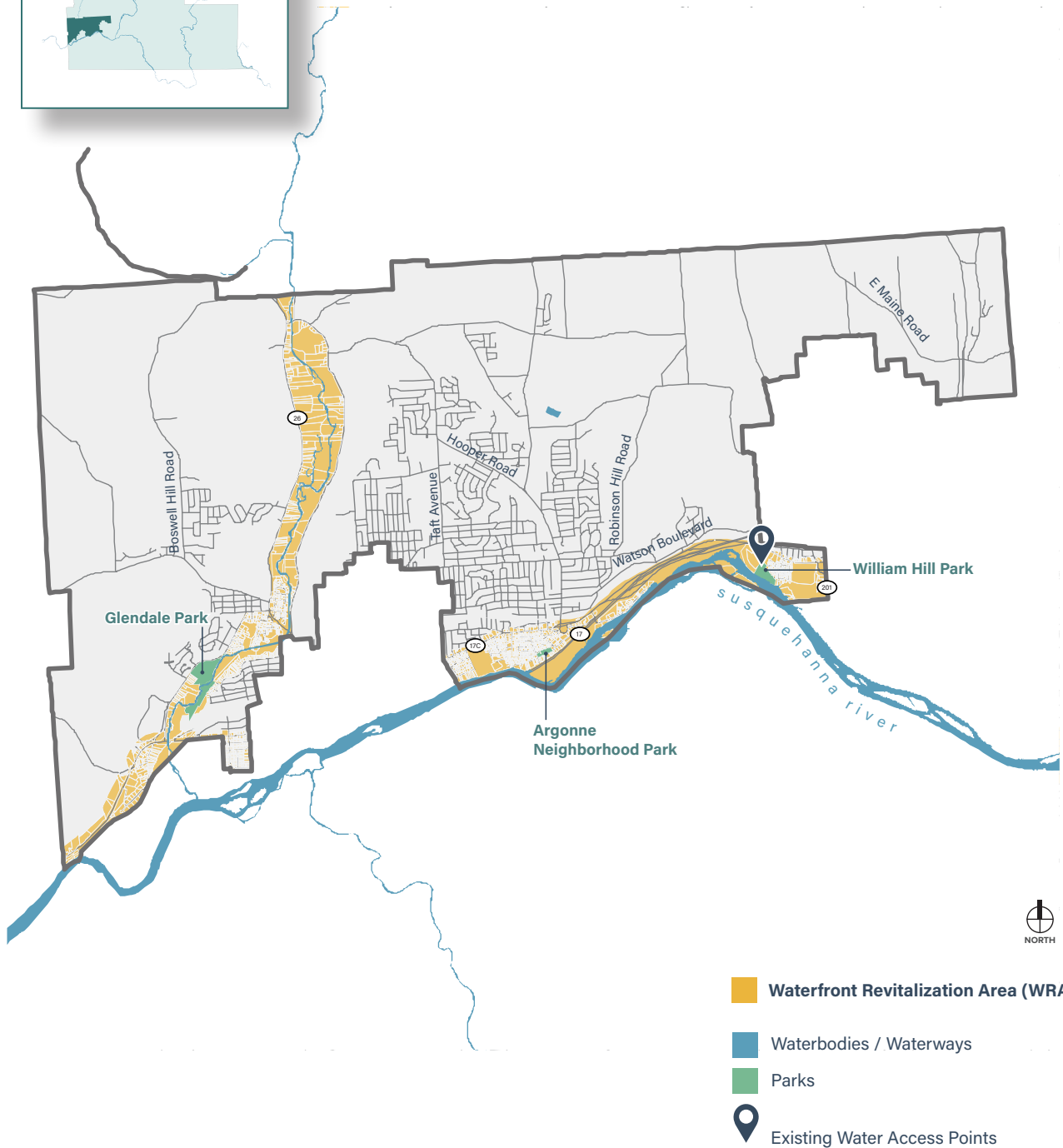
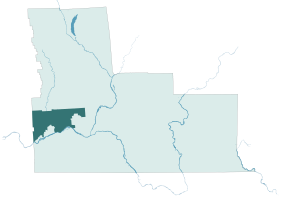
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Triangle LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Triangle, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Triangle based on a review and understanding of existing laws and regulations. The Town of Triangle should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Triangle, including but not limited to existing zoning regulations. In addition, the Town of Triangle will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF UNION

KEY MAP:



WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The western boundary begins at the intersection of Nanticoke Creek and NYS Route 17C in the Town of Union, the western extent of the WRA boundary is defined by the western edge of Glendale Road north to Carl Street. The boundary then follows the north side of Carl Street to NYS Route 26. At the intersection of Carl Street and NYS Route 26, the western extent of the boundary proceeds north and is defined by the western edge of NYS Route 26 until it reaches the Town of Maine border.

From the intersection of Nanticoke Drive and North Nanticoke Avenue to June Street, the eastern extent of the boundary is defined by the eastern edge of North Nanticoke Drive. At June Street, the boundary proceeds west and south, following the southern edge of June Street to the three-point intersection of June Street, West Wendell Street, and Frey Avenue. From this three-point intersection south to NYS Route 17C (West Main Street), the eastern extent of the WRA boundary is located 500 feet from the centerline of Nanticoke Creek. At NYS Route 17C, the WRA boundary follows NYS Route 17C and extends 500 feet north of the roadway centerline or is defined by the rear lot lines of parcels fronting on the north side of NYS Route 17C, whichever is less, along the Susquehanna River until reaching the Village of Endicott.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Union's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Susquehanna River obtains a water quality classification of Class A as it flows through the Town of Union, meeting the highest standards for source waters. This stringent designation permits public swimming and all other contact recreation within the mainstream through Union. As a Class A waterbody, maintaining exceptional water quality is paramount to support recreation, aquatic life, water supply, and other critical uses. Nanticoke Creek, a tributary of the Susquehanna River located in the Town of Union, also plays a significant role in the area's water quality. The creek's water quality classification varies along its length, with the majority designated as Class C, suitable for fishing and non-contact recreation.

Existing Land Use

The dominant land uses within the Town of Union's WRA include residential and vacant lands. Residential lands comprise 32% of total lands within the WRA followed by 23% of vacant lands. Further, public service lands account for 15% of total lands within the Town of Union's WRA. This residential clustering supports neighborhood density distinct from other more rural areas in Broome County. Sizable vacant lands averaging nearly a quarter of total land area present potential for targeted development or conservation efforts moving forward.

Existing Parks and Recreation

The Town of Union has three primary public parks. The largest is the 24-acre Glendale Park which has open green space, a playground, and a pavilion. Argonne Neighborhood Park is a small, 4-acre park maintained by the Kiwanis Club that has a playground and pavilion. William Hill Park comprises 13 acres along the river with a pavilion, picnic facilities, a playground, and open space. Additionally, a 16-acre Nanticoke Creek Flood Levee is a DEC flood control reservoir that allows limited recreation like catch and release fishing.

Existing Water Access Points

There is one public water access point for hand launching non-motorized boats in the town of Union along the Susquehanna River. William Hill Park is a town-owned boat launch that features picnic space, parking, and permits fishing.

APPENDIX

TOWN OF UNION

The following matrix provides a summary of the projects recommended in the Town of Union's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major water access upgrades are proposed at William Hill Park to expand water-based recreation offerings. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Park Improvements	Building off recommendations in the County's NY Rising Community Reconstruction Plan, upgrades are proposed for Argonne Avenue Park to further enhance this riverside space. Planned additions involve installing park signage and a trailhead to improve visibility and the arrival experience; constructing a looping trail along the waterfront with educational displays; incorporating new amenities like a natural playground; and adding community gardens for healthy food access and community building. These park enhancements would provide benefits such as upgraded recreation facilities, increased public riverfront access, and delivery of new flood-resilient townhouse development. The overall goal is to transform Argonne Avenue Park into an inviting, resilient community hub offering recreation, education, food access, and environmentally-conscious housing integrated with the natural riverfront.
 Wayfinding	A coordinated wayfinding signage system is proposed throughout the Town of Union to establish consistent visual design standards and enhance wayfinding throughout the County. The following signage recommended includes but is not limited to; gateway signage, streetscape banners, pedestrian directional signage, parking signage, park gateway signage, park kiosk signage, interpretive displays, trail markers, and regulatory signage.
 Resource Preservation	As part of New York's Susquehanna Heritage Area, Broome County and the Town of Union possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Union's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning the Town of Union's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain the Town of Union's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Union should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Union. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

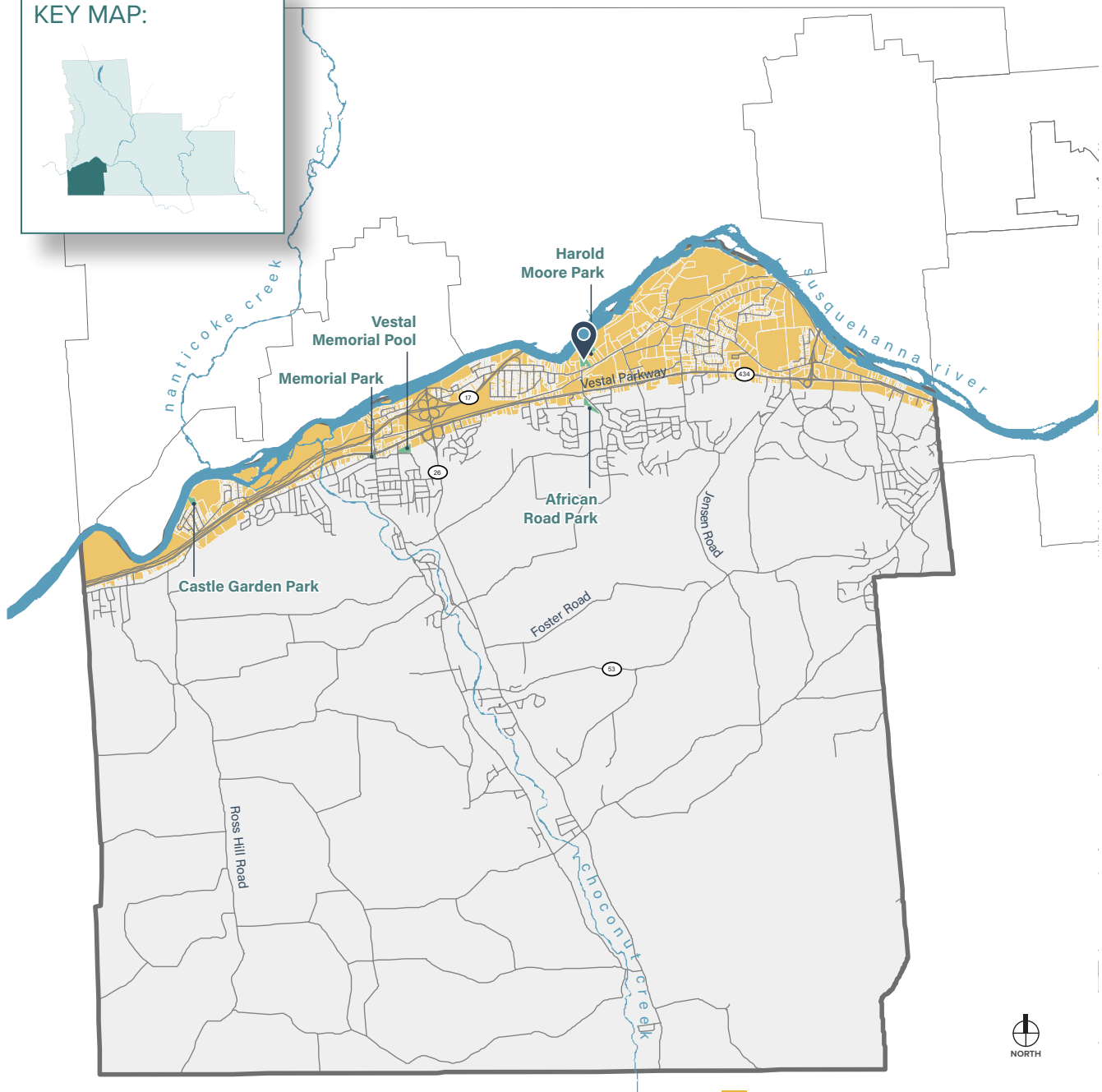
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Union LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Union, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Union based on a review and understanding of existing laws and regulations. The Town of Union should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Union, including but not limited to existing zoning regulations. In addition, the Town of Union will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF VESTAL

KEY MAP:



 Waterfront Revitalization Area (WRA)

 Waterbodies / Waterways

 Parks

 Existing Water Access Points

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The WRA boundary begins at the Tioga County line and Vestal Parkway, following the rear lot lines of parcels fronting the south side of Vestal Parkway east to Parkwood Road. From Parkwood Road to Arch Drive, it follows the rear lot lines of parcels along Vestal Parkway. From Arch Drive to Clayton Avenue, it follows the rear lot lines of parcels fronting the south side of Vestal Parkway.

At Clayton Avenue it expands south to include Memorial Park. East of Memorial Park to near African Road, it follows the rear lot lines of parcels on the south side of Vestal Parkway. At African Road it expands south to include African Road Park. From African Road to Jensen Road it follows the rear lot lines of parcels fronting the south side of Vestal Parkway.

East of Jensen Road it follows the rear lot lines of parcels fronting Chalbourn Road that are parallel to Vestal Parkway. From Chalbourn Road east to the Binghamton city line near Clubhouse Drive, it follows the rear lot lines of parcels fronting the south side of Vestal Parkway.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Vestal's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Susquehanna River obtains a water quality classification of Class A as it flows through the Town of Vestal, meeting the highest standards for source waters. This stringent designation permits public swimming and all other contact recreation within the mainstream through Vestal. As a Class A waterbody, maintaining exceptional water quality is paramount to support recreation, aquatic life, water supply, and other critical uses.

Existing Land Use

The land use within the Town of Vestal's WRA is comprised primarily of commercial at 29%, vacant at 23%, and residential lands at 18%. The prevalence of business-oriented acreage reflects the town's developable corridor along the Susquehanna River. The residential landscape is concentrated alongside commercial clustering which supports greater density and urban dynamics distinct from other more rural municipalities in Broome County. Sizable vacant lands averaging nearly a quarter of local land area present potential for targeted development or conservation efforts moving forward.

Existing Parks and Recreation

The Town of Vestal has several public parks that provide amenities to residents. Harold Moore Park is a notable 15-acre site along the Susquehanna River offering sports facilities, playgrounds, picnic shelters, boat ramp access, and parking areas. Other assets include the 5-acre Vestal Memorial Pool which is situated in close proximity to the elementary and high school campuses features a pool and ballfields; the 4-acre African Road Park with courts, play equipment and shelter; and smaller pocket parks like the 1-acre Memorial Park near Four Corners providing a gazebo and concert space. Several parks incorporate streams, woodlands and open space supporting passive recreation in scenic settings as well. While a few major parks have on-site parking, other Vestal parks offer primarily neighborhood access by foot. Enhancements to connectivity, accessibility and activating public green space could expand usage and recreation opportunities among Vestal's inventory of modest but useful community parks.

Existing Water Access Points

The Town of Vestal provides convenient water access to the Susquehanna River at Harold Moore Park, which features a well-maintained concrete ramp launch suitable for various watercraft. The park also offers ample parking for vehicles with boat trailers, enhancing the overall user experience and making it an attractive destination for boating enthusiasts.

APPENDIX

TOWN OF VESTAL

The following matrix provides a summary of the projects recommended in the Town of Vestal's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major water access upgrades are proposed at Harold Moore Park and a new major water access site at Castle Gardens Park to expand water-based recreation offerings. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Trails and Connections	- The Vestal Rail Trail Extension and Enhancement project would implement recommendations from the 2021 Vestal Road Trail Feasibility Study to extend the current Vestal Rail Trail along Vestal Road. Upgrades are also proposed for the existing rail trail section, including improvements to surfacing, amenities, and placemaking displays. New trailheads and connections to other areas like Harold Moore Park, the proposed Gates Road boat launch, and Johnson City are planned to link the trail to riverfront destinations. Additional trail enhancements involve scenic outlooks, signage, native landscaping, and shoreline restoration along the trail route. Intended benefits are expanding regional multi-modal connectivity, boosting recreational assets and waterfront access, and enabling increased tourism opportunities. - The Vestal Nature Preserve and Canal Trail project involves the town's recent acquisition of a 16-acre riverfront property to create a new public nature preserve. The project would build a trail system along the historic canal towpath connecting Vestal Parkway to the Susquehanna River. Other additions involve a permeable parking area, interpretive canal bridges, viewing platforms, signage, ecological restoration, and a link to the 434 Greenway. Intended benefits are increased recreation opportunities and waterfront access, conservation of natural landscapes, boosting tourism prospects, and enhancing education about canal history. Overall, the project aims to transform the parcel into an accessible nature preserve and trail network highlighting the site's unique history and ecology.
 Streetscape Enhancements	Streetscape Enhancements focus on strengthening the connections along Vestal Parkway (NYS Route 434). The following improvements include but are not limited to; placemaking amenities, new multi-modal facilities (e.g, bike infrastructure, sidewalks, trails), identification of new gateway locations, new wayfinding signage, outdoor dining enhancements, parking accommodations, and integration of green infrastructure.

PROJECT SUMMARY MATRIX (CONT.)

Project Type	Project Description
 Park Improvements	Situated between neighborhoods and the Susquehanna River, Castle Gardens Park is primed to expand its offerings and usage. Planned additions involve new entrance signage, formalized parking, an outdoor amphitheater, expanded trail connections with flood-resilient boardwalk segments, educational displays on indigenous history, and enhanced lighting. Intended outcomes are increased waterfront access, strengthened community cohesion through event space, ecological stewardship and flood control via sustainable trails, scenic outlooks, improved safety, quality of life benefits, and boosted tourism prospects. The overall vision is to transform Castle Gardens into an inclusive destination park that conserves natural assets while providing diverse programming and usage opportunities for residents and visitors.
 Wayfinding	A coordinated wayfinding signage system is proposed throughout the Town of Vestal to establish consistent visual design standards and enhance wayfinding throughout the County. The following signage recommended includes but is not limited to; gateway signage, streetscape banners, pedestrian directional signage, parking signage, park gateway signage, park kiosk signage, interpretive displays, trail markers, and regulatory signage.
 Resource Preservation	Interpretive exhibits are proposed along Vestal's public waterfront highlighting the town's rich history, from indigenous cultures to industrialization shaping the landscape. Applying Susquehanna Heritage Area branding, the educational displays would preserve authentic narratives around harnessing natural resources and native lifeways. The goal is strengthening connections to the environments, people and events underpinning Vestal's heritage for both residents and visitors through impactful storytelling.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Vestal should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Vestal. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

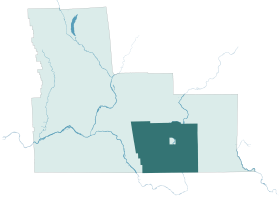
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Vestal LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Vestal, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Vestal based on a review and understanding of existing laws and regulations. The Town of Vestal should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Vestal, including but not limited to existing zoning regulations. In addition, the Town of Vestal will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

TOWN OF WINDSOR

KEY MAP:



 Waterfront Revitalization Area (WRA)

 Waterbodies / Waterways

 Existing Water Access Points

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The western boundary description begins at the Pennsylvania state line in the Town of Windsor and proceeds north to the Town of Colesville border. Beginning at the Pennsylvania state line, the western extent of the WRA boundary follows NYS Route 79 and extends 500 feet west of the roadway centerline or is defined by the rear lot line of parcels fronting on the west side of NYS Route 79, whichever is less. The boundary continues north along NYS Route 79 to the Town of Colesville border, maintaining the same distance and definition.

The eastern boundary description begins at the Town of Colesville border and proceeds south to the Pennsylvania state line in the Town of Windsor. Beginning at the Town of Colesville border and continuing south, the WRA boundary follows East Windsor Road and extends 500 feet east of the roadway centerline or is defined by the rear lot line of parcels fronting on the east side of East Windsor Road, whichever is less. The boundary continues along East Windsor Road until it reaches Old Route 17, south of the Village of Windsor. From the intersection of East Windsor Road and Old Route 17, the WRA boundary extends 500 feet east of Old Route 17 or is defined by the rear lot line of parcels fronting on the east side of Old Route 17, whichever is less. At the intersection of Old Route 17 and State Line Road, the boundary proceeds south along State Line Road to the Pennsylvania state line. The boundary extends 500 feet east of State Line Road or is defined by the rear lot line of parcels fronting on the east side of State Line Road, whichever is less.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Town of Windsor's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Susquehanna River obtains water quality classifications of B and C as it flows past the Town of Windsor. The majority of the mainstream falls within Class B which permits public swimming and other contact recreation activities. Classification C waters, allowing fishing and non-contact recreation, occur within minor tributaries feeding the Susquehanna along this stretch. An extensive concentration of primary aquifers closely borders the Susquehanna River corridor as it travels adjacent to Windsor, spanning west from NYS Route 79.

Existing Land Use

The land use within the Town of Windsor's WRA is comprised primarily of agricultural at 33%, residential at 31%, and vacant lands at 25%. The prevalence of farm-oriented acreage reflects the town's rural lineage and productive cultivation opportunities along its stretch of the Susquehanna River. The residential landscape is concentrated in traditional river hamlets which support community clustering and a tourism economy anchored by seasonal recreation. Sizable vacant lands present potential for targeted future development or conservation efforts.

Existing Parks and Recreation

The Town of Windsor WRA provides recreation access through Pine Crest Campground, a privately owned 20 acre campground on the Susquehanna River. Its amenities include full hookup sites, docking access for boating, fishing, and direct riverfront for watersports.

Existing Water Access Points

There is one privately owned water access point in the Town of Windsor - Pine Crest Campground. This site features a concrete ramp boat launch to serve boats and other watercraft seeking access to the Susquehanna River. Additional amenities include 20 dedicated parking spaces to accommodate vehicles with trailers, as well as public restrooms.

APPENDIX

TOWN OF WINDSOR

The following matrix provides a summary of the projects recommended in the Town of Windsor's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Minor water access upgrades are proposed at Pine Crest Campground to expand water-based recreation offerings. The goal is an interconnected water recreation network leveraging key existing park assets such as Pine Crest Campground and providing access for all abilities and activities through inclusive design.
 Trails and Connections	The NY-PA Rail Trail would convert an abandoned rails-to-trails corridor into renewed public access paralleling the Susquehanna River from Pennsylvania to Chenango County. Envisioned by stakeholders since the 1990s, the project promises to integrate Broome County into Pennsylvania's expansive trail network. Transforming the railbed into a multi-use recreational trail, the project would feature new surfacing, drainage, trailheads connecting communities in the Waterfront Revitalization Area. Scenic overlooks, wayfinding exhibits and amenities would accent the route. The trailhead at Windsor's historic former station area envisions a dynamic gateway to experience this industrial heritage. Offering cyclists and pedestrians safe passage along the riparian landscape, this project would expand mobility options and accessibility for outdoor recreation and tourism. By unlocking the potential of this dormant corridor, the trail links context and regional partners to compound benefits for residents and visitors.
 Wayfinding	A coordinated wayfinding signage system is proposed throughout the Town of Windsor to establish consistent visual design standards and enhance wayfinding throughout the County. The following signage recommended includes but is not limited to; gateway signage, streetscape banners, pedestrian directional signage, parking signage, park gateway signage, park kiosk signage, interpretive displays, trail markers, and regulatory signage.
 Resource Preservation	As part of New York's Susquehanna Heritage Area, Broome County and the Town of Windsor possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Windsor's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Windsor's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Windsor's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Town of Windsor should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Town of Windsor. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

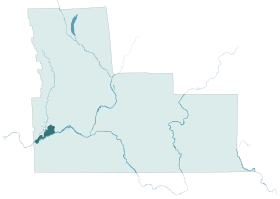
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Town of Windsor LWRP. The proposed policies should be reviewed with any information not pertinent to the Town of Windsor, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Town of Windsor based on a review and understanding of existing laws and regulations. The Town of Windsor should ensure no elements within the LWRP conflict with any local laws and regulations within the Town of Windsor, including but not limited to existing zoning regulations. In addition, the Town of Windsor will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

VILLAGE OF ENDICOTT

KEY MAP:



 **Waterfront Revitalization Area (WRA)**

 **Waterbodies / Waterways**

 **Parks**

 **Existing Water Access Points**

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The WRA boundary begins at Hooper Road west to Jefferson Avenue, the northern extent of the boundary is defined by the rear lot lines of parcels fronting on the north side NYS Route 17C (East Main Street). At Jefferson Avenue, the boundary expands north to include the George F. Johnson Memorial Library and the Village of Endicott Visitors Center (300 Lincoln Avenue). From the northwest corner of the Visitor Center parcel, the boundary proceeds west to Nanticoke Creek, includes a small portion of Nanticoke Creek within the Village of Endicott, and then continues west to the village boundary.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Village of Endicott's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Susquehanna River obtains a water quality classification of Class A as it flows through the Village of Endicott, meeting the highest standards for source waters. This stringent designation permits public swimming and all other contact recreation within the mainstream through Endicott. As a Class A waterbody, maintaining exceptional water quality is paramount to support recreation, aquatic life, water supply, and other critical uses. A small segment of Nanticoke Creek, a tributary of the Susquehanna River located in the Town of Endicott, also plays a significant role in the area's water quality. The creek's water quality classification varies along its length, with the majority designated as Class C, suitable for fishing and non-contact recreation.

Existing Land Use

Within the Village of Endicott, land use includes a diverse mix of uses such as public services, commercial, industrial, residential, recreational, and some vacant lands. A notably large proportion of land area is dedicated to public services compared to other municipalities in the sub-basin which comprise 40% of lands within the Village of Endicott. This is largely due to the presence of major facilities like the Tri-Cities Airport and the village's wastewater treatment plant within Endicott's boundaries. Further, residential lands comprise 16% of lands in the WRA followed by 17% of recreational lands.

Existing Parks and Recreation

There are over 70 acres of parkland within the Village of Endicott, situated along or near the Susquehanna River. County-owned parks include Grippen Park, Roundtop Park, and Mersereau Park which all provide popular picnic destinations and riverfront access. Additionally, the village itself owns and manages the 6-acre Riverview Park directly adjacent to the waterway, as well as the 1-acre Veteran's Memorial Park. In total, Endicott possesses a significant amount of public park space, mostly county managed, that offer residents and visitors initial opportunities to enjoy the Susquehanna River setting and amenities to support key community destinations. Broome County was awarded \$2.6 million to make improvements to Chugnut and expand the trail to Grippen Park. The County's aim for expansion was to attract more visitors to the trail which would bring those people to other parts of the area, enhancing local business and service. This expansion links a nature trail that connects to the Roundtop Picnic Area.

Existing Water Access Points

Within the Village of Endicott, current water access facilities include at least two designated sites - Grippen Park and Riverview Park. Grippen Park offers a boat launch ramp with some supporting infrastructure like parking and restrooms. Riverview Park provides a hand launch area under the McKinley Avenue Bridge, with 8 parking spaces and connectivity to the Chugnut Trail.

APPENDIX

VILLAGE OF ENDICOTT

The following matrix provides a summary of the projects recommended in the Village of Endicott's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major water access upgrades are proposed at Riverview Park to expand recreation offerings through enhanced boat launches and amenities for enhanced water-based recreation, connectivity, visitor seating and gathering space. Intended benefits are increased waterfront access and facilities for boating and recreation via strategic sites; bolstering user safety, tourism prospects and linkages between water-based destinations community-wide. The goal is an interconnected water recreation network leveraging key existing park assets like Riverview and providing access for all abilities and activities through inclusive design.
 Trails and Connections	This project builds on existing plans to improve and expand the Chugnut Trail along the Susquehanna waterfront, from Riverview Park in the Village of Endicott west to Glendale Park in the Town of Union. Trail improvements involve upgrades to surfacing, amenities, and lighting along the current trail, plus a new segment spanning the Endicott wastewater facilities to reach Glendale. Intended benefits include regional connectivity between communities, expanded access to the Susquehanna River waterfront, boosted recreation assets through enhanced trail facilities, spurring of tourism opportunities, and beautification via native landscaping along the trail route.
 Park Improvements	- Building on recent upgrades, additional enhancements at Riverview Park will promote regional trail connectivity, waterfront access, and flood resilience. Planned additions involve parking lot stormwater management, a multi-use riverfront path tying into the Chugnut Trail, expanded seating, picnic areas, new boat launch, riparian buffer restoration using vegetation to stabilize shorelines, and a trailhead. Intended outcomes include increased multi-modal access, public recreational usage and amenities, connected waterfront resources across communities, and boosted tourism prospects. - Mersereau Park enhancements aim to expand recreation and multi-use trail connectivity along the Susquehanna River while working within flood control limitations. A new levee-top path forms part of the Chugnut Trail extension to establish a dedicated pedestrian/cyclist route and enable visual river access where the levee restricts physical reach. Additional plans include upgraded play areas, riparian restoration where feasible, and integration of green infrastructure to bolster storm resilience. Intended benefits are increased regional trail linkages, public waterfront access despite barriers, recreational upgrades benefiting community health, and boosting nature-based tourism.

PROJECT SUMMARY MATRIX (CONT.)

Project Type	Project Description
 Park Improvements (Cont.)	Planned additions at Grippen Park aim to expand recreational amenities, access, and regional trail connectivity along the Susquehanna River. Proposed improvements include enhanced signage and parking, evaluation of multi-purpose field replacements, expanded playground and picnic facilities, native plantings for ecological resilience, strengthened waterfront access through trails, and integration with the larger Chugnut Trail network. Intended outcomes are increased recreation assets, multi-modal linkages, public waterfront usage, shoreline restoration using green infrastructure, and boosted nature-based tourism prospects. Investments build on recent upgrades to better showcase Grippen Park as a diverse community wellness and recreation destination.
 Multi-Purpose Infrastructure	This project would examine developing multi-use trails atop flood control levees/berms in Endicott's Mersereau Park and along Nanticoke Creek in the Town of Union. The approximately half mile Mersereau trail would span the levee from S. Liberty Ave to River Street, with potential extension across Vestal Ave. The Nanticoke Creek trail would run between ballfields near Routes 17C and 26. Studying trail system feasibility aims to expand public access and multi-modal connectivity along the waterfront in a manner integrating necessary flood mitigation infrastructure. Intended benefits are increased multi-modal mobility, user safety, and public waterfront utilization by repurposing protective barriers into recreation and transportation corridors.
 Wayfinding	A coordinated wayfinding signage system is proposed throughout the Village of Endicott to establish consistent visual design standards and enhance wayfinding throughout the County. The following signage recommended includes but is not limited to; gateway signage, streetscape banners, pedestrian directional signage, parking signage, park gateway signage, park kiosk signage, interpretive displays, trail markers, and regulatory signage.
 Redevelopment	Municipally-owned lands consisting of a 4.9 acre capped landfill and adjoining 42 acres between Endicott's wastewater infrastructure, airport runway, and the Susquehanna River are targeted for renewable solar energy development. Repurposing these properties, which require ongoing oversight and maintenance, aims to facilitate up to 1,750MW of solar production yearly. Intended benefits are an increase in local access to renewable energy, reduction in greenhouse gas emissions, and a sustainable brownfield transformation supporting alternative energy generation. By tapping into these readymade sites, the Village of Endicott could offset treatments costs while advancing its clean energy and emissions reduction mission.
 Resource Preservation	Interpretive exhibits are proposed along Endicott's public waterfront highlighting the village's rich history, from indigenous cultures to industrialization shaping the landscape. Applying Susquehanna Heritage Area branding, the educational displays would preserve authentic narratives around harnessing natural resources and native lifeways. The goal is strengthening connections to the environments, people and events underpinning Endicott's heritage for both residents and visitors through impactful storytelling.

VILLAGE OF ENDICOTT

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Village of Endicott should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Village of Endicott. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Village of Endicott LWRP. The proposed policies should be reviewed with any information not pertinent to the Village of Endicott, removed.

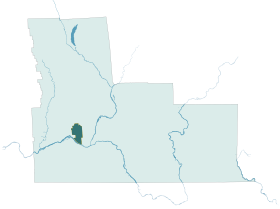
The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Village of Endicott based on a review and understanding of existing laws and regulations. The Village of Endicott should ensure no elements within the LWRP conflict with any local laws and regulations within the Village of Endicott, including but not limited to existing zoning regulations. In addition, the Village of Endicott will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

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APPENDIX

VILLAGE OF JOHNSON CITY

KEY MAP:



 Waterfront Revitalization Area (WRA)

 Waterbodies / Waterways

 Parks

 Existing Water Access Points

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The WRA boundary begins following the border of the Village of Johnson City where NYS Route 17C and the village border intersect. The boundary extends south and follows the Susquehanna River along the eastern border of the Village. It is defined by the rear lot lines of parcels fronting on NYS Route 201 as it transitions to Riverside Drive along the eastern border of the Village.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Village of Johnson City's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Susquehanna River obtains a water quality classification of Class A as it flows through the Village of Johnson City, meeting the highest standards for source waters. This stringent designation permits public swimming and all other contact recreation within the mainstream through Johnson City. As a Class A waterbody, maintaining exceptional water quality is paramount to support recreation, aquatic life, water supply, and other critical uses.

Existing Land Use

The Village of Johnson City has a Waterfront Revitalization Area (WRA) comprising 28% residential, 21% community services, and 17% industrial land uses. The residential areas likely consist of both single-family homes and denser development to accommodate the urban setting. Community services provide amenities and support for residents, while industrial uses offer employment opportunities. The City of Johnson City land use also comprises 12% vacant lands and 11% wild forest lands. Strategic development or revitalization projects could be identified to complement the existing residential and community services uses and leverage the notable percentages of vacant and forested lands. Public waterfront access and recreational opportunities in the WRA also present chances to benefit Johnson City residents and visitors.

Existing Parks and Recreation

Boland Park is a 6-acre neighborhood park situated along the Susquehanna River banks near the Route 201 bridge. Park amenities include playgrounds, a basketball court, softball and soccer practice fields, and a picnic pavilion. Its riverfront location allows enjoyment of the scenic shoreline.

Existing Water Access Points

The 201 Bridge boat launch in Johnson City provides riverine water access via a hand ramp and 15 parking spaces. This site allows small watercraft launching but lacks on-site restroom facilities. Its location underneath the Route 201 bridge enables Susquehanna River recreation and fishing access within Johnson City.

APPENDIX

VILLAGE OF JOHNSON CITY

The following matrix provides a summary of the projects recommended in the Village of Johnson City's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	A new major water access site is proposed at Boland Park to expand water-based recreation offerings in the Village of Johnson City. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Trails and Connections	A new trail connection is proposed to link the Johnson City and Vestal Rail Trails over the Susquehanna River utilizing a rehabilitated, decommissioned rail bridge just north of Boland Park. Includes extending the Johnson City trail to the river, a new trailhead at Boland Park, and trail lighting/signage on the bridge. Benefits are improved pedestrian/cyclist connectivity, enhanced riverfront access, increased recreation, improved natural resource access, and enhanced tourism.
 Park Improvements	Boland Park improvements will expand connectivity to local rail trails and enhance waterfront access through a new looping trail and shoreline restoration. Additional amenities like multi-use courts, playgrounds, and riparian buffers will also be added. The project aims to create an inclusive community space with recreational upgrades, improved access, and ecological restoration along the Susquehanna River.
 Wayfinding	To improve navigation and visual identity across the Village of Johnson City, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between the Village's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through the Village of Johnson City's public spaces.
 Redevelopment	Proposes redeveloping the former Goudy Steam Station just north of Boland Park into a solar farm to generate renewable energy. The former coal plant will be demolished. Expected to produce 1,750MW of solar energy per year. Benefits are renewable energy generation, reduced greenhouse gases, and increased community access to renewable energy.



Resource Preservation

Project Type	Project Description
	As part of New York's Susquehanna Heritage Area, Broome County and the Village of Johnson City possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across the Village's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning the Village of Johnson City's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain the Village of Johnson City's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Village of Johnson City should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Village of Johnson City. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

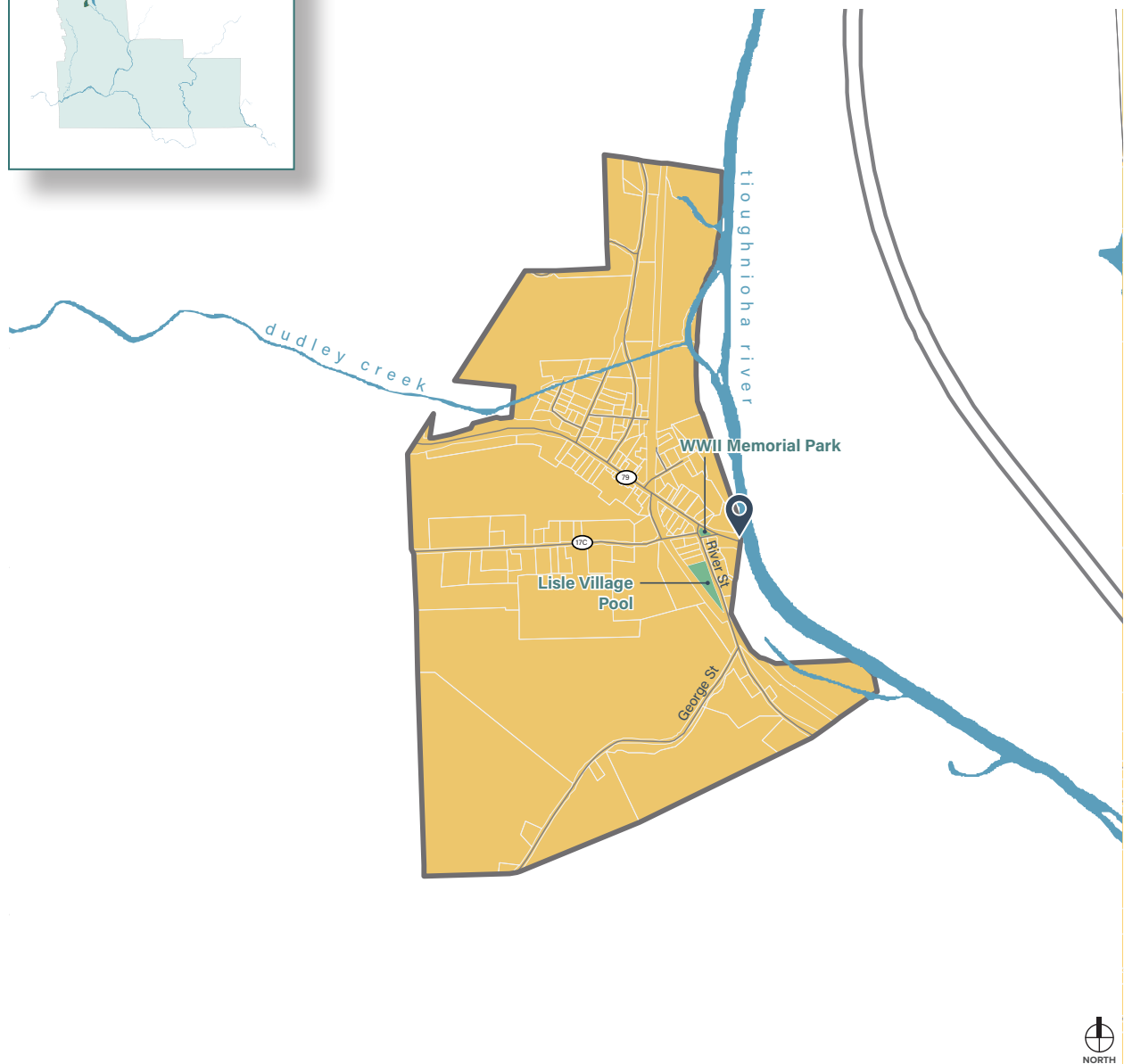
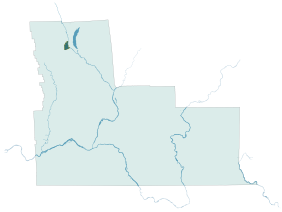
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Village of Johnson City LWRP. The proposed policies should be reviewed with any information not pertinent to the Village of Johnson City, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Village of Johnson City based on a review and understanding of existing laws and regulations. The Village of Johnson City should ensure no elements within the LWRP conflict with any local laws and regulations within the Village of Johnson City, including but not limited to existing zoning regulations. In addition, the Village of Johnson City will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

VILLAGE OF LISLE

KEY MAP:



 Waterfront Revitalization Area (WRA)

 Waterbodies / Waterways

 Parks

 Existing Water Access Points

WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The boundary begins where Whitney Point-Lisle Road intersects the southern most point of the Village of Lisle along the Tioughnioga River. The eastern boundary is defined by the village boundary until Whiting Hill Road intersects the northern border of the village. The entire village is captured within the WRA boundary, as the western boundary is defined by the Village line. The Village of Windsor's WRA encompasses less than 1 square mile.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Village of Lisle's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Tioughnioga River obtains a water quality classification of Class B as it flows along the Village of Lisle. The classification of B permits public swimming and other contact recreation activities within the river. As a Class B waterbody, maintaining water quality is essential to support recreation, aquatic life, and other uses that require clean water. Protecting the Tioughnioga River water quality also helps safeguard the health of downstream communities that utilize the water resources further along the river's course. Nearby lands can influence water quality based on runoff or contaminants entering the waterway. Responsible development and stewardship of the shoreline areas bordering the Tioughnioga River will help guard against contamination from future land use changes. Monitoring and proactive management programs are important for preserving the Class B status into the future. With attention to protecting water quality, the Tioughnioga River can continue providing benefits to Lisle residents and visitors who enjoy recreating along its course.

Existing Land Use

The dominant land uses within the Village of Lisle consist primarily of residential lands at 49%, followed by agricultural lands at 29% and vacant lands at 13% of total acreage within the WRA. The prevalence of agricultural acreage and vacant lands reflects Lisle's rural village dynamics, typical for the region. These undeveloped areas present potential for strategic development or conservation efforts. Leveraging the dominance of residential lands at nearly half of total acreage could involve enhancing neighborhood density and services. While commercial properties along main access routes, agricultural and vacant lands comprise the bulk of Lisle's unactivated spaces. Additional planning and guidance for these underutilized areas both in the village center and stretched across Lisle's outlying vicinity could benefit residents.

Existing Parks and Recreation

The Village of Lisle has two small parks located near the Tioughnioga River within its WRA - the WWII Memorial Park and the 2-acre Lisle Village Pool playground. While they provide some community amenities, neither offers direct public access or activation of the waterfront.

Existing Water Access Points

The Village of Lisle has one NYS DEC public boat launch site on Route 79 featuring a hand ramp and parking for watercraft access to the Tioughnioga River.

APPENDIX

VILLAGE OF LISLE

The following matrix provides a summary of the projects recommended in the Village of Lisle's WRA. More information on these projects can be found in Section 4 of the the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	A new major water access site is proposed at Jennings Creek Bridge to expand water-based recreation offerings in the Village of Lisle. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Wayfinding	To improve navigation and visual identity across the Village of Lisle, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between the many assets of Lisle. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through the Village of Lisle's public spaces.
 Multi-Purpose Infrastructure	Proposes examining feasibility of developing multi-modal trails on flood levees and berms. Includes a 2.6 mile trail along the western bank of the Tioughnioga River, connecting Whitney Point and Lisle villages. Would enhance existing reservoir trails. Benefits are increased multi-modal access and safety, and improved public riverfront access.
 Resource Preservation	As part of New York's Susquehanna Heritage Area, Broome County and the Village of Lisle possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Lisle's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Lisle's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain Lisle's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Village of Lisle should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Village of Lisle. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

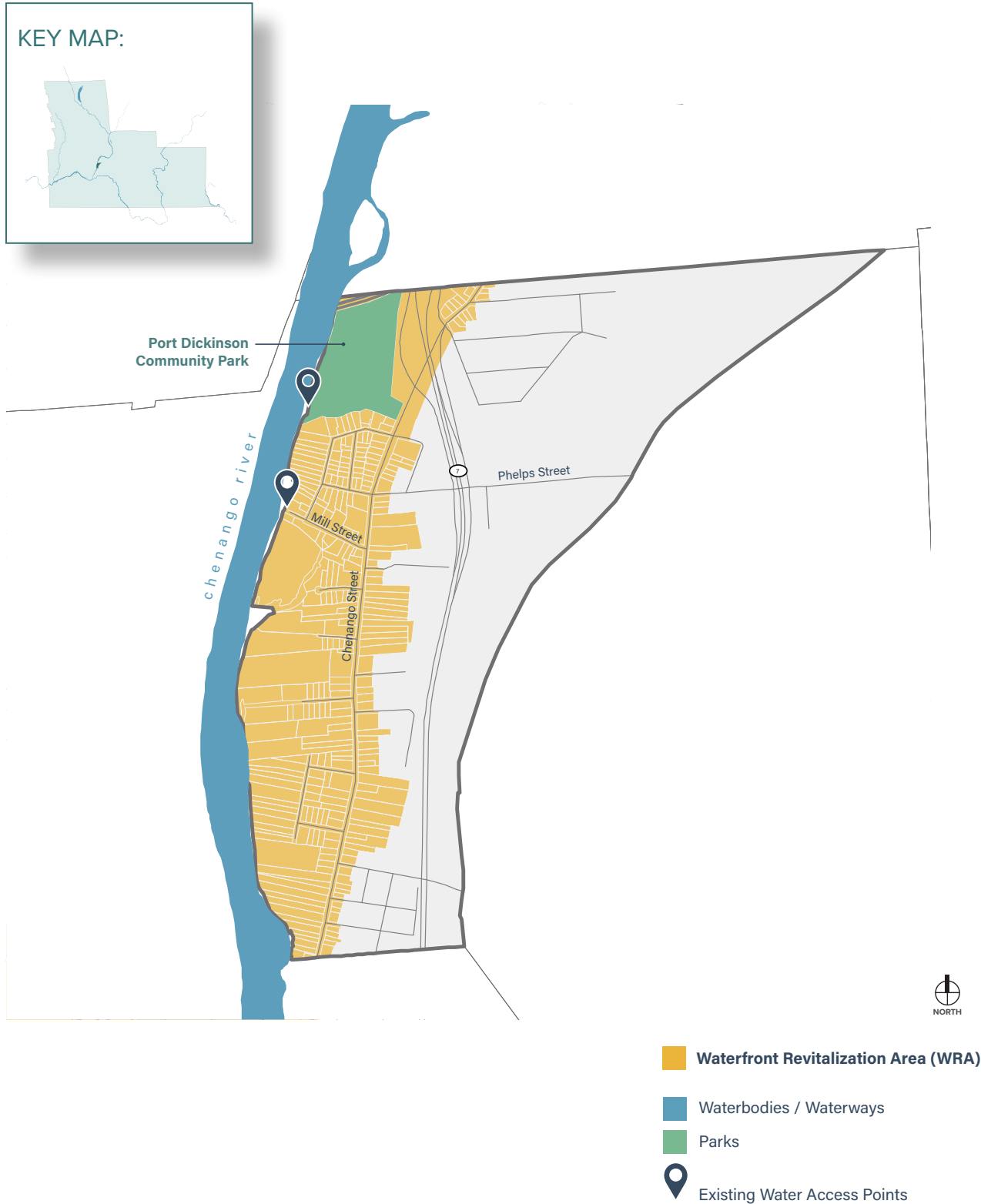
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Village of Lisle LWRP. The proposed policies should be reviewed with any information not pertinent to the Village of Lisle, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Village of Lisle based on a review and understanding of existing laws and regulations. The Village of Lisle should ensure no elements within the LWRP conflict with any local laws and regulations within the Village of Lisle, including but not limited to existing zoning regulations. In addition, the Village of Lisle will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

VILLAGE OF PORT DICKINSON

KEY MAP:



WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The WRA boundary begins at the northern Village line. The WRA then follows Chenango Street south until it reaches the northern border of the City of Binghamton. The WRA extends 500 feet east of Chenango Street or is defined by the rear lot lines of the parcels fronting on the eastern side of Chenango Street, whichever is less.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Village of Port Dickinson's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Chenango River obtains water quality classifications of B and C as it flows through the Village of Port Dickinson. The majority of the mainstream falls within Class B which permits public swimming and other contact recreation activities. Classification C waters, allowing fishing and non-contact recreation, occur within minor tributaries feeding the Chenango along this stretch. An extensive concentration of primary aquifers closely borders the Chenango River corridor as it travels through Port Dickinson. Protecting water quality remains essential both within the river itself and the neighboring shallow groundwater resources.

Existing Land Use

The Village of Port Dickinson's WRA is overwhelmingly comprised of 72% residential land uses. The residential areas likely consist of both single-family homes and some denser development typical of a village setting. With such a high percentage of residential land, enhancing neighborhood density and services could be a strategic focus. While some community services and industrial uses may exist within the village to serve and employ residents, the predominance of residential land presents chances to benefit Port Dickinson residents through improvements to public waterfront access and recreational opportunities within the WRA. Additional planning and guidance for the residential and unutilized areas could help strengthen the village for its population.

Existing Parks and Recreation

The Village of Port Dickinson's Jeanne and John D. Wifley Community Park is a 17-acre former floodplain area transformed by residents into a recreation hub featuring sports courts, fields, picnic facilities, and Chenango River access. The community frequently gathers there for celebrations due to its amenities and location beneath the I-88 bridge crossing.

Existing Water Access Points

The Village of Port Dickinson has the Jeanne and John D. Wifley Community Park on the Chenango River, featuring a paved boat launch ramp, 50 parking spaces, and shore fishing access for public watercraft and recreation.

APPENDIX

VILLAGE OF PORT DICKINSON

The following matrix provides a summary of the projects recommended in the Village of Port Dickinson's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Major water access upgrades are proposed at Jeanne and John D. Wifley Community Park on the Chenango River to expand water-based recreation offerings in the Village of Port Dickinson. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Trails and Connections	A new pedestrian bridge is proposed to connect Otsiningo Park and Port Dickinson Community Park over the Chenango River. Would utilize the I-88 bridge piers to span 6 bridge sections, with new trailheads in both parks. Includes trail lighting and signage. Benefits are an east-west connection for pedestrians/cyclists, enhanced riverfront access, new multi-modal and park connections, and expanded recreation.
 Wayfinding	To improve navigation and visual identity across the Village of Port Dickinson, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between the many assets of Port Dickinson. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through the Village of Port Dickinson's public spaces.
 Resource Preservation	Interpretive exhibits are proposed along the Village's public waterfront highlighting the village's rich history, from indigenous cultures to industrialization shaping the landscape. Applying Susquehanna Heritage Area branding, the educational displays would preserve authentic narratives around harnessing natural resources and native lifeways. The goal is strengthening connections to the environments, people and events underpinning the Village of Port Dickinson's heritage for both residents and visitors through impactful storytelling.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Village of Port Dickinson should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Village of Port Dickinson. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

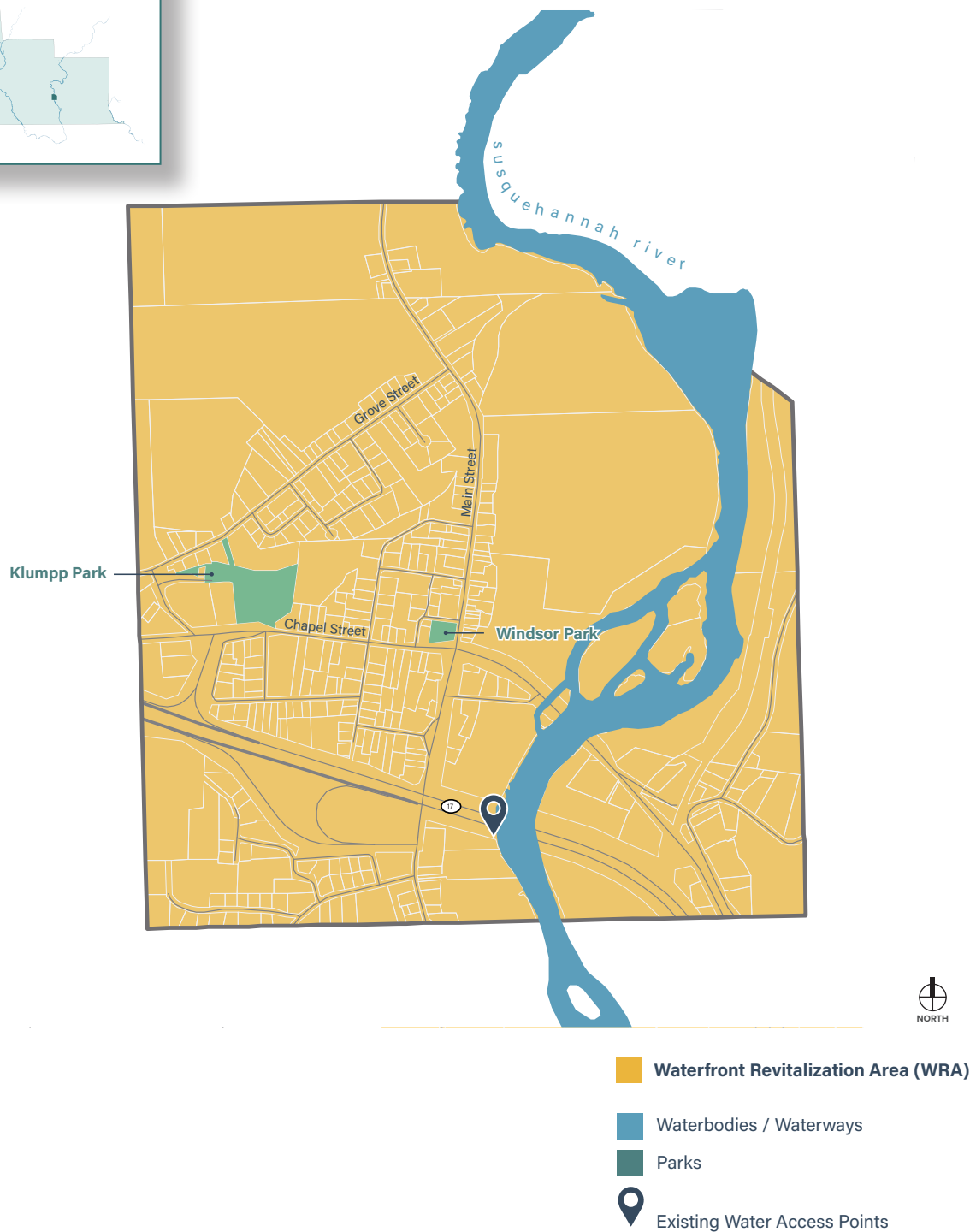
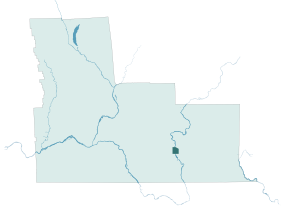
The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Village of Port Dickinson LWRP. The proposed policies should be reviewed with any information not pertinent to the Village of Port Dickinson, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Village of Port Dickinson based on a review and understanding of existing laws and regulations. The Village of Port Dickinson should ensure no elements within the LWRP conflict with any local laws and regulations within the Village of Port Dickinson, including but not limited to existing zoning regulations. In addition, the Village of Port Dickinson will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).

APPENDIX

VILLAGE OF WINDSOR

KEY MAP:



WATERFRONT REVITALIZATION AREA BOUNDARY DESCRIPTION

The western boundary begins where NYS Route 79 intersects the Village of Windsor boundary, the Village boundary defines the WRA until NYS Route 79 intersects the northern border of the Village.

The eastern boundary begins at East Windsor Road, the WRA boundary proceeds south until it intersects with the Village of Windsor and extends 500 feet east of East Windsor Road or is defined by the rear lot line of parcels fronting on the east side of East Windsor Road, whichever is less. The Village of Windsor defines the WRA boundary until Old Route 17 exits the village on the south side. The Village of Windsor's WRA encompasses approximately 1.15 square miles.

EXISTING CONDITIONS HIGHLIGHTS

The existing conditions highlighted below provide an important foundation for understanding the Village of Windsor's WRA's unique characteristics and guide the basis for proposed projects identified on the following page. A complete inventory analysis can be found in the main document (Section 2).

Description of Waterbody

The Susquehanna River obtains water quality classifications of B and C as it flows past the Town of Windsor. The majority of the mainstream falls within Class B which permits public swimming and other contact recreation activities. Classification C waters, allowing fishing and non-contact recreation, occur within minor tributaries feeding the Susquehanna along this stretch. An extensive concentration of primary aquifers closely borders the Susquehanna River corridor as it travels adjacent to Windsor, spanning west from NYS Route 79.

Existing Land Use

The Village of Windsor's WRA is largely comprised of 29% vacant lands, 26% residential, and 25% agricultural land uses. The residential areas likely consist of both single-family homes and some denser development typical of a village setting. With over half of the WRA land area currently vacant or agricultural, these undeveloped spaces present potential for strategic conservation efforts or complementary development. Similarly, enhancing the existing residential density and neighborhood services could benefit Windsor residents. While some community services and commercial properties likely exist within the village, vacant and agricultural lands comprise the bulk of Windsor's spacious unactivated areas.

Existing Parks and Recreation

The Village of Windsor has two small parks within its WRA - the 6-acre Klumpp Park baseball field and playground as well as the 1-acre Windsor Park village green providing open lawn space and a pavilion along Main Street.

Existing Water Access Points

The Village of Windsor currently has water access at the South Windsor site, which includes a dirt ramp boat launch and 19 parking spaces within walking distance of downtown.

APPENDIX

VILLAGE OF WINDSOR

The following matrix provides a summary of the projects recommended in the Village of Windsor's WRA. More information on these projects can be found in Section 4 of the main document.

PROJECT SUMMARY MATRIX

Project Type	Project Description
 Water Access	Minor water access upgrades are proposed at the South Windsor site to expand water-based recreation offerings in the Village of Windsor. The goal is an interconnected water recreation network leveraging key existing park assets and providing access for all abilities and activities through inclusive design.
 Trails and Connections	- Proposed development of an abandoned rail corridor into a multi-modal trail along the Susquehanna River from the PA state line to Chenango County to connect to PA's rail trail network. Includes new trail surfacing, trailheads, access points, overlooks, signage, and amenities. Benefits are expanded regional connections, improved recreation access, enhanced riverfront access, and increased tourism. - Proposes new multi-modal facilities along Main St and Chapel St in Windsor, NY to better connect the village to the South Windsor boat launch, Railroad Museum, and proposed rail trail. Includes upgraded pedestrian and bicycle facilities and infrastructure, and wayfinding signage. Benefits are expanded multi-modal connections, improved outdoor recreation access, enhanced riverfront access, and increased tourism.
 Streetscape Enhancements	Streetscape Enhancements focus on strengthening the connections on Main Street in the Village of Windsor. The following improvements include but are not limited to; placemaking amenities, new multi-modal facilities (e.g, bike infrastructure, sidewalks, trails), identification of new gateway locations, new wayfinding signage, outdoor dining enhancements, parking accommodations, and integration of green infrastructure.
 Wayfinding	To improve navigation and visual identity across Windsor, a coordinated wayfinding system is proposed to establish consistent signage standards. Envisioned signage types range from gateway markers to pedestrian directories, parking indicators, park kiosks, interpretives, trail markers and regulatory notices. Unified across this diverse range, the signage will enhance branding and walkability connections between Windsor's many assets. Strategically placed at gateways, along streetscapes and within parks, the sleek, informational and intuitively navigated signs will amplify the visitor experience. Conveying rules as well as local history, the wayfinding system promises to heighten the enjoyment, safety and knowledge of all who travel through Windsor's public spaces.



Resource Preservation

Project Type	Project Description
	As part of New York's Susquehanna Heritage Area, Broome County and the Village of Windsor possess rich history shaped by native cultures, industrialization, and the local landscape. To spotlight these assets, a network of interpretive displays is proposed across Windsor's Waterfront Revitalization Area. Aligning with Susquehanna Heritage themes, the exhibits would apply consistent branding standards which reinforce regional identity. Concentrated along the public waterfront, these educational installations would preserve authentic narratives around harnessing natural resources and indigenous lifeways. Residents and visitors would enrich connections to the environments and events underpinning Windsor's heritage. By linking legacy narratives from native forebears to the radical reshaping of land and community, the displays promise more meaningful and memorable engagements with landscapes that sustain The Village of Windsor's character.

CREATING AN IMPLEMENTABLE LWRP

In order to create an adoptable, municipal LWRP, the Village of Windsor should synthesize key information from the Broome County LWRS, as outlined in the NYSDOS Guidebook for the Development of LWRP's, available in Appendix B. The majority of information needed to complete a municipal LWRP is within the County LWRS, but will require information to be extracted specific to the Village of Windsor. The municipal specific appendices include a boundary area description as required for the LWRP (Section 1).

The existing conditions should be refined to be municipal specific and municipal specific maps will be required to be created. Section 3 of the LWRS identifies the 44 New York State inland waterway policies and refines explanations of each policy to relate to the needs of the Broome County WRA. These policies should be incorporated into the official adoption of the Village of Windsor LWRP. The proposed policies should be reviewed with any information not pertinent to the Village of Windsor, removed.

The projects are summarized as part of the municipal appendices, with additional information available in Section 4 of the LWRS. Sections 5, 6 and 7 should be created specific to the Village of Windsor based on a review and understanding of existing laws and regulations. The Village of Windsor should ensure no elements within the LWRP conflict with any local laws and regulations within the Village of Windsor, including but not limited to existing zoning regulations. In addition, the Village of Windsor will be required to adopt a Consistency Review Law and Waterfront Assessment Form (see Appendix C and D).