



# LEGISLATIVE BRANCH ▪ CITY OF BINGHAMTON

*Giovanni Scaringi, Ph.D., City Council President*  
*Janine Faulkner, City Clerk*

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**COUNCIL OF THE CITY OF BINGHAMTON**  
**Special Business Meeting Minutes**  
**City Hall, 38 Hawley Street, Binghamton, NY 13901**  
**5:30pm Wednesday, July 5, 2023**

**I. CALL TO ORDER**

President Scaringi called the meeting to order at 5:30pm

**II. PLEDGE OF ALLEGIANCE**

Led by President Scaringi

**III. ROLL CALL**

Present: Resciniti, Riley, Friedman, Strawn, Scanlon, Scaringi

Absent: Burns

Also Present: Janine Faulkner (City Clerk), John Sperduti (Deputy City Clerk), Brian Seachrist (Corporation Counsel), Nicole Sabasowitz (1<sup>st</sup> Assist. Corporation Counsel), Mehtasim Mahfuz (Assist Corporation Counsel)

**IV. PUBLIC COMMENT/COMMUNICATION**

Residents wishing to submit public comment may do so electronically by emailing their comments prior to 1:00pm on the day of the meeting to [clerk@cityofbinghamton.gov](mailto:clerk@cityofbinghamton.gov) or in-person during the meeting.

1. David Adler – letter attached
2. Michael Dundon – letter attached
3. Misty Kirby
4. Nate Hotchkiss
5. Rebecca Rathmel
6. Salka Valerio
7. Michael DiMaio
8. Kevin
9. Tina Chronopoulos
10. Mary Clark
11. K. Vogel
12. Teri Renna
13. Kinya Middleton
14. Anna Warfield
15. Kenneth Brown
16. Rebecca Porter
17. Jessica Femiani



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18. K T Fitzgerald
19. Sarah Dinhofer
20. Dahlia Bekong
21. Nadejia Luby
22. Letters received – attached (6)

## **V. SECOND READING LEGISLATION**

### **Introductory Resolution 23-44. Considered in Finance: Scanlon**

A Resolution consenting to the amount and allocation of certain tax payments for the Apex at Water Street Project

Motion: Scanlon

Second: Resciniti

Discussion: Friedman, Riley, Strawn, Resciniti, Scanlon, Scaringi

Vote: 4-2-0-1

Nay: Riley, Friedman

Absent: Burns

## **VI. ADJOURNMENT**

Motion to adjourn at 8:18pm: Scanlon

Second: Riley

All in Favor

**From:** COB\_Clerk  
**Sent:** Wednesday, July 12, 2023 12:12 PM  
**To:** Sperduti, John J  
**Subject:** FW: Comment for 7/5/23 Mixed Use Project Work Session

**From:** David Adler <dadler@binghamton.edu>  
**Sent:** Wednesday, July 5, 2023 12:58 PM  
**To:** COB\_Clerk <Clerk@cityofbinghamton.gov>; Burns, Joseph <jburns@cityofbinghamton.gov>  
**Subject:** Comment for 7/5/23 Mixed Use Project Work Session

The new plan for the Water St parking structure is misguided. We don't need a mixed use project with apartments, and even developer Marc Newman said there was too many apartments downtown... stating in the Press & Sun-Bulletin in 2017 "The overbuilding, Newman said, is evident in the number of promotions developments are advertising." The only outcome of decreasing available parking spaces is to lessen the interest of people to come and enjoy what the City of Binghamton has to offer.

Decreasing the amount of parking downtown is a failure to understand the actual parking needs of the City of Binghamton. It started after the 2015 parking study and continues today. That parking study showed people felt unsafe in the existing parking structures and would have rather parked on the street. The concern was due to a lack of security systems, lack of employees, and the physical condition of the structures. If the structures were safe and secure, people would rather park in the structures. If those concerns were rectified with the new garages, the public would rather park in parking structures near their destination.

When the original city owned ramps were operating, there were 1,782 parking spaces available to the public in the three city owned garages and 118 spaces in surface level lots operated by LAZ for the City. Another 1,092 garage spaces and 5,933 surface spaces are permit only and not available for public use. If someone parks in one of those private spaces to go to dinner or a show, they are likely to be towed with hefty fines. Some of those garage spaces are in the governmental complex and depending on time of day, may be available for Arena events. If a sold out show, that does not add enough capacity.

At the time of the 2015 study before the Collier St. ramp closure, there were 1,254 garage permits for 1,782 garage spaces. When the Collier St. ramp closed, some of its permits moved to Water Street. Others could not renew their permit. 1,284 permits were now purchased, with only 1,262 spaces available. 767 of the permits were for the 590 space State Street ramp.

Jumping to now, if the same number of permits were issued and only having State St and 7 Hawley open, that is 1,284 permits for 895 spaces.

Collier Street had 520 spaces when fully operational. It was replaced by a 305-space structure at 7 Hawley. There was a plan for that site in the 70s for a mixed used structure with 650 spaces. If the commercial space planned for that was replaced with parking for about 1,000 spaces and built today, that would be more beneficial to the City being so close to the Broome County Veterans Memorial Arena, the BU Downtown Center, and the governmental complex, and many of the restaurants people enjoy in the City.

Instead of building what is needed for the City, the previous administration went small, and took away 115 garage spaces needed in that area. It should have provided more parking, not less. It also cost more than even parking garages in New York City cost.

Now we are in the same boat with this Water Street plan. The former structure was 672 spaces. The largest of the three. The new plan is to only have 486 spaces in a mixed-use building with 126 apartments. Say each of the 126 apartments has priority for a space. That leaves only 360 spaces for the public, when before there was about double that available.

Then we can get into the costs. The 7 Hawley structure was over \$33,000 per space, when at the time the New York City average was less than \$28,000 per space. In 2015, Glens Falls built a 500 space garage for about \$8,000,000 or \$16,000 per space. The new Water St project is stated now to be \$22,000,000. Is that for the garage alone? I am thinking so, as that is how the City promoted other Hawley St and Water St projects. If so, that is over \$45,000 per space. Why does the City of Binghamton over pay for their projects?

Back to the number of spaces. When compared to similar sized metro areas, like Portland, ME and Burlington, VT... Binghamton has a serious parking disadvantage. Both those cities, and Ithaca, are known for being more environmentally friendly. All of them either have many more spaces than Binghamton, or are building more and bigger parking structures. Ithaca is building more, while Burlington has 2,887 garage spaces in seven garages, and Portland has an impressive 7,629 garage parking spaces in 16 parking structures.

Portland has almost 8,000 garage spaces and Binghamton currently has fewer than 1,000 available to the public... and will only have ~1,381 if this smaller structure is built.

Binghamton needs to build for the future. The future will still include privately owned vehicles. People in the suburbs and rural areas of Broome wanting to come to the City of Binghamton for work, dinner, and events will still be driving... and even those living downtown will often own cars. Not everyone will be using ride-share services.

Please vote against this proposal for the mixed-use project. It will cost too much and not offer enough for the City of Binghamton residents and visitors. Please work on a plan for a more cohesive transportation and parking plan for the City. We need more parking, not less.

**Caution:** This email originated from outside the organization. BE SUSPICIOUS of any links in the email. If this email is asking for something unusual, do not reply to the email. Contact the sender through another method, or contact the City IT department for help.

2nd. LEVEL

COURT STREET

HAWLEY STREET

WASHINGTON STREET MALL

J.C. PENNEY CO.

ALBERTS  
TAILOR  
SHOP

CHARMS

SALVATION ARMY

PROPOSED BUILDING

PROPOSED BUILDING

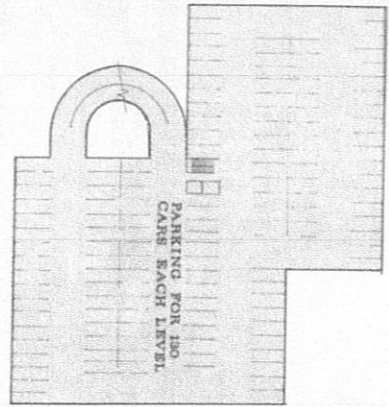
FIRST CITY  
NATIONAL  
BANK

TREADWAY  
INN

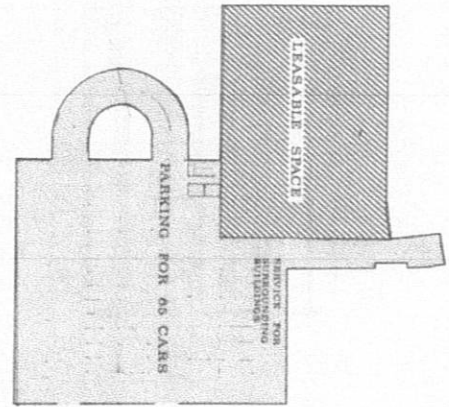
BLOCK TWO

**THE  
PARLOR CITY  
CENTER**

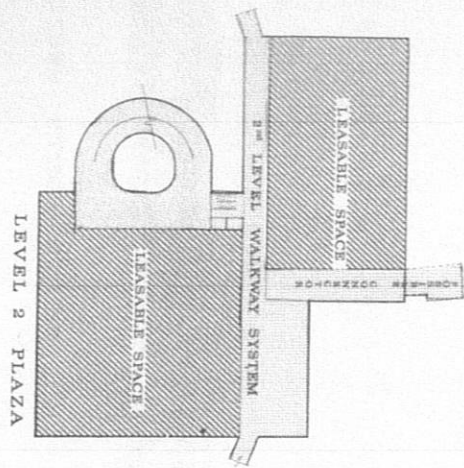




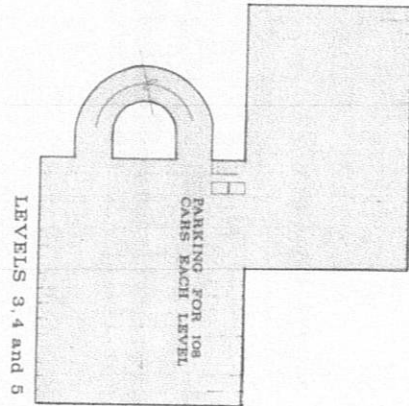
SUB LEVELS 1 and 2



GROUND LEVEL



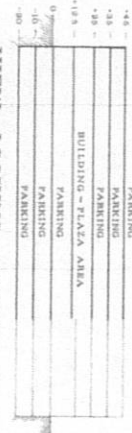
LEVEL 2 PLAZA



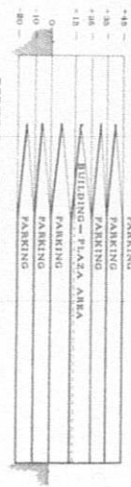
LEVELS 3, 4 and 5

**PROPOSED PARKING STRUCTURE**

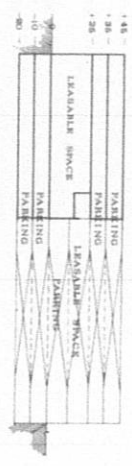
PARKING FOR 650 CARS + 48000 sq. LEASABLE SPACE



VIEW LOOKING WEST



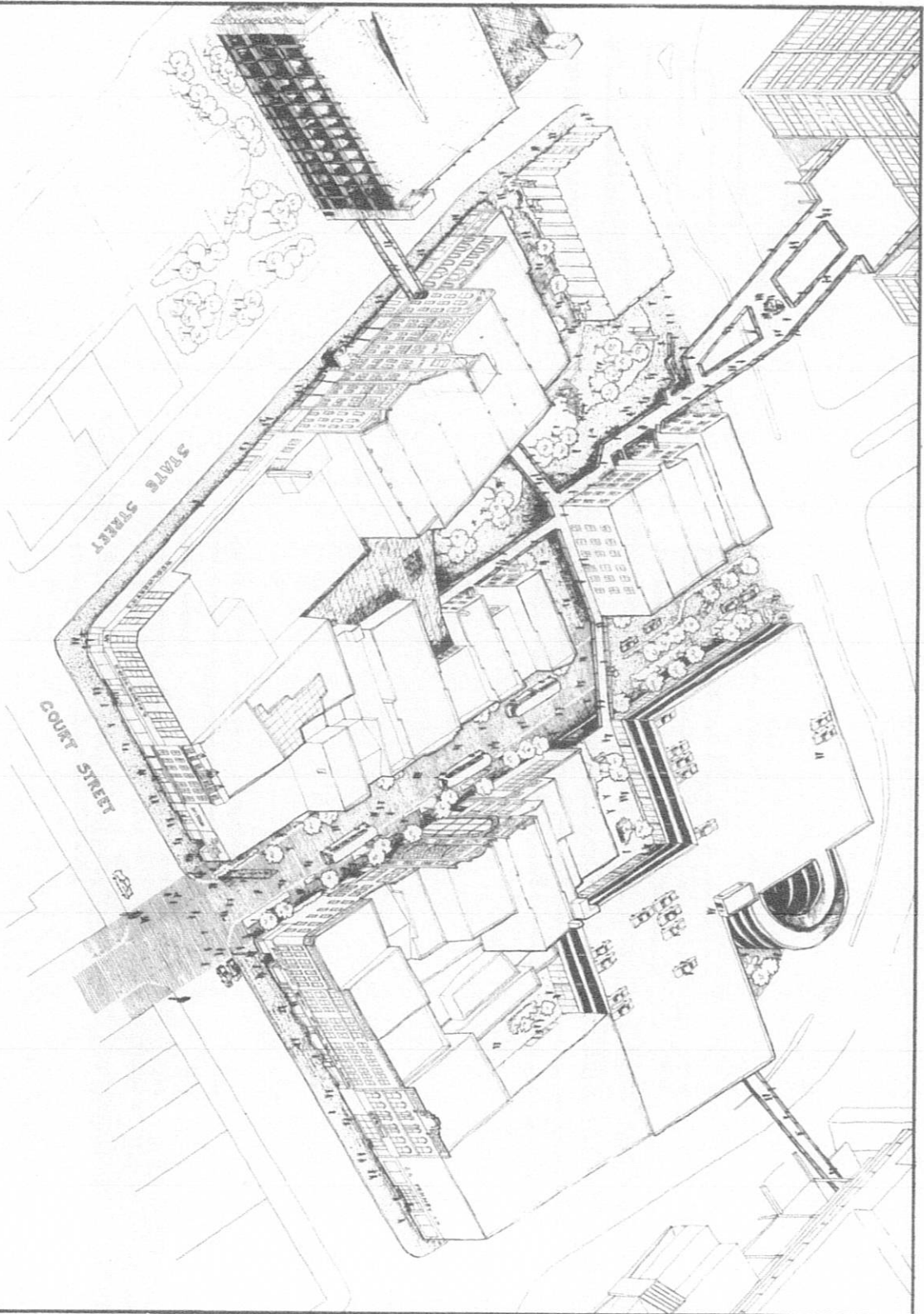
VIEW LOOKING NORTH



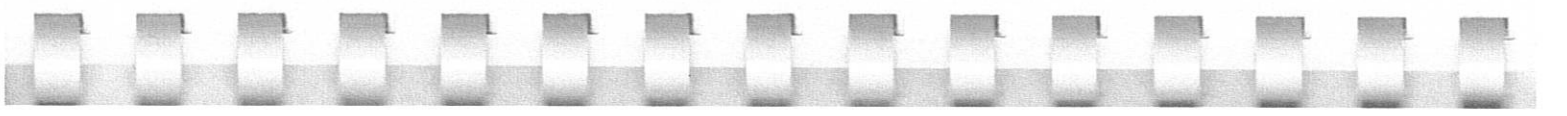
VIEW LOOKING EAST



AERIAL VIEW



**THE PRIOR CITY  
PAPER CENTER**

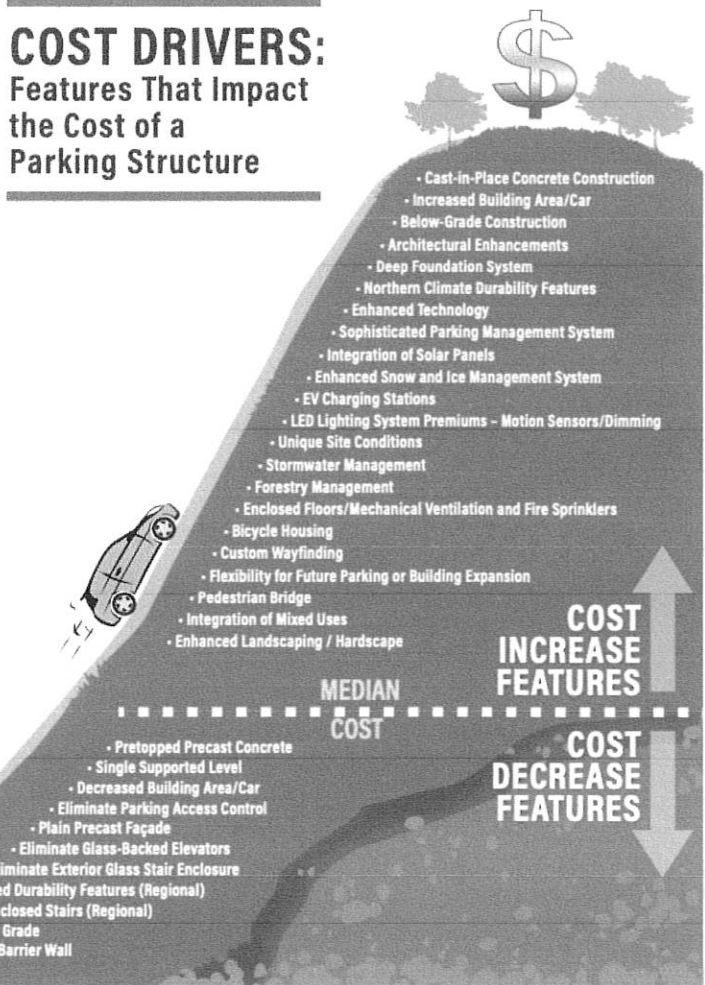


2022 ▲ 8.6%  
CONSTRUCTION COST FROM 2021

City	Index	Cost/Space	Cost/SF
Albuquerque	86.3	\$24,078	\$71.81
Atlanta	91.3	\$25,473	\$75.97
Birmingham	87.8	\$24,496	\$73.06
Boston	113.1	\$31,555	\$94.11
Charlotte	87.2	\$24,329	\$72.56
Chicago	117.3	\$32,727	\$97.61
Cincinnati	90.8	\$25,333	\$75.56
Cleveland	96.3	\$26,868	\$80.13
Denver	91.8	\$25,612	\$76.39
Dallas	86.2	\$24,050	\$71.73
<b>Detroit - Median</b>	<b>100.0</b>	<b>\$27,900</b>	<b>\$83.21</b>
Houston	85.1	\$23,743	\$70.81
Indianapolis	91.9	\$25,640	\$76.47
Jacksonville	85.2	\$23,771	\$70.90
Kansas City, MO	97.0	\$27,063	\$80.71
Las Vegas	104.7	\$29,211	\$87.12
Los Angeles	113.2	\$31,583	\$94.20
Miami	86.4	\$24,106	\$71.89
Minneapolis	108.0	\$30,132	\$89.87
Nashville	89.3	\$24,915	\$74.31
New Orleans	86.5	\$24,134	\$71.98
<b>New York - Highest</b>	<b>129.1</b>	<b>\$36,019</b>	<b>\$107.43</b>
<b>Oklahoma City - Lowest</b>	<b>84.5</b>	<b>\$23,576</b>	<b>\$70.31</b>
Philadelphia	115.2	\$32,141	\$95.86
Phoenix	88.1	\$24,580	\$73.31
Pittsburgh	100.3	\$27,984	\$83.46
Portland, OR	102.7	\$28,653	\$85.46
Richmond	88.7	\$24,747	\$73.81
St. Louis	101.3	\$28,263	\$84.29
Salt Lake City	89.8	\$25,054	\$74.72
San Diego	110.4	\$30,802	\$91.87
San Francisco	127.5	\$35,573	\$106.09
Seattle	106.9	\$29,825	\$88.95
Tampa	86.2	\$24,050	\$71.73
Washington, D.C.	96.9	\$27,035	\$80.63
<b>National Median</b>	<b>100</b>	<b>\$27,900</b>	<b>\$83.21</b>

- Grade-level commercial space
- Mixed-use development where the parking is integrated with office, retail, residential, or other uses
- Custom wayfinding and signage system
- Green Business Certification, Inc. (GBCI) ParkSmart® Certification for sustainability
- Enhanced parking technology
  - License-plate recognition
  - Parking-guidance system
  - Car-count system with variable-message LED signs
  - WiFi and cellular services
  - Solar-energy collection
  - Building Management System

### COST DRIVERS: Features That Impact the Cost of a Parking Structure







**FOR COMPARISON, A MEDIAN-COST PARKING STRUCTURE TODAY TYPICALLY INCLUDES:**

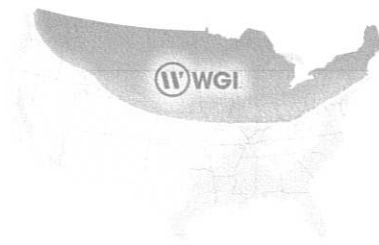
- 8'-6" to 8'-9" wide parking spaces
- Precast concrete superstructure
- Precast concrete façade with a single integral color and basic reveal pattern or basic thinset brick
- One or two elevators and stairs open to the interior, and clad with exterior glass curtain wall
- Standard wayfinding and signage
- Shallow-spread footing foundations
- All above-grade construction
- Open parking structure with natural ventilation; without mechanical ventilation or fire sprinklers
- Minimal or no grade-level commercial space
- Standard parking access and revenue-control system
- Standard energy efficient LED lighting

**OVERALL PARKING STRUCTURE CONSTRUCTION COST WOULD BE HIGHER THAN THE MEDIAN IF IT INCLUDES THESE ENHANCED FEATURES**

- 9'-0" wide parking spaces or larger for improved user comfort
- Cast-in-place post-tensioned concrete superstructure for lower maintenance costs
- Architectural façade with adorned precast, brick, metal panels, and other materials
- Stormwater management including on-site retention/detention
- Deep foundations such as caissons or piles
- Below-grade construction
- Enclosed stair towers due to local code requirements
- Enclosed parking structure without natural ventilation where mechanical ventilation, fire sprinklers, and fire-rated stair shafts are required
- Flexibility for future parking/building expansion, or incorporation of roof-level photovoltaic ("solar") panels
- Service life in northern/coastal regions beyond a standard 50 to 60 years
- Grade-level commercial space
- Mixed-use development where the parking is integrated with office, retail, residential, or other uses
- Custom wayfinding and signage system
- ParkSmart® Certification following the Green Business Certification, Inc. (GBCI) program
- Energy efficient LED lighting with occupancy and photocell computer-control system
- Electric vehicle charging stations
- Enhanced parking technology
- License-plate recognition
- Parking-guidance system
- Car-count system with variable-message LED signs
- WiFi and cellular services
- Solar-energy collection
- Building Management System



*Building Management Systems are often used to help manage technology.*



2021		▲ 15.8%	
CONSTRUCTION COST		FROM 2020	
City	Index	Cost/Space	Cost/SF
Albuquerque	871	\$22,385	\$66.81
Atlanta	89.2	\$22,924	\$68.42
Birmingham	86.4	\$22,205	\$66.27
Boston	114.3	\$29,375	\$87.67
Charlotte	87.0	\$22,359	\$66.73
Chicago	119.5	\$30,712	\$91.66
Cincinnati	89.9	\$23,104	\$68.96
Cleveland	96.0	\$24,672	\$73.64
Denver	91.5	\$23,516	\$70.18
Dallas	86.0	\$22,102	\$65.97
Detroit - Median	100.0	\$25,700	\$76.70
Houston	86.6	\$22,256	\$66.43
Indianapolis	92.3	\$23,721	\$70.80
Jacksonville - Lowest	84.0	\$21,588	\$64.43
Kansas City, MO	99.3	\$25,520	\$76.17
Las Vegas	105.4	\$27,088	\$80.85
Los Angeles	118.8	\$30,532	\$91.12
Miami	85.1	\$21,871	\$65.28
Minneapolis	107.0	\$27,499	\$82.07
Nashville	89.0	\$22,873	\$68.27
New Orleans	85.0	\$21,845	\$65.20
New York - Highest	132.2	\$33,975	\$101.40
Oklahoma City	84.8	\$21,794	\$65.05
Philadelphia	115.8	\$29,761	\$88.82
Phoenix	87.0	\$22,359	\$66.73
Pittsburgh	100.7	\$25,880	\$77.24
Portland, OR	103.2	\$26,522	\$79.16
Richmond	88.8	\$22,822	\$68.11
St. Louis	100.6	\$25,854	\$77.16
Salt Lake City	90.5	\$23,259	\$69.42
San Diego	109.4	\$28,116	\$83.91
San Francisco	129.8	\$33,359	\$99.56
Seattle	106.7	\$27,422	\$81.84
Tampa	84.8	\$21,794	\$65.05
Washington, D.C.	95.5	\$24,544	\$73.25
<b>National Median</b>	<b>100</b>	<b>\$25,700</b>	<b>\$76.70</b>

2019

CONSTRUCTION COST

▲ 5%

FROM 2018

CITY	INDEX	COST/SPACE	COST/SF
Atlanta	89.0	\$19,133	\$57.65
Baltimore	94.2	\$20,251	\$61.02
Boston	113.9	\$24,486	\$73.78
Charlotte	84.3	\$18,122	\$54.60
Chicago	120.7	\$25,947	\$78.18
Cleveland	95.9	\$20,616	\$62.12
Denver	90.0	\$19,348	\$58.30
Dallas	85.6	\$18,402	\$55.45
Detroit	101.4	\$21,798	\$65.68
Houston	86.6	\$18,617	\$56.09
Indianapolis	92.0	\$19,778	\$59.59
Kansas City, MO	100.5	\$21,605	\$65.10
Los Angeles	112.3	\$24,142	\$72.74
Miami - Lowest	83.7	\$17,993	\$54.21
Minneapolis	106.9	\$22,981	\$69.24
Nashville	86.7	\$18,638	\$56.16
New York - Highest	132.1	\$28,398	\$85.56
Philadelphia	115.2	\$24,765	\$74.62
Phoenix	88.4	\$19,004	\$57.26
Pittsburgh	100.9	\$21,691	\$65.36
Portland, OR - Average	100.3	\$21,562	\$64.97
Richmond	88.9	\$19,111	\$57.58
St. Louis	102.3	\$21,992	\$66.26
San Diego	108.7	\$23,368	\$70.41
San Francisco	128.5	\$27,624	\$83.23
Seattle	106.6	\$22,916	\$69.05
Washington, D.C.	95.3	\$20,487	\$61.73
<b>National Average</b>	<b>100</b>	<b>\$21,500</b>	<b>\$64.77</b>

## Median Parking Structure Construction Costs 2015

City	Index	Cost/Space	Cost/SF
Atlanta	87.5	\$16,274	\$48.70
Baltimore	92.6	\$17,222	\$51.54
Boston	118.1	\$21,965	\$65.74
Charlotte	82.2	\$15,288	\$45.75
Chicago	117.2	\$21,797	\$65.23
Cleveland	99.6	\$18,524	\$55.44
Denver	92.5	\$17,204	\$51.49
Dallas	85.5	\$15,902	\$47.59
Detroit	102.9	\$19,138	\$57.28
Houston	86.8	\$16,144	\$48.31
Indianapolis	92.9	\$17,278	\$51.71
Kansas City	103.3	\$19,212	\$57.50
Los Angeles	107.2	\$19,938	\$59.67
Miami	88.2	\$16,404	\$49.09
Minneapolis	108.9	\$20,254	\$60.62
Nashville	87.8	\$16,330	\$48.87
New York	131.8	\$24,513	\$73.36
Philadelphia	114.5	\$21,295	\$63.73
Phoenix	88.1	\$16,385	\$49.04
Pittsburgh	102.0	\$18,970	\$56.77
Portland	99.5	\$18,506	\$55.38
Richmond	87.1	\$16,199	\$48.48
St. Louis	102.7	\$19,101	\$57.16
San Diego	104.5	\$19,435	\$58.17
San Francisco	122.7	\$22,820	\$68.30
Seattle	102.8	\$19,119	\$57.22
Washington, D.C.	97.1	\$18,059	\$54.05
<b>National Average</b>	<b>100</b>	<b>\$18,599</b>	<b>\$55.66</b>

### MEDIAN CONSTRUCTION COST

I am often asked what features are included within the “median construction cost”. A median cost parking structure typically includes such features as:

- 8’ 6” wide parking spaces
- Precast concrete superstructure
- Attractive precast concrete façade with basic reveal pattern
- Glass backed elevators and unenclosed stairs clad with glass curtain wall to the exterior
- Basic wayfinding and signage
- Shallow spread footing foundations
- All above grade construction
- Open parking structure with natural ventilation without mechanical ventilation or fire sprinklers
- Little or no grade level commercial space
- Basic parking access and revenue control system
- Energy efficient fluorescent lighting

The construction cost of the parking structure would be higher than the median if it includes such enhanced features as:

- 9’ 0” wide parking spaces for better user comfort
- Cast-in-place post-tensioned concrete superstructure for lower maintenance
- Attractive façade with precast, brick, metal panels, and other materials
- Green Garage Certification following the Green Parking Council standards
- Energy efficient LED lighting with occupancy and photocell computer controls
- Custom wayfinding and signage system
- Storm water management including on-site retention/detention
- Deep foundations, such as caissons or piling
- Below grade construction
- Enclosed stair towers due to local code requirements
- Enclosed parking structure without natural ventilation where mechanical ventilation and fire sprinklers are required
- Grade level commercial space
- Mixed use development where the parking is integrated with office, retail, residential, or other uses
- State-of-the-art parking access and revenue control system
  - License plate recognition
  - Parking guidance system
  - Count system with variable message LED signs
  - Pay-on-foot stations
- Wi-Fi and cellular services

Binghamton City Council  
Binghamton City Hall  
38 Hawley St.  
Binghamton, NY 13901

07/04/2023

To Binghamton City Councilmembers:

Good evening and thank you for taking the time to hear my comments regarding the PILOT agreement Apex at Water St. project. The developers of this project being UB Family LLC. I would like to begin my comments, by introducing myself, my name is Michael Dundon and am a current homeowner and lifelong Binghamton resident. I am a 15-year member with Laborers Local 785 and during that time have been a Union Organizer, Business Agent and President. My experience entails working closely with Calpine and the Broome IDA for the PILOT agreement on the Bluestone Windfarm.

In starting off the actual PILOT agreement states a 28-year agreement, but Schedule 1 shows a payoff schedule based over 30 years. Just because the 1<sup>st</sup> two years require no payment, I don't understand how it's not a 30-year PILOT written in the actual agreement. Now this 30-year PILOT payout schedule according to "Schedule 1" shows the tax abatement amount to be \$11,532,830.00 with the City of Binghamton receiving during that time \$1,921,560.00. If you change the 30-year PILOT to a 20-year PILOT and still offer the 1<sup>st</sup> two years without payment, then start payments at 60 % of the Abatement percentage according to "Schedule 1" there is still a tax abatement of \$5,847,630.00 with the City of Binghamton receiving \$1,916,490.00. Any developer that comes into an area will always try to get the best tax breaks they can. By cutting this down to a 20-year PILOT the City of Binghamton still says we are open for business but also protects our tax base from taking on any more of a financial burden.

Now going back to the Bluestone Windfarm, that project originally requested a 30-year PILOT for a combined \$34 million worth of tax incentives on a \$160 million project. The 30-year proposal was voted down in favor of a 20-year PILOT agreement. In a Press & Sun Bulletin article written by Anthony Borrelli on 12/31/2020, IDA Board Secretary Richard Bucci said "Maybe in the future, we should start to take a harder look at these 30-year PILOT proposals-in many cases we're told if we don't do it, the project won't move. These developers said the same thing. They needed a 30-year PILOT and by us rejecting it, they came back with a 20-year PILOT". This comment was made less than 3 years ago about a project requesting a similar length PILOT agreement. The Developers of the Bluestone project also agreed in writing before the PILOT was proposed to build the whole project with local labor. I haven't seen or heard from UB Family LLC making any such commitment.



In closing this letter, I am asking you my elected officials to vote NO on this 30-year PILOT agreement proposal. Asking the City of Binghamton residents to make up for the loss of tax revenue for the first 10-years of this agreement to not only the city but also the Binghamton City School District and Broome County is fiscally irresponsible. So, please do what you were elected for and represent your constituency instead of an out-of-town developer. Thank you for your time.

Sincerely,

Michael Dundon

Daniel Sharp

7/3/2023

Garage Taco Bar, S2 Properties, Crowbar Arcade

211 Washington St, Binghamton NY 13901

Subject: Letter of Support for Water Street Development Project

Dear Members of the City Council,

I am writing to express my enthusiastic support for the Water Street Development Project, which aims to provide the necessary parking facilities and additional living spaces on our side of downtown. As the owner of Garage Taco Bar, S2 Property Development, and the soon-to-open Crowbar Arcade Bar and Eatery, I strongly believe that this project will be a tremendous asset to the arts district in downtown Binghamton, New York.

The proposed Water Street Development aligns perfectly with our collective vision of enhancing the cultural and economic vitality of our community. The addition of parking facilities will address a longstanding issue that has hampered the growth and accessibility of local businesses. Insufficient parking has been a challenge for both residents, downtown workers and visitors alike, hindering their ability to fully enjoy the vibrant arts district we have been diligently contributing to.

Furthermore, the provision of additional living spaces will not only contribute to the revitalization of our community but also create opportunities for more people to experience the unique atmosphere and energy that our arts district offers. By increasing residential options in the area, we are fostering a sense of community, promoting economic growth, and encouraging more individuals to support local businesses and cultural events.

As a business owner, property developer, and member of the Binghamton community, I recognize the immense potential that the Water Street Development Project holds for our city. The project will serve as a catalyst, generating further investment, employment and development in the downtown area, which will have a positive ripple effect on the entire area.

I would like to commend the City Council for their forward-thinking approach and commitment to supporting initiatives that enhance our community's quality of life. The Water Street Development Project could help take steps towards achieving our shared goals of promoting economic growth, creating sustainable neighborhoods, and establishing Binghamton as a cultural hub in upstate New York.

Thank you for your attention to this matter, and I appreciate your ongoing efforts to shape the future of our wonderful city.

Sincerely,

Daniel Sharp



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**From:** Marie McKenna <marie@lostdogcafe.net>  
**Sent:** Wednesday, July 5, 2023 11:19 AM  
**To:** Kraham, Jared  
**Subject:** Water Street Garage

As a long time downtown Binghamton business owner, I want to weigh in on the Water Street Garage proposal.

Lost Dog Cafe would greatly welcome more parking downtown. It is imperative to the successful operation of our business.

We have heard from many of our customers and out of town guests that we need to improve our parking accommodations near the cafe. A garage with 500 spaces would be a most welcome improvement.

Thank you.

Sincerely,

Marie McKenna  
Lost Dog Cafe

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**Marie McKenna**  
Lost Dog Cafe & Lounge  
222 Water Street  
Binghamton, NY 13901  
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Instagram: <https://link.edgepilot.com/s/390195b1/bGsPwG-G80SLIYWz3Q01A?u=https://www.instagram.com/lostdogcafebinghamton/>

Twitter: <https://link.edgepilot.com/s/629ac4d4/hJJYXZ7ktkmbLqnUVI1ldA?u=https://twitter.com/lostdogcafe>



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217 WASHINGTON STREET #204  
BINGHAMTON, NY 13901

July 3, 2023

To Those Concerned:

On behalf of the LUMA Projection Arts Festival, I write to offer my full support for the proposed Water Street parking garage and housing development project.

In addition to being America's premier projection arts festival, LUMA has become downtown Binghamton's signature annual event with tens of thousands of visitors. The Water Street project would add critical parking capacity that will support not only our event, but the growing number of arts, entertainment and cultural events hosted in downtown Binghamton throughout the year.

The project also represents a bold step forward in landing talent to our community. New housing in our urban core will help attract young professionals and recent college graduates — the skilled workforce that will serve as the creative momentum for LUMA, Binghamton's nascent film industry, galleries, live music and innovative projects that have not yet been imagined.

It's a unique public-private partnership that will drive new energy downtown, support local restaurants and nightlife — who are key partners that make LUMA a success — and provide needed parking capacity for visitors.

LUMA stands in support of any project or investment that will deliver a more vibrant downtown Binghamton. We're excited to see the future of the Water Street project.

Sincerely,

We truly appreciate your support,

Joshua Bernard Ludzki  
Co-Founder, LUMA Projection Arts Festival





July 5, 2023

Dear Leaders,

On behalf of the Broome County Arts Council (BCAC), I write to offer my full support for the proposed Water Street parking garage and housing development project.

The BCAC is a proud member of the downtown Binghamton community. Our new headquarters on State Street, supported by new infrastructure investments by the City of Binghamton, has helped revitalize a key block downtown. We're excited about the future of downtown, but we need continued public and private investments to make it a success story.

The Water Street project would add critical parking capacity that will support the hundreds of arts and cultural events that take place in Binghamton every year. Our United Cultural Fund supports many of these events and organizations, including the LUMA Projection Arts Festival, Binghamton Philharmonic and Tri-Cities Opera who collectively bring tens of thousands of visitors to downtown Binghamton. BCAC also hosts First Friday Art Walk every month featuring nearly 15 galleries and Creative Spaces to help preserve the community building tradition with the generous support of Broome County Government and the City of Binghamton.

The project will also deliver the type of downtown housing opportunity that will retain Binghamton University graduates wishing to stay here and attract the creative young professionals who will staff and support the many arts organizations that drive downtown's economy.

Support for the arts takes on many forms, and this project will be a positive investment that will support a more vibrant downtown Binghamton, build on the recent investments to create a walkable downtown arts district, and help Binghamton's many arts and cultural organizations thrive.

Sincerely,

A handwritten signature in black ink, appearing to read "Jenny Chang", written in a cursive style.

Jenny Chang  
Interim Executive Director, BCAC  
jchang@broomearts.org

Dear Mayor Kraham,

My name is Jon Korchynsky and I am the owner of 25-27 Court Street in Downtown Binghamton. Please forward this letter to the City Clerk's Office for Public comment for my behalf supporting the Water Street Parking Ramp Development Project next to Boscov's. This project is instrumental helping Downtown Binghamton businesses and residents with much needed parking. Before this parking ramp was demolished 2 years ago it was the home of over hundreds of parking spots. With no new parking lots or parking garages being constructed in this time frame this has had a major impact on Downtown. I feel that the more people Downtown Binghamton draws from outside of the area gives the city an opportunity to grow along with the business that operate within the city. The development of this parking ramp project is extremely important for the future of Downtown Binghamton, its businesses, and residents.

Thank you,

Jon Korchynsky

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**From:** Michael Pemberton <mpemberton7@icloud.com>  
**Sent:** Monday, July 3, 2023 6:08 PM  
**To:** Kraham, Jared  
**Subject:** Water Street Parking Garage Housing Project

To Whom It May Concern

As general manager of the DoubleTree by Hilton hotel at 225 Water St. in Binghamton, I offer my full support for the proposed Water Street parking garage and housing project.

The DoubleTree is Downtown Binghamton's premier lodging and events destination. From the hotel's perspective, this project hits on two key issues that are important for our continued success:

- Replacing parking spaces lost following the demolition of the old Water Street parking garage that will support additional stays and events
- New workforce housing to help attract employees and support a well-populated, active and energetic downtown economic ecosystem

We host a number of special events, from non-profit fundraisers to conventions, that drive visitors to downtown Binghamton. Events that rely on downtown parking, like Parade Day, LUMA, and Binghamton University graduation, all drive hotel stays. The Water Street project will increase our ability to support those that stay downtown, and help us increase our contribution of local hotel motel tax dollars, which support vital community development programs in Broome County.

With new housing units on that site, there will be hundreds more downtown residents who will support our fabulous local restaurant scene, which is a major amenity for visitors who stay with us. More people living downtown will drive new restaurant and retail operators, which is not only good for our local sales tax base but for the operation of our hotel. Visitors want these amenities near where they stay.

Finally, this new housing will help companies like ours attract and retain talented workers. We often find it difficult, or impossible, to recruit young professionals and mid-career employees because of our area's shortage of market-rate housing. A development like this in downtown Binghamton will be very attractive for the smart, young, hard working people many major employers in the region want to attract.

For these reasons, I am in full support of the proposed Water Street development project, and remain optimistic on the future of Downtown Binghamton.

Sincerely,  
Michael

Michael Pemberton  
General Manager  
Doubletree by Hilton  
225 Water Street  
Binghamton, NY 13901  
607 722-7575