



STEP II: NOMINATION STUDY

# CENTRAL INDUSTRIAL CORRIDOR

## BROWNFIELD OPPORTUNITY AREA

UTICA, NEW YORK

**AUGUST 2023**

# ACKNOWLEDGMENTS

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*This plan was prepared for the City of Utica by Bergmann Associates with assistance from Allieway Marketing, TWLA, Camoin Associates, and Lu Engineers.*

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# LIST OF ACRONYMS

**AA DT** - ANNUAL AVERAGE DAILY TRAFFIC

**BOA** - BROWNFIELD OPPORTUNITY AREA

**CFA** - CONSOLIDATED FUNDING APPLICATION

**DRI** - DOWNTOWN REVITALIZATION INITIATIVE

**EDF** - ECONOMIC DEVELOPMENT FUND

**EPA** - U.S. ENVIRONMENTAL PROTECTION AGENCY

**EPF** - ENVIRONMENTAL PROTECTION FUND

**ERP** - ENVIRONMENTAL REGULATION PROJECT

**ESA** - ENVIRONMENTAL SITE ASSESSMENT

**FEMA** - FEDERAL EMERGENCY MANAGEMENT AGENCY

**GIGP** - GREEN INNOVATION GRANT PROGRAM

**LIHTC** - LOW INCOME HOUSING TAX CREDIT

**LQ** - LOCATION QUOTIENT

**MSF** - THOUSAND SQUARE FEET

**NYF** - NEW YORK FORWARD

**NYS** - NEW YORK STATE

**NYS DEC** - NEW YORK STATE DEPARTMENT OF ENVIRONMENTAL CONSERVATION

# LIST OF ACRONYMS

**NYS DOS** - NEW YORK STATE DEPARTMENT OF STATE

**NYS DOT** - NEW YORK STATE DEPARTMENT OF TRANSPORTATION

**NYS EFC** - NEW YORK STATE ENVIRONMENTAL FACILITIES CORPORATION

**NYS ESD** - NEW YORK STATE EMPIRE STATE DEVELOPMENT

**NYS HCR** - NEW YORK STATE HOMES AND COMMUNITY RENEWAL

**NYS OPRHP** - NEW YORK STATE OFFICE OF PARKS, RECREATION, AND HISTORIC PRESERVATION

**NYSERDA** - NEW YORK STATE ENERGY RESEARCH AND DEVELOPMENT AUTHORITY

**PBS** - PETROLEUM BULK STORAGE

**RBM** - REGULATED BUILDING MATERIAL

**REDC** - REGIONAL ECONOMIC DEVELOPMENT COUNCIL

**REC** - RECOGNIZED ENVIRONMENTAL CONCERN

**RFP** - REQUEST FOR PROPOSALS

**SMP** - SOIL MANAGEMENT PLAN

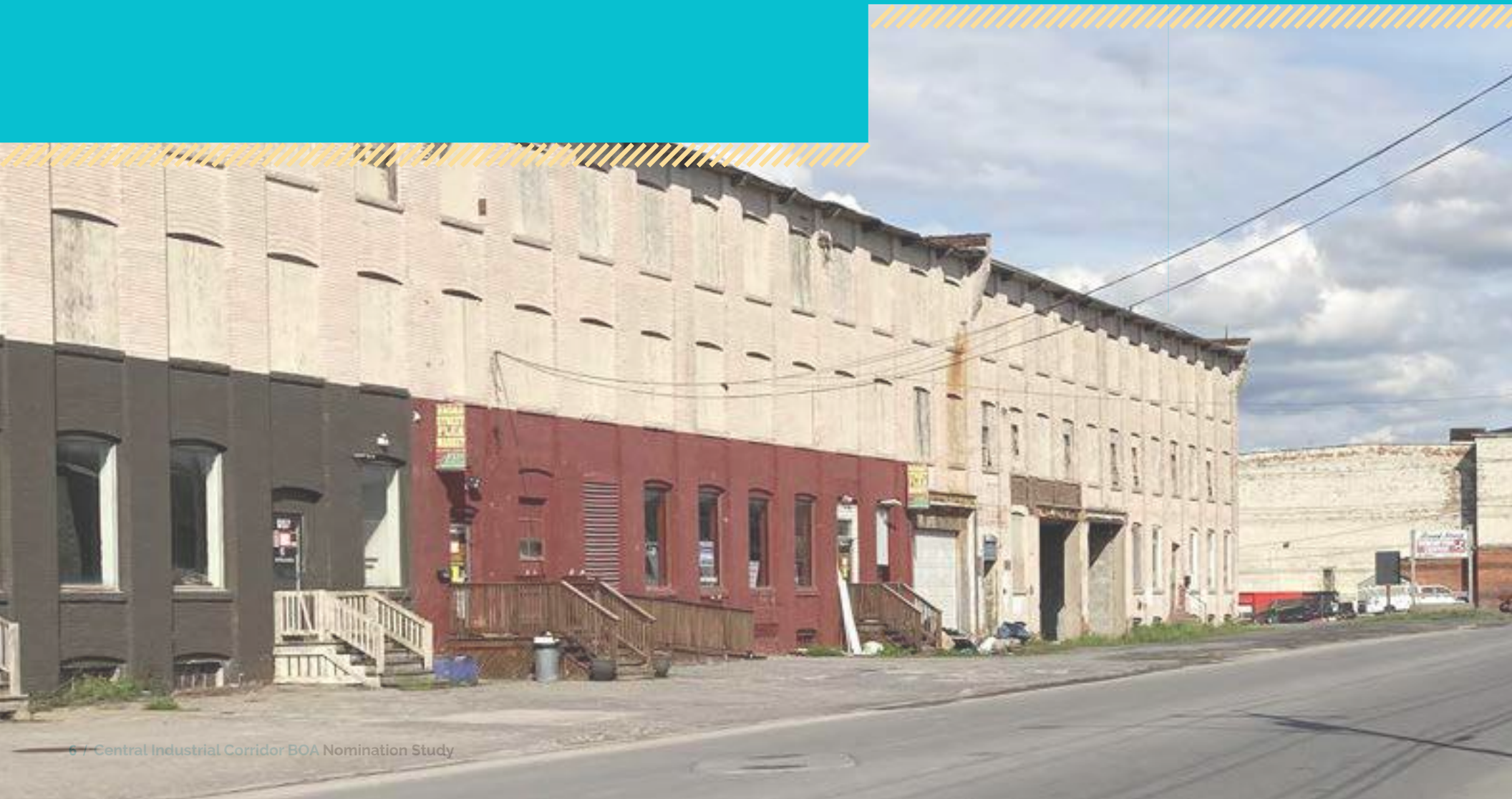
**SEQRA** - STATE ENVIRONMENTAL QUALITY REVIEW ACT

**TIP** - TRANSPORTATION IMPROVEMENT PROGRAM

**USDA** - UNITED STATES DEPARTMENT OF AGRICULTURE

**UST** - UNDERGROUND STORAGE TANKS

# Utica BOA EXECUTIVE SUMMARY





# OVERVIEW

**This document is designed to provide the City of Utica with tools and strategies to build on recent revitalization efforts to transform this historic community. The opportunities presented in this document leverage previous planning and implementation accomplishments to create a cohesive redevelopment strategy to position the City for success.**

# Project Overview + Description

## BOUNDARY DESCRIPTION

The Utica BOA is located within the City of Utica on the eastern border of Oneida County, New York. The BOA is bound by the NYS Thruway to the North, the City limits to its east and west, and Catherine and Oriskany Streets to the South. Genesee Street, also known as the City's "main street" commercial corridor, lies immediately to the south of the BOA. Additionally, the NYS Erie Canal bisects the northern tip of the BOA.

The Utica BOA covers 975 acres in the central area of the city. The BOA spans the entire length of the City - covering a variety of neighborhoods and character areas. For planning purposes, the BOA has been divided into four sub-areas: Oriskany Street Corridor, Bagg's Square District, Harbor District, and Broad Street Corridor.

The 2014 Pre-Nomination Study identified the Harbor District as a strategic site. At that time, the sub-area extended west to include Harbor Point and the Inner Harbor Area. This particular section has been removed from the Nomination Study, as its environmental conditions are known and have been largely addressed and a redevelopment plan is successfully being implemented at the time of this study.

## LEAD PROJECT SPONSORS

The City of Utica Brownfield Opportunity Area (BOA) Nomination Study is sponsored by the City of Utica with funding provided by the New York State Department of State (DOS) through the BOA Program.

This project was led by the City of Utica, with guidance and leadership provided by a community-based Steering Committee. The Steering Committee included City representatives, community members, and business and property owners, who were instrumental in guiding and developing the Nomination Study for the City. All members of the Steering Committee are listed on the Acknowledgments page of this document.

## WHAT IS THE BOA PROGRAM?

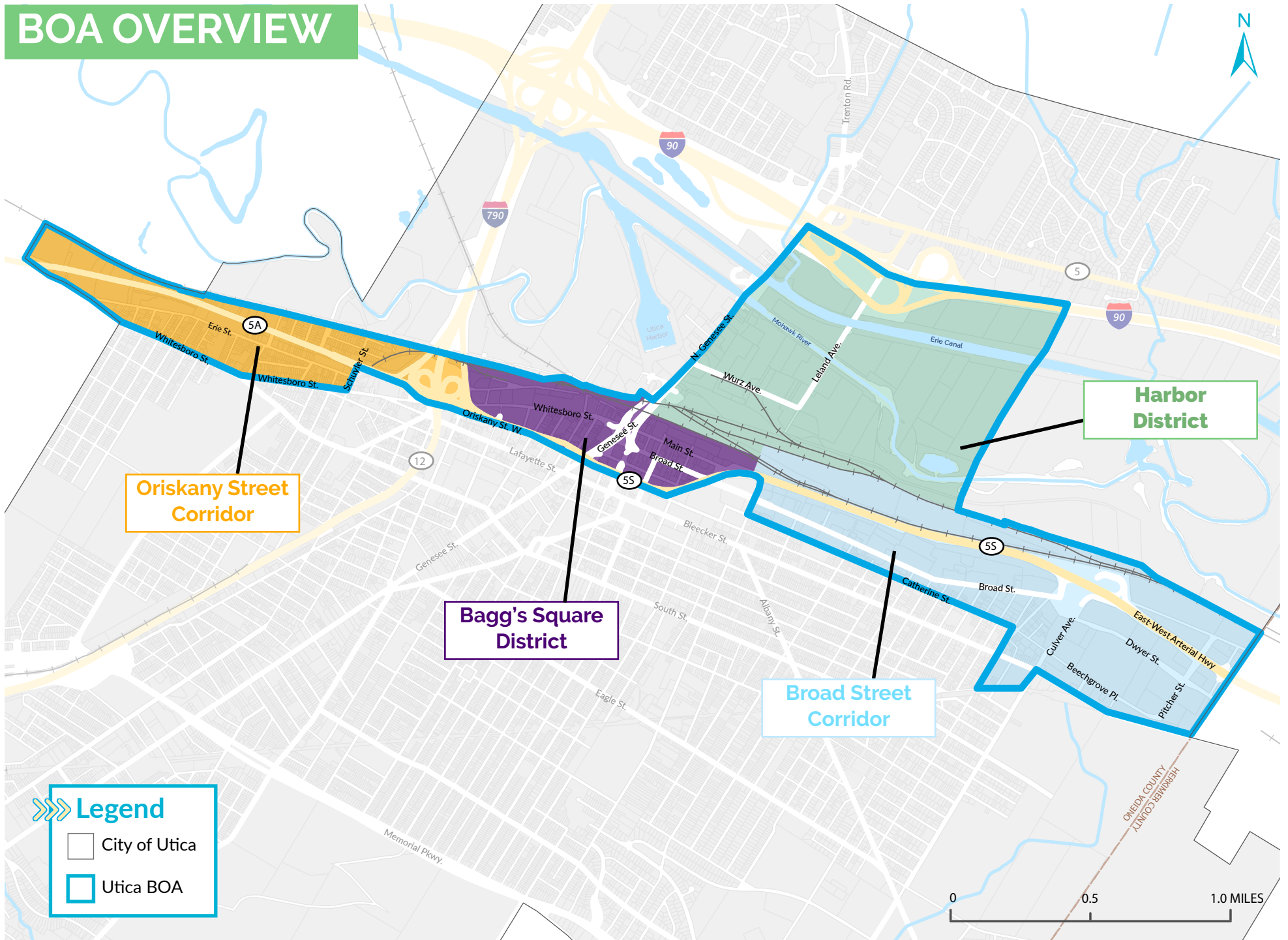
The primary objective of New York State's Brownfield Opportunity Area (BOA) Program is to address communities that have been negatively impacted by the presence, or perceived presence, of environmentally sensitive sites. The BOA Program is administered by the New York State Department of State (DOS). This program provides municipalities and community organizations technical and financial assistance up to 90% of the total eligible project costs, to create areawide plans to redevelop brownfields.

The presence of brownfield sites often has notable impacts on a community, including the depreciation of property values and the discouragement of investment in surrounding properties. Through a community supported planning process, the BOA program enables community leaders to establish a clear vision to revitalize and improve areas so they become economically and environmentally sustainable.

Recently, the NYS BOA Program has been restructured to provide more funding toward pre-development activities that will have a real impact in a community. Following the completion of a Nomination Study and the formal designation of a BOA by the New York State Secretary of State, communities can apply for funding to undertake technical analyses and investigations to begin the revitalization process.



# BOA OVERVIEW



# Community Participation

## OVERVIEW

Community input is integral to the BOA planning process. The engagement of stakeholders and community members from various sectors provides opportunities for input on the BOA's future vision and revitalization projects. Community members, landowners, stakeholders, elected officials, and regional organizations have a vested interest in the success of the plan and must become partners in its implementation.

## ENLISTING PARTNERS

At the onset of the planning process, the City identified a Steering Committee comprised of community members, business representatives and residents. The role of the Committee was to provide input, review project deliverables and guide the planning process.

Various public engagement also occurred throughout the planning process, including:

- Stakeholder Interviews;
- Public Meetings; and.
- Project Website

## COMMUNITY VISION

The Utica BOA was once home to a number of vacant and underutilized sites, many of which were contaminated from land uses and business operations that have long since been discontinued or abandoned. Our vision for these sites is for them to be transformed into a mix of uses that support a strong employment base and contribute to a more sustainable economy for our City. This will be achieved through the collective efforts of property owners, private business interests, the City of Utica, and its partners. The outcome of these efforts will help shape the future of each site as follows:



Oriskany Street will be transformed from an underutilized, auto-oriented corridor to one of the City's most appealing gateways for motorists and pedestrians.



Bagg's Square will be a thriving historic district that is comprised of a sustainable mix of entertainment, hospitality, retail, residential and office uses.



Broad Street will be reactivated as an industrial and commercial spine, and serves as a significant job creation center.

# COMMUNITY GOALS



**GOAL #1: CREATE VIBRANT AND ACTIVE TRANSPORTATION CORRIDORS THROUGHOUT THE BOA**



**GOAL #2: CREATE DIVERSE, INNOVATIVE, AND SUSTAINABLE ECONOMIC OPPORTUNITIES**



**GOAL #3: PROMOTE DIVERSIFIED HOUSING OPTIONS**



**GOAL #4: STRENGTHEN COMMUNITY RESILIENCE**

# Inventory + Analysis

## HISTORIC CONTEXT

At the heart of Utica's history is the Erie Canal – a vital waterway that has molded the City into what it is today. In the early 1800's the construction of the Erie Canal was a catalyst for further development in the City, and resulted in a period of prosperity. The area that is now the Utica BOA, was historically (and still is) characterized as a manufacturing hub. Its access to the Canal and railroad network resulted in a number of manufacturing businesses locating in the area. Decline in traditional industries as well as an overall restructuring in the delivery of goods along railroads and alternate transportation routes, left many properties within the BOA underutilized. The increasing number of vacant, abandoned, contaminated, and/ or underutilized sites acted as a catalyst for the City to seek assistance through the BOA program.

## BOA CHARACTERISTICS

The Utica BOA is comprised of 1,086 parcels totaling 975 acres. The area is primarily characterized by a mix of commercial and residential uses. Due to historic contamination and disinvestment, many parcels in the BOA are either underutilized or in need of remediation. Nearly 34% of the BOA's land area is vacant, leaving roughly 330 acres of land unused.

Additionally, 46 sites were identified as potential brownfields. Remediating and reactivating these sites is an essential step toward making them viable and attractive for redevelopment.

## SOCIO-ECONOMIC CHARACTERISTICS

As of 2021, the population of the BOA was 1,829, which accounts for roughly 3% of the City's total population of 63,635. The City of Utica and the Utica BOA have both experienced population growth over the past decade, however, it is expected the BOA's population will remain stagnant. The BOA's population is slightly younger than the surrounding region, with a median age of 35.4. More than one in five residents (20.4%) in the BOA are fourteen years or younger (19.5% for Utica) as compared to a significantly lower share seen in the broader county (15.8%) or state (16.7%).

The BOA's average household size is 2.18, which is slightly lower than both the average household size at the county (2.37) and state (2.55) levels. This smaller household size is likely due to the industrial and commercial nature of the BOA. At \$27,000, the annual median income in the BOA is lower than the median income at the city (\$39,000) and state (\$72,000) levels, and nearly half of all households in the BOA see incomes of less than \$25,000 per year.

Oneida County counts whites (83.5%) as a significantly higher proportion of population than New York State overall (62.7%). Contrary to the surrounding communities, however, the City of Utica and the BOA show a proportion of whites (62.0% and 65.0%, respectively) much closer to the state share. Additionally, 17.8% of the BOA's population identifies as Hispanic, which is nearly three times that of Oneida County (6.6%).

## HOUSING

As of 2021 a significant portion of the BOA's housing units were vacant - 21% compared to only 13% in the City of Utica. Just under 27% of all housing units in the BOA are owneroccupied, which is much lower than the City as a whole. The median home value of the 269 owner-occupied housing units in the BOA is \$69,629, which is significantly lower than the City's median home value of \$100,440.

# Inventory + Analysis

## LABOR FORCE

The sharp loss of jobs brought on by the COVID-19 pandemic pushed unemployment rates to levels not seen in 80 years. In the City of Utica one in five workers were without a job. In 2021, approximately 15.8% of the population 16 years and older in the BOA were unemployed. Of Utica's workforce, a majority of the population in the Utica BOA work in the retail and trade (23%) and the health care/social assistance (18%) industries.

Out of Utica's total workforce of 35,534, approximately 25% (9,175) also make their home in the City. The balance is made up of inbound commuters; 26,359 workers. Meanwhile, another 15,366 residents commute out of Utica to work elsewhere.

## HISTORIC AREAS

The BOA has a wealth of historic resources, with three districts on the National Register of Historic Places including the NYS Barge Canal District, Bagg's Square East Historic District, and the Lower Genesee Street Historic District. Within the three Historic Districts, there are 58 contributing buildings. Additionally, the City's Scenic and Historic Preservation District falls within the BOA. This district was created to enable the City to act as a guardian to the district's historic character.

## ENVIRONMENTAL SETTING

The majority of the BOA is relatively flat. The northern portion of the BOA in the Harbor Point sub-area does have some minor elevation changes, as the land slopes towards the Mohawk River. Topography is not expected to be a limiting factor for future development within the BOA, with the exception of the areas surrounding the River. One of Utica's most significant assets is its location along the Erie Canal. Today, the canal is primarily used for recreational purposes and supports regional tourism. In addition to the Erie Canal, the Mohawk River runs along the northern part of the BOA and a regulatory floodway is designated along the river.

## CONTAMINATION

One of the primary objectives of the BOA Program is to identify sites that may have been impacted by the presence or perceived presence environmental contamination. As part of this study, 46 sites in the BOA were identified as potential brownfield sites. Many of the environmental concerns in the BOA relate to the possible presence of regulated building materials (RBM), such as lead or asbestos, documented spills, the presence of underground storage tanks, and past land uses associated with environmental contamination.

## BUILDING CONDITIONS

More than 75% of housing units in the BOA were built prior to 1939, compared to only 56% of units in the City of Utica. Older housing is generally more expensive to maintain, requires significant investment to update with modern amenities, and is frequently characterized by environmental contaminants.

There are also several key buildings in the BOA that act as anchor institutions and provide residents with access to important community services, programs, and resources. Some of these key buildings have undergone recent redevelopment and can act as catalyst for future development and investment, including the Adirondack Bank Center at the Utica Memorial Auditorium and NEXUS Center.

# Market Conditions

## OVERVIEW

Existing market conditions and potential opportunities within the City of Utica related to residential, retail, industrial and tourism market were explored and influenced the identification of proposed projects. Highlights include:

### Economic Trends

- A high share of Utica's workers, 34.1%, work in the Health Care and Social Assistance sector
- The Government sector, employing nearly one in five workers in Utica, also rates prominently for Utica

### Industrial Market

- The largest property type is Industrial with 96 structures in the BOA, however, demand for this space has slowed over the past five years
- There are 261 commercial properties within the BOA, though much of this inventory has become dated
- Demand for the office market has declined
- Providing support services to new businesses can promote business and job creation

### Residential Market

- Pent-up demand for affordable and quality housing stock will continue to drive housing demand
- The City's renters are overburdened by housing costs. 61% of renters pay more than 30% of their income to housing costs
- Over 90% of housing units in the BOA are at least 70 years old
- Growing the residential base will support additional business activity in the BOA and Utica



421 Broad Street

# Potential Brownfields

## KEY FINDINGS

A brownfield site is a property where there may be a known presence or potential presence of environmental contaminants. These properties are often former commercial or industrial properties where mismanagement or improper handling of hazardous chemicals led to the actual or perceived environmental contamination on the property and/or surrounding neighborhoods. It is important to identify and understand where the hazards may exist to streamline necessary remediation and redevelopment efforts.

The 2014 Pre-Nomination Study identified 40 potential brownfield sites. For this Nomination Study, the BOA boundary was modified to remove a significant portion of the Harbor District district due to the number of advanced studies, remediation actions and developments that have occurred since 2014. Therefore, a number of sites originally identified in the 2014 Study were not included.

Additionally, a number of new sites have been identified, resulting in a total of 46 potential brownfield sites, spanning just over 190 acres. These sites are presented in the summary tables on **Pages 66-76**. Full descriptive profiles of each identified site is presented in **Appendix D**.

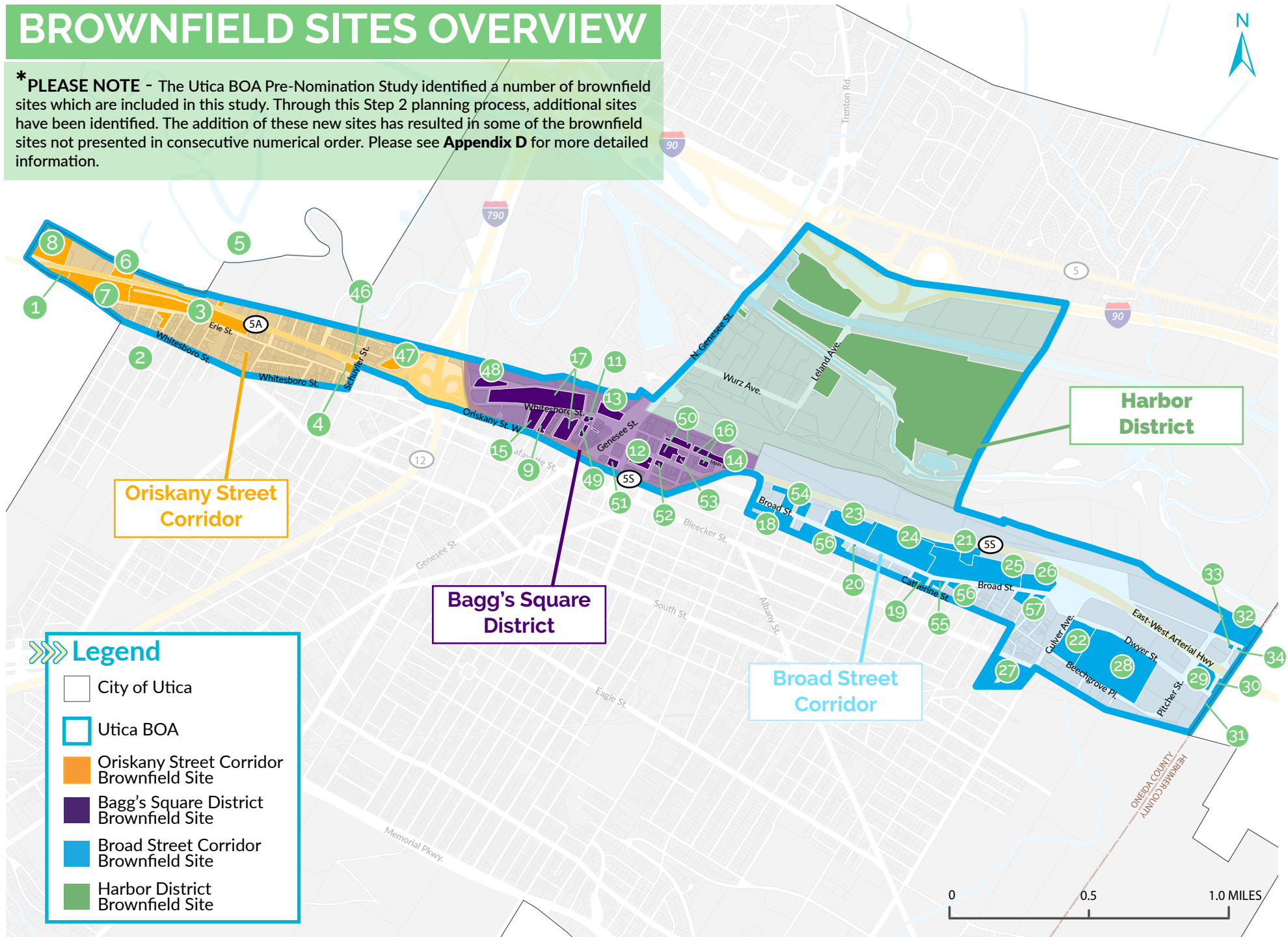


Example of Potential Brownfield Site



# BROWNFIELD SITES OVERVIEW

**\* PLEASE NOTE** - The Utica BOA Pre-Nomination Study identified a number of brownfield sites which are included in this study. Through this Step 2 planning process, additional sites have been identified. The addition of these new sites has resulted in some of the brownfield sites not presented in consecutive numerical order. Please see **Appendix D** for more detailed information.



# Strategic Sites

## OVERVIEW

Through an analysis of existing information as well as extensive public feedback, a total of three strategic sites were identified as being crucial to the revitalization of the Utica BOA. Due to the size of the BOA, the strategic sites are presented as clusters of parcels in each of the three sub-areas. As mentioned on **Page 12** of this document, the Harbor District sub-area has been excluded from this Nomination Study due to redevelopment plans that are successfully being implemented at this time.

The identified strategic sites are considered catalytic as their development is anticipated to spur investment in nearby sites, as well as increase land value and tax revenues. A master plan was created for each strategic site. Strategic sites were selected based on the following criteria:

- Presence of known and/or suspected contamination on site, due to either current or past uses
- Reuse potential
- Abandoned, vacant or underutilized sites
- Relationship to community vision and goals
- Opportunity for sustainable development

### 1. Oriskany Street Sub-area

Located on the western edge of the BOA, this site is comprised of three parcels, totaling approximately nine acres. It is located between Oriskany Street and Erie Street. Targeted sites are located at 1904 Erie Street, 2101 Oriskany Street, and 2111 Oriskany Street. Since a majority of the land is vacant, new construction is proposed for this site. This area's existing car-oriented character will largely remain intact, however, it is in need of safety enhancements. By improving vehicular and pedestrian safety, new pedestrian connections can be made that promote increased accessibility and tie into existing neighborhoods.

### 2. Bagg's Square Sub-area

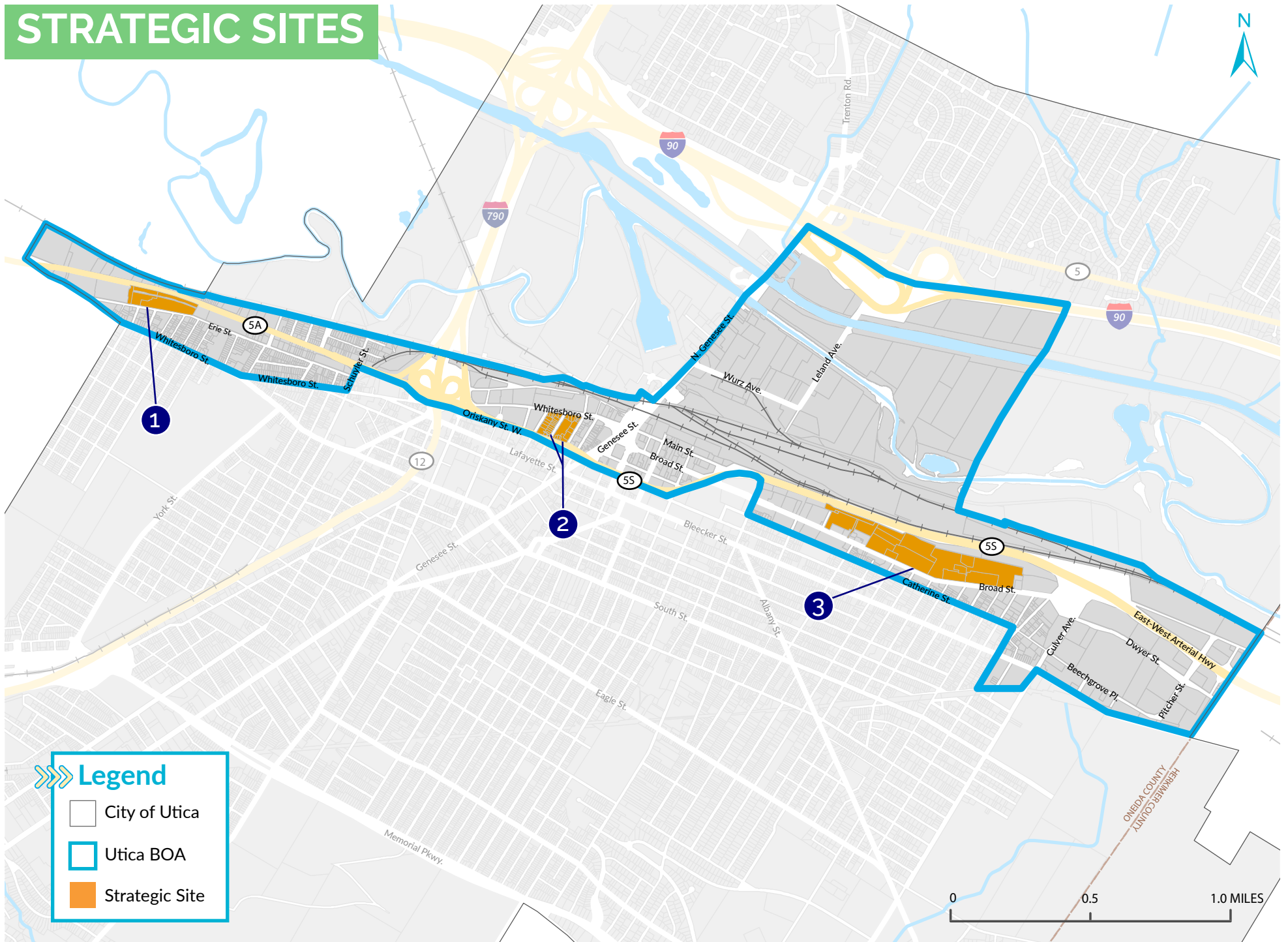
Located in the Bagg's Square Historic District, this site has significant potential to leverage recent and on-going investment, such as the NEXUS Center. This strategic site seeks to leverage this investment and continue to promote further mixed-use and residential development between Whitesboro Street and Liberty Street. Enhanced pedestrian connections, such as streetscape improvements along Whitesboro Street would also improve placemaking, creating a welcoming and accessible corridor. At this time, a private developer has proposed the construction of a hotel/mixed-use building along the western block of this strategic site that will connect to the existing NEXUS Center.

### 3. Broad Street Sub-area

The Broad Street sub-area is characterized by active industrial uses combined with a preponderance of historic industrial building fabric that is either underutilized or altogether vacant. Future redevelopment of this site will play a significant role in the character and urban form of this corridor. It provides the opportunity for existing businesses to expand as well as opportunities to connect pedestrians along Broad Street and the neighborhoods south of this area. Suggested development plans include:

- The expansion of Casa Imports - new construction of light industrial building
- The development of a pedestrian green space and an industrial park
- The exploration of reuse potential of underutilized buildings - consider light industrial uses and/or residential
- Infill development

# STRATEGIC SITES



# Recommendations

## OVERVIEW

An Area Plan was created for the Utica BOA. This Area Plan includes a series of recommended projects that are envisioned to achieve the goals and strategies set forth through the planning process. The projects are organized by sub-area and further categorized based on key themes identified throughout the planning process.

### Recommended Projects

The key themes are presented below:

#### **PUBLIC IMPROVEMENT**

Projects in this category consist of the enhancement and creation of new open space, improvements to the aesthetics and safety of streets, as well as incorporating sustainable development through the use of green infrastructure.

#### **NEW DEVELOPMENT**

Projects in this category represent development opportunities that have the potential to attract residents, visitors and businesses, as well as facilitate economic growth in the City.

#### **BOA-WIDE**

Projects in this category include policies and guidelines that are recommended for all future developments within the BOA.



Example of Proposed Infill Development

# PROPOSED AREA PLAN



## LEGEND

### PROPOSED PROJECTS: ORISKANY STREET

- 1 Western Gateway Beautification
- 2 Oriskany Sub-area Complete Streets
- 3 Oriskany Street Road Diet
- 4 New Pedestrian Connections
- 5 Oriskany St. Infill Development

### PROPOSED PROJECTS: BAGG'S SQUARE

- 6 Mixed-Use Infill Development
- 7 Streetscape Enhancements
- 8 119 Whitesboro St.
- 9 Centralize + Screen Parking
- 10 Main St. Infill Development
- 11 Main Street Green Space or Urban Plaza

### PROPOSED PROJECTS: BROAD STREET

- 12 Broad St. Streetscape Improvements
- 13 Pedestrian Greenway + Industrial Park
- 14 Intersection Improvements
- 15 Adaptive Reuse of Former GE Building
- 16 Light Industrial Expansion
- 17 Broad St. Infill Development

### OTHER OPPORTUNITIES

- N Gateway Beautification
- Secondary Complete Street Corridor
- Recreational Connection Corridor

# Recommendations

## Oriskany Street Sub-area

Strategically located and characterized by excellent transport links, the Oriskany Street Corridor opens a number of opportunities for reinvestment. Enveloping the area is a wealth of public infrastructure developments, including well-maintained roads, parks, and community spaces, primed to enhance the quality of life for future inhabitants. Proposed projects focus on enhanced open spaces, improved safety for pedestrians and motorists, and dedicated infill development between Erie and Oriskany Streets. This blend of projects offers mixed-use and residential potential, fostering a greater sense of place within the area.

The following projects are recommended as part of the Strategic Site #1:

- 4 New Pedestrian Connections
- 5 Oriskany Street Infill Development

Additionally, the following projects are recommended to further enhance the sub-area's public realm and leverage other proposed developments outside of Strategic Site #1.

- 1 Western Gateway Beautification
- 2 Oriskany Sub-area Complete Streets
- 3 Oriskany Street Road Diet



Complete Streets



Gateway Beautification

# Recommendations

## Bagg's Square Sub-area

At the heart of Bagg's Square is a dynamic ecosystem of commerce, culture and history. It is home to emerging tech startups, bustling breweries, and enchanting bistros, nestled amidst the beautiful, timeless architecture. Bagg's Square is poised to welcome new investments that blend with its rich architectural history while embracing modern, sustainable design principles. With a stable foundation in nearby Adirondack Bank Center and NEXUS Center, this area's well-suited for cutting-edge commercial spaces and chic residential apartments alike.

The following projects are recommended as part of the Strategic Site #2:

- 6 Mixed-Use Infill Development
- 7 Streetscape Enhancements
- 9 Centralize + Screen Parking

Additionally, the following projects are recommended to further enhance the sub-area's public realm and leverage other proposed developments outside of Strategic Site #2.

- 8 119 Whitesboro Street
- 10 Main Street Infill Development
- 11 Main Street Green Space or Urban Plaza



# Recommendations

## Broad Street Sub-area

Broad Street is an active industrial corridor that is a crossroads of culture, commerce and community in Utica. This corridor offers an opportunity to foster continued industrial growth, as well as create unique transitional uses between the existing industrial districts and residential/mixed-use neighborhoods. The corridor already embodies a diverse and pulsating cultural scene, from unique local markets to eclectic eateries and inspiring art galleries. This buzzing energy creates a distinctive atmosphere, making Broad Street attractive for businesses, residents, and visitors.

The following projects are recommended as part of the Strategic Site #3:

- 13 Pedestrian Greenway + Industrial Park
- 15 Adaptive Reuse of Former GE Building
- 16 Light Industrial Expansion

Additionally, the following projects are recommended to further enhance the sub-area's public realm and leverage other proposed developments.

- 12 Broadstreet Streetscape Improvements
- 14 Intersection Improvements
- 17 Broad Street Infill Development



Light Industrial Expansion



Streetscape Improvements





# 01 PROJECT DESCRIPTION AND BOUNDARY





## Section 1: Project Description + Boundary

# OVERVIEW

The following topics are covered in this section:

- **BOA Program Overview**
- **Lead Project Sponsors**
- **Project Overview**
- **BOA Boundary Description + Justification**
- **Related Planning Initiatives**
- **BOA Vision & Goals**

# BOA Program Overview

## WHAT IS THE BOA PROGRAM?

This Study has been funded by a grant from New York State's Brownfield Opportunity Area (BOA) Program. The primary objective of this program is to address communities that have been negatively impacted by the presence, or perceived presence, of environmentally sensitive sites. The BOA Program is administered by the New York State Department of State (DOS). This program provides municipalities and community organizations technical and financial assistance up to 90% of the total eligible project costs, to create areawide plans to redevelop brownfields.

The presence of brownfield sites often has notable impacts on a community, including the depreciation of property values and the discouragement of investment in surrounding properties. Through a community supported planning process, the BOA program enables community leaders to establish a clear vision to revitalize and improve areas so they become economically and environmentally sustainable.

Recently, the NYS BOA Program has been restructured to provide more funding toward pre-development activities that will have a real impact in a community. Following the completion of a Nomination Study and the formal designation of a BOA by the New York State Secretary of State, communities can apply for funding to undertake technical analyses and investigations to begin the revitalization process.

WE ARE  
HERE!



## NOMINATION STUDY

The Nomination Study provides an in-depth and thorough description and analysis of the study area, including:

- Establishment of community vision, goals, and strategies for revitalization
- Analysis of existing conditions
- Inventory of brownfield, abandoned, and vacant sites
- Establishment of partnerships with key stakeholders and initiation of public participation process
- Identification of strategic sites
- Development of Master Plan for certain strategic sites



## PRE-DEVELOPMENT ACTIVITIES

The DOS accepts applications for funding for pre-development activities within a BOA designated by the Secretary of State. Eligible activities include:

- Development and implementation of marketing strategies
- Development of project plans and specifications
- Real estate services
- Building conditions studies
- Infrastructure analyses
- Zoning and regulatory updates
- Environmental, housing and economic studies/analyses

# Lead Project Sponsors

The City of Utica Brownfield Opportunity Area (BOA) Nomination Study is sponsored by the City of Utica with funding provided by the New York State Department of State (DOS) through the BOA Program.

This project was led by the City of Utica, with guidance and leadership provided by a community-based Steering Committee. The Steering Committee included City representatives, community members, and business and property owners, who were instrumental in guiding and developing the Nomination Study for the City. All members of the Steering Committee are listed on the Acknowledgments page of this document.



## Section 1: Project Description + Boundary

# Project Overview

### OVERVIEW

This document is designed to provide the City of Utica with an action plan to build on recent revitalization efforts to transform this historic community. The opportunities presented in this document leverage previous planning and implementation accomplishments to create a cohesive redevelopment strategy to position the City for success.

### Location

The Utica BOA is located within the City of Utica on the eastern border of Oneida County, New York. The BOA is bound by the NYS Thruway to the North, the City limits to its east and west, and Catherine and Oriskany Streets to the South. Genesee Street, also known as the City's "main street" commercial corridor, lies immediately to the south of the BOA. Additionally, the NYS Erie Canal bisects the northern tip of the BOA.

### BOA Characteristics

The Utica BOA is comprised of 1,086 parcels covering 974 acres, including three strategic sites. The area is characterized by a mix of residential, commercial, and light industrial uses, with nearby connections to major employers and Downtown Utica. While characterized by an auto-oriented environment, its proximity to Genesee Street, as well as the Erie Canalway Trail, provides significant tourism and recreational opportunities.

However, the BOA currently struggles with poverty and unemployment. It also has high vacancy rates, deteriorating building conditions, and several classified and suspected brownfield sites that disrupt the urban fabric, contribute to blight, and inhibit redevelopment.

In particular, the Utica BOA struggles in with:

- **Low household incomes.** Incomes for Utica residents register at just over half of the state level. Nearly half (47.3%) of households in the BOA see incomes less than \$25,000 per year.
- **Vacant homes.** Over 20% of the BOA's housing units are vacant. High vacancy rates not only contribute to blight, but they limit the amount of property tax revenue the City is able to collect.
- **Underutilized parcels.** Multiple underutilized parking lots and stretches of vacant land reinforce a sense of disinvestment.



Vacant residential property in the BOA.

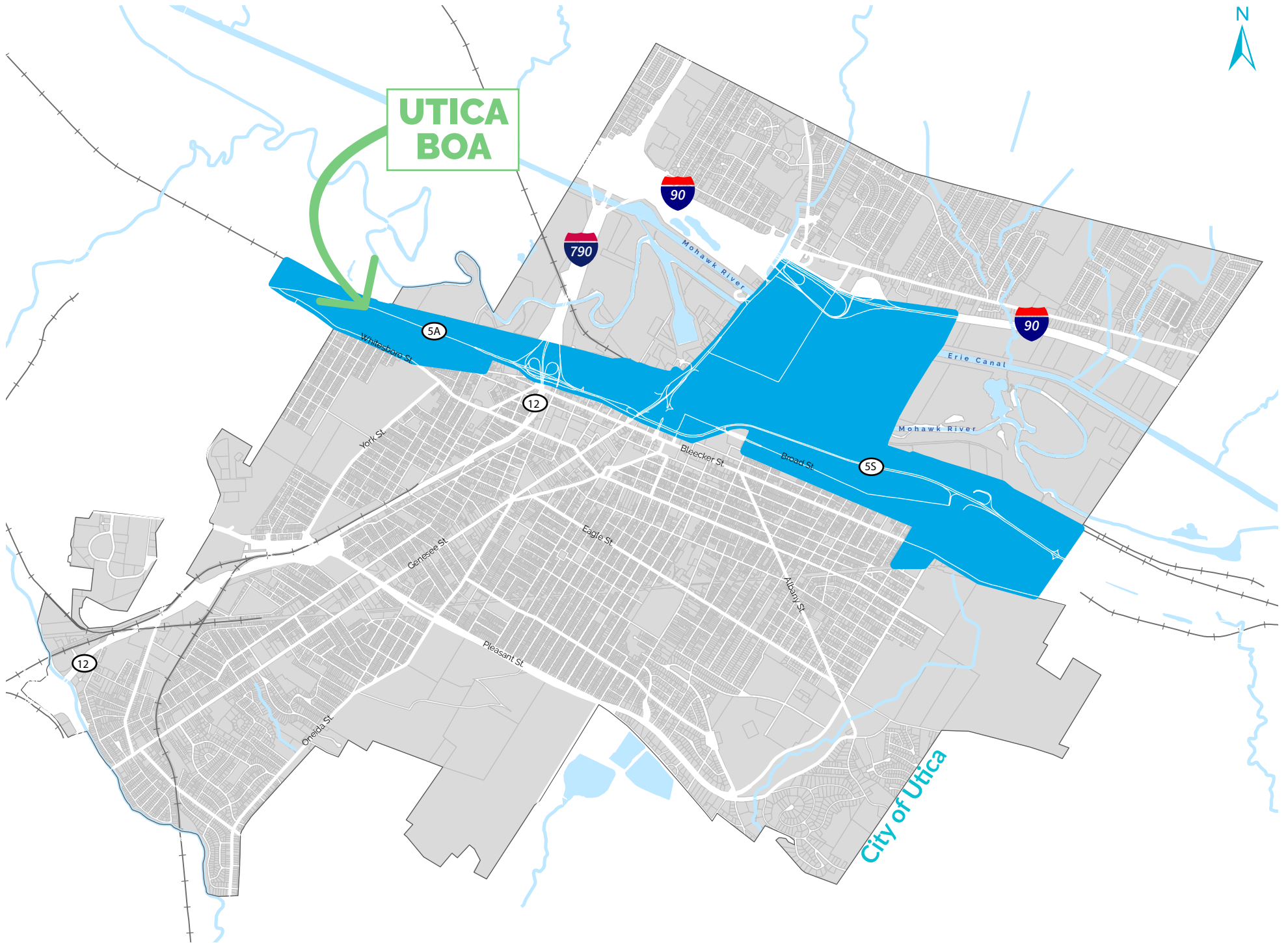
### Potential

While the Utica BOA has experienced recent population decline and high levels of unemployment, it is also positioned for revitalization when considered in a citywide context.

- **Opportunity to reimagine underutilized parcels.** Existing vacant and underutilized lots provide opportunities for new park or garden space or other community services that improve quality of life.
- **Build upon recent investments.** Recent public and private investments along the BOA's edges, such as the Downtown Revitalization Initiative (DRI), create catalysts for future investment.
- **Increase diversity.** The BOA and its surrounding area are already home to a large portion of the City's refugee population. Continue to provide a welcome space to attract and celebrate more diversity.
- **Leverage public-private partnerships.** Public-private partnerships involve collaboration between a government agency and a private-sector company that can be used to finance, build, and operate projects. These partnerships utilize social capital to encourage creative solutions and implement community goals.



**UTICA  
BOA**



# BOA Boundary Description & Justification

## OVERVIEW OF THE BOA

The Utica BOA covers 975 acres in the central area of the city. The BOA spans the entire length of the City - covering a variety of neighborhoods and character areas. For planning purposes, the BOA has been divided into four sub-areas.

### Oriskany Street Corridor

Located west of the North-South Interchange and the Utica-Yorkville border, the Oriskany Street Corridor is primarily characterized by residential and commercial uses. Due to its significant manufacturing history, a number of brownfield sites have been identified. These sites have acted as barriers to revitalization and resulted in existing facilities being used for low-end warehousing and storage.

### Bagg's Square District

Located in the center of the BOA, the Bagg's Square District is split by Genesee Street into east / west sections. The western half is characterized by vacant lands, low density and limited walkability. On the other hand, the eastern half is characterized by a predictable grid pattern and an intact building fabric comprised of historic and architecturally significant buildings.

This district is also the oldest neighborhood in the City of Utica, within a portion falling within the National Register of Historic Place's Lower Genesee Street Historic District and the Bagg's Square East Historic District. Due to past industrial uses, soil and/or groundwater contamination is likely.

### Harbor District

The 2014 Pre-Nomination Study identified the Harbor District as a strategic site. At the time, the sub-area extended west to include Harbor Point and the Inner Harbor Area. This particular section has been removed from the Nomination Study, as its environmental conditions are known and have been largely addressed and a redevelopment plan is successfully being implemented at the time of this study.

The Harbor Point Redevelopment project is led by the Utica Harbor Point Development Corporation (UHPDC) in partnership with the City of Utica. The City and UHPDC are advancing the transformation of the former underutilized industrial area into a year-round destination for residents and tourists.

The modified boundary for the Harbor District is now bound by North Genesee Street on the west and the eastern edge of the Former Utica City Dump. It lies south of the NYS Thruway and north of the CSX railroad tracks.

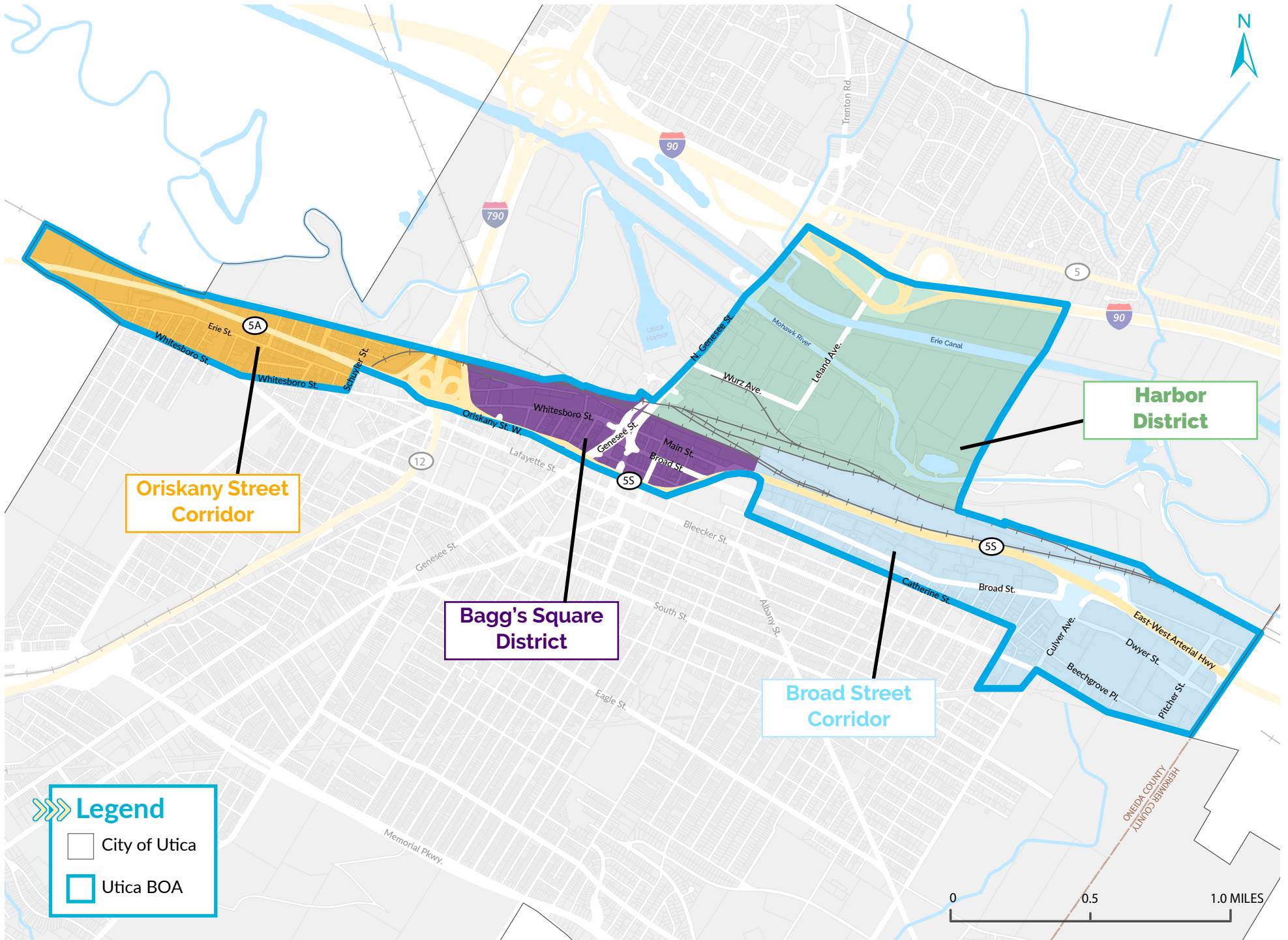
It is predominantly characterized by a mix of commercial and light industrial uses. North Genesee Street is an essential roadway, as it acts as the primary gateway into the City and the District. Additionally, the Erie Canalway runs through the northern portion of this district, providing an opportunity to expand recreational opportunities and further improve connectivity within the BOA.

### Broad Street Corridor

Located in the eastern portion of the BOA, the Broad Street Corridor is bound by the CSX tracks to the north and Catherine Street to the south. The eastern portion of the sub-area includes lands south of Catherine Street. The sub-area continues south of Catherine Street, with Bleecker Street serving as the southern border through to the Utica-Frankfort border.

Once the main manufacturing area in the City of Utica, the Broad Street Corridor is now characterized by large industrial buildings, many of which are abandoned, dilapidated, or underutilized. This district is also home to Casa Imports, a family-owned business that has successfully utilized several of the older factory buildings for its storage and distribution of food products.





# Related Planning Initiatives

## OVERVIEW

Following the completion of the Erie Canal in 1825, the City of Utica became a leading textile-industrial center. Like other Rust Belt cities, Utica underwent an economic downturn that began in the mid-20th century due to offshoring and the decline of its once-booming textile sector.

In recent years, the City of Utica and other community institutions have been actively engaged in multiple, interrelated planning activities which have generated significant momentum in the BOA area. Today, the City of Utica is on an upward trend of economic and urban revitalization. Planning initiatives such as the \$10 million award from the New York State Downtown Revitalization Initiative, and the continuation of the Utica BOA process are truly transforming the community.

This plan is intended to align with these previous planning and design efforts undertaken in order to create a comprehensive implementation strategy for key sites within the City.

## Gateway Historic Canal District Revitalization Plan (2003)

Completed in 2003, the Gateway Historic Canal Revitalization Plan identified strategic public investments that would “reuse and recycle” land adjacent to the Utica Central Business District. This plan presented a unique opportunity to connect downtown and the waterfront. A number of goals were identified, with those related to the BOA outlined below:

- Improve marketability of urban land. This can be accomplished by establishing a system of recreation space, including parks and walking trails that will contribute to an enhanced sense of place
- Establish a circulation path that facilitates economic growth
- Promote local and regional tourism by building on existing strengths of the Gateway Districts. This include exploring various opportunities for Erie Canal-related projects

## North Genesee Street Corridor Management Study (2009)

North Genesee Street is an important gateway into the City of Utica, as well as the Utica BOA. In 2009, the North Genesee Street Corridor Management Plan evaluated land use opportunities within the corridor. The plan provides recommendations for comprehensive land use designations, a zoning ordinance map, and transportation/land use design guidelines. A number of applicable goals for the corridor include:

- Support safe bicycle, pedestrian and vehicular movement
- Enhance the visual character and identity of the corridor
- Make walking and cycling along the corridor comfortable and convenient
- Establish a wayfinding system that contributes to the overall appearance and consistency of the corridor

# Related Planning Initiatives

## City of Utica Master Plan (2011)

Completed in 2011, the Master Plan acts as a roadmap for the City's economic growth. It includes policy direction and recommendations that guide the City and its partners in the formulation of development strategies, economic incentives, and land use controls that enable the City to realize its full potential. In the development of the Master Plan, the City considered the BOA study area, and identified four primary objectives in relation to the proposed boundary, including:

- Re-engage stakeholders
- Facilitation of future investment and growth through focused planning and strategic investment and marketing
- Convert strategic properties from brownfields to shovel-ready sites
- Revitalize City areas that have historic interest, such as the Erie Canal and Bagg's Square District

## City of Utica Waterfront Access Plan (2011)

In 2011, the Local Waterfront Access Plan established a cohesive vision for improving public access and amenities along the Mohawk River and Erie Canal. The Plan outlines a clear set of actions necessary for improved connectivity and enhanced access along the 21 miles of waterfront in the City of Utica. The area is divided up into the Western Portion, the Central Portion and the Eastern Portion. The Utica BOA includes part of the Central Portion and all the Eastern Portion. The recommendations developed as part of this plan enable the City to work collaboratively with developers and community members to implement successful waterfront development projects. The goals established in this plan that are relevant to the Utica BOA, include:

- Improve physical and visual access to the Erie Canal and the Mohawk River
- Improve vehicular and pedestrian circulation, as well as parking
- Enhance recreational connectivity
- Add a new trail link
- Strengthen opportunities for regional bicycle opportunities along the Canalway Trail

- Establish a circulation plan that facilitates economic growth
- Identify gateway and wayfinding opportunities
- Advance catalytic projects through improved access and circulation



Conceptual Rendering of "Mohawk Wildlife", a proposed project within the BOA. Source - Utica LWAP.

# Related Planning Initiatives

## Central Industrial Corridor ReVITALization Plan - Pre-Nomination Study (2014)

In 2009, the City of Utica received funding through the BOA Program to complete a Pre-Nomination Study for its Central Industrial Corridor (CIC) area. The CIC includes approximately 1,100 acres and is characterized by over 50 potential brownfield sites, all centrally located in downtown Utica. The Utica BOA Pre-Nomination Study represents the first step in the area's BOA planning process. It established an important baseline, upon which this plan builds, by identifying the boundaries of the study area, initiating partnerships with key stakeholders and engaging the public. In its preliminary review, the Pre-Nomination Study identified several potential brownfields and strategic sites within the BOA.

## Utica Parks and Recreation Master Plan (2018)

In 2019, the Utica Parks and Recreation Master Plan was adopted. The goal of this plan was to analyze the City's existing park system and develop policies that foster the development of more vibrant, accessible, inclusive and connected parks and recreation areas. While no parks fall within the BOA boundaries, the Erie Canalway Trail runs through the northern portion. This provides an opportunity to expand recreational amenities and create new connectivity within the BOA and City of Utica.

## Downtown Utica - Downtown Revitalization Initiative Strategic Investment Plan (2020)

In 2019, Utica was selected as the winner of the \$10 million Downtown Revitalization Initiative (DRI) award in the Mohawk Valley Region. The DRI area was centered on Genesee Street, and encompassed portions of the City's Commercial District and Arts & Cultural District at Oneida Square.

As part of the DRI, a Strategic Investment Plan (SIP) was created to identify transformative projects. Through the DRI process, 21 projects were recommended to the state for funding. In November 2020, Governor Hochul announced that 16 of the 21 recommended projects were selected by the state to receive funding through the DRI program.

A goal of the DRI program is to create momentum that leverages additional public and private investments, thus creating a cycle of revitalization. The DRI and BOA boundaries overlap, sharing similar opportunities and challenges.

# BOA Vision & Goals

## INTRODUCTION

The vision statement below is a concise declaration of the community's desired future conditions for the Utica BOA and is intended to provide guidance for future public and private investments. The City of Utica believes this vision is achievable and will work to implement it through the following actionable goals and strategies.

## OUR VISION

The Utica BOA was once home to a number of vacant and underutilized sites, many of which were contaminated from land uses and business operations that have long since been discontinued or abandoned. Our vision for these sites is for them to be transformed into a mix of uses that support a strong employment base and contribute to a more sustainable economy for our City. This will be achieved through the collective efforts of property owners, private business interests, the City of Utica, and its partners. The outcome of these efforts will help shape the future of each site as follows:

- /// Oriskany Street will be transformed from an underutilized, auto-oriented corridor to one of the City's most appealing gateways for motorists and pedestrians.
- /// Bagg's Square will be a thriving historic district that is comprised of a sustainable mix of entertainment, hospitality, retail, residential and office uses.
- /// Broad Street will be reactivated as an industrial and commercial spine, and serves as a significant job creation center.

# BOA Vision & Goals

## OUR GOALS



### GOAL #1: CREATE VIBRANT AND ACTIVE TRANSPORTATION CORRIDORS THROUGHOUT THE BOA

- Strategy 1:** Improve the City's sense of place through landscaping, green infrastructure, public art, and streetscape enhancements.
- Strategy 2:** Establish gateways that strengthen the character and identity of the BOA.
- Strategy 3:** Identify gaps in existing sidewalk infrastructure to provide a safe and comprehensive pedestrian network.
- Strategy 4:** Improve pedestrian and bicycle safety through designated bike lanes, lighted pathways, traffic-calming techniques, and other complete street elements.



### GOAL #2: CREATE DIVERSE, INNOVATIVE, AND SUSTAINABLE ECONOMIC OPPORTUNITIES

- Strategy 1:** Strengthen workforce training programs and emphasize training for growing industries (e.g. manufacturing, technology).
- Strategy 2:** Capitalize on the existing tourism base to attract visitors to local recreation and entertainment establishments.
- Strategy 3:** Foster public-private partnerships to encourage development of vacant properties and attract new businesses.
- Strategy 4:** Support start-up business programs and local entrepreneurs.

# BOA Vision & Goals

## OUR GOALS



### GOAL #3: PROMOTE DIVERSIFIED HOUSING OPTIONS

- Strategy 1:** Support an economically diverse population by providing a variety of housing opportunities suitable for people of various ages, incomes and life stages.
- Strategy 2:** Create programs to support homeownership and assist with maintaining, repairing, and improving properties.
- Strategy 3:** Promote infill development that encourages the inclusion of residential components into commercial projects.
- Strategy 4:** Support the rehabilitation of existing and underutilized buildings for a variety of housing types.



### GOAL #4: STRENGTHEN COMMUNITY RESILIENCE

- Strategy 1:** Work with landowners to remediate environmental contamination on key sites to improve public health and increase development potential.
- Strategy 2:** Encourage local investment that improves building energy efficiency and integrates sustainable development practices.
- Strategy 3:** Continue to implement inclusive, community-driven decision making processes.

# 02 COMMUNITY PARTICIPATION







## Section 2: Community Participation

# OVERVIEW

The following topics are covered in this section:

- **Enlisting Partners**
  - **Committee Meetings**
  - **Project Website**
  - **Public Workshops**
  - **Stakeholder Meetings**
- **Branding**

## Section 2: Community Participation

# Enlisting Partners

### OVERVIEW

Community input is integral to the BOA planning process. The engagement of stakeholders and community members from various sectors provides opportunities for input on the BOA's future vision and revitalization projects.

Community members, landowners, stakeholders, elected officials, and regional organizations have a vested interest in the success of the plan and must become partners in its implementation.

At the onset of the planning process, a Community Participation Plan was created. The plan provided a framework for the methods and techniques used to engage the community throughout the course of the project.

### COMMITTEE MEETINGS

At the onset of the planning process, the City identified a Steering Committee comprised of community members, business representatives and residents. The role of the Committee was to provide input, review project deliverables and guide the planning process.

#### Meeting #1

This Steering Committee meeting was held on September 8, 2021, and set the foundation for the project's direction. The Steering Committee and project team discussed project components, anticipated outcomes and final deliverables.

#### Meeting #2

Held on March 24, 2022, this meeting provided an overview of key findings from the existing conditions analysis, focusing on the brownfield inventory and findings from the market analysis. Additionally, a group visioning exercise was conducted in order to gain feedback on the three sub-areas and their unique characteristics and needs. The meeting concluded with a discussion of the proposed strategic sites.

#### Meeting #3

This meeting was held on June 23, 2022. The project team provided a detailed overview of the preliminary concept plans for the three strategic sites. After feedback from the Committee, the project team refined the concepts plans and incorporated them into BOA-wide area plan.

#### Meeting #4

This meeting was held on May 4, 2023. The project team provided finalized concept plans for the three identified strategic sites, as well as the proposed area plan and proposed projects. The committee provided feedback to refine each project.

#### Meeting #5

This meeting was held on August 24, 2023. The project team provided a detailed overview of the proposed projects, as well as proposed graphic renderings. The project team also presented the Utica BOA Branding that was developed for each of the sub-areas. This was the final committee meeting.

### STAKEHOLDER MEETINGS

Several stakeholder meetings were conducted throughout the planning process to engage various organizations and individuals within the City of Utica. These meetings garnered firsthand knowledge of local challenges and opportunities in the City. Stakeholder interviews were held with the following organizations:

- Utica Coffee Roasting
- The Center
- Oneida County Tourism
- Mohawk Valley EDGE

## Section 2: Community Participation

# Enlisting Partners

### PUBLIC WORKSHOPS

Two community-wide meetings were conducted throughout the planning process to provide the public opportunity to learn about the goals and objectives of the Utica BOA Nomination Study. One online workshop was held, as well as a second public meeting.

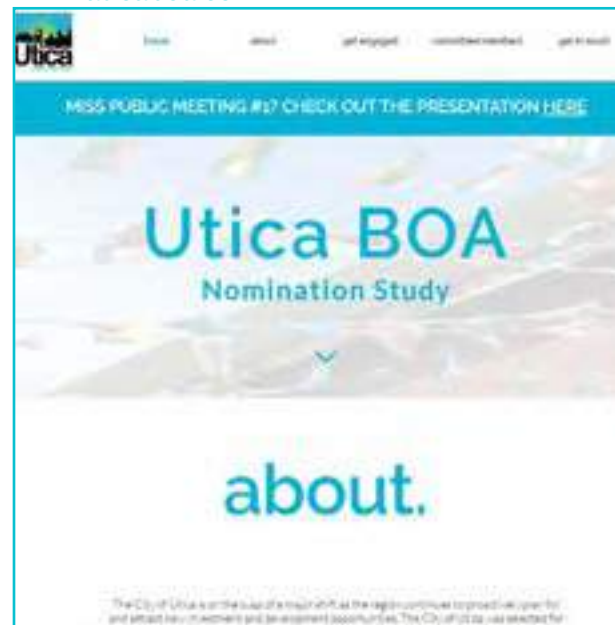
#### Meeting #1

Held on February 28, 2022, the first public workshop introduced the community to the BOA Nomination Study. This meeting was held virtually and consisted of a PowerPoint presentation and interactive polling. Throughout the PowerPoint presentation, public attendees were invited to participate in an online interactive survey regarding their experience, preferences, and desires for the City of Utica. Approximately 16 people attended the event.

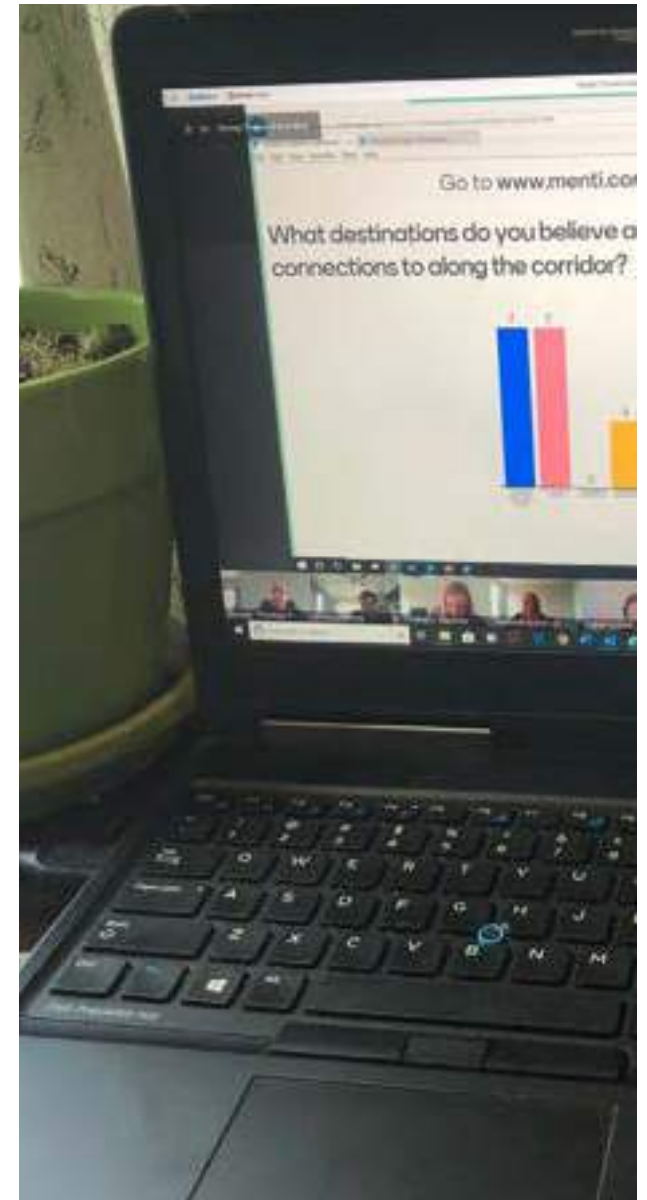
### PROJECT WEBSITE

A website specific to the Utica BOA was created to provide community members and interested parties an opportunity to learn more about the project and provide valuable input. An interactive map was included on the website to help identify key assets, opportunities and challenges within the study area. Meeting notifications and summaries were also posted for public viewing.

[www.uticaboa.com](http://www.uticaboa.com)



SNAPSHOT OF WEBSITE



## Section 2: Community Participation

# Branding

### OVERVIEW

Throughout the BOA planning process strategic messaging, brand development and logos were developed as a way to get people excited about the revitalization efforts throughout the BOA and the City. The branding development process was completely customized for the City of Utica, taking into consideration the spirit of its residents, its unique assets and history, and the exciting opportunities revitalization will bring. See **Appendix A** for a complete compilation of the marketing collateral that was created as part of this BOA.

The marketing collateral developed was geared toward highlighting the unique investment opportunities in the City of Utica. The overall goal is to inform and attract investors of about all the great things Utica has to offer. Excerpts from the marketing collateral created for the three strategic sites are provide on below and on the next page.



**VENTURE INTO UTICA'S WESTERN GATEWAY, WHERE THE CITY'S HISTORICAL HERITAGE SEAMLESSLY BLENDS WITH A VIBRANT "LITTLE BIG CITY" FEEL. AS THE ENTRYWAY TO UTICA'S DYNAMIC BUSINESS AND CULTURAL DISTRICTS, THE ORISKANY STREET CORRIDOR PROVIDES A UNIQUE FLUSION OF POTENTIAL AND ACCESSIBILITY. A QUINTESSENTIAL OFFERING FOR DISCERNING INVESTORS AND INNOVATIVE DEVELOPERS.**

**LOCATION & INFRASTRUCTURE**  
Strategically located and supported with excellent transport links, the Oriskany Street Corridor opens a world of opportunities for development. Developing the area is a wealth of public infrastructure developments, including well-maintained roads, parks, and community spaces, primed to enhance the quality of life for future residents. These opportunities reimagine Utica's history as an "Idealized City" with a well-planned urban landscape—adding value to any development project and creating an environment that attracts and inspires passionate citizens, encouraging a vibrant, multi-cultural community.

**DEVELOPMENT OPPORTUNITIES & BENEFITS**  
The Oriskany Street Corridor stands ready to bloom into a cultural gateway, providing community identity to visitors and serving as a premier hub for commercial and housing projects. Proposed projects range from outdoor open spaces, improved safety for pedestrians and cyclists, and dedicated arts development between Erie and Oriskany Streets. This vision offers fantastic mixed-use and residential potential, fostering a greater sense of place within the area.

**INVEST IN THE ORISKANY STREET CORRIDOR AND JOIN A TRANSFORMATIVE INITIATIVE SET TO REDEFINE UTICA. LET YOUR VISION HELP SHAPE THE FUTURE OF THIS VIBRANT CITY AND ENJOY THE TANGIBLE REWARDS THAT COME WITH SMART, SUSTAINABLE DEVELOPMENT!**

**FOR MORE DETAILS DOWNLOAD OUR UTICA PROUD APP FROM THE APP STORE.**



**ORISKANY STREET CORRIDOR**  
UTICA'S WESTERN GATEWAY

## Section 2: Community Participation

# Branding

STEP INTO BAGGS SQUARE, THE BEATING HEART OF UTICA, WHERE PAST AND FUTURE INTERTWINE. AS THE CRADLE OF THE CITY, BAGGS SQUARE OFFERS A UNIQUE BLEND OF HISTORICAL RICHNESS AND FORWARD-LOOKING INNOVATION, MAKING IT AN UNPARALLELED PROSPECT FOR STRATEGIC INVESTORS AND IMAGINATIVE DEVELOPERS.

### PRESENT INFRASTRUCTURE

At the heart of Baggs Square is a dynamic combination of economic and culture. It is home to emerging tech startups, bustling breweries, and exciting hotels, nestled amidst the beautiful, historic architecture of downtown. The area's quality of infrastructure also presents the ideal mix of growth and historical appreciation, creating an environment that appeals to businesses and residents alike.

### DEVELOPMENT OPPORTUNITIES & BENEFITS

Baggs Square is poised to welcome new development harmonizing with its rich architectural history while embracing modern, sustainable design practices. With a prime location in the downtown Park Center and MIDCO Center, this area will continue to cater to urban professionals and urban residential apartments alike.



BECOME A PART OF BAGGS SQUARE'S EXCITING JOURNEY INTO THE FUTURE. INVEST IN AN AREA THAT BLENDS INNOVATION WITH TRADITION AND BENEFIT FROM THE ASSOCIATED ECONOMIC REWARDS. WITH BAGGS SQUARE, YOU DON'T JUST INVEST IN PROPERTY, YOU BECOME A PART OF UTICA'S STORY, SHAPING ITS SKYLINE WHILE FOSTERING GROWTH AND PROSPERITY. DON'T WAIT - SEIZE THE OPPORTUNITY TO MAKE YOUR MARK ON THIS VIBRANT AND HISTORIC DISTRICT OF UTICA!

FOR MORE DETAILS DOWNLOAD OUR UTICA PROUD APP FROM THE APP STORE.



BAGGS SQUARE  
THE HEART OF INNOVATION AND HISTORY

EMBRACE THE VIBRANT ENERGY OF BROAD STREET, A VERITABLE CROSSROADS OF CULTURE, COMMERCE, AND COMMUNITY IN UTICA. THIS AREA EMBODIES THE CITY'S MULTICULTURAL SPIRIT, OFFERING A KALEIDOSCOPE OF TRADITIONS, ARTS, AND CUISINES, MAKING IT AN EXCITING CANVAS FOR INSIGHTFUL INVESTORS AND CREATIVE DEVELOPERS.

### PRESENT INFRASTRUCTURE

Broad Street is a vibrant hub of independent businesses that add to its charm and allure. The street embodies the city's diversity and pulsating cultural scene, from unique local markets to ethnic cuisine and inspiring art galleries. This buzzing energy creates a distinctive atmosphere, making Broad Street attractive for businesses, residents, and visitors.

### DEVELOPMENT OPPORTUNITIES & BENEFITS

Broad Street welcomes developers looking to create spaces that both respect and reflect its cultural richness. Broad Street offers the perfect urban setting, whether you're seeking multi-purpose commercial space, residential complexes, or innovative mixed-use developments.



JOIN THE MOVEMENT TO INVEST IN THE FUTURE OF BROAD STREET, WHERE CULTURE AND COMMERCE CONVERGE. BY DOING SO, YOU CONTRIBUTE TO THE AREA'S RICH AND EVER-CHANGING TAPESTRY WHILE CAPITALIZING ON ITS POTENTIAL FOR ECONOMIC GROWTH. DON'T JUST INVEST IN DEVELOPMENT; BECOME PART OF A VIBRANT AND DIVERSE COMMUNITY SHAPING UTICA'S FUTURE.

FOR MORE DETAILS DOWNLOAD OUR UTICA PROUD APP FROM THE APP STORE.



BROAD STREET  
WHERE CULTURE MEETS COMMERCE

# 03 ANALYSIS OF THE UTICA BOA





## Section 3: Analysis of the Utica BOA

# OVERVIEW

The following topics are covered in this section:

- **Community + Regional Setting**
  - **Locational + Historical Context**
  - **Socio-economic Context**
- **Inventory + Analysis**
  - **Existing Conditions**
  - **Strategic Sites**
- **Economic + Market Trends**
  - **Economic Analysis**
  - **Industrial Analysis**
  - **Residential Market Analysis**

# Community & Regional Setting

## LOCATIONAL CONTEXT

### Regional Location

The City of Utica is located in the Mohawk Valley, a one-of-a-kind region that spans six counties at the geographic center of upstate New York – Otsego, Oneida, Schoharie, Montgomery, Fulton and Herkimer. The City is located in the southeastern section of Oneida County and is the county seat.

With its central location along the NYS Thruway, Utica is conveniently located an hour (60 miles) from the City of Syracuse and only 20 minutes from the City of Rome (20 miles). The City of Utica is bordered to the east by the Oneida/Herkimer County Line and the Town of Frankfort, the Town of Deerfield to the north, the Town of Marcy to the north and west, and the Town of Whitestown to the east. The Erie Canal bisects the northern tip of the City, as well the BOA.

### Utica BOA

The Utica BOA is located in the northern half of the City of Utica. It was historically characterized by industrial uses given its proximity to the Erie Canal and CSX railroad tracks. The City's infrastructure contributed to its historic success as a manufacturing center and defined its role as a worldwide hub for the textile industry.

## Quick Facts about Utica, NY

Utica is the 10th most populous city in New York State, its population was 65,283 in the 2020 U.S. census.

The City has become a melting pot for refugees from countries around the world, encouraging growth for its colleges and universities, cultural institutions and economy.

The City of Utica is 17 square miles in size.







# Community & Regional Setting

## HISTORICAL CONTEXT

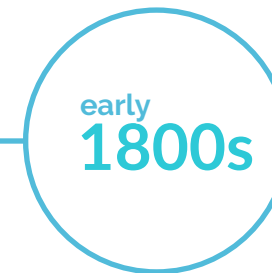
The City of Utica has a rich history built around transportation and manufacturing. At the heart of its history is the Erie Canal – a vital waterway that has molded the City into what it is today. In the early 1800’s the construction of the Erie Canal was a catalyst for further development in the City, and resulted in a period of prosperity. The area that is now the Utica BOA, was historically (and still is) characterized as a manufacturing hub. Its access to the Canal and railroad network resulted in a number of manufacturing businesses locating in the area.

While Utica’s transportation infrastructure played an important role in the development of the City’s economy, decline in traditional industries as well as an overall restructuring in the delivery of goods along railroads and alternate transportation routes such as Interstate 90, left many properties within the BOA underutilized. The increasing number of vacant, abandoned, contaminated, and/ or underutilized sites acted as a catalyst for the City to seek assistance through the BOA program.



Prior to the establishment of Utica, the Mohawk, Onondaga and Oneida nations of the Iroquois (Haudenosaunee) Confederacy had controlled this area southeast of the Great Lakes region as early as 4000 BC. The City of Utica’s history as an established settlement began in the late 1700s when a small community developed around Fort Schuyler (what is now downtown Utica). The citizens of Fort Schuyler built hotels, inns, taverns, blacksmith shops, wagon repair shops, and a number of other stores.

The small settlement became very successful, and continued to experience growth into the 1800s.



In 1817, construction of the Erie Canal began. Completed in 1825, the Canal linked the Hudson River with Lake Erie. Like many communities located along the Erie Canal, the City of Utica’s population grew rapidly. Within a 10-year period its population had doubled, from 5,041 (1825) to 10,183 (1835). Over the next two years, the City would continue to thrive and poised itself as a leading transportation center with the construction of the Chenango Canal and the Utica & Schenectady Railroad. Freight and products could now be moved faster and cheaper than ever before. As a result, industry came and the City’s population continued to grow.

# Community & Regional Setting

mid to late  
**1800s**

early  
**1900s**

In the 1840's a successful industrialist, Theodore Faxton, provided a donation that converted all the City's existing textile mills to steam-powered mills. Faxton proceeded to build new woolen and cotton mills throughout the area. This, combined with advanced transportation infrastructure, accelerated the City into its "Textile Era" - where they would remain for the next 100 years.

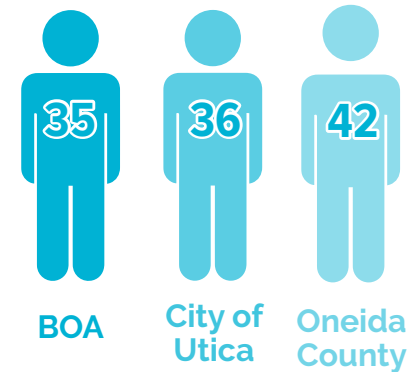
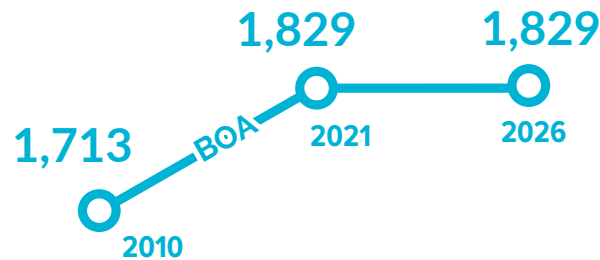
The City's population and economy continued to grow, primarily due to its thriving manufacturing industries.

Utica's success continued and in 1918, the NYS Barge Canal was completed. The Barge Canal was intended to be the "canal of the future", however, its success was short-lived. Like many manufacturing cities along the Canal, the City of Utica's manufacturing industry declined. This was largely due to the effects of globalization and increased automation, among other factors.



Bagg's Tavern. Source: Flickr

# Community & Regional Setting



## SOCIO-ECONOMIC CONTEXT

Understanding local and regional population trends, age characteristics, and other demographic factors is critical to developing recommendations for future redevelopment and revitalization. The recommendations in this Plan are informed by an in-depth socio-economic analysis tailored to the unique needs and vision of the Utica BOA.

## Population Trends

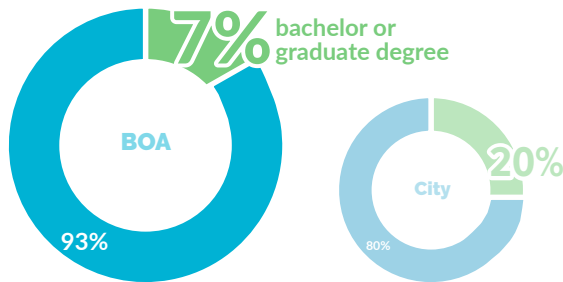
As of 2021, the population of the BOA was 1,829, which accounts for roughly 3% of the City's total population of 63,635. Since 2010, the BOA's total population grew by 6.8%, while the City's population grew by only 2.2%. Based on future projections, it is expected that the BOA's population will remain stagnant. Through 2026, the BOA's population is projected to remain static, while the City's expected to decline by -0.7%.

## Age Distribution

With a median age of 36.2 years, the City's population is skewed toward the younger end of the age distribution than the county (median age of 42.4 years) or state (median age of 39.6). For the BOA, with a median age of just 35.4, this difference is even more striking. More than one in five residents (20.4%) in the BOA are fourteen years or younger (19.5% for Utica) as compared to a significantly lower share seen in the broader county (15.8%) or state (16.7%). The median age in the BOA is also brought down by the relatively modest number of seniors. Whereas the county and state show 14.5% and 12.2% of their population to be 70 years or older, that figure drops to just 8.7% in the BOA.

Data Source: U.S. Census Bureau, Census 2020

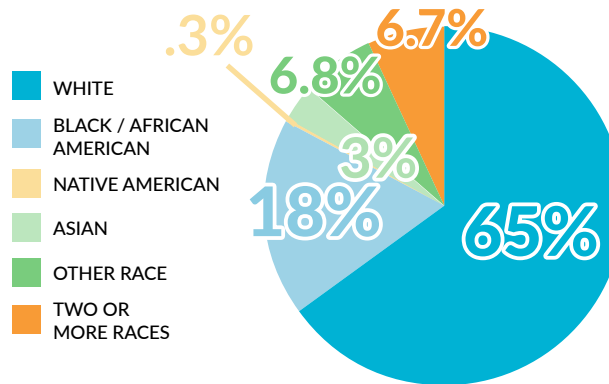
# Community & Regional Setting



## Education

The City of Utica reports a significantly lower share of residents holding a bachelor's degree or higher (20.1%) as compared to the state (38.4%). Holders of bachelor's and advanced degrees make up an even smaller proportion in the BOA (7.3%).

The community also sees a higher proportion of its working aged population not having completed high school. For the state that measure is 12.0%, while for the City of Utica it jumps to 18.9% and in the BOA it climbs still higher, to 23.8%.



## Race

Oneida County counts whites (83.5%) as a significantly higher proportion of population than New York State overall (62.7%). Contrary to the surrounding communities, however, the City of Utica and the BOA show a proportion of whites (62.0% and 65.0%, respectively) much closer to the state share. Additionally, 17.8% of the BOA's population identifies as Hispanic, which is nearly three times that of Oneida County (6.6%).

Part of Utica's diversity of racial identities is due to a significant number of refugee groups that have settled in the area over the last several decades. This includes groups from Vietnam, Bosnia, Burma, Iraq, Nepal, Somalia, Sudan and recently Karen from Myanmar.

## Utica's Refugee Community

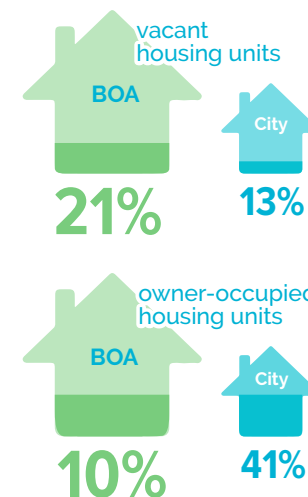
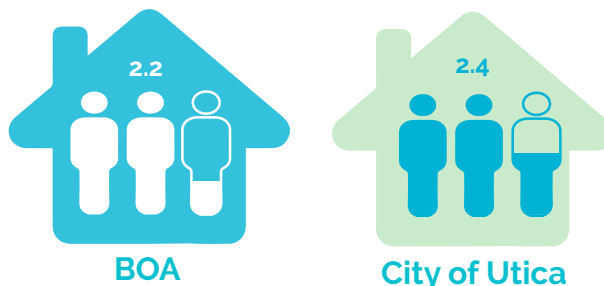
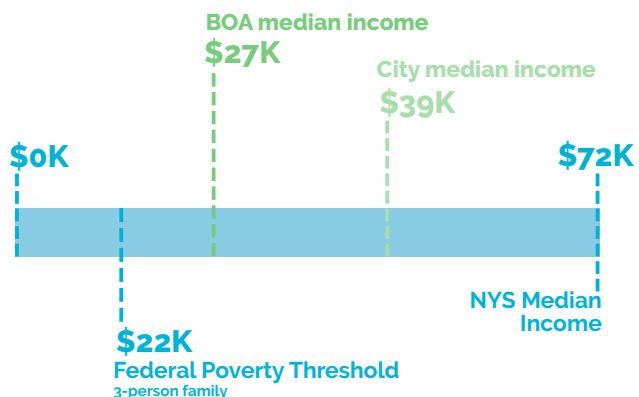
The City of Utica has invested in human capital and it's paying off. Since 1981, the City of Utica has welcomed over 16,000 refugees. These refugees have had a significant economic impact and have reversed decades of population decline.

Refugees bring..... **productivity**, enrich culture, **stimulate** the economy, **complement** the job market, and bring novel **skillsets and knowledge**.

“ **Like immigrants who came here before, these refugees are driven to succeed.** ”

Shelly Callahan, Executive Director of the Mohawk Valley Resources Center for Refugees.

# Community & Regional Setting



## Median Household Income

Annual median income over all New York households measures a comfortable \$73,000 in 2021, but in Utica incomes fall well shy of that level by more than \$32,000 and for the BOA the shortfall is an even more significant at over \$44,000.

This differential is also well illustrated by noting that nearly half (47.3%) of households in the BOA see incomes of less than \$25,000 per year, while in the City of Utica it is one in three households (35.1%). Meanwhile, for the state, this proportion drops to one in five (18.8%).

At the other end of the spectrum, less than 2% of BOA households make over \$150,000 per year. For the state that share is over 20%.

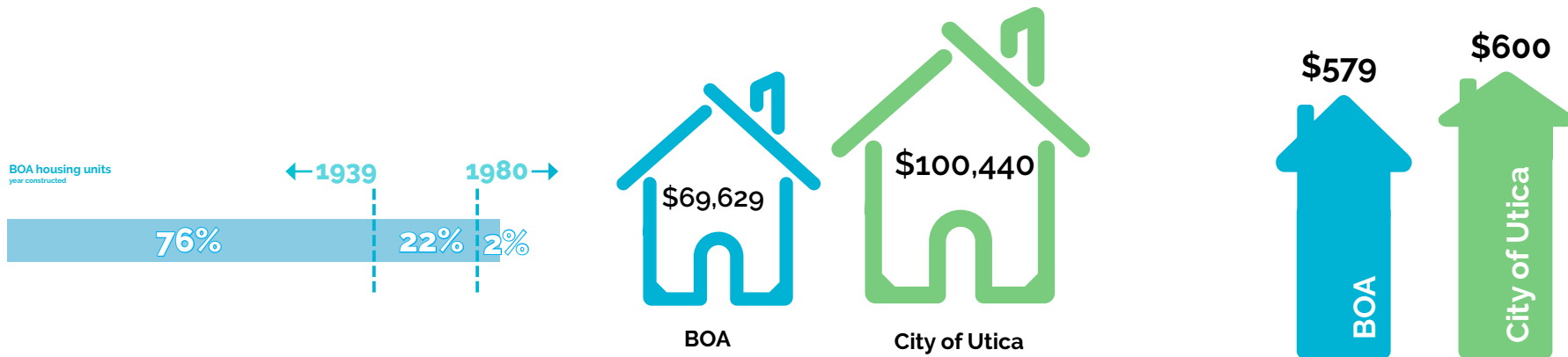
## Household Size

The average household size in the BOA is 2.18 people, which is slightly smaller than the 2.4 people average household size in the City of Utica. The average household size is projected to remain unchanged through the year 2026. The BOA area's household size is slightly smaller than Oneida County's and New York State, which have average sizes of 2.37 and 2.55, respectively. This is likely due to the industrial and commercial nature of the BOA and lack of residential units.

## Housing Tenure

As of 2021 a significant portion of the BOA's housing units were vacant - 21% compared to only 13% in the City of Utica. Just under 27% of all housing units in the BOA are owner-occupied, which is much lower than the City as a whole (where 41% of all housing is owner-occupied). This is likely driven by the high concentration of vacant buildings in the BOA. The rate of renter-occupied units (52%) in the BOA is slightly higher than the City (46%).

# Community & Regional Setting



## Age of Housing Stock

More than 75% of housing units in the BOA were built prior to 1939, compared to only 56% of units in the City of Utica. Older housing is generally more expensive to maintain, requires significant investment to update with modern amenities, and is frequently characterized by environmental contaminants (e.g., lead-based paint, asbestos). According to the 2010-2014 American Community Survey, there have been no new houses constructed in the BOA since the year 2000. The limited number of newer homes available within Utica may be a factor in decision-making to locate within the BOA and/or City. The development of new, modern housing with amenities may help to attract new residents.

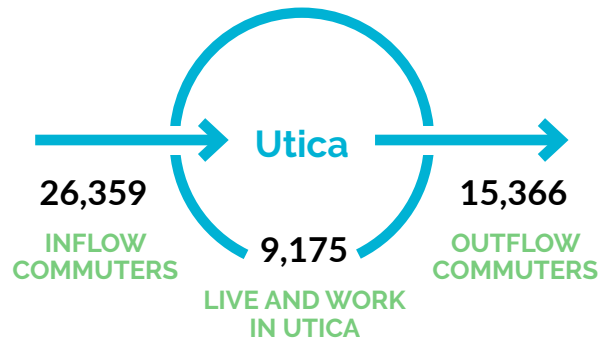
## Home Values

The median home value of the 269 owner-occupied housing units in the BOA is \$69,629, while the median home value for the City of Utica is \$100,440. Of the 269 housing units, nearly 40% of the home values range from \$50,000 - \$99,999. This is also the largest home value cohort in the City, with 37% of its housing units ranging from \$50,000 - \$99,999.

## Housing Affordability

The rental rates in the Utica BOA are comparable to the City of Utica, with rates of \$579 and \$600 respectively. For homeowners, the housing affordability index in the BOA is 179, which is more than the ideal value of 100. With an affordability index of 179, this indicates that families earning a median income can afford a mortgage on a median-priced house. This is similar to the City's affordability index of 156. Though slightly lower, it is still well over desired threshold of 100.

# Community & Regional Setting



## Employment

The sharp loss of jobs brought on by the COVID-19 pandemic pushed unemployment rates to levels not seen in 80 years. In the City of Utica one in five workers were without a job. In 2021, approximately 15.8% of the population 16 years and older in the BOA were unemployed. This lags behind the City of Utica's 11.4% unemployment rate.

A majority of the population in the Utica BOA work in the retail and trade (23%) and the health care/social assistance (18%) industries. Comparatively, the majority of the City's population works within the health care/social assistance (24%), retail trade (11%), and educational services (11%) industries.

## Commuting Patterns

Out of Utica's total work force of 35,534, approximately 25% (9,175) also make their home in the City. The balance is made up of in-bound commuters who number 26,359 workers. Meanwhile, another 15,366 residents commute out of Utica to work elsewhere.

Of those Utica residents who work outside of the City, their most common destination remains elsewhere in the County (31.6%), and Onondaga County is the next most common destination (5.2%). While most workers commuting into Utica reside elsewhere in Oneida County (37.0%), the next most common origin is Herkimer County (11.3%).

Data presented reflects commute patterns in 2019, the most recent data available. In the wake of the pandemic, some of these proportions have likely changed.

## How will COVID-19 Affect Future Downtown Development?

The COVID-19 pandemic has dramatically changed the way we live, work, and play. Recent surveys throughout the country suggest that spending two to three days a week at home is the most expected working pattern post-pandemic. This has resulted in reduced utilization of downtown office spaces, shrinking downtown foot traffic and the shift of spending patterns toward the suburbs. The key question is, how much of this will be permanent?

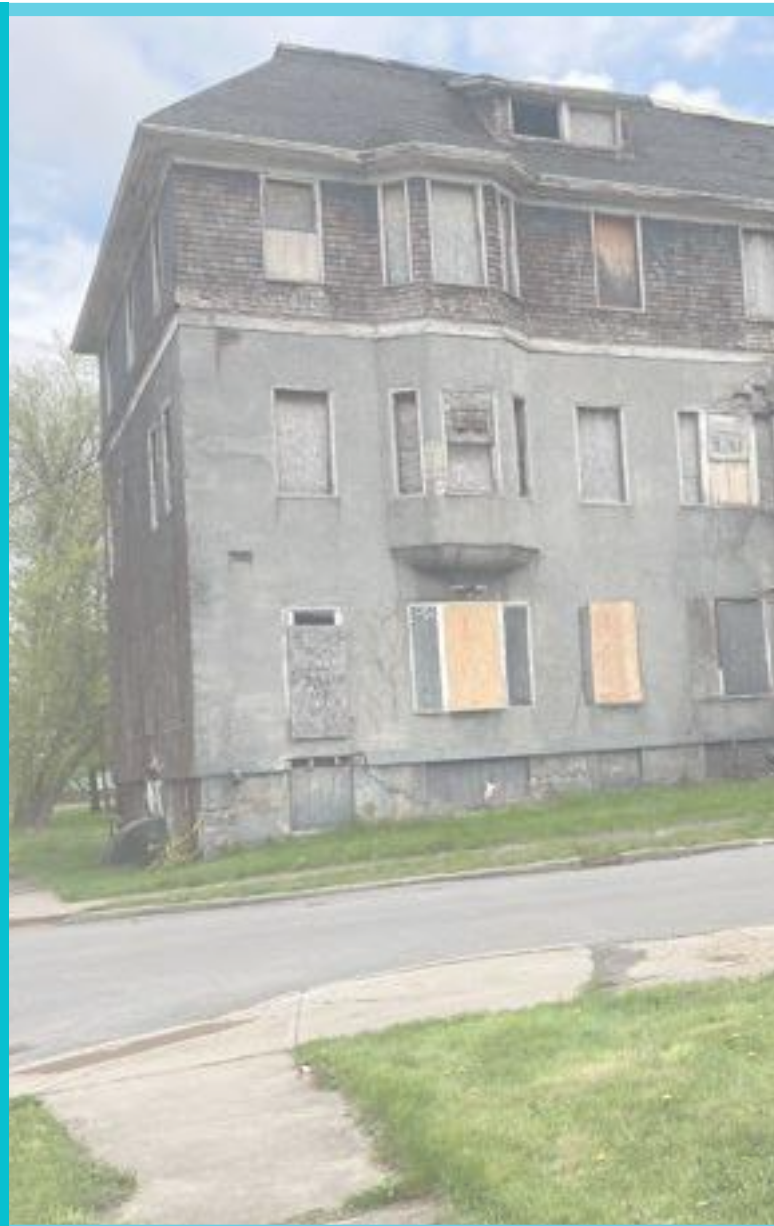
While it is impossible to predict how many of these changes are permanent, it does highlight the importance for cities to proactively stay connected with major employers and developers to think about how the City will evolve with these changing times.



# Community & Regional Setting

## COMMUNITY ECONOMIC SNAPSHOT

- The City of Utica's population is significantly younger than the surrounding area, with a median age of 36 years.
- Median incomes for Utica residents register at just over half of the state level.
- The City of Utica and the BOA are more diverse than their regional neighbors.
- The City of Utica is a net importer of jobs. In other words, more people come into the City to work than leave the city on a daily basis.
- Oneida County's labor force participation rate has shown consistently lower levels than the state or nation.
- Utica's economy is driven by medical and educational institutions, commonly refer to "Meds and Eds."
- The sharp loss of jobs brought on by the COVID-19 pandemic pushed unemployment rates to levels not seen in 80 years.
- The semiconductor and chip manufacturing industry continues to be a driver of investment in the region.



# Inventory & Analysis

## EXISTING LAND USE

Understanding land use patterns is important when determining whether a proposed project is compatible with the existing community fabric. Land use is different from zoning in that it represents the current use of the property. According to parcel data obtained from Oneida County, the Utica BOA is comprised of 1,086 parcels that occupy approximately 975 acres.

### Commercial and Vacant

By area, land use in the BOA is primarily vacant (33.8% or 330 acres) and commercial (29.4% or 287 acres). These two land uses account for over 60% of the total land area. Commercial land use is distributed throughout the BOA in the form of retail and services and mixed-use developments, with a concentration located within the Central Business District.

Vacant lands are dispersed throughout the BOA and create gaps in the urban fabric. There are also a number of larger vacant parcels located in the northern portion of the BOA, where the former City of Utica Landfill used to be located. These vacant lands provide opportunities for redevelopment, infill, and potential new construction as well as for green space and other community uses.

### Public Services

Public services are defined as property used to provide services the general public, including infrastructure systems. Public services account for 17% (166 acres) of the total land area within the BOA. These lands are primarily located in the center of the BOA and include the CSX railroad tracks.

### Industrial

By land area, industrial lands account for 6.2% (60 acres). The eastern portion of the BOA is predominantly characterized with industrial lands, with a number of the facilities located along Broad Street.

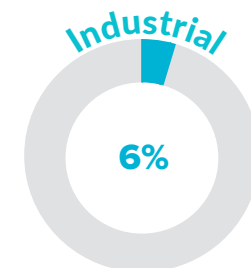
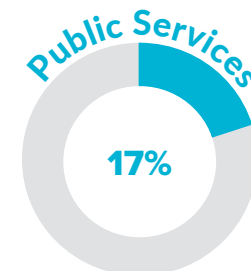
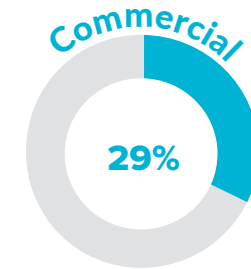
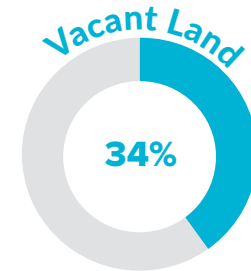
### Residential

By number of parcels, residential land uses (34.8%) dominate the BOA area, but their small lot sizes rank them fifth overall in terms of total area (5.1% or 50 acres). The compact neighborhoods provide a variety of housing options including single and two-family structures. The residential parcels are predominantly located in the western portion of the BOA, with a number of small lots located along Catherine Street in the eastern portion.

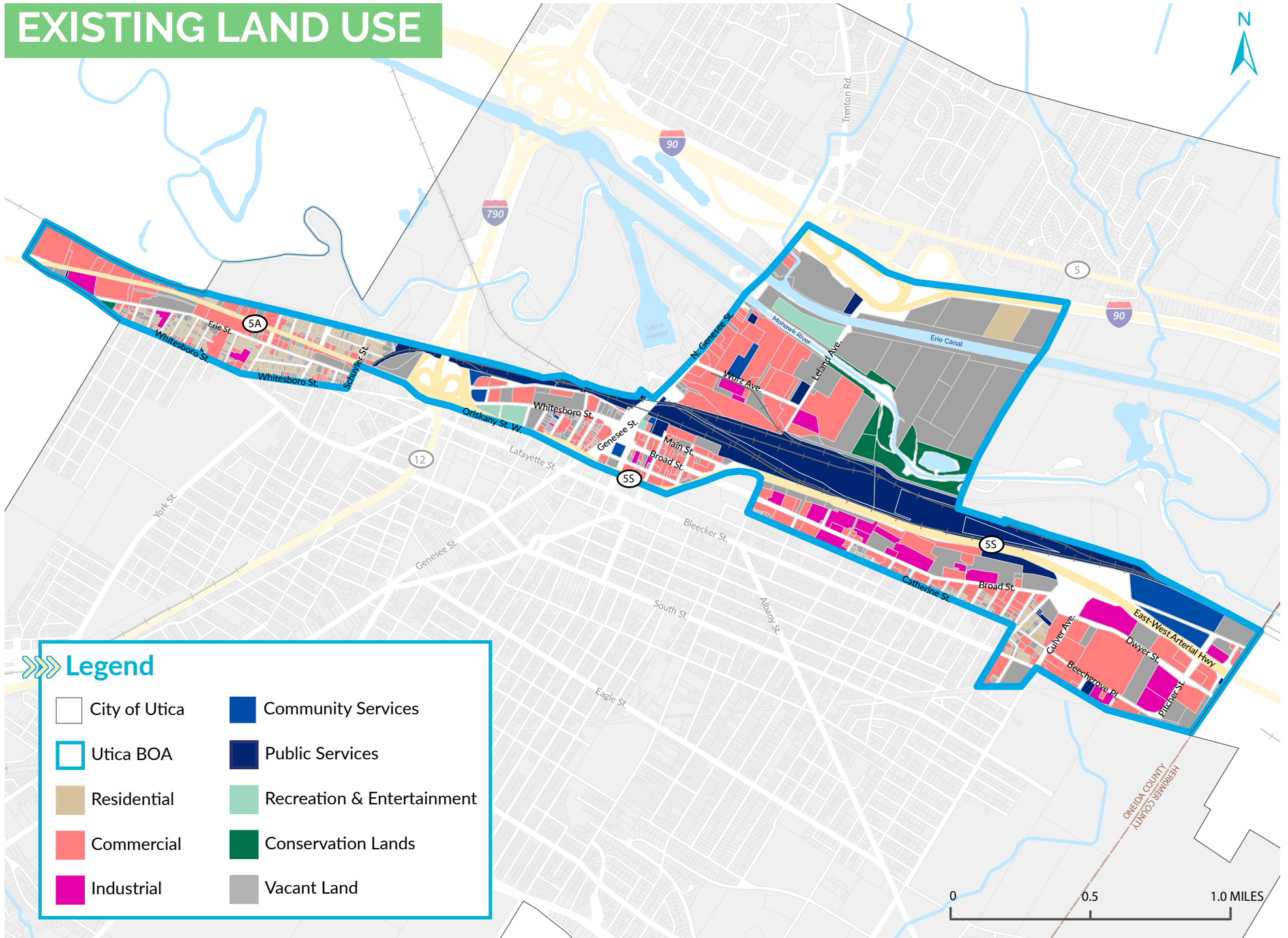
### Other Uses

By land area, there are few parks (3.5%), community services (3.4%), and recreation (1.5%) land uses within the BOA.

## Predominant Land Use in the BOA by Land Area



# EXISTING LAND USE



# Inventory & Analysis

## EXISTING ZONING

In 2021, the City of Utica updated and streamlined its Zoning Code through a project called Code Green. The purpose of this update was to bring to the 1994 zoning code up-to-date and ensure consistency with present-day needs and desires. The update focused on promoting innovative approaches to development and ensuring ease of use for both the City and its applicants.

By land area, most of the parcels in the BOA are zoned as some form of industrial (41.2%), conservation/parks (28.2%), or mixed-use (22.7%). The remaining parcels are zoned as residential (5.5%) and the central business district (2.4%).

### Industrial Zoning

The industrial districts account for over 40% of the BOA's land area. These districts include Industrial (I) and Industrial Mixed-Use (IMU).

Industrial is a district designated to diversify and strengthen the local economic base by allowing for light manufacturing, assembly and fabrication. Industrial mixed-use takes this a step further by allowing residential uses.

### Land Conservation/Parks Zoning

The land conservation/parks (LC) district is intended to create an environment that protects the public's health, safety and general welfare, reduces impacts of flooding on homes and businesses, and protects the ecosystem of the floodplain. It includes active and passive recreation, as well as conservation areas. This district is predominantly in the northeastern portion of the BOA, along the Erie Canal and existing wetlands.

### Mixed-Use Zoning

Mixed-Use zoning districts such as the Urban Mixed-Use (UMU) and Neighborhood Mixed-use (NMU) account for the third largest set of zoning districts in the City.

The Urban Mixed-Use District was created to foster the development of a high density commercial and residential area. This district contains many of the historic areas and promotes adaptive reuse of large buildings such as new infill construction of mixed-use buildings.

The Neighborhood Mixed-Use District is an area for vibrant neighborhoods, known for its walkability and historic nature, that allows for a mix of residential dwelling unit types, commercial services, parks and community facilities.

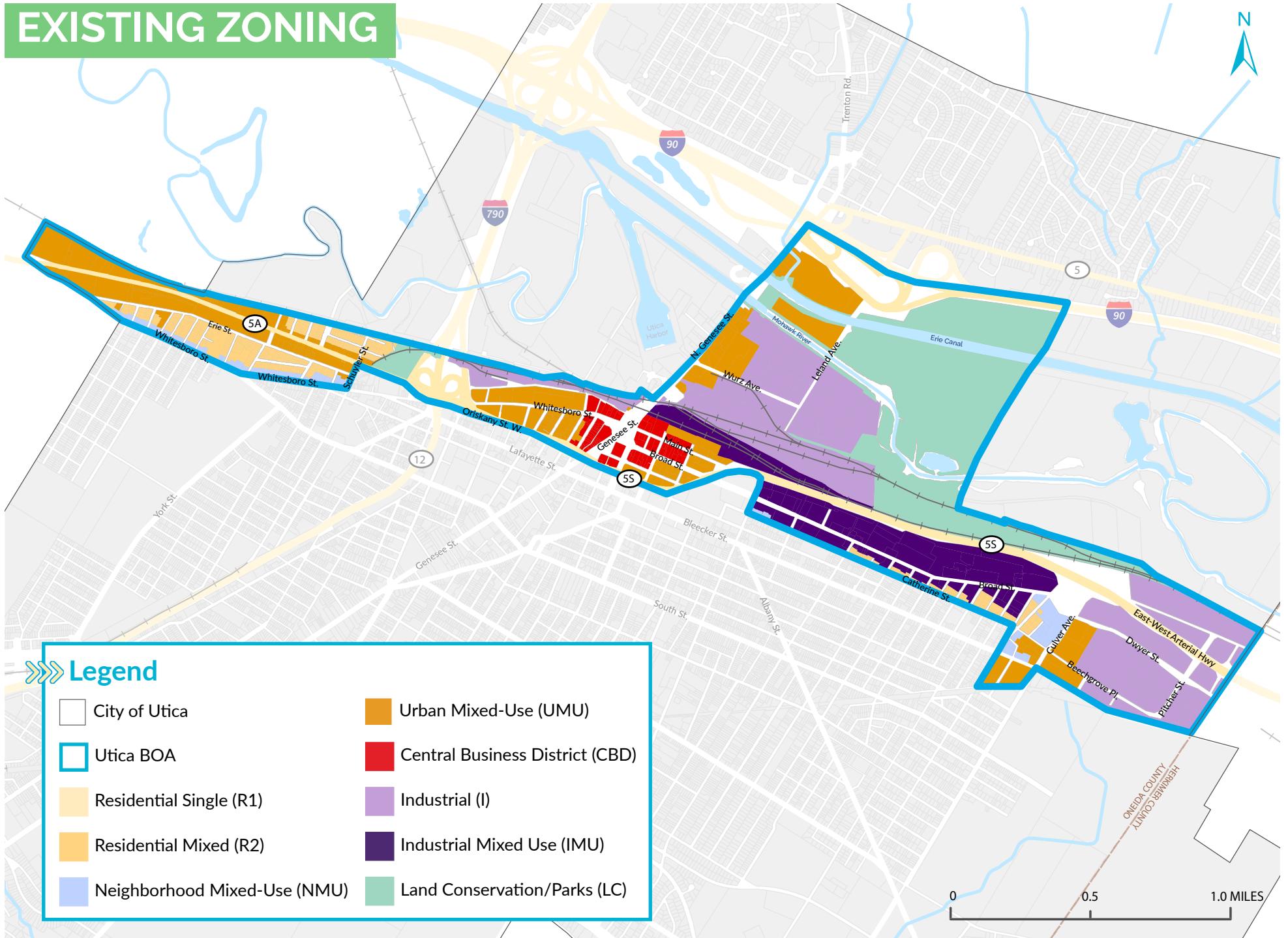
### Residential Zoning

Residential lots are predominantly located in the western portion of the BOA, along Whitesboro Street. A number of small lots are also located along Catherine Street. Almost all the parcels are zoned Residential Mixed (R-2), with one zoned as Residential Single (R-1). Residential Mixed is designated within an area that features compact residential neighborhoods that provide a variety of housing options. It largely consists of single and two-family structures, with some multi-family that are integrated into the fabric of existing neighborhoods.

### Central Business District

A small portion of the Central Business District (CBD) lies in the center of the BOA, along Genesee Street. The Central Business District is an area with the highest density, and with the greatest variety of uses. Any new developments in this district should reinforce its existing urban character.

# EXISTING ZONING



# Inventory & Analysis

## LAND OWNERSHIP PATTERNS

Property ownership influences the use of land within the Utica BOA and can relate to how the public interacts with the community and its assets. Ownership patterns can impact the type, location, and potential for future redevelopment. Some projects may be easier to implement on publicly-owned property while others may be more appropriate on private parcels.

### Public Ownership

Within the BOA, 284 acres (29%) of the land area is publicly-owned, with the largest share (over 138 acres) being owned by the City of Utica. A majority of the city-owned land is in the northern portion of the BOA, and consists of vacant land that is currently zoned for land conservation. Oneida County is the second largest land owner, with 74 acres out of the 284 total acres (26%).

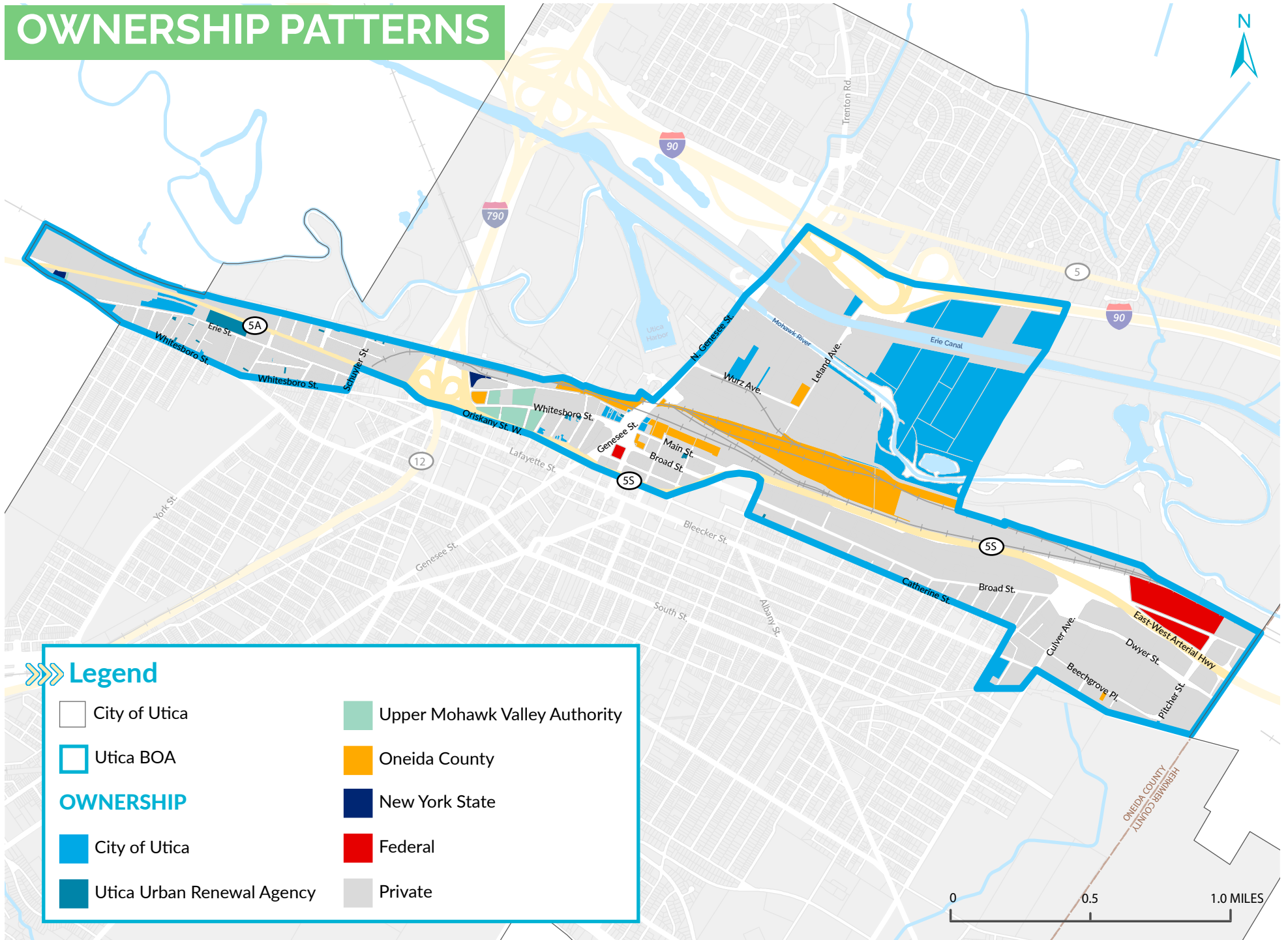
### Private Ownership

By land area, the BOA is primarily privately-owned (93%). Of the 689 acres that are privately owned, 74 acres (10.7%) is owned by CSX Transportation Inc. The railroad runs through a significant portion of the BOA. Other large property owners include Casa Imports Inc. and Empire Recycling Operations.



CSX Owned Train. Source - reddit.com/r/trains

# OWNERSHIP PATTERNS



# Inventory & Analysis

## PARKS AND OPEN SPACE

Parks, open spaces and recreational resources play a major role in economic development and contribute to a strong, stable community. They provide places for health and well-being that are accessible by people of all ages and abilities. Within the Utica BOA, there are limited recreational resources. However, a majority of the BOA lies within a 10-minute walk from a park and/or trail.

### Access to Parks

A number of studies show that people utilize parks and recreational resources more when they have walking access to them. For planning purposes, a 10-minute (or 0.5-mile) walk is generally the accepted threshold for nearby proximity to a park or open space. Utilizing this threshold, a walking analysis was conducted to determine park accessibility in the BOA. Based on this analysis, a majority of the BOA has access to parks and/or trails. These nearby amenities include the Erie Canalway Trail, Utica Marsh Wildlife Management Area, Chancellor Park, and FT Proctor Park.

Access is, however, currently lacking in the some parts of the western and central portions of the BOA. This is likely due to the dominance of industrial or commercial land uses. This presents an opportunity to increase access to recreational resources by expanding and

improving the existing trail network.

### Open Space

Within the Utica BOA, there are three parcels that are classified as conservation lands due to their location in a NYS-regulated wetland. Together, these parcels account for over 33 acres. While the preservation of land is very important, these parcels were not included in the parks accessibility analysis as they were not considered recreational amenities with public uses.

### Erie Canalway Trail

The Erie Canalway Trail intersects the northern portion of the Utica BOA. This particular portion of the trail is asphalt and off road. The trail is part of the Erie Canal National Heritage Corridor, a National Heritage Area that spans 524 miles across the full expanse of Upstate New York.

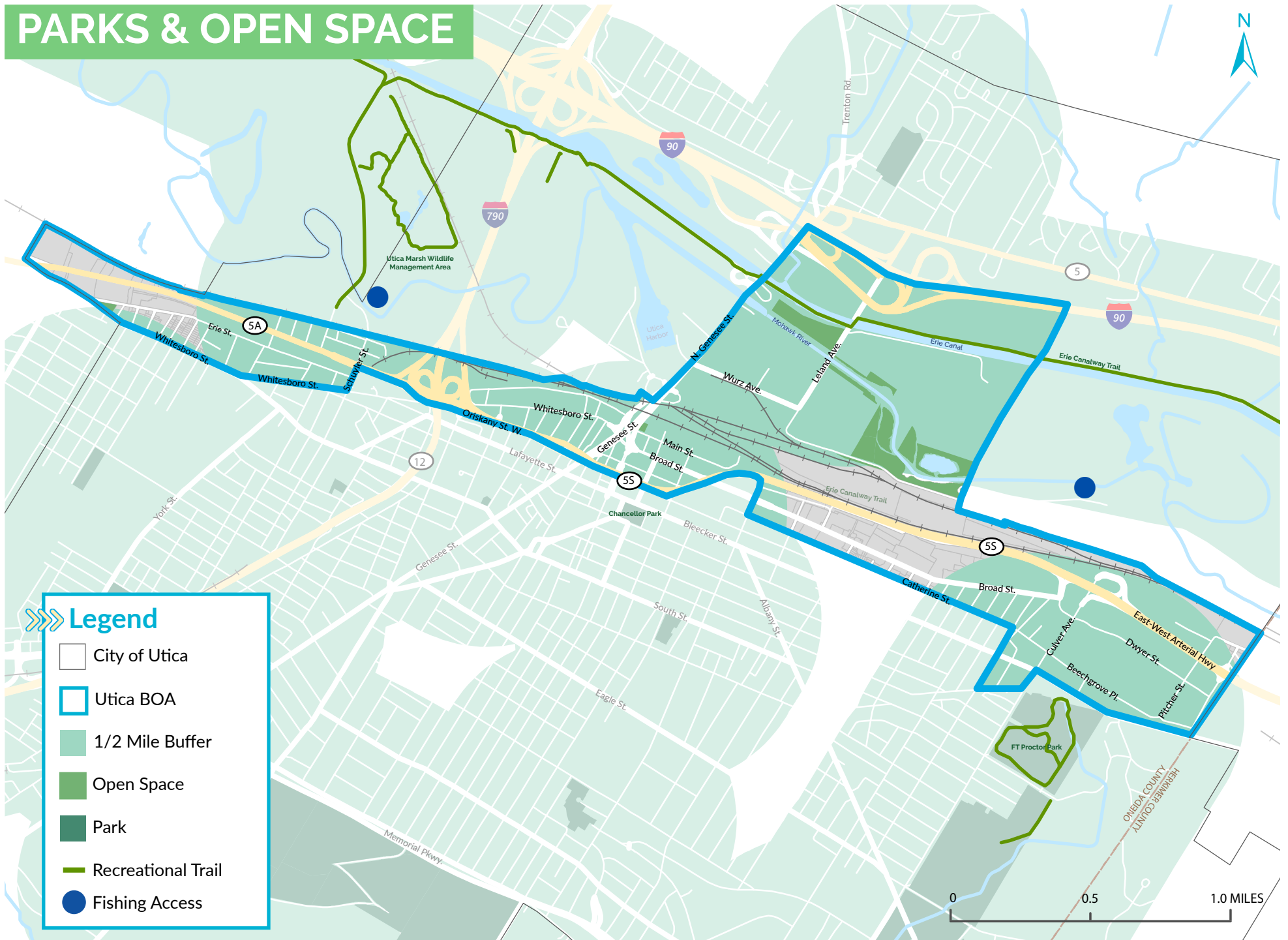
The Erie Canalway Trail spans for 365 miles and forms the east-west spine of the 750 mile Empire State Trail. This multi-use trail is a major asset for the BOA as it provides residents with recreational opportunities, such as walking and cycling, and it connects the City of Utica with 200 other communities. Throughout New York State, the Erie Canal has emerged as a draw for tourism, offering visitors easy access to historic sites, charming small towns, parks and nature, and numerous cultural resources.



Erie Canalway Trail.

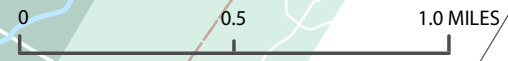


# PARKS & OPEN SPACE



**Legend**

- City of Utica
- Utica BOA
- 1/2 Mile Buffer
- Open Space
- Park
- Recreational Trail
- Fishing Access



# Inventory & Analysis

## HISTORIC AND ARCHAEOLOGICALLY SIGNIFICANT AREAS

Historic buildings and sites are often places where people share a common space, common experience, and a sense of identity and pride in a place. Historic resources are also an essential component of a healthy local economy, as they help strengthen and sustain a community's identity. The BOA has a wealth of historic resources, with three districts on the National Register of Historic Places including the NYS Barge Canal District, Bagg's Square East Historic District, and the Lower Genesee Street Historic District. Within the three Historic Districts, there are 58 contributing buildings. Additionally, the City's Scenic and Historic Preservation District falls within the BOA. This district was created to enable the City to act as a guardian to the district's historic character,

### NYS Barge Canal Historic District

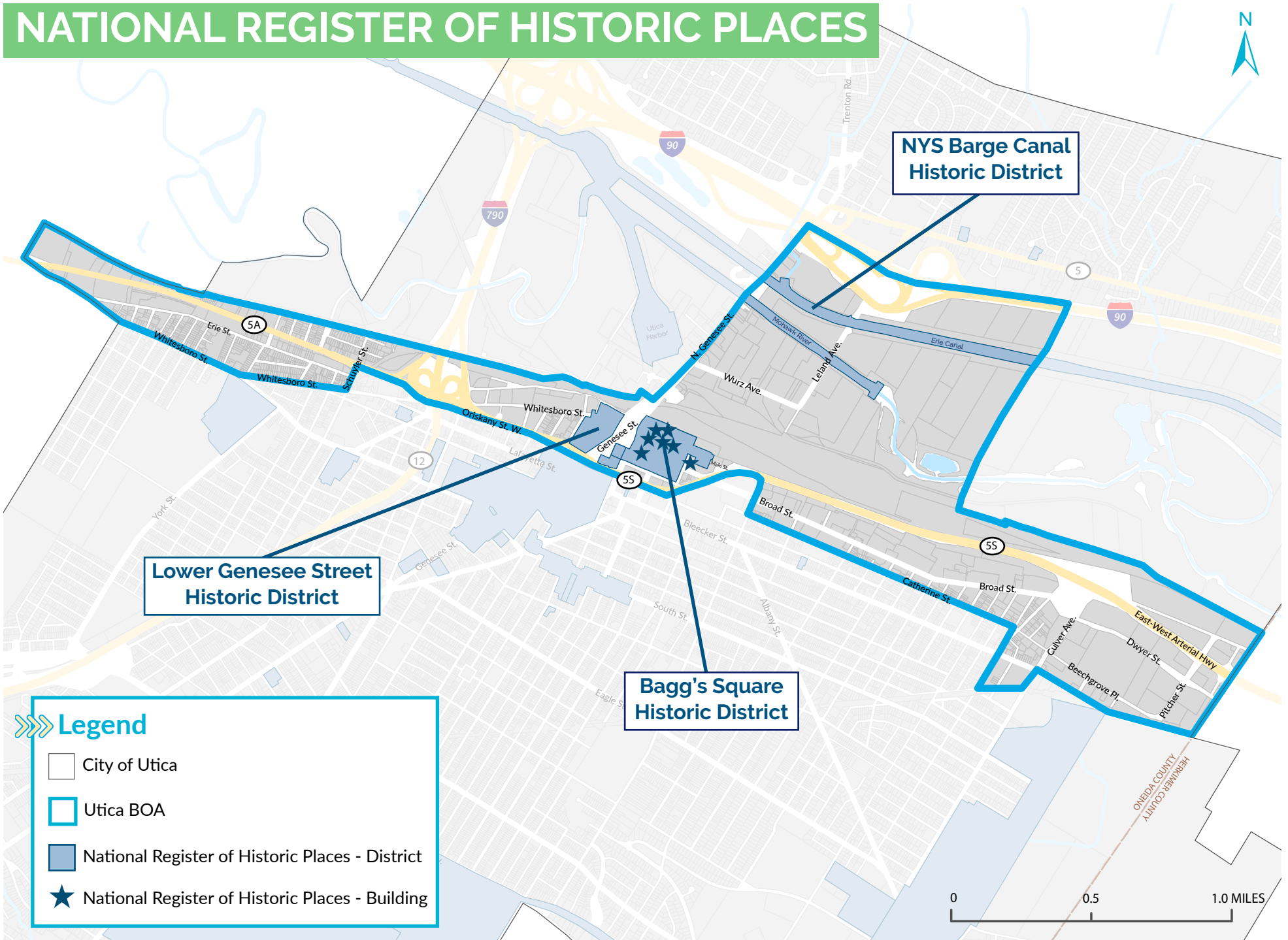
Located in the northern portion of the BOA, in the Harbor District sub-area, the NYS Barge Canal Historic District is an early twentieth-century statewide network of canals, canalized rivers, and lakes. It covers four branches that were constructed between 1905 and 1918. This canal system is the successor to the original canals built in the 1820s. It was designed for barges towed by tugboats and self-propelled vessels rather than by horses or mules, which used towpaths to pull boats in the 19th century. The longest branch of the Barge Canal District is the 340-mile Erie Canal, which connects the Niagara River to the Hudson River and travels through the City of Utica.

In addition to its national and state register listing, the New York State Barge Canal District is listed as a National Historic Landmark. This recognition illustrates the heritage of the United States as it allows commercial and pleasure vessels to travel from the Great Lakes to the Atlantic Ocean.

### Lower Genesee Street Historic District

Located in the center of the BOA, in the Bagg's Square District sub-area, the Lower Genesee Street Historic District encompasses the oldest part of the City. It features a collection of nineteenth and twentieth century commercial, industrial and residential buildings that illustrate the City's development as an important commercial, transportation and manufacturing center. The district was largely home to manufacturing firms, including textile production, as well as a number of publishing firms. It consists of 45 contributing buildings, ranging in date from 1830 to 1929. Architecturally, the buildings exhibit Federal, Greek Revival, Italianate, Romanesque and Neo-classical stylist features.

# NATIONAL REGISTER OF HISTORIC PLACES



# Inventory & Analysis



Bagg's Square.

## Bagg's Square East Historic District

The Bagg's Square East Historic District is located on the eastern side of North Genesee Street, centrally located in the BOA. It is comprised of just over 28 acres, with 13 contributing buildings. The district is characterized by a majority of large warehouse and institutional structures dating from the late 19th and early 20th centuries, with smaller commercial structures reflecting the transition to car culture in the second quarter of the 20th century. A number of the structures were designed by the American architect Frederick H. Gouge, resulting in a distinct and unique urban fabric within the BOA and the City of Utica.

In present-day, this district has been poised as an up-and-coming mixed use destination due to its variety of upscale dining options, taverns/bars, cafes, and on-going residential developments.

## National Register Historic Buildings

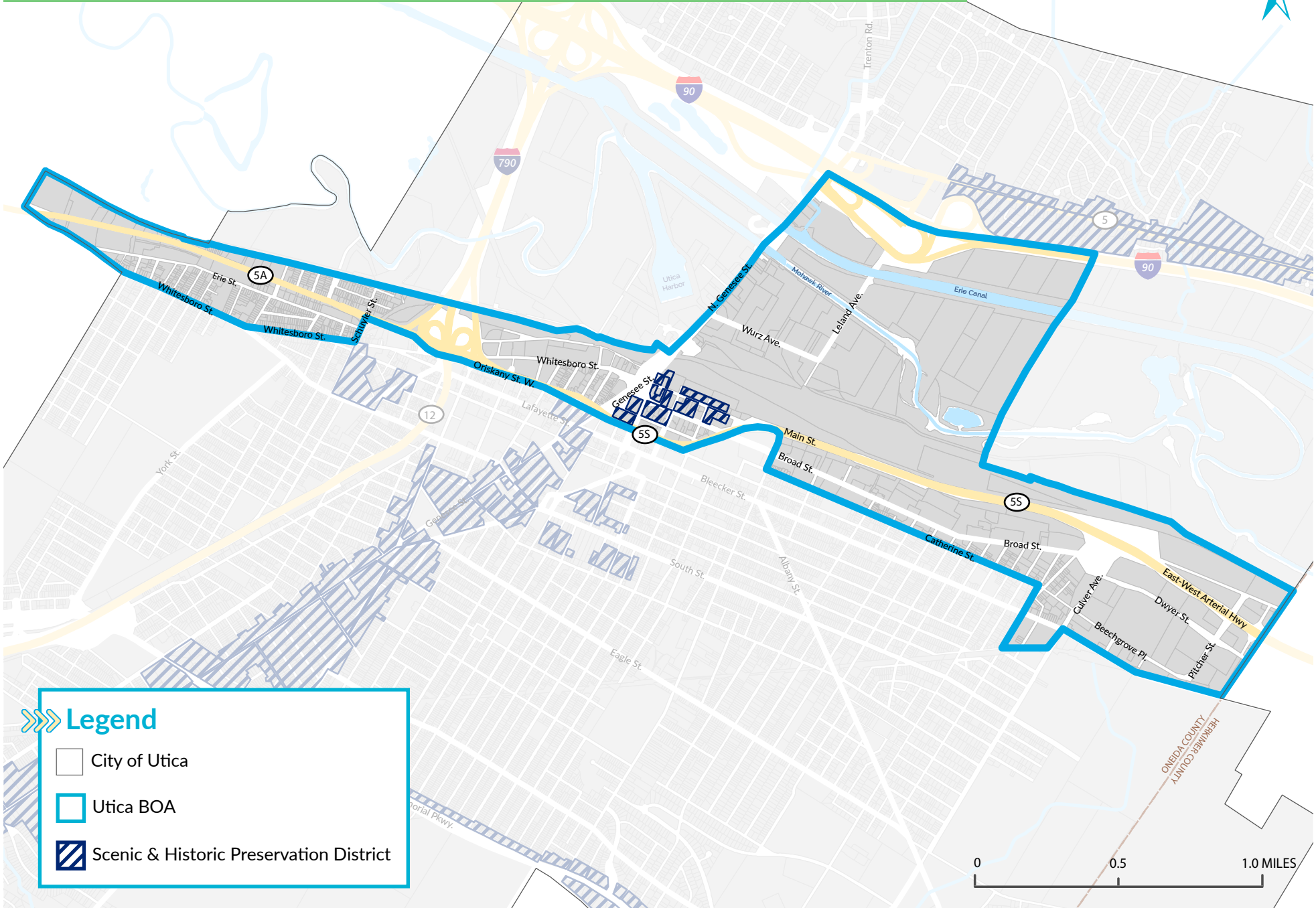
Within the Bagg's Square Historic District, there are seven buildings that are listed on the National Register of Historic Places. These buildings have been deemed worthy of preservation for their historical significance, on a national level.

## City of Utica's Scenic and Historic Preservation District




A small portion of the Scenic and Historic Preservation District falls within the central portion of the BOA, in the Bagg's Square District sub-area. The District encompasses 1,500 parcels total, representing the City's earliest and most noteworthy developments. The purpose of the district is to create awareness and promote historic preservation. It allows common building and renovation standards to be applied, positively benefiting property values and stimulating economic vitality throughout the City, all while instilling community pride.

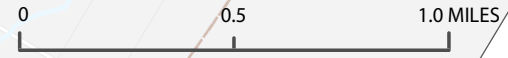
The district is governed by the Commission, a five-member volunteer body whose members are appointed by the Mayor for a five-year term. On any given year, it includes at least one architect, a nominee from the Landmarks Society and Oneida County Historical Society and others knowledgeable about historic preservation. Within the district, prior approval is required before exterior work on any property (residential or commercial) can proceed to ensure the project conforms to Utica's Design Guidelines for Scenic and Historic Preservation. The Design Guidelines are based on the Secretary of the Interior's Standards for Rehabilitation and outlines specific procedures for compliance in 13 categories.

# SCENIC & HISTORIC PRESERVATION DISTRICT



## Legend

-  City of Utica
-  Utica BOA
-  Scenic & Historic Preservation District



# Inventory & Analysis

## TRANSPORTATION SYSTEMS

Transportation networks and systems are essential components of a thriving community, as they influence how residents and visitors move throughout an area. The Utica BOA is served by extensive transportation networks with multiple systems, including vehicular, public transportation, rail, bicycle, and pedestrian systems and recreation trails.

### Roadway Network

The Utica BOA's street network encompasses Interstate Highways, arterials, collectors and local roads. The BOA is primarily served by two principal arterial interstate routes that provide key access points to the BOA, Downtown Utica and other local and regional connections. Interstate 90 is a major transportation route through New York State that connects Albany and Buffalo through Syracuse and Rochester. The BOA is also served by Route 12, which is a north-south highway that extends from the North Country down to the Southern Tier. Additionally, the Utica BOA is served by two primary arterials, Route 5S and North Genesee Street.

### Traffic Volumes

The New York State Department of Transportation (DOT) collects data on major roadways for its Local Highway Traffic Volume Report, including the Annual Average Daily Traffic (AADT) counts. AADT is the number of vehicles that travel on a specific roadway on a typical day.

The heaviest traffic volumes within the BOA occur on Route 5A and Route 5S. Route 5A runs through the center of the BOA, on the western side, and has an AADT of 19,888. Route 5S is a continuation of 5A, running through the center of the BOA on the eastern side, and has an AADT of 17,972.

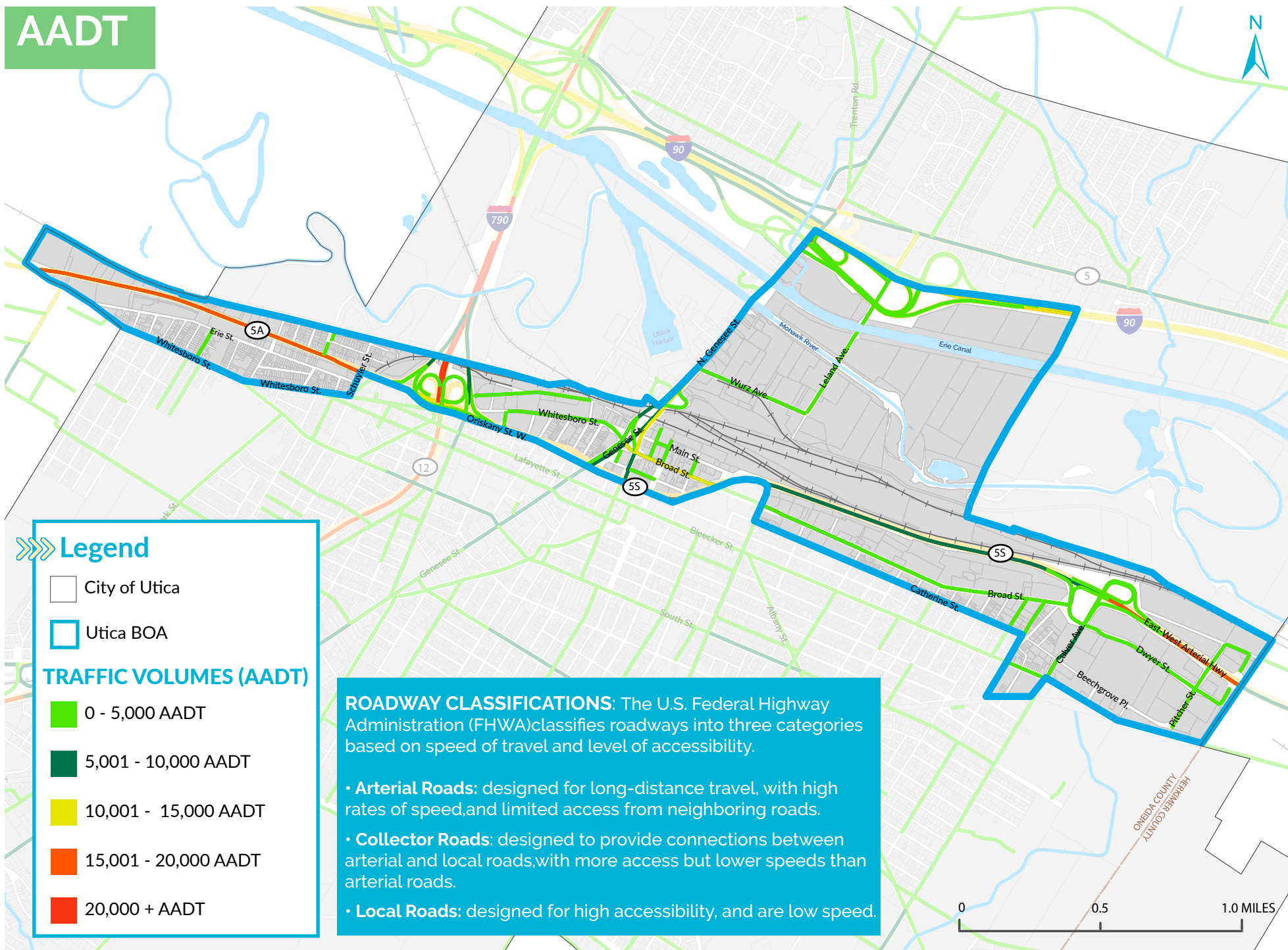
Additionally, a portion of Route 12 runs through the BOA, via a bridge. This portion of the road has an AADT of 27,191. These areas with higher volumes can be attributed to commuters heading to major employers in the City. The remainder of the BOA experiences lighter traffic, ranging between an AADT of 33 to 9,981. For example, Broad Street west of Culver Ave has an AADT of 2,728. The traffic counts on these major roadways suggest the transportation network can support an increase in average vehicles per day.

### Pedestrian Network & Multi-Use Trails

Due to its industrial nature, the Utica BOA is predominantly designed for the automobile. While there are sidewalks throughout the BOA, they are often unwelcoming to pedestrians due to high traffic volumes on the main corridors, the width of the roadways and/or the overall spreadout pattern of development. There are a number of gaps throughout the BOA, creating a disjointed sidewalk network. Additionally, many sidewalks are in need of repair and lack consistency with the overall network.

As previously noted in the Parks and Open Space section, the Erie Canalway Trail runs through the northern portion of the BOA. Visitors can walk, run or cycle along the canal. Although there are no other designated bike routes within the BOA boundary, NYS Bicycle Route 5 is located just north of the I-90. NYS Bicycle Route 5 is a signed on-road bicycle route that extends 365 miles from Niagara Falls, NY to the Massachusetts state line.

# AADT



# Inventory & Analysis

## Bus

Public transportation in the City of Utica is provided by CENTRO. Located just outside of the BOA boundary, the Centro Transit Hub is the main transfer location for Centro's Utica buses. The hub also offers connecting service to Birnie Bus Service, a chartered bus service. Birnie Bus Service also operates the rural transit service, with a number of runs throughout the region with stops in Utica.

Within the Utica BOA, there are three CENTRO bus routes that directly service the area: UT 11, 12, and UT 29 / 129.

## Rail

The Boehlert Transportation Center is an intermodal hub that is a significant asset to the BOA and City of Utica. It provides connections directly from the City to local, regional, and national destinations. It is conveniently located in the center of the Utica BOA, with easy access to additional public transportation to link people to Downtown Utica and beyond. Part of the Boehlert Transportation Center, Union Station is a train station served by Amtrak and the Adirondack Scenic Railroad.

## AMTRAK

Amtrak is a national railroad passenger corporation, serving more than 500 destinations in 46 states, as well as three Canadian provinces. The Amtrak station that serves Utica is on the Maple Leaf, Empire Service, and Lake Shore Limited routes. These routes provide direct regional access, as well as the opportunity to make connections to destinations across the United States.

## ADIRONDACK SCENIC RAILROAD

The Adirondack Scenic Railroad is a unique and fun way to experience a part of the City and region's history. This tourist destination features a restored section of what once was the New York Central Railroad System.

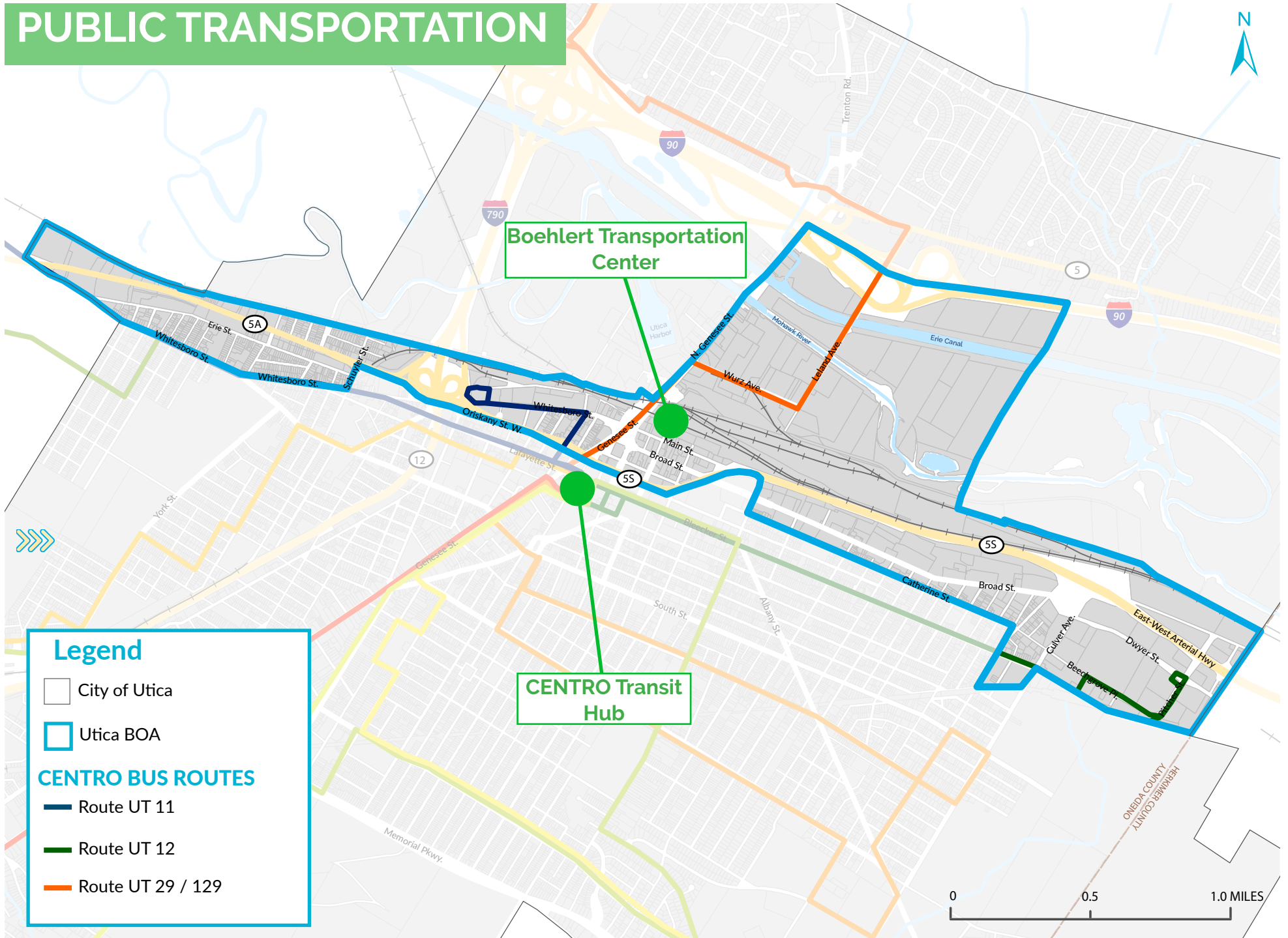
Currently the Adirondack Railroad carries passengers between Utica, NY and Big Moose, NY, and between Saranac Lake, NY, and Lake Placid, NY. It has carried over 74,000 passengers annually and has nearly reached a total ridership of two million people.

Built in 1912, the Boehlert Transportation Center is owned by Oneida County and is on the National Register of Historic Places. The station was built in the Italianate style and includes a rusticated granite first story with buff brick above.





# PUBLIC TRANSPORTATION



# Inventory & Analysis

## INFRASTRUCTURE

Throughout a majority of the Utica BOA, a comprehensive public and private infrastructure system is available, including water, storm sewer, sanitary sewer, gas, electric, telecommunications, and fiber optic cable.

### Water

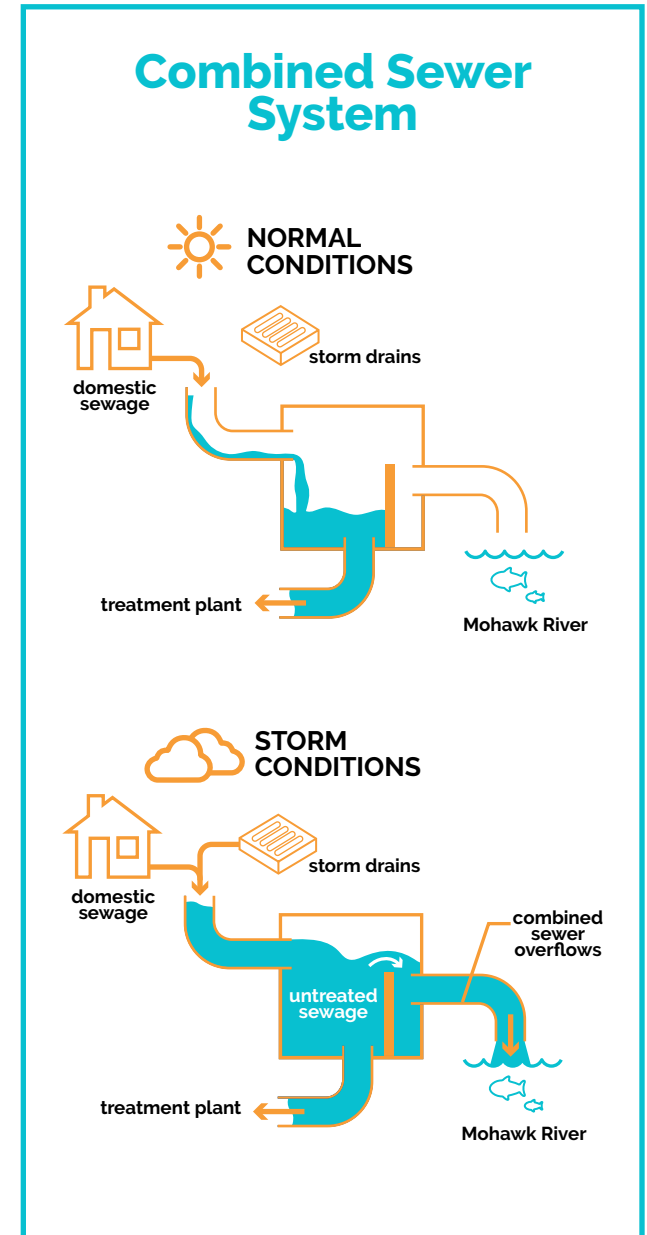
Public water is available throughout the BOA and is provided by the Mohawk Valley Water Authority (MVWA). Water is gathered in streams and creeks from a 374 square mile watershed, much of which lies in the Adirondack Park. It then travels to the New York State Hinckley Reservoir, where a filtration system removes all organic matter and contaminants before it is chlorinated and fluoride is added.

Within the City of Utica, the MVWA owns, operates, and maintains approximately 750 miles of water main, and 25 active water storage tanks.

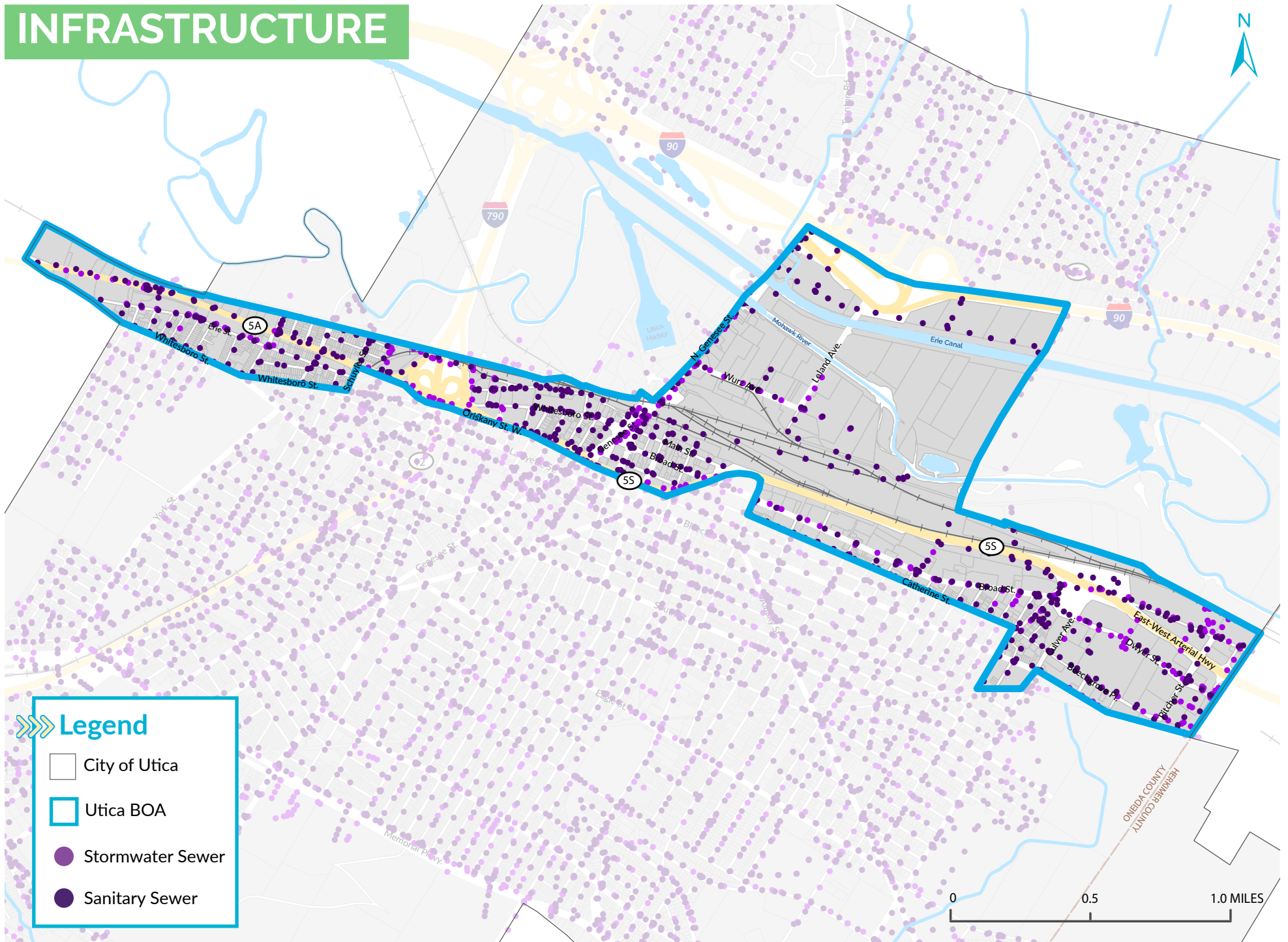
### Sanitary and Stormwater Sewers

The City of Utica owns and operates a combined gravity-based wastewater collection system. The sewer system includes over 300 miles of sanitary, storm, and combined sewers.

Additionally, the City of Utica is one of fifteen municipalities within the Oneida County Sewer District (OCSD). The district is currently under a Consent Order to eliminate sanitary sewer overflows (SSOs) from its Sauquoit Creek Pump Station. When the existing system reaches its capacity, it overflows into the Mohawk River - damaging the natural ecosystem. The County and its partner municipalities are currently working together to undertake this significant task.



# INFRASTRUCTURE



# Inventory & Analysis

## NATURAL RESOURCES

Access to clean and abundant ground and surface water, safe air to breathe, and landscapes accommodating a diverse range of habitats are all elements that contribute to a community's quality of life. Natural and environmental features may also dictate the ways in which future development can occur and planning in consideration of these features is important for preserving and protecting them.

### Water Features

One of Utica's most significant assets is its location along the Erie Canal. Historically, the Erie Canal was developed to facilitate transport of raw materials throughout New York State. Today, the canal is used primarily for recreational purposes and supports regional tourism. The City of Utica offers stopping points for boaters traveling along the 363-mile canal system.

In addition to the Erie Canal, the Mohawk River runs along the northern part of the BOA. The Mohawk River is 149 miles long, and is the largest tributary of the Hudson River.

### Soil Quality

Soils in the BOA are largely classified as Urban Land - Udorthents (Ut) and, to a lesser extent, Urban Land (Ur). Urban Lands are generally characterized by impervious surfaces and disturbed soils with limited ability to absorb water, contributing to drainage and flood issues in the BOA. Poor soil quality may also add additional cost and complexity for developers. A good soil for development has the following properties:

- Balanced chemistry, so that building materials do not corrode
- Stability in wetting and drying cycles, so foundations do not crack and erosion does not damage structures
- Strength under pressure, so that the building does not sink

### Topography

The majority of the BOA is relatively flat. The northern portion of the BOA in the Harbor Point sub-area does have some minor elevation changes, as the land slopes towards the Mohawk River. Topography is not expected to be a limiting factor for future development within the BOA, with the exception of the areas surrounding the River.

### Sensitive Wildlife Habitats

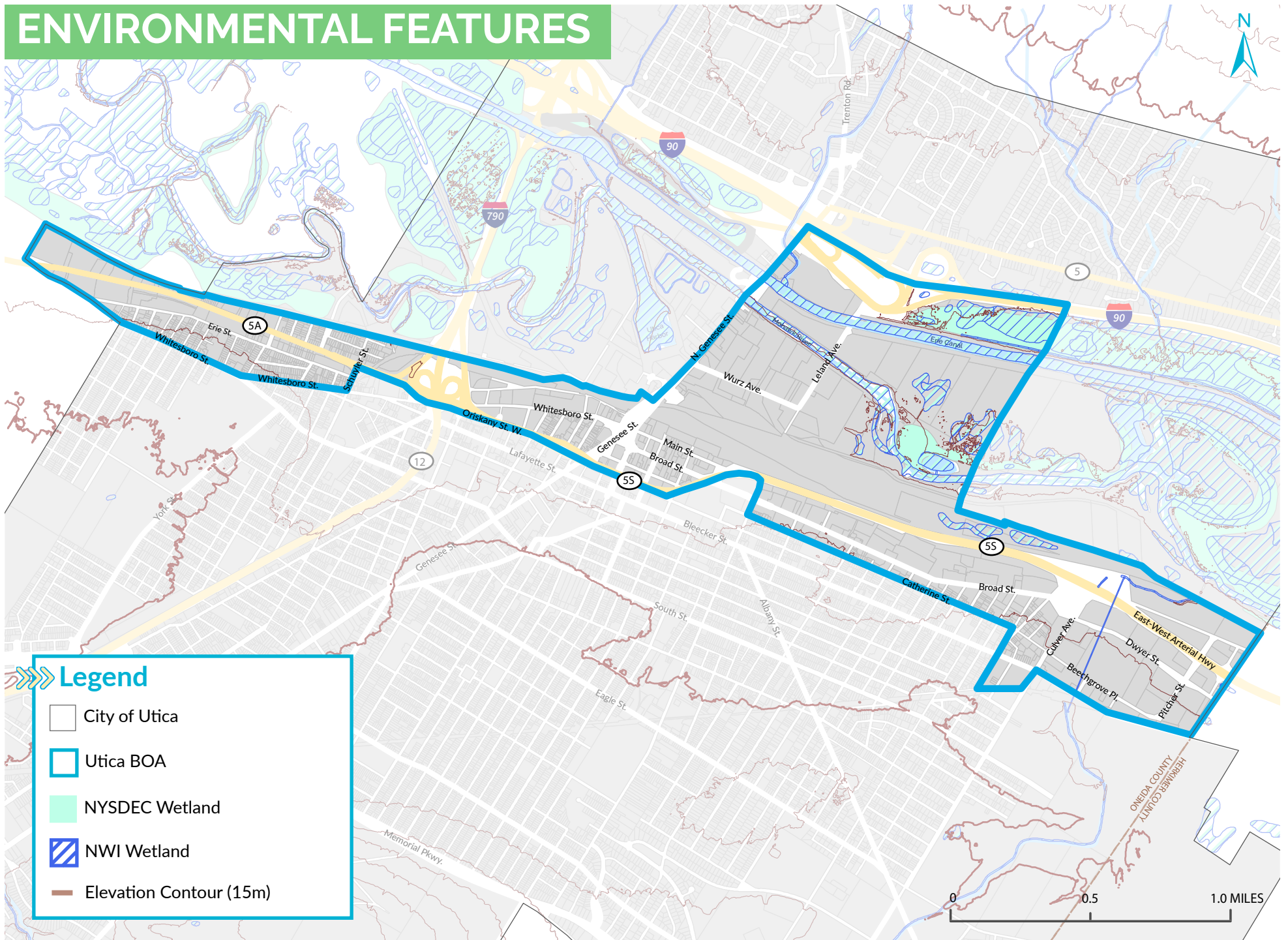
According to the U.S. Fish and Wildlife Service's data, there are no threatened species within the BOA.

### Wetlands

New York State Department of Environmental Conservation (NYSDEC) identifies and regulates all freshwater wetlands greater than 12.4 acres in size. Within the BOA, there are two partial state regulated wetlands located in the Harbor Point sub-area. In order to protect, preserve and conserve wetlands of this size, an "adjacent area" of 100 feet around the wetland is also regulated.

The U.S. Fish and Wildlife Service also maps wetland areas, regardless of size and regulatory status, through the National Wetland Inventory (NWI). According to the NWI, several wetlands have been identified within the BOA. Any development proposed on or near identified wetlands should be carefully coordinated with the DEC or U.S. Army Corps of Engineers, as needed.

# ENVIRONMENTAL FEATURES



**Legend**

- City of Utica
- Utica BOA
- NYSDEC Wetland
- NWI Wetland
- Elevation Contour (15m)

# Inventory & Analysis

## Flood Hazard Areas

Flooding is a common natural hazard across the United States, and can pose a significant threat to property. According to the Federal Emergency Management Agency (FEMA) Flood Insurance Maps, there is moderate flooding risk to the lands within the BOA.

The 100-year floodplain area is located almost entirely in the northern portion of the BOA. Additionally, a regulatory floodway is designated along the Mohawk River throughout the BOA. A regulatory Floodway is a channel of the river that is specifically reserved in order to discharge the base floods.



View of the Mohawk River East of Leland Ave,

# FLOOD HAZARDS



# Inventory & Analysis

## BUILDING INVENTORY

There are multiple key buildings in the BOA that act as anchor institutions and provide residents with access to important community services, programs, and resources. Anchor institutions play a vital role in their local communities and economies as their long-term sustainability is tied to the well-being of the populations they serve. Some of these key buildings are newly constructed and can act as catalysts for further development and investment.

### Community Services

- 1 CENTRO (OUTSIDE BOA)**  
Located just outside the BOA, on Bleeker Street, the Centro Transit Hub is the main transfer location for Centro's Utica buses.
- 2 BOEHLERT TRANSPORTATION CENTER**  
Located at 7 1st Street, the Boehlert Transportation Center at Union Station is a train station served by Amtrak and the Adirondack Scenic Railroad in Utica, New York. It also provides connecting bus services to Greyhound, Coach USA, and Trailways. It is owned by Oneida County, and named for retired U.S. Rep. Sherwood Boehlert, R-New Hartford. It provides connections directly from the City to local, regional, and national destinations.

- 3 THE CENTER (OUTSIDE BOA)**  
Located at 201 Bleeker Street, The Center is a not-for-profit organization that provides comprehensive integration and support services to refugees, immigrants and the general community. In 2021, Governor Hochul announced that The Center was selected to receive \$624,000 through the Downtown Revitalization Initiative. The project will renovate the space and provide expanded training and services. The Center is located immediately adjacent to the BOA boundary.

- 4 MVCC'S THINCUBATOR**  
Located at 326 Broad Street, the 8,500 square foot facility is home to one of the region's best co-working spaces. thINCubator is Mohawk Valley's hub for entrepreneurship, providing new and existing entrepreneurs with guidance and programs to turn their ideas into businesses.

### Major Businesses & Employers

- 5 PACEMAKER STEEL AND PIPING COMPANY**  
Founded in 1956, Pacemaker Steel has headquarters located at 501 Main Street. The company stocks and supplies a wide variety of steel, stainless steel, aluminum and other alloys. They have over 200,000 square feet of inventory, and are one of the leading suppliers of metals in Central New York.

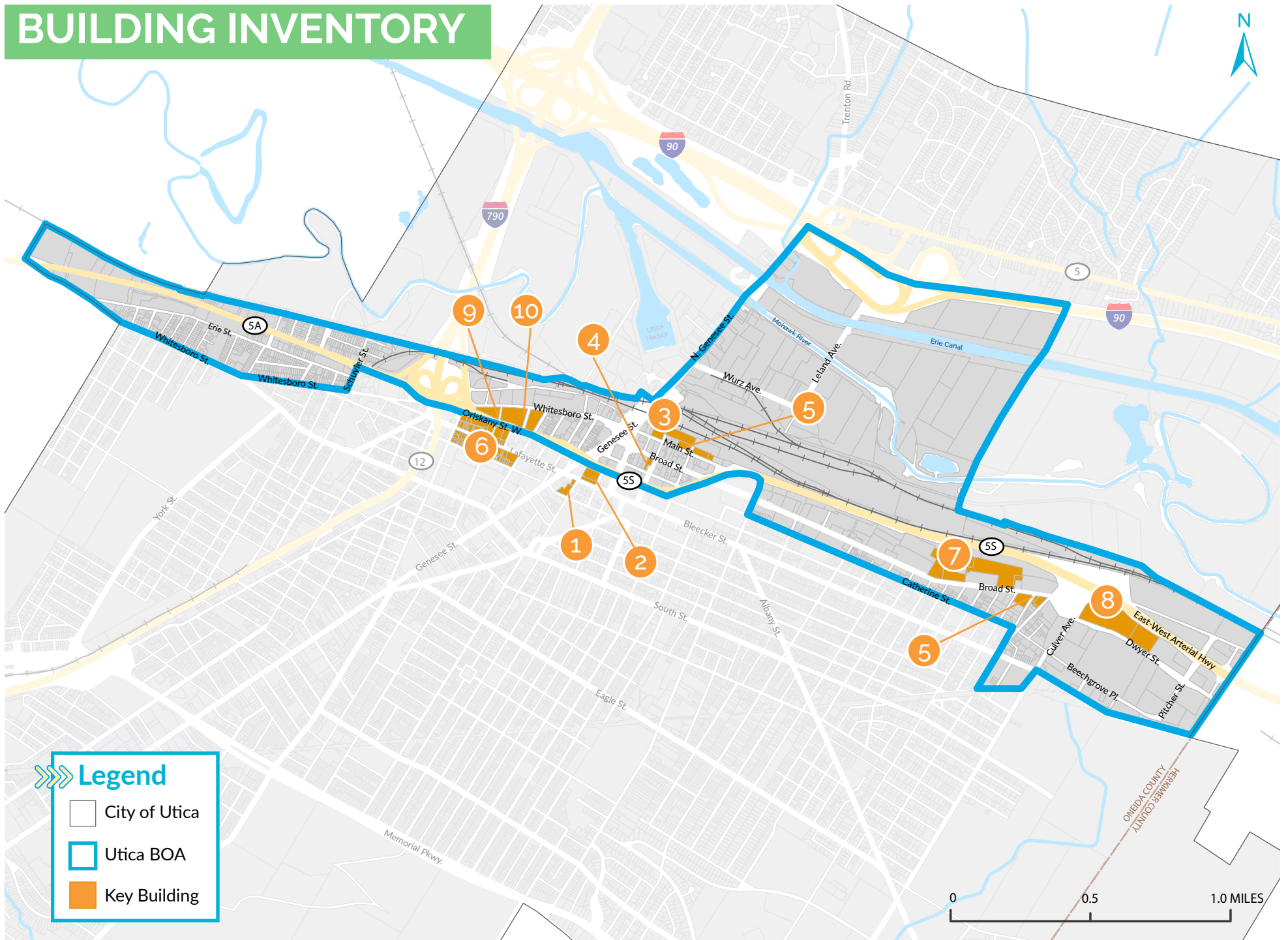
- 6 MOHAWK VALLEY HEALTH SYSTEM (OUTSIDE BOA)**  
Located just outside of the boundary, a new health campus is currently being constructed for Mohawk Valley Health Care System. The facility encompasses three blocks and a number of parcels that were either vacant or in disrepair. Known as Wynn Hospital, this new facility will be approximately 702,000 square feet, ten stories high and include a total of 373 in-patient beds. This development is a significant catalyst for the BOA as it will bring more people in the area, and, as a result, more business.

- 7 CASA IMPORTS**  
Located at 1301 Broad Street, Casa Imports is an independent food service and retail distributor. They carry one of the largest varieties of imported Italian foods, and offer other fine quality items such as deli meats, beverages, oils and vinegars, tomato product, etc.

- 8 DOMINIC ASSARO INDUSTRIAL PARK**  
The Dominic Assaro Industrial Park is located at 2201 Dwyer Avenue and is home to a number of light industrial companies including ECR International - a manufacturing company that provides heating and cooling products.

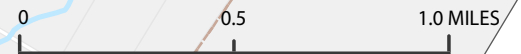


# BUILDING INVENTORY



**Legend**

- City of Utica
- Utica BOA
- Key Building



# Inventory & Analysis

## Recreation & Entertainment

### 9 ADIRONDACK BANK CENTER AT THE UTICA MEMORIAL AUDITORIUM

Located at 400 Oriskany Street, the Adirondack Bank Center at the Utica Memorial Auditorium was built in 1960. In 2011, the auditorium was designated as a National Historic Civil Engineering Landmark in recognition of its cable suspended roof. The multi-purpose arena can seat 3,860 people - however, the seating capacity can be increased to 5,700 during concerts. In 2017, the auditorium received \$10.55 million from New York State to complete a 26,000 square foot expansion. These updates included a new entrance, half-dozen executive suites, a new women's bathroom, a building-wide sprinkler system and other new or upgraded amenities.

### 10 NEXUS CENTER

Opened in the summer of 2022, the Nexus Center is a 169,440 square-foot facility that will feature three multi-purpose 200x85 feet playing surfaces that can be utilized as ice sheets or turf. The 1,200 seat venue will also be home to over 25 locker rooms, commercial office space, college classrooms, retail stores, state-of-the-art training space, a fitness track, and food and beverage services. The Nexus Center will be connected by a walkway to the historic Adirondack Bank Center.



Adirondack Bank Center Entrance. Source WIBX950

## Laying the Framework

In recent years, the City of Utica and Oneida County have invested a significant amount of resources and time in efforts to revitalize the City's downtown and waterfront. Many studies that have been completed overlap and share common goals. The 2020 Downtown Revitalization Initiative (DRI) is an example of this, as the DRI boundary and BOA boundary overlap and share common goals. This BOA seeks to leverage all work completed to date, and to advance and unify previous plans and investments.

Investment is already occurring in and around the BOA. The City, and community, have an opportunity to leverage these funds and catalyze more growth. These key sites offer an example of the momentum that already exists and is building.



Rendering of the Nexus Center. source [nexusutica.com](http://nexusutica.com)

# Inventory & Analysis

## BROWNFIELD, ABANDONED AND VACANT SITES

One of the primary objectives of the BOA Program is to identify sites that may have been impacted by the presence or perceived presence environmental contamination. This section provides an overview of sites within the Utica BOA where past environmental concerns have been identified.

### Brownfield Sites

A brownfield site is a property where there may be a known presence or potential presence of environmental contaminants. These properties are often former commercial or industrial properties where mismanagement or improper handling of hazardous chemicals led to the actual or perceived environmental contamination on the property and/or surrounding neighborhoods. It is important to identify and understand where the hazards may exist to streamline necessary remediation and redevelopment efforts.

The 2014 Pre-Nomination Study identified 40 potential brownfield sites. For this Nomination Study, the BOA boundary was modified to remove a significant portion of the Harbor District district due to the number of advanced

studies, remediation actions and developments that have occurred since 2014. Therefore, a number of sites originally identified in the 2014 Study were not included.

Additionally, a number of new sites have been identified, resulting in a total of 46 potential brownfield sites, spanning just over 190 acres. These sites are presented in the summary tables on **Pages 66-76**. Full descriptive profiles of each identified site is presented in **Appendix D**.

### Harbor District

The 2014 Pre-Nomination Study identified eight potential brownfield sites and one vacant/underutilized site. The environmental review that was conducted for this study did not include any of the properties that were previously identified in the Harbor District, therefore they are not included in the Summary Table. The brownfield sites that were identified in the 2014 Study are highlighted in green on the map on **Page 65**.

### Oriskany Street Corridor

The 2014 Study identified eight potential brownfield sites comprised of 15 parcels. This Study identified an additional two sites, comprised of five parcels. These sites were added based on their past uses. The total brownfield acreage for this sub-area is 40.37 acres.

### Bagg's Square District

The 2014 Study identified nine sites, comprised of 62 parcels. This Study identified an additional six sites, comprised of 21 parcels. These sites were selected based on past use and former spills. The total brownfield acreage for this sub-area is 47.08 acres.

### Broad Street Corridor

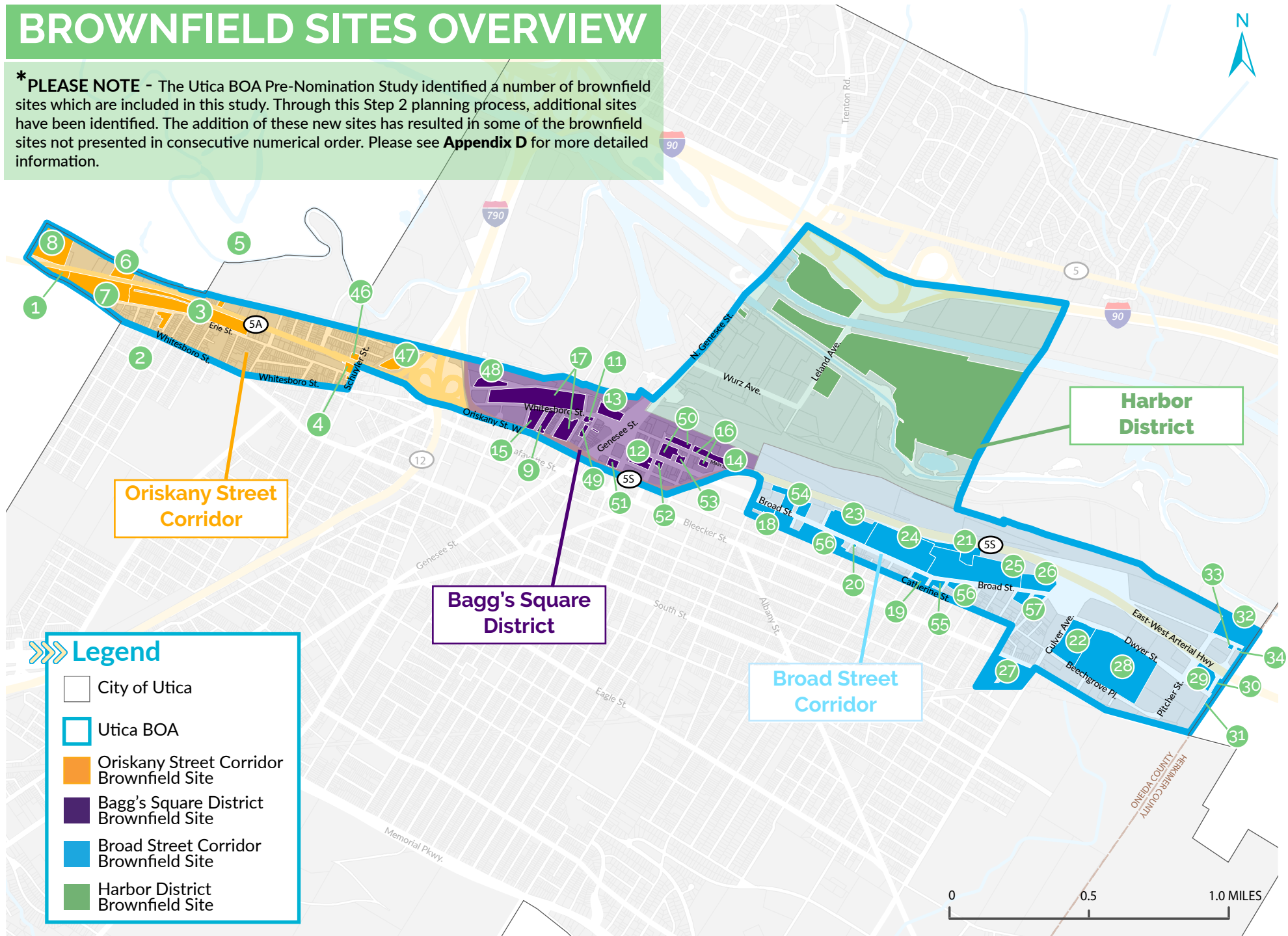
The 2014 Study identified 17 sites, comprised of 54 parcels. This Study identified an additional four sites, comprised of 11 parcels. These sites were selected based on past use and former spills. The total brownfield acreage for this sub-area is 103.36 acres.

## KEY WORDS

- RBM** Regulated Building Material (includes asbestos and lead-based paint)
- PBS** Petroleum Bulk Storage
- ERP** Environmental Regulation Project
- AST** Above Ground Storage Tanks
- UST** Underground Storage Tanks

# BROWNFIELD SITES OVERVIEW

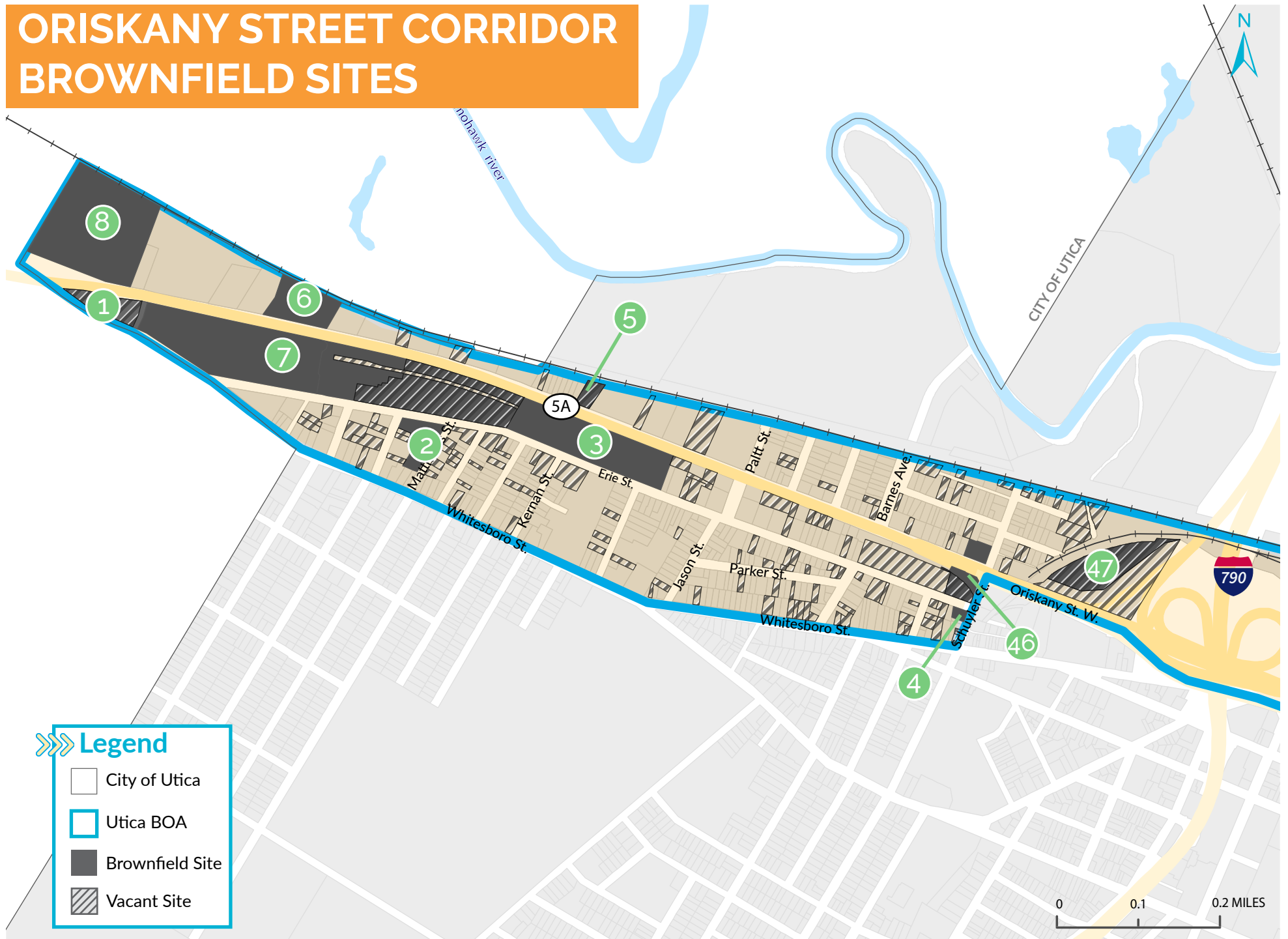
**\* PLEASE NOTE** - The Utica BOA Pre-Nomination Study identified a number of brownfield sites which are included in this study. Through this Step 2 planning process, additional sites have been identified. The addition of these new sites has resulted in some of the brownfield sites not presented in consecutive numerical order. Please see **Appendix D** for more detailed information.



# ORISKANY ST CORRIDOR BROWNFIELD SUMMARY TABLE

Site ID	Site Name / Address	Ownership	Environmental Concern
1	Whitesboro Street	Upper Mohawk Regional Water Board	Petroleum dispensing pumps, an overhead canopy, and two abandoned structures were removed by NYSDOT in 2013. 2242 Whitesboro Street is listed as a NYSDEC Petroleum Bulk Storage (PBS). Three underground storage tanks (UST) and two aboveground storage tanks (AST) were installed in 1980 and removed in 2012. 2223 Oriskany Boulevard is also PBS. Two ASTs were installed in 1986 and removed in 1996. A NYSDEC Spill appears to be associated with the tank removal and gasoline was released to the soil. Three spills are also listed for this property and one is listed as active.
	2242 Whitesboro Street	NYS	
	2229 Oriskany Street	Whitesboro Street Point, LLC	
2	102 Matthews Avenue	102 Matthews Avenue, LLC	There are no NYSDEC or EPA listings associated with this property. Contaminants of concern include VOCs, SVOCs, PCBs, and metals. In addition, there is the potential for RBMs to be present based on the age of construction.
3	1707 Oriskany Street	Carbone Commercial Property, LLC	1904 Erie Street is listed as an EPA Brownfield Site. A Phase I Assessment was completed in 2007. 1712 Erie Street is listed as a NYSDEC PBS. One UST was installed in 1977 and removed in 1992 and one UST was installed in 1978 and removed in 2014. 1717 Oriskany Street is listed has 6 NYSDEC Spills. An additional spill is active. A spill is listed at 1532 Erie Street. In addition, there is the potential for regulated building material (RBM), such as asbestos and lead paint, to be present based on the age of construction of the buildings located at 2101 and 2111 Oriskany Street.
	1717 Oriskany Street	ARG DGUTCNY001, LLC	
	1904 Erie Street	City of Utica	
	2101 Oriskany Street	RJS Mortosports, LLC	
	2111 Oriskany Street	A-1 Frame & Body, Inc	
4	1001 Erie Street	George Purpura	This site is a NYSDEC PBS with five USTs installed at an unknown date and removed in 2001. Four spills are addressed as 1003 Erie Street. There is the potential for RBMs to be present based on the age of construction.
5	Oriskany Street	BEH Holdings	There are no NYSDEC listings for this property. Based on historic use, the presence of soil and/or groundwater contaminants such as VOCs, SVOCs, and metals are possible.
6	2100 Oriskany Street	Sam J. Girmonde III	There are no NYSDEC listings for this property. However, there are three closed NYSDEC spills listed for the property adjacent to the east.
7	2214 Whitesboro Street	MJN One, LLC	2214 is listed as a NYSDEC PBS. Two ASTs were installed in 1962 and 1968 and removed in 1991 and 1996; two USTs were installed in 1974 and 1978 and removed in 1991. Six NYSDEC spills. Former Paper Co. is listed as a VCP and SuperFund site. Remediation has been completed on site, however residual impacts remain from metal and volatile organic impacted soil. In addition, there is the potential for RBMs to be present based on the age of construction.
	2160 Erie Street	AREC 33, LLC	
8	2222 Oriskany Street	VPEG, LLC	Sanborn Maps have not revealed any industrial manufacturing activity. The Site is located adjacent to the north of Site #1, which has an active spill associated with it.
46	1000 Oriskany Street	Paul C. Sacco, Karen E. Saccro,P&K Saccor Irrevocable Trust	31 Schuyler Street is identified as a NYDEC spill associated with gasoline that was spilled to the soil in 2004. The spill has been closed by NYSDEC. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.
	Schuyler Street	Matthew B. Leslie	
	31 Schuyler Street	CRT XXXVII, LLC	
	Erie Street	Matthew B. Leslie	
47	Oriskany Street	NYS&W Railway Corp.	Gasoline tank observed on southeastern portion of parcel on the 1952 Sanborn Map.

# ORISKANY STREET CORRIDOR BROWNFIELD SITES

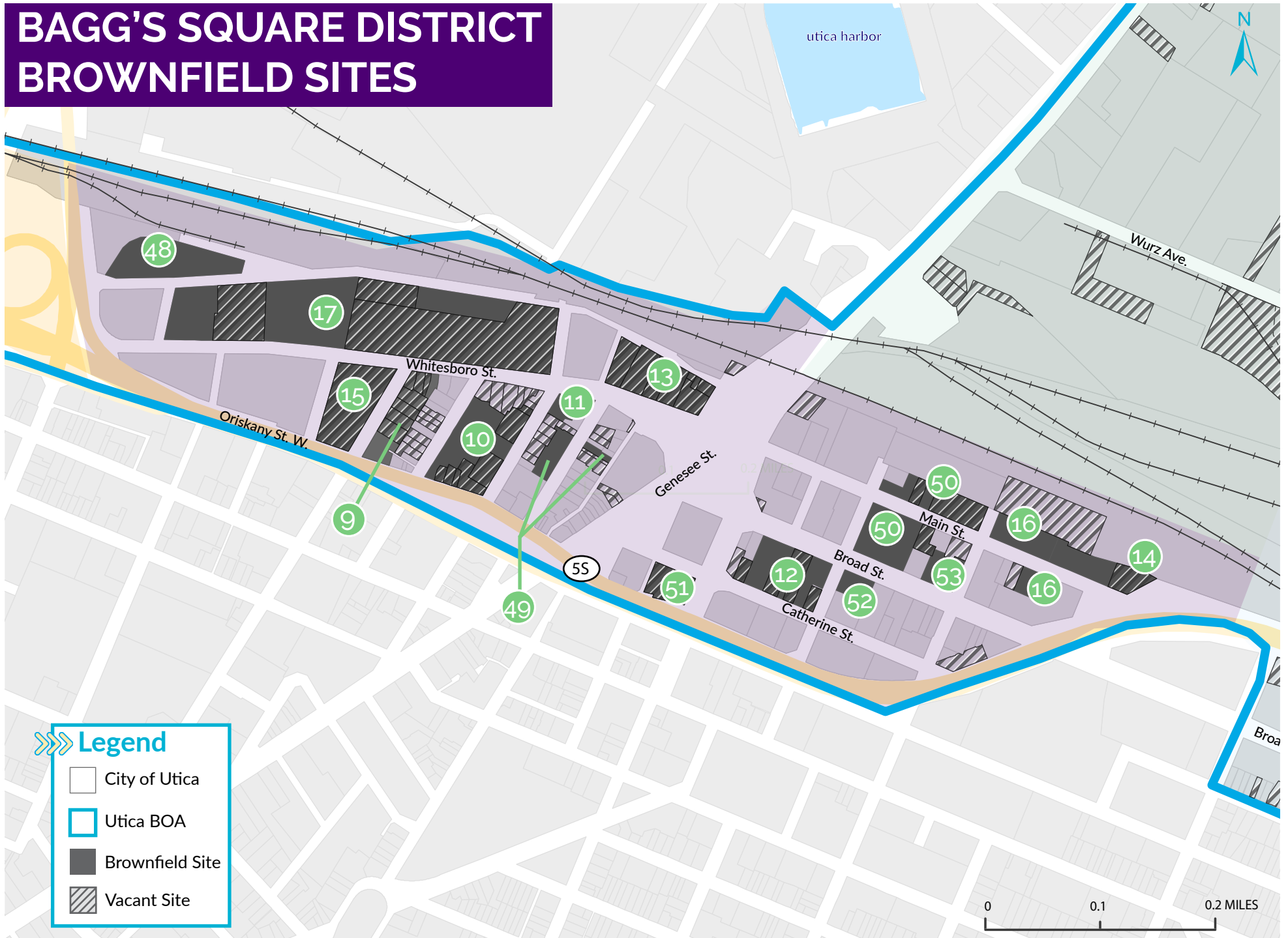


# BAGG'S SQUARE DISTRICT BROWNFIELD SUMMARY TABLE

Site ID	Site Name / Address	Ownership	Environmental Concern
9	109 Broadway	St Matthew's Temple Church of God in Christ of Utica	119 Broadway is listed as a NYSDEC Spill, which is an active spill. 222-228 Liberty Street is listed as a NYSDEC Spill, which involved gasoline spilling to the soil and has been closed. In addition, there is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.
	113, 115-117 and 119 Broadway	Broadway Brothers, LLC	
	217-221, 223-225, 227, 229-233 Whitesboro Street	St Matthew's Temple Church of God in Christ of Utica	
	222-228 Liberty Street	City of Utica	
10	Liberty Street	City of Utica	Based on historic use and demolition of prior buildings, urban fill may be present on the site. 105 Washington Street is listed as a NYSDEC PBS and Four USTs were installed at an unknown date and removed prior to 1991. Four NYSDEC Spills are listed associated with this parcel and involve gasoline and diesel released to the soil. 108 Seneca Street is also listed as an EPA Brownfield Site with assessments completed in 2008 and no cleanup activity conducted. There are no NYSDEC listings associated with this property. In addition, there is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction of the buildings at 105 Washington Street and 124-128 Seneca Street.
	138-140 Liberty Street	Wesley Smith Realty, LLC	
	142-146 and 150 Liberty Street	City of Utica	
	105 Washington Street	Wesley Smith Realty, LLC	
	132 Seneca Street	Wesley Smith Realty, LLC	
	124-128 Seneca Street	Harold Provost Memorial Post	
	114-116 Seneca Street	Wesley Smith Realty, LLC	
	108 Seneca Street	City of Utica	
Liberty Street - median			
11	Whitesboro Street	Red Block Realty, LLC	From the 1950s through the mid-1980s, petroleum dispensing, automobile repair, and welding operations occurred on site. A gasoline tank is visible on the northeast corner of Hotel Street and Whitesboro Street on the 1952 Sanborn Map. Utica Economy Gasoline Station Inc., addressed as 109 Whitesboro Street, is listed as a NYSDEC PBS facility. Seven USTs were closed prior to 1991. A NYSDEC Spill is associated with this property and involved gasoline and is an active spill. There is the potential for RBMs to be present based on the age of construction.
12	310 Broad Street	Bagg's Square Partners, LLC	310 Broad Street is listed as a PBS. One UST was installed at an unknown date and removed in 1999. Three on-site spills. One NYSDEC spill is listed at 326 Broad Street, and one UST was removed in 1999. Based on historic use, the presence of soil and/or groundwater contaminants such as VOCs, SVOCs, PCBs and metals are possible. There is the potential for RBMs to be present based on the age of construction, however several parts of the building appear to have been recently renovated.
	326 Broad Street	Crane-Ballou, LLC	
	311 Catherine Street	Bagg's Square Partners, LLC	
	325-327 and 335 Catherine Street	Crane-Ballou, LLC	
	212 First Street		
	Broad Street		
	Broad Street		
Catherine Street	310 Broad Street, LLC		



# BAGG'S SQUARE DISTRICT BROWNFIELD SITES



# BAGG'S SQUARE DISTRICT BROWNFIELD SUMMARY TABLE

Site ID	Site Name / Address	Ownership	Environmental Concern
13	Division Street	Utica Urban Renewal Agency	<p>A gasoline tank existed in the area for approximately 50 years. Since approximately the mid-1980s, the site has been vacant, one structure is present, which appears to be used for storage. The site was remediated as part of the NYSDEC Environmental Restoration Program. The surface and subsurface soils and groundwater had been impacted by chlorinated and non-chlorinated solvents. A Certificate of Completion was issued in 2019 for achieving a cleanup level consistent with commercial and industrial uses. A Site Management Plan and Environmental Easements are on file for this property with the NYSDEC.</p>
	Water Street	City of Utica	
	Water Street		
	14-18 Whitesboro Street		
	Whitesboro Street		
	26-28 Whitesboro Street		
	Water Street		
	30-34 Whitesboro Street		
	Whitesboro Street	Frank Meola	
14	Main Street	523 Main Street Realty Corp	<p>Based on historic use, the presence of soil and/or groundwater contaminants such as VOCs, SVOCs, PCBs and metals appears likely. In addition, the property adjacent to the west, which has been utilized as a steel pipe manufacture since the 1950s, is a listed NYSDEC petroleum PBS and spill site. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.</p>
	Main Street	Nicholas A Zegarelli	
15	300 Oriskany Street	Upper Mohawk Valley Memorial Auditorium Authority	<p>NYSDEC Chemical Bulk Storage (CBS) Facility. Several ASTs are located on property, but are now closed. Spills occurred on adjacent properties.</p>
16	514 and 520 Main Street	Charles Millar & Sons Co	<p>Based on historic use, the presence of soil and/or groundwater contaminants such as VOCs, SVOCs, PCBs and metals are possible. 501 Main Street is a NYSDEC PBS facility, with two USTs removed prior to 1990. Potential for asbestos containing building material and lead-based paint to be present based on the age of construction.</p>
	520, 531, 539 and 501 Main Street	Millar Supply Inc Charles	
17	Whitesboro Street (2 parcels), 470 Whitesboro Street	Upper Mohawk Valley Memorial Auditorium Authority	<p>Based on historic use, the presence of soil and/or groundwater contaminants such as VOCs, SVOCs, PCBs and metals are possible. 470 Whitesboro Street is listed as NYSDEC Site - Potter Street Site. A remedial investigation identified impacted soil and groundwater due to historic fill. Interim remedial measures were completed in 2011 that removed PCB contaminated soil. 135 Whitesboro Street and 121 Whitesboro Street are listed as a EPA Brownfield Site. Phase I and II Assessments were completed in 2005. There are no current cleanup activities associated with these parcels.</p>
	Whitesboro Street (3 parcels), 111, 113, 117 and 135 Whitesboro Street	Utica Urban Renewal Agency	
	205 and 211 Water Street	Potter's Property Management, LLC	
	129 and 131 Whitesboro Street	City of Utica	
	119 and 121 Whitesboro Street	Wesley Smith Realty LLC	

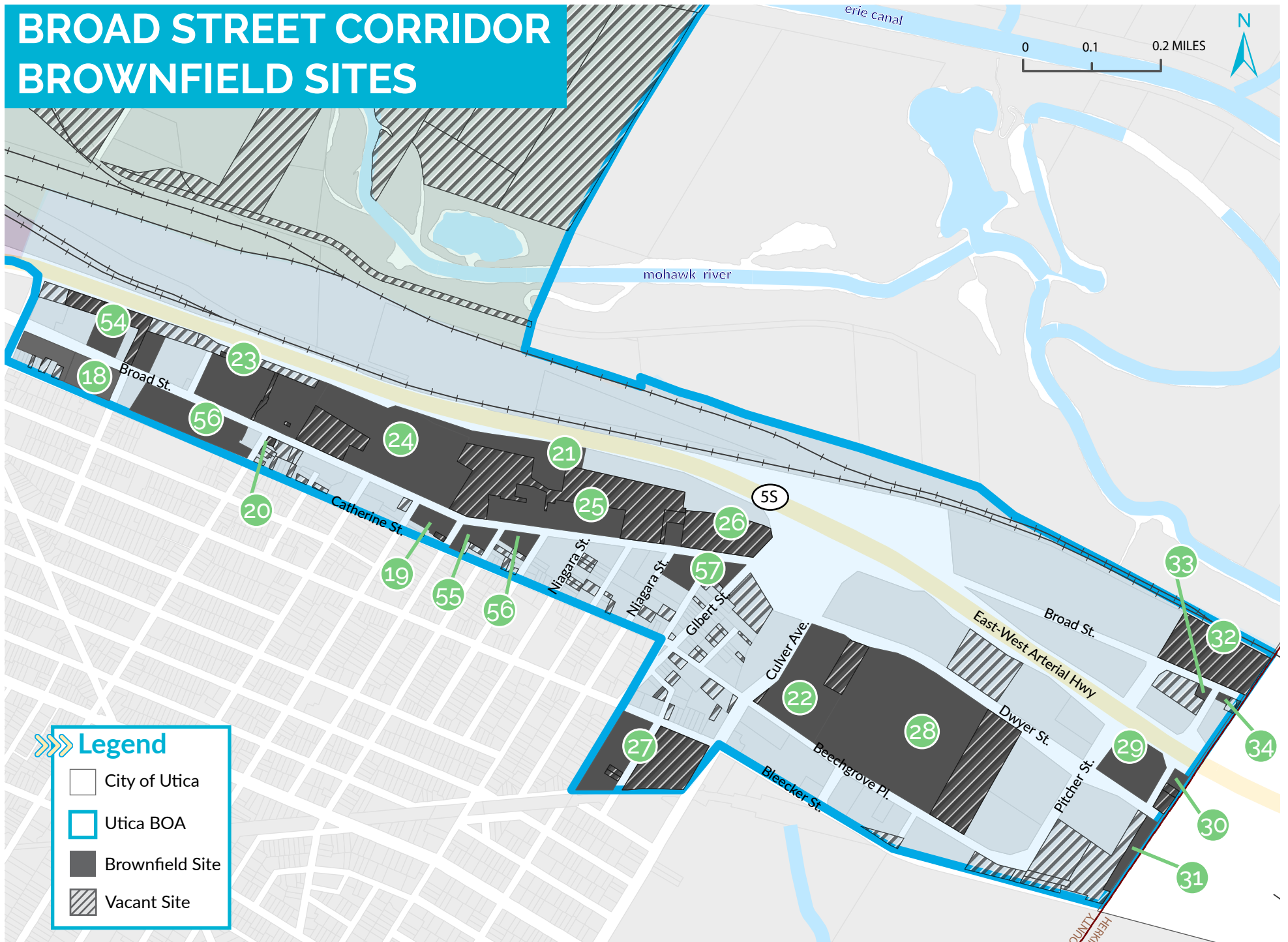
# BAGG'S SQUARE DISTRICT BROWNFIELD SUMMARY TABLE

Site ID	Site Name / Address	Ownership	Environmental Concern
48	514 Potter Avenue	G&F Properties, LLC	514 Potter Avenue is identified as a PBS. One UST was installed in 1983 and removed in 1993. NYSDEC Spill is listed for this property associated with the tank removal involving #2 fuel oil spilled to the soil. Known groundwater impacts are associated with that parcel and groundwater flows to the north. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.
	454 Water Street	Paul E De Buono	
49	130 Hotel Street	130 Hotel Street, LLC	130 Hotel Street is identified as a PBS. 1 UST was removed in 1996. A NYSDEC spill is listed for 117 Hotel Street and associated with gasoline spilled to the soil. The spill is currently active. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.
	1117 Hotel Street	117 Hotel Street, LLC	
50	Main Street, 400, 401, 405, and 412, 423-426 Main Street	First & Main LLC	401 Broad Street is listed as a NYSDEC Spill, involving #2 fuel oil released to the soil. A gasoline tank was observed along 1st street on the 1952 Sanborn Map. 412 Main Street is listed as a NYSDEC Spill associated with #2 fuel oil released to the groundwater. Doyle Hardware Inc., addressed as 422-426 Main Street is listed as NYSDEC PBS. Three USTs were removed prior to 1991. A NYSDEC Spill is associated with this property and involves gasoline spilled to the groundwater. In addition, an active spill is listed for the property located adjacent to the south. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.
	409 and 423-429 Main Street	Pacemaker Steel and Piping Co.	
	401-405 Main Street	Kamath Commercial Properties, LLC	
	413-415 and 417-421 Main Street	Oneida County	
51	8-20, 26-32, 22-24 and 34-36 Catherine Street	Gatehouse Media New York	Utica Observer dispatch is identified as PBS facility. Seven USTs were installed at an unknown time and removed prior to 1991. Two NYSDEC Spills are listed for this property associated with gasoline spilled to the groundwater. In addition, on the 1952 Sanborn Map, three gasoline tanks were observed on the southwestern portion of the parcel. Also, one gasoline tank was observed on John Street on the 1925 Sanborn Map. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.
52	400 Broad Street	523 Main Street Realty Corp	The Site is identified as a PBS. 2 USTs were installed at an unknown date and removed in 2009. A NYSDEC Spill is associated with the tank removal, and #2 fuel oil, waste soil and gasoline spilled. This spill is listed as active. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.
53	421-423 Broad Street	421 Broad Street, LLC	The site is identified as an ERP and EPA Brownfield Site and two NYSDEC Spills are also listed for this property. One UST and two ASTs were removed in 2000. The NYSDEC ERP listing indicates that the semi-volatile organic compounds and petroleum impacts were present at the site due to industrial building in the past. The property was reportedly cleaned up in 2003. There is also a NYSDEC Spill associated with site, dated 2005 associated with #2 fuel oil spilled to the soil and groundwater. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.

# BROAD ST CORRIDOR BROWNFIELD SUMMARY TABLE

Site ID	Site Name / Address	Ownership	Environmental Concern
18	700-720 Broad Street	Clariss LLC	720 Broad Street is listed as a NYSDEC PBS. Two USTs were removed in 1996. Two NYSDEC Spills are listed with the tank removals. Diesel and gasoline were reportedly released to the groundwater and the spills have been closed. 724 Broad Street is identified as a PBS. One UST was installed in 1980 and was removed in 1998 and one AST was installed in 1970 and is still in service. There are no NYSDEC spills listed associated with the tank removal in 1998. NYSDEC Spill is listed for this property associated with concrete additive that was spilled to the soil in 2012. On the 1952 Sanborn Map, tanks are observed located on Catherine Street and Hubbell Street. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.
	Catherine Street		
	725 Broad Street	Hubbell St. Properties, LLC	
19	1100 Broad Street	Bradford J Gorea, Sr	Singer Transport is listed as a NYSDEC PBS facility. Three USTs were installed in 1976 and removed in 1991. Three NYSDEC Spills are associated with the tank's removals. Diesel was released to the soil and groundwater. One Spill is listed as an active spill. There is the potential for asbestos containing building material and lead-based paint to be present based on the age of construction.
	310 Mitigate Street	Bradford J Gorea and Karen Gorea	
20	900 Broad Street	RNS Transport LLC	The Site is listed as a NYSDEC PBS facility. Two USTs were installed in 1954 and Three USTs were installed in 1978. All tanks were reportedly removed in 1993. Three NYSDEC Spills are associated with this facility. Diesel and gasoline were released to the groundwater and One spill is listed as active.
21	Broad Street (rear)	Upstate Capital Ventures Ltd	There is the potential for asbestos containing building material and lead based paint to be present based on the age of construction. Based on the past use of the property and the proximity of the railroad, there is the potential for impacted soils to be present.
	Broad Street (rear)	Casa Imports Inc	
22	Beechgrove Place	Vintage Properties, LLC	2104 Beechgrove Place is identified as an ERP site. Low level impacts were identified in the soil and groundwater; down gradient impacts are not anticipated. Remediation has been completed with the exception of residual soil on the south wall of the sump excavation. 2005 Beechgrove Place is identified as a PBS facility. One UST was installed in 1977 and removed in 1997. A NYSDEC spill is associated with the tank removal. Impacted soil was encountered and removed. A Spill is associated with 50-gallons of diesel spilled due to a motor vehicle accident. In addition, there is the potential for asbestos containing building material and lead based paint to be present based on the age of construction.
	2005 Beechgrove Place	Creek Band Realty, LLC	
	2104 Dwyer Avenue, Dwyer Avenue	Nimery's Estates, LLC	
23	Broad Street (rear) , 821-837, 859-867 and 871-883 Broad Street	East Utica Industrial, LLC	One NYSDEC spill is listed at 821 Broad Street and is associated with gasoline and waste oil that was spilled to the ground associated with abandoned drums. No other NYSDEC or EPA listing are associated with this property. Two active NYSDEC Spills are listed for the property adjacent to the east (Site #24). Leaking underground storage tank listings are associated with the property adjacent to the west (Site #54). There is the potential for RBMs to be present based on the age of construction.
	825-827 Broad Street	Frank Cotrupe	
	839-843 Broad Street	839 Broad Street, LLC	
	845 Broad Street	845 Broad Street, LLC	
	851 Broad Street and Broad Street (rear)	J and E Holdings NY LLC	
	Broad Street (rear)	John P. Dickan	

# BROAD STREET CORRIDOR BROWNFIELD SITES



# BROAD ST CORRIDOR BROWNFIELD SUMMARY TABLE

Site ID	Site Name / Address	Ownership	Environmental Concern
24	Broad Street	Upstate Capital Ventures Ltd	The property is identified as EPA Resource Conservation and Recovery Act (RCRA) Site and two NYSDEC Spills, both spills are listed as active and involve diesel and hydraulic oil releases.
	901 Broad Street	Fay Street Warehouse, Inc	
	Broad Street		
	Park Avenue	Broad St Industrial Park Inc	
	Park Avenue	Upstate Capital Ventures Ltd	
	Broad Street		
25	Broad Street and 1301 Broad Street	Casa Imports Inc.	1301-1501 Broad Street is identified as a PBS facility. One UST was installed in 1987 and removed in 1997. A NYSDEC Spill is associated with a tank removal in which diesel and gasoline spill to the soil. Two ASTs were installed in 1997. Four NYSDEC Spills are also associated with this property. 1300 Broad Street is identified as a CBS facility. Two ASTs were installed in 1979 and three ASTs were installed in 1988; all the tanks were removed in 1991. There are no spills listed associated with the former tanks. There is the potential for asbestos containing building materials and lead based paint to be present based on the age of construction.
	1501 Broad St	1501 Broad Street Corp	
	Broad Street	BBK Associates, LLC	
	Broad Street	1701 Broad Street, LLC	
	Broad Street	Gauthier Sheet Metal Inc.	
	1300 Broad Street	Mohawk Valley Welding & Stainless Steel	
26	Broad Street and 1821 Broad Street	Jaychlo, LLC	This Site is listed as a NYSDEC PBS facility. Four USTs were removed in 2004. A NYSDEC Spill is listed associated with this removal. Impacted soil was encountered while removing tanks and was reportedly removed. One AST was removed in 2008. The tank was located in the basement and was removed with no soil/groundwater impacts. Three NYSDEC Spills are also associated with this property. Reportedly residual soils near the building were inaccessible and remain on the property. There is the potential for regulated building material to be present based on the age of construction.
27	Bleeker Street	City of Utica	Based on historic industrial use soil and/or groundwater may include volatile, semi-volatile, and metal impacts. There are no NYSDEC listings for this property. Assessment records indicate that a tank was installed in 1970 at 1900 Bleeker Street.
	1900 Bleeker Street	1900 Bleeker Street, LLC	
	522 OSCAR St, Oscar Street (2 parcels)	Vyacheslav Marinich	
28	Beechgrove and 2007 Beechgrove Place	BG Warehouse, LLC	2007 Beechgrove Place is identified a large quantity generator and includes three NYSDEC Spills. The spills are associated with waste oil and petroleum spilled to soil, and #2 fuel oil that was spilled to soil and groundwater. The spills have been closed by the NYSDEC. There is the potential for asbestos containing building material and lead based paint to be present based on the age of construction.
29	Dwyer Avenue and 2145 Dwyer Avenue	Cobblestone Construction LLC	The Site is listed as NYSDEC hazardous waste disposal site associated with Northeast Alloys and Metals, Inc. A sub-slab depressurization system was installed in the site building in 2008. Groundwater monitoring has been on-going, and review dated 2021 indicates that remediating the Site is not feasible and the focus should be to remove the two source areas of chlorinated volatile organics. In addition, there is the potential for asbestos containing building material and lead based paint to be present based on the age of construction.

# BROAD ST CORRIDOR BROWNFIELD SUMMARY TABLE

Site ID	Site Name / Address	Ownership	Environmental Concern
30	Turner Street (2 parcels)	Niagara Mohawk	The Site is listed as part of a NYSDEC State Superfund Site, as well as a NYSDEC PBS. ASTs were installed 2001 and removed in 2008-2009. No spills are listed in association with these tanks. A Remedial Investigation has identified volatile, semi-volatile, PCB and metal contaminants in sediment and surface water of the former Erie Canal. Soil investigations outside of the former canal identified concentrations of concern to be below commercial use soil cleanup objectives. In addition, there is the potential for regulated building material to present based on the age of construction.
	Turner Street	301 Turner Street, LLC	
31	311 Turner Street	Charlestown Mall of Utica, LLC	The Site is listed as part of a NYSDEC State Superfund Site. Reportedly, several containers of hazardous materials were located within the buildings (i.e., precise locations were not specified) and removed. Soil and groundwater were not assessed. In addition, there is the potential for regulated building materials to be present based on the age of construction.
32	Broad Street	Bradford J. Gorea Sr	Based on the current use of truck storage, the adjacent properties to the south former utilized as filing stations, and inferred north/northeastward flow of groundwater, there is the potential for impacted soil and/or groundwater to be present on the property. This property is identified as a PBS facility and two NYSDEC Spills which are associated with diesel that was spilled to impervious surface and to the groundwater.
33	2160 Broad Street	Black Bridge Enterprise, Corp	The property is identified as a PBS facility PBS. Three USTs were installed in 1960 and two USTs were installed at an unknown date. All USTs were removed in 2014. A Spill is listed associated with the tank removal. It is likely that any impacted soil and/or groundwater associated with the past use of the property was addressed at the time of construction of the current building.
34	2164 Broad Street	Automation Experts, Inc	The property is identified as a PBS facility, associated with Thompson Service Station. Three USTs were installed in 1960 and were removed in 2010. A closed NYSDEC Spill is listed for the facility, however, does not appear to be related to the tank removals. In addition, there is the potential for regulated building material to be present based on the age of construction.
54	724 Broad Street	Zumpano Brothers Realty, LLC	729 Broad Street is identified as PBS. One UST was installed in 1955 and removed in 1998. A NYSDEC Spill is also listed for this property and is associated with diesel that was spilled to the soil and is listed as active. 801 Broad Street is identified as a PBS facility. One UST was removed in 1992 and a NYSDEC Spill is listed associated with the removal and #4 fuel oil was spilled to the soil. Three USTs were removed in 1993. A NYSDEC Spill is also listed associated for this property associated with diesel spilled to the soil and groundwater. One UST was installed in 1970 and removed in 2015 and no NYSDEC spills are listed associated with this tank removal. In addition, there is the potential for regulated building material to be present based on the age of construction.
	Broad Street	418-426 Broad Street Corp.	
	801 Broad Street	807-811 Broad Street, LLC	
55	1202 and 1208 Broad Street	HPK Properties, LLC	1202 Broad Street was identified as a PBS facility. Five USTs were removed in 2000. A NYSDEC Spill is related to the tank removal and indicated that gasoline spilled to the groundwater. On the 1952 Sanborn Map, a gasoline tank was observed on the northwest corner of 1208 Broad Street. 309-311 Milgate is identified as PBS. Two USTs were removed in 1992. Two NYSDEC Spills are listed for this property and associated with petroleum that was spilled to the soil and sewer. It is also noted that an active NYSDEC spill is located adjacent to the west of the property (Site #19). In addition, there is the potential for regulated building material to be present based on the age of construction.
	309-311 Milgate Street	Michael Karas	

# BROAD ST CORRIDOR BROWNFIELD SUMMARY TABLE

Site ID	Site Name / Address	Ownership	Environmental Concern
56	895 Catherine Street	Cranesville Block Co. Inc.	895 Catherine Street has Two NYSDEC Spills, addressed as 840 Broad Street. The 1952 Sanborn Map indicate a railroad extension through property and a gasoline tank on the northeastern portion of the parcels as well as a truck repair shop on southern portion of Catherine Street. On the 1925-1952 Sanborn Maps, a gasoline tank was also noted on Kossuth Street, adjacent to the southeast corner (in front of 215 Kossuth Street). In addition, there is the potential for regulated building material to be present based on the age of construction.
	818-820 Broad Street	Philip A Cittadino, United Trust	
57	1700 Broad Street, 1820 Broad Street, Broad Street	Pacemaker Steel Warehouse Inc	1700 Broad Street is identified as a PBS facility. Two USTs were removed in 1991. A NYSDEC Spill is associated with the tank removals and gasoline was spilled to the groundwater. A NYSDEC Spill located on the parking lot on Broad Street is associated with fuel oil that was spilled to the groundwater. Both spills have been closed by the NYSDEC, however further information has been requested. Also, a gasoline tank was observed on Gilbert Street on the 1925 Sanborn Map. In addition, there is the potential for regulated building material to be present based on the age of construction.

## Vacant and Abandoned Sites

Vacant sites often have negative impacts on a neighborhood. However, they can also present opportunities for continued investment and new development. Developers are generally attracted to vacant sites because their potential environmental complications is lower. These sites typically do not require extensive site preparation or the retrofitting of an existing building.

The sites identified have been assigned a “vacant” classification by the Oneida County Real Property Department. There are 312 sites totaling approximately 330 acres in the Utica BOA.



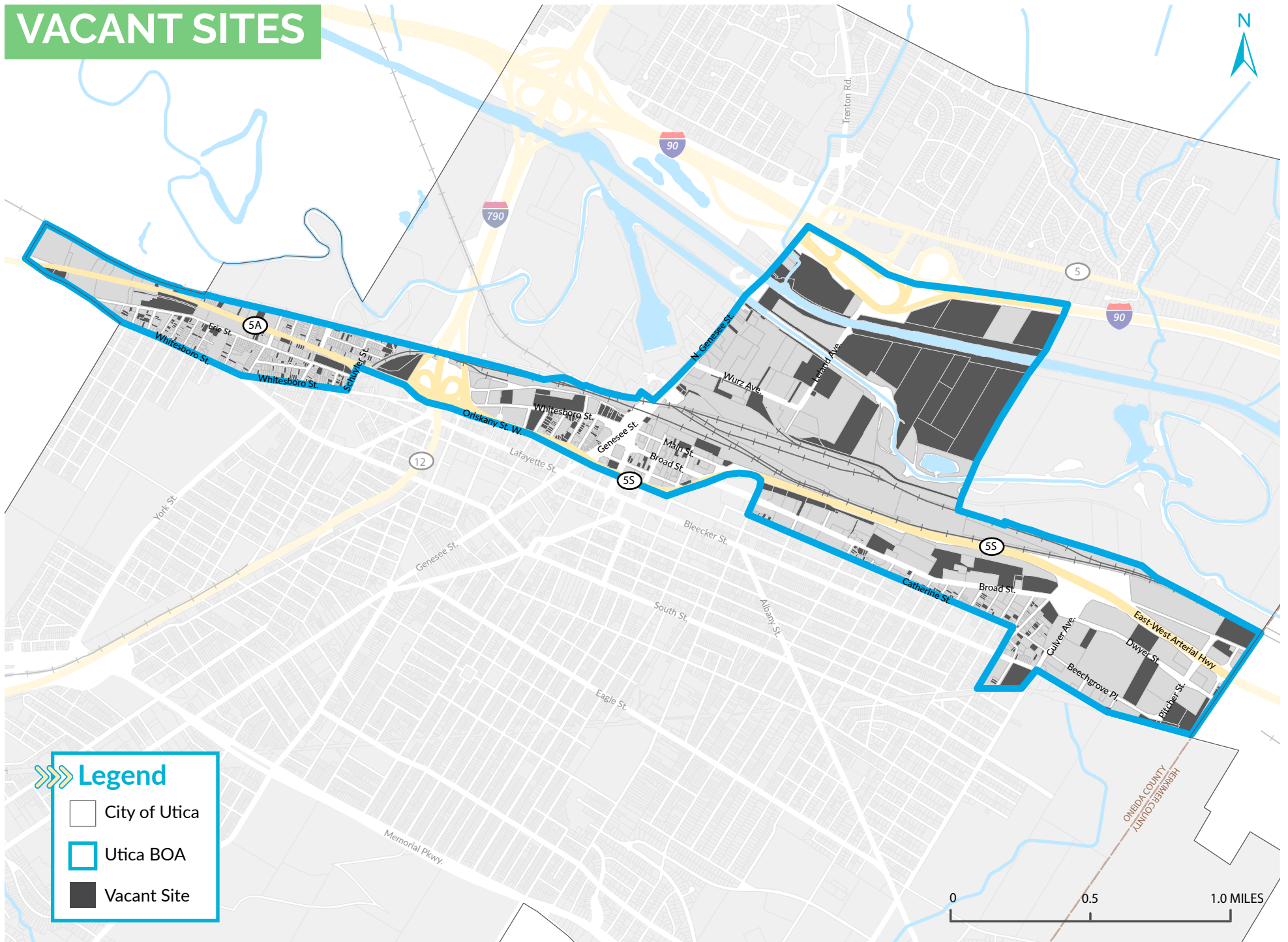
Vacant Site in the BOA.

## Transforming Vacant Land

Although vacant land is often viewed negatively, it can also be a community asset. Vacant land provides opportunities to attract developers and other investors, especially when vacant parcels are located in areas where development or investment is already occurring. Redeveloping vacant land can provide a high return on investment if done properly. Alternatively, vacant lands can undergo a property strategy known as “greening”. Greening converts vacant lots into environmentally friendly uses, such as community gardens, tree farms, etc.



# VACANT SITES



# Inventory & Analysis

## STRATEGIC SITES

Through an analysis of existing information as well as extensive public feedback, a total of three strategic sites were identified as being crucial to the revitalization of the Utica BOA. Due to the size of the BOA, the strategic sites are presented as clusters of parcels in each of the three sub-areas. As mentioned on **Page 12** of this document, the Harbor District sub-area has been excluded from this Nomination Study due to redevelopment plans that are successfully being implemented at this time.

The identified strategic sites are considered catalytic as their development is anticipated to spur investment in nearby sites, as well as increase land value and tax revenues. A master plan was created for each strategic site. Strategic sites were selected based on the following criteria:

- Presence of known and/or suspected contamination on site, due to either current or past uses
- Reuse potential
- Abandoned, vacant or underutilized sites
- Relationship to community vision and goals
- Opportunity for sustainable development

### Former Utica Alloy Site

As mentioned previously, the Harbor District sub-area does not include any strategic sites due to on-going redevelopment plans. However, it is important to highlight a large parcel of land that is one of only remaining large-scale manufacturing sites in the City.

The former Utica Alloy Site, located on Leland Avenue, is approximately 18 acres. The site is currently unoccupied and zoned for light industrial use. It been classified as a Code 2 in the NYSDEC “Registry of Inactive Hazardous Waste Disposal Sites.” A Classification Code 2 for this site indicates: “the disposal of hazardous waste has been confirmed and the presence of such hazardous waste or its components or breakdown products represents a significant threat to public health or the environment.”

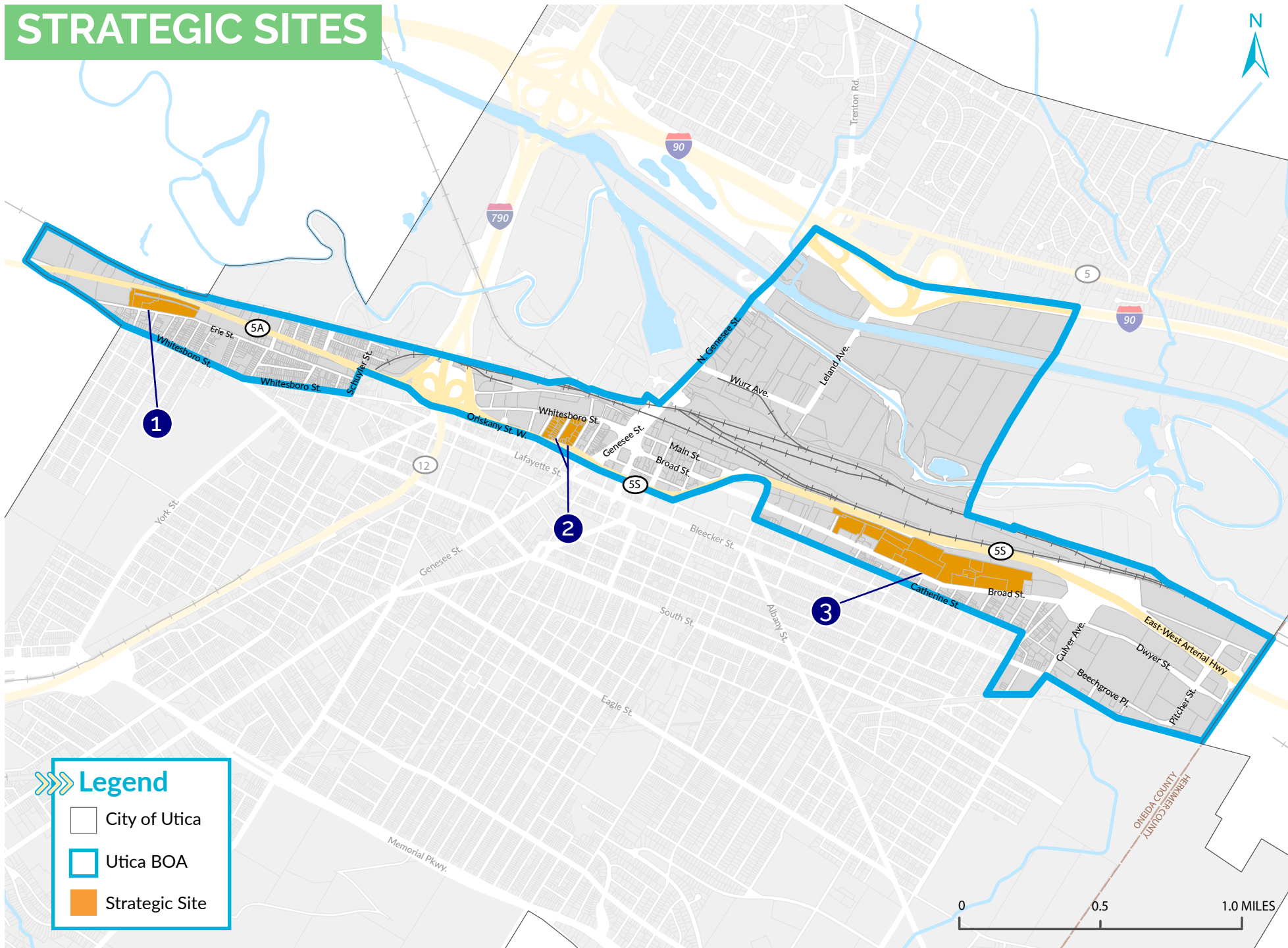
This site has on-going Brownfield Cleanup Program (BCP) activity, which indicates a voluntary party has committed to undertake remedial actions under DEC’s oversight. With a successful BCP, that remediated site is subject to an environmental easement. Environmental easements can be used to restrict the use of a property to specified categories (e.g., commercial, industrial) or to require the site management of engineering controls (e.g., a landfill cover system). Environmental easements

are granted by title owners of the property to the Department of Environmental Conservation (DEC), run with the land, and are enforceable in perpetuity.



Aerial of Former Utica Alloy Site.

# STRATEGIC SITES



# Inventory & Analysis

## STRATEGIC SITE #1 - ORISKANY STREET SUB-REA

Located on the western edge of the BOA, this site is comprised of three parcels, totaling approximately nine acres. It is located between Oriskany Street and Erie Street. Targeted sites are located at 1904 Erie Street, 2101 Oriskany Street, and 2111 Oriskany Street. Since a majority of the land is vacant, new construction is proposed for this site. This area's existing car-oriented character will largely remain intact, however, it is in need of safety enhancements. By improving vehicular and pedestrian safety, new pedestrian connections can be made that promote increased accessibility and tie into existing neighborhoods.



Existing Conditions.

**ADDRESS:**

Multiple

**PROPERTY OWNER:**

RJS Motorsports and the City of Utica

**SIZE:**

9.04 acres

**CURRENT USE:**

Commercial and vacant

**ZONING:**

Urban Mixed Use

**STRUCTURES:**

Vacant lots, one storage building, and one single-story building

**FORMER USES:**

Light industrial manufacturing

**POTENTIAL CONTAMINATION:**

Possible soil and/or groundwater impacts due to past use, possible RMBs

**USE POTENTIAL:**

Mixed-use

# Inventory & Analysis

## STRATEGIC SITE #2 - BAGG'S SQUARE SUB-REA

Located in the Bagg's Square Historic District, this site has significant potential to leverage recent and on-going investment, such as the NEXUS Center. This strategic site seeks to leverage this investment and continue to promote further mixed-use and residential development between Whitesboro Street and Liberty Street. Enhanced pedestrian connections, such as streetscape improvements along Whitesboro Street would also improve placemaking, creating a welcoming and accessible corridor. A private developer has proposed the construction of a hotel/ mixed-use building along the western block of this strategic site that will connect to the existing NEXUS Center.



Existing Conditions.

### ADDRESS:

Multiple

### PROPERTY OWNER:

Multiple private property owners, City of Utica, and Utica Urban Renewal Agency

### SIZE:

6.12 acres

### CURRENT USE:

Commercial, residential, and vacant

### ZONING:

Urban Mixed Use

### STRUCTURES:

8 structures: one single-story, two 2-story buildings, one 2-story house with garage, two 3-story buildings and two garages

### FORMER USES:

Commercial and industrial uses

### POTENTIAL CONTAMINATION:

Multiple past spills, EPA brownfield site, NYSDEC PBS site, possible soil and/or groundwater impacts due to past use, possible RMBs

### USE POTENTIAL:

Mixed-use and residential

# Inventory & Analysis

## STRATEGIC SITE #3 - BROAD STREET SUB-REA

The Broad Street sub-area is characterized by active industrial uses combined with a preponderance of historic industrial building fabric that is either underutilized or altogether vacant. Future redevelopment of this site will play a significant role in the character and urban form of this corridor. It provides the opportunity for existing businesses to expand as well as opportunities to connect pedestrians along Broad Street and the neighborhoods south of this area. Suggested development plans include:

- The expansion of Casa Imports - new construction of light industrial building (shown in blue on the eastern portion of this plan)
- The development of a pedestrian green space and an industrial park
- The exploration of reuse potential of underutilized buildings - consider light industrial uses and/or residential
- Infill development



### ADDRESS:

Multiple

### PROPERTY OWNER:

Multiple private property owners

### SIZE:

40 acres

### CURRENT USE:

Commercial, industrial and vacant

### ZONING:

Industrial Mixed Use

### STRUCTURES:

4-story building, 3-story building, garage, 2-story utility building, portion of 3-story industrial building

### FORMER USES:

Industrial

### POTENTIAL CONTAMINATION:

Multiple past spills, PBS facilities, USTs, possible soil and/or groundwater impacts due to past use, possible RMBs

### USE POTENTIAL:

Mixed-use, residential and light industrial

# Key Findings

## CHALLENGES

- /// Based on future projections, it is expected that the BOA's population will remain stagnant.
- /// Median incomes for Utica residents register at just over half of the state level.
- /// Over 20% of the BOA's housing units are vacant.
- /// Multiple underutilized properties reinforce a sense of disinvestment.

## OPPORTUNITIES

- The BOA's population is young and diverse, which can increase the variety of skillsets in the workforce
- The City is a net importer of jobs.
- Recent investments create catalysts for future investment.
- Underutilized parcels can be reimaged, providing opportunities to attract developers and other investors

# Economic & Market Trends Analysis

## ECONOMIC ANALYSIS

An analysis of existing businesses and employment trends was conducted to better understand the regional market and future business potential in the Utica BOA. Employment measurements for the City of Utica found in this report represent the sum of data for ZIP codes 13501 and 13502. While these ZIP codes extend beyond the City of Utica boundaries into other parts of Oneida County and Herkimer County, the non-Utica areas of these ZIP codes are primarily residential.

The data does, however, include employment that is not based in the City of Utica's boundaries. Most notable are the workers at the SUNY Polytechnic Institute which is in Marcy, NY, but falls within the 13502 ZIP code.

### Employment

Of Utica's 40,000 plus workers, an exceptionally high share, 34.1%, work in the Health Care and Social Assistance sector. This is in large part due to the presence of the Mohawk Valley Health System, with St. Elizabeth's Medical Center and the Faxton-St. Luke's campus. Additional support for this category comes from the Mohawk Valley Psychiatric Center.

Government makes up Utica's next largest sector, accounting for 18.9% of all workers in the City. This segment sees a significant boost from the presence of the Utica State Office Building. This North American Industry Classification System (NAICS) also includes publicly operated healthcare and educational institutions.

With more than one third of total employment in the Health Care and Social Services sector it comes as no surprise to see the Location Quotient (LQ) for this industry measure an exceptionally strong 2.59. The Government sector, employing nearly one in five workers in Utica, also rates prominently for Utica, scoring 1.24. With these two sectors, Health Care and Government, accounting for such high shares of total employment, nearly all other segments in turn see their share (and LQ) otherwise depressed.

At the county level, Finance and Insurance has a solid presence in Oneida County, thanks in part to Utica National Insurance Group which is located in nearby New Hartford.

The top three Location Quotients (LQ) in Utica are as follows:

- Health Care and Social Assistance (2.59)
- Unclassified Industry (1.27)
- Government (1.24)

## WHAT IS A LOCATION QUOTIENT?

Location quotient (LQ) is a measure of industry concentration, indicating how concentrated a certain sector is in a given area of study, relative to the nation. It can reveal what makes a particular region "unique" in comparison with the national average.

**LQ >1** = Area is more concentrated than national average.

**LQ <1** = May indicate an opportunity to develop business locally.



# Economic & Market Trends Analysis

## Historic Employment Index

Starting in 2010, at the state level, the number of jobs rose more than 11% by 2019. Meanwhile, Utica fluctuated within 1%-2% of the employment levels seen in 2001. Oneida County, on the other hand, shed jobs steadily from 2007 through 2014, finally settling at a level 5% below the turn of the century.

The onset of the COVID-19 pandemic wiped out jobs around the world and New York was not spared, declining over 9%. Utica and Oneida County were each off a little over 8% while the national decline was in the more modest 5% range. For 2021, initial estimates are for a 1% rebound nationally and a lesser 0.5% for the state.

## Historic & Forecast Employment Growth

Utica's largest employment sector, Healthcare and Social Assistance, gained over 900 new jobs over the three years from 2016-2019. A 9.5% contraction in 2020 brought on by the pandemic, however, erased nearly all those gains. A similar story can be told for both the Finance and Insurance and the Arts and Entertainment sectors where job gains of 2.1% and 9.4%, respectively, representing 73 positions were more than offset by sharp declines in 2020 meaning the loss of more than 200 jobs.

The one sector managing to show some resilience has been Transportation and Warehousing which jumped 6.2% prior to the pandemic and then went on to grow another 3.4% in 2020.

## Employment by Sector

Looking at a more granular level, three of the top five largest sectors in Utica are related to Health Care: Individual and Family Services, Medical Hospitals, and Nursing Care Facilities. Rounding out the top five are two Government segments: the Education and Hospitals sectors. They are supported by several sub-sectors, most especially, local elementary and secondary education, SUNY Polytechnic Institute, and state hospital facilities.

## Employment Gains & Losses

The largest sector in Utica, Individual and Family Services also added the greatest number of jobs over the 2016-2021 time period, growing by over 1,800 positions. Including Outpatient Care Centers and Home Health Care Services, health related sectors occupy half of the top five job creator slots. Unfortunately, most of the gains coming from the fastest growing segments were largely erased with a significant pull back in Vocational Rehabilitation Services and Medical Hospitals. Other notable losses came in Education and Nursing Care Facilities.

## Competitive Effect

During the 2016-2021 period, Utica lost over 3,600 jobs in total, representing an 8.3% decline. Still suffering the effects of the pandemic driven contraction, total employment in the U.S. declined 0.5% over the same timeframe. Of course, adjustments occurred at differing rates amongst the industries. Had Utica seen the same pace of expansion and decline witnessed throughout the U.S. economy, Competitive Effect analysis indicates that employment would register 9.9 % more workers than currently seen. That equates to nearly 4,000 more jobs.

## WHAT IS COMPETITIVE EFFECT?

Competitive Effect reflects where a city or region stands relative to where it might have been had each of the industries grown at the same pace as the national average. It measures the job change that occurs within a regional industry that cannot be explained by broader trends.

# Economic & Market Trends Analysis

## INDUSTRIAL ANALYSIS

Viewing collections of industries as clusters is a method used to gain understanding as to where a regional economy maintains a competitive advantage. Identifying which clusters perform particularly well, or maintain a relatively prominent role, can then guide strategic decisions around promoting a local economy. The foremost of these clusters in the City of Utica are profiled below.

### Lighting and Electrical Equipment Cluster

This Lighting and Electrical Equipment cluster includes firms involved in the manufacture of electrical equipment and electronic components. It registers prominently in Utica thanks to strong job growth and high concentration of businesses. This cluster faces an overall positive outlook thanks to expanding communication systems and new construction activity going forward.

#### THIS CLUSTER CONTRIBUTED...



This cluster is supported in Utica by multiple specific sub-industries. The most prominent are:

#### FIBER OPTIC CABLE MANUFACTURING

Largely thanks to The Light Connection Inc., this sector showed outstanding gains over the past decade, climbing nearly 300%. This sector has benefited from the buildout of high-speed internet service nationally and this will continue going forward. While international competition has put pressure on the market, recent supply chain disruptions have served domestic producers and anticipated federal support is expected through the Infrastructure Investment and Jobs Act.

#### COMMUNICATION AND ENERGY WIRE MANUFACTURING

Rising from virtually zero employment in 2011, by 2021, this segment accounted for 137 jobs and nearly \$21 million of the regional economy. One of the primary drivers of demand for these products is for wiring going into new residential and commercial construction. Both of these segments are set for expansion over the near-term, providing steady demand. Another downstream market for this type of wiring is in electrical equipment and motors – including electric cars where demand is expected to continue expanding. One of the key challenges facing this sector is the fluctuating price of copper, but overall market conditions look favorable.

For both the Fiber Optic and Electrical Wire Manufacturing Sectors, strikingly strong Location Quotient measures indicate an exceptionally high concentration of work in this field compared to the balance of the country – 90.3 and 48.0 times the national averages, respectively. Utica enjoys a strong foothold in this cluster with potential for healthy growth going forward.

#### NONCURRENT-CARRYING WIRING DEVICE MANUFACTURING

This sector also registered a healthy LQ measure (15.6), contributing well over \$11 million to the regional economy. Compared to 2011, however, this sector has seen some retrenchment, with the number of jobs falling by half. The market for these products, including electrical conduits and boxes, is highly influenced by residential and commercial construction. The current outlook is for fairly robust building activity for the coming years which will directly benefit these companies.

Amongst the three primary elements of this cluster, the Jobs Multipliers all fall in the 1.3 to 1.4 range. This implies that, for each three jobs in these sectors, one additional job is generated within the local economy.

# Economic & Market Trends Analysis

## Information Technology (IT) & Analytical Instrument Cluster

This cluster consists of information technology and analytical products such as computers, software, audio visual equipment, laboratory instruments, and medical equipment. The cluster also includes the standard and precision electronics used by these products including circuit boards and semiconductor devices. Drivers for this cluster are varied, from defense spending to construction activity to the rise in medical diagnostics. All told, the outlook for these industries is quite favorable.

Job gains for the IT and Analytical Instruments cluster have been exceptional over the past decade, with employment climbing more than four-fold to over 200 jobs. Contributions to the regional economy registered nearly \$62 million in 2021 or more than \$277,000 per employee. Jobs in this cluster also show reasonably strong employment multipliers in the 1.4 range, with every five workers spurring two more jobs in the region.

### THIS CLUSTER CONTRIBUTED...



This recent growth establishes this sector as one of the largest manufacturing segments in the Utica economy and elevates its Location Quotient (market concentration) to 21.5. Especially with the Utica-based employers, the major driver of growth in this sector is federal funding for defense which is anticipated to show steady growth. It is also supported by civilian aircraft manufacturing which can prove to be volatile. At this point, however, demand appears to be strong through the coming year thanks to rebounding air travel.

Projections also call for vigorous activity in the construction and building industries and this, too, should prompt additional sales for electrical measuring and signaling equipment. Single-family and multi-family housing construction is expected to grow this coming year. Among the commercial real estate sectors, prospects are favorable for new warehouses and storage space (specifically with high tech equipment installed) while retail, office and lodging should be holding back in the near term. Their loss could, however, be offset by new federal spending on roads, bridges and other infrastructure projects which may be direct or indirect users of these technologies.

Finally, the anticipated increased automation in manufacturing and distribution will also usher in a rising need for monitoring equipment to maintain these facilities over the near term.

## LOCAL EMPLOYERS

Infrared Components Corp and Black River Systems recently expanded their operations in the City, resulting in extraordinary gains in jobs associated with the manufacture of Instruments for Electrical Measuring and Testing Electricity and Electrical Signals.

The presence of ConMed in the community bolsters the Electromedical Manufacturing sector. However, current data shows a notable contraction over the past decade for this sector, with the loss of nearly half of its employment.



Black River Systems Utica Location

# Economic & Market Trends Analysis

## Textile Manufacturing Cluster

This cluster contains textile mills that primarily produce and finish fabrics for clothing, carpets, upholstery, and similar uses. The textiles include yarn, thread, fibers, hosiery, knits, and other specialty fabrics. While this cluster could include a broad range of companies from yarn mills to sock, carpet and rope manufacturers, in the case of Utica, it becomes narrowed to one specific, high-tech firm - Environmental Composite.

This sector, Narrow Fabric Mills, registered strong gains over the past ten years, with employment growing 60% since 2011 and contributing nearly \$9 million to the regional economy. What's more, with 85 workers and a Location Quotient (concentration index) of 52.9, Utica stands as a leader in this narrow sector. Narrow Fabrics are textiles that are no more than 12 inches in width and are made by weaving, knitting or braiding fibers or yards with an edge to prevent unraveling.

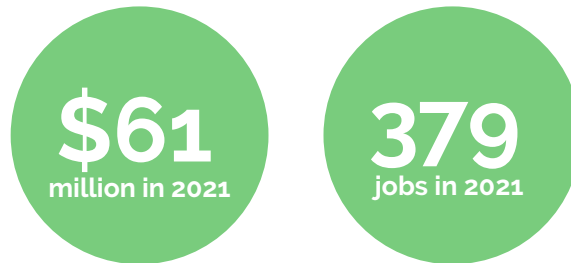
### THIS CLUSTER CONTRIBUTED...



## Production Technology and Heavy Machinery Cluster

Establishments in this cluster primarily manufacture machines designed to produce parts and devices used in the production of downstream products. This cluster also includes end use heavy machinery, such as air and material handling equipment. As a whole, this collection of industries has not fared especially well over the past decade, shedding 250 jobs from 2011 to 2021, a 40% decline. It does, nevertheless, represent a significant portion of the City's manufacturing employment base (13.9%) and contributes more than \$61 million to the total of products and services produced in the City (12.7%).

### THIS CLUSTER CONTRIBUTED...



## HEATING EQUIPMENT MANUFACTURING AND AIR CONDITIONING & WARM AIR HEATING EQUIPMENT

As the most prominent sectors in this cluster, they maintained 227 jobs in 2021 and are held up locally by Utica Boilers Co. and some of the other ECR International brands. While these sectors register strong concentration ratios and provide over \$34 million in regional product, they have struggled over the past decade, losing slightly more than half of their 2011 level of employment. Near term prospects remain promising for these companies and their workers, however. The current outlook is for residential construction and some areas of commercial construction (warehousing) to remain strong going forward. Concerns over energy consumption will also motivate installation of more fuel-efficient systems.

### Key contributing employers:

- Utica Boilers Co. (manufacturing of heating and cooling products)
- RT Machine Company's (woodworking)
- Munson Machinery's (production of food preparation products)

# Economic & Market Trends Analysis

## Food Processing and Manufacturing Cluster

This cluster includes firms involved in the processing of raw food materials and the manufacturing of downstream food products for end users. This includes millers and refineries of rice, flour, corn, sugar, and oilseeds. These upstream products contribute in part to producing specialty foods, animal foods, baked goods, candies, teas, coffees, beers, wines, other beverages, meats, packaged fruits and vegetables, and processed dairy products. This cluster represents a significant portion of Utica's manufacturing base, accounting for a more than one out of every ten manufacturing jobs (10.4%) and a whopping 22.5% of gross regional product.

### THIS CLUSTER CONTRIBUTED...



Breweries represent the largest sector within the cluster, providing 119 jobs in 2021 and generating more than \$57 million of value added. While breweries as a whole lost 13 jobs over the 2011 to 2021 period, quite striking is the measure of Competitive Effect which is estimated to be -300 jobs.

That is, were this sector in Utica to have performed similar to national patterns, employment would be 300 workers higher. This is, however, a misleading indicator. Nationally, breweries grew by over 200%. That expansion, however, was coming off of a much lower base. The City already rates 5.5 times as many workers in this sector than is seen nationally – strong growth witnessed for the rest of the country is simply an attempt to catch up with Utica.

Major sectors within this sector include:

### FOOD PROCESSING CLUSTER IS FATS AND OILS REFINING AND BLENDING

Most striking about this sector is the notably strong employment multiplier of 2.7. This suggests that for every job created by this company, another 1.7 are generated within the economy – be it from suppliers, shippers or elsewhere.

### ANIMAL FOOD MANUFACTURING

Now at 42 employees, this industry has posted impressive gains over the past decade, more than tripling in size from 2011 to 2021. This growth represents great success for the Harbor Point Mineral Products company which produces ingredients for pet and livestock feeds.

Some of the major contributors for Utica include F.X. Matt Brewing Company (Saranac Brewery), Bagg's Square Brewing Company and Adirondack Distilling Company.



Saranac Brewery. Source [saranacbrewery.com](http://saranacbrewery.com)

# Economic & Market Trends Analysis

## Real Estate Profile

Utica carries 261 commercial properties within the BOA, though much of this inventory has become dated. A mere 28 new structures have been developed since 1992 according to CoStar and only six within the last five years. That is the same number of properties that date back more than a century. While these older properties may reflect an historic character, with an average age of nearly 60 years, they may not be well suited to serve entrepreneurial organizations searching for space due to potential technological limitations.

## INDUSTRIAL PROPERTIES

Far and away the largest property type is Industrial with 96 structures in the BOA providing 5.6 msf (thousand square feet) of space for manufacturing, warehousing and more. In part due to the pandemic, demand in this space has lagged over the past five years as it experienced negative absorption of nearly 68,000 square feet with more tenants pulling out of their leases than there are new contracts signed.

Nearly half of industrial properties in the BOA are warehouses, offering more than 2.7 msf of space. Two of these were constructed within the past ten years and a separate property underwent renovations during that same timeframe. The bulk of this space, however, is several decades old, with an average age approaching 70 years.

## MANUFACTURING PROPERTIES

A similar story can be told of manufacturing space in the BOA. Of the 24 properties dedicated to goods production, all but one was constructed before the turn of the century (the lone exception being the space at 2160 Erie Street). For the lot, however, the average construction date goes back to 1960. This 2.4 msf is certainly sufficient for a broad range of metal fabricators and other current tenants, but this inventory will likely fall short of the needs for more advanced manufacturing needs.

## RETAIL PROPERTIES

Retail is the sole nonresidential property type to have recently managed healthy demand growth with absorption exceeding 84,000 square feet over the past five years, and as a result, has spurred further construction. Of the 23 real estate developments completed in the Utica BOA over the past two decades, 15 have delivered new retail space, with activity clustered most recently around the North Genesee Street/Bagg's Square area. Most prominent of these was the mixed-use renovation of the Doyle Building which delivered approximately 20,000 square feet of new retail space (along with 56 residential units).

## MULTIFAMILY HOUSING PROPERTIES

Multifamily housing is the other property type that has seen healthy absorption in the Utica BOA over the past few years. There has also been notable construction activity, with three projects totaling 115 units completed within the past five years. Again, these were all centered around the Bagg's Square area and again, the Doyle Building stands out as the largest. The others include Rathbun Lofts on Broad Street and the Travelers Building redevelopment on Genesee Street.

## OFFICE PROPERTIES

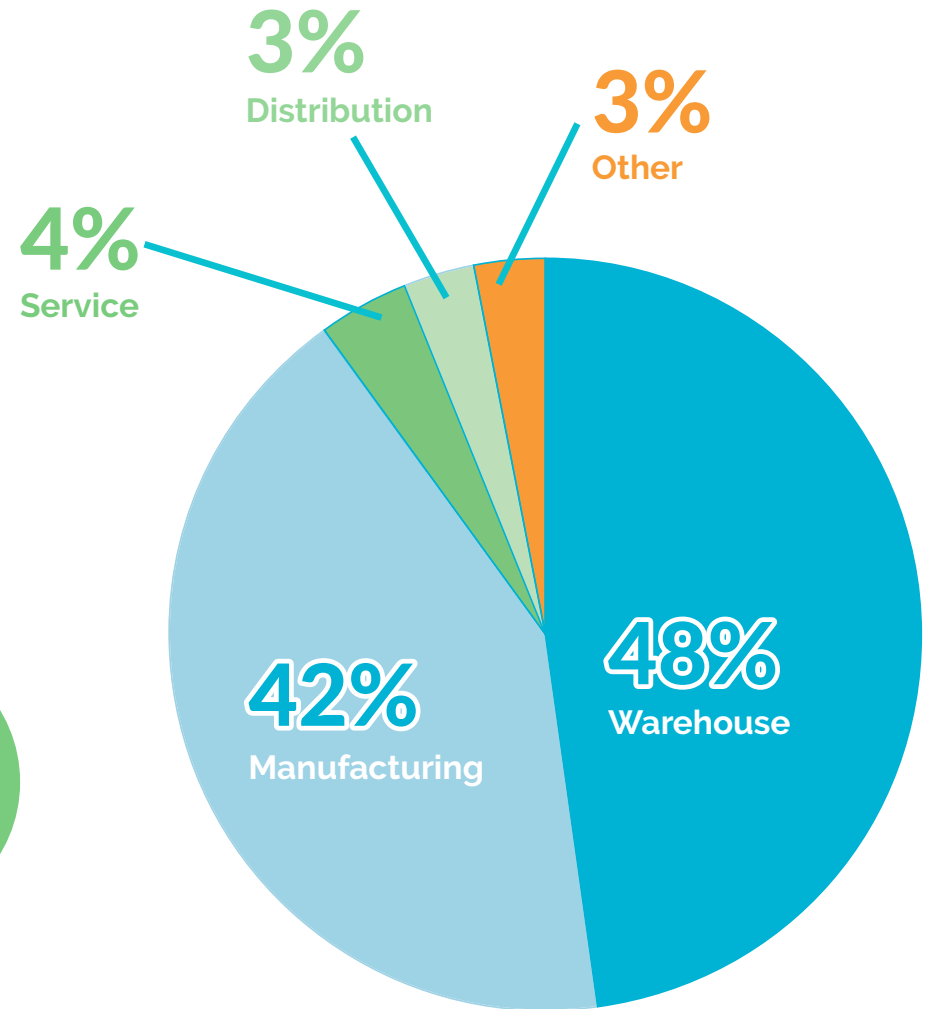
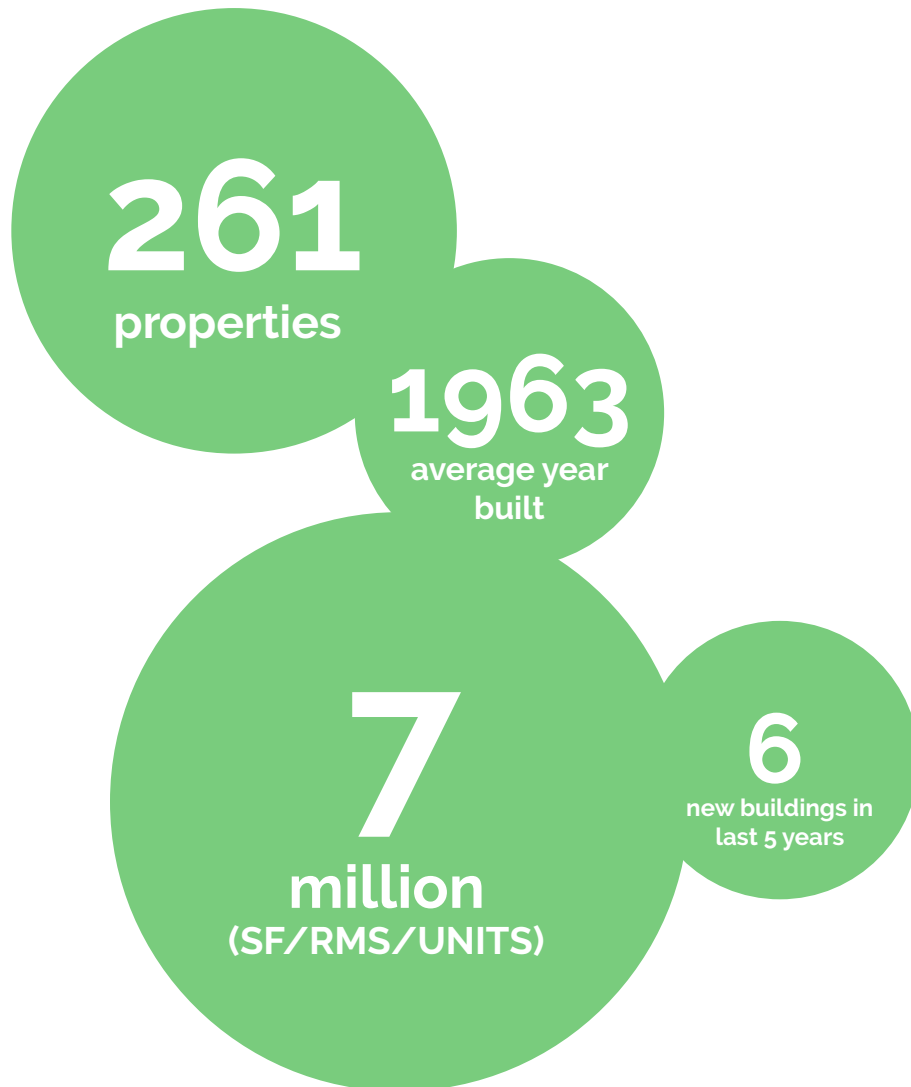
The office market in the BOA has not been nearly as resilient. Demand declined over the past five years as absorption measured a -21,000 square feet. Not surprisingly, there has been no new construction in this market. The most recent was a modest 2,100 square-foot project on Erie Street in 2004 but, prior to that, there has been no development since 1988.



source. [thedoyleutica.com](http://thedoyleutica.com)

# Economic & Market Trends Analysis

## REAL ESTATE SUMMARY



PROPERTY TYPES IN THE BOA

# Economic & Market Trends Analysis

## OPPORTUNITIES WITHIN THE UTICA BOA



**WYNN HOSPITAL.** Slated to open in 2023, this new hospital will consolidate medical care currently provided at two other facilities. Upon opening, this new \$550 million, 703,000 sf facility will shift significant numbers of workers and patients to the Genesee Street/Bagg's Square district, bringing an increase in demand for restaurants and other retail along with services to the center of the Utica BOA. With Wynn Hospital comes other commercial possibilities. Along with increasing the need for medical and administrative staff, food and housekeeping service workers, hospitals generate significant demand for medical supply wholesalers and associated warehouse space.



**WOLFSPEED AND NANOCENTER.** These two companies are establishing the area abutting SUNY Polytechnic Institute as the region's high technology center and there are plans to expand their capacity to allow further innovation in cutting edge electronic hardware. While it seems unlikely that similar types of development would take place in the BOA, these twenty-first century manufacturing businesses offer a broad range of opportunities for the City. The plant is slated to provide 270 jobs by 2023, ramping up to 414 in 2026, and reaching 614 by 2029. Many of these well-paid technology workers will be attracted to amenity rich multifamily housing in distinctive neighborhoods. The recently developed chip foundry may also provide new markets for businesses already based in the area. It is likely warehouse and transportation services will be required. While aging manufacturing and other industrial space will not meet the requirements of technology-based entrepreneurs, there are opportunities for redeveloping existing space with the features that a young start-up needs.



# Economic & Market Trends Analysis



**ADAPTIVE REUSE.** These types of projects are especially well suited for the Utica BOA. With an abundance of older and outdated real estate, conversion to residential or mixed-use where living space combined with retail and/or office will serve to rejuvenate these neighborhoods while providing much needed housing to the city's residents. The inclusion of light manufacturing, especially those specializing in small runs of custom products, can also complement this type of redevelopment.



**BUILD ON EXISTING ASSETS.** The City of Utica is home to a tremendous collection of assets in its young workforce, educational institutions, proximity to transportation, and a diverse collection of manufacturers and a portfolio of real estate (some recently developed and some prime for reuse). The Utica Industrial Development Agency has proven itself effective in guiding development in the past and the community can look to them to lead growth going forward, armed with the ability to issue bonds and tax exemptions to facilitate economic development.



**PROMOTE AND EXPAND THE CITY'S SUPPORT SERVICE.** Continuing to promote public-private partnerships, ensuring that infrastructure (including broadband internet) meets the standards required by start-up businesses, and streamlining permitting process to allow for rapid progress on proposed real estate developments. Providing support services to new businesses can also promote business and job creation as companies seek funding and guidance in navigating the local regulatory environment.

# Economic & Market Trends Analysis

## RESIDENTIAL MARKET ANALYSIS

This residential market analysis examines the housing supply and demand for the City of Utica to gain an understanding of local market trends that are influenced by larger regional shifts. Identifying and delivering on residential opportunities will enable to City of Utica to attract additional residents to the area.

### Housing Demand

As noted earlier in this document, the City's growing population is a positive indicator for housing demand. While growth is expected to taper off in the next five years, pent-up demand for affordable and quality housing stock will continue to drive housing demand, especially in small- to mid-sized cities across New York State.

### PROJECTED CHANGE IN INCOME DISTRIBUTION

The population's income distribution is predicted to grow in the higher income categories, with almost all growth occurring for those earning more than \$50,000 (higher than the median income), as the population for those 35 and older continues to grow.

The above average income earners will likely be looking for market rate or above market rate housing, and as the 35-54 age groups continue to grow, they will likely be looking for space that fits their given lifestyle. The predicted growth will likely cause the median income and median age both to increase in the next five years.

### LIVING ARRANGEMENTS

In the City of Utica, 36% of residents live alone, a slightly higher concentration than both the County (34%) and the State (30.5%). In the City of Utica, another 25% live with other relatives, a higher concentration than both the County (18%) and the state (19%). Six percent (6%) of all residents in the City of Utica live with other non-relatives, a higher concentration than the County (3%) but lower than the State (7%). Additionally, 32% of City residents live with other individuals besides a partner or spouse. The proportion of the population living with non-partners is the highest in the City compared to Oneida County or the State.

### AFFORDABLE HOUSING PRICE POINTS

The median income in the BOA reaches \$27,174, which means an affordable home value is between \$89,000-\$125,000 and a reasonable rental price is between \$625-\$875.

### BURDENED HOUSEHOLDS

Within the City of Utica, 61% of all renters are overburdened by their housing costs, vastly exceeding the same measurement in the County (22%) and New York State (44%). Most of those overburdened households fall into the income cohort that earns \$20,000 or less annually.

The City's owner-occupied units seem relatively affordable compared to the County, as 20% of Utica's owner-occupied households are considered overburdened, while over a third of owner-occupied units are overburdened with housing costs in Oneida County.

## HOUSING AFFORDABILITY

Per the U.S. Department of Housing and Urban Development (HUD) guidelines, housing is considered affordable if the costs associated with a residence are within 30% of the individual's income.

A cost burden occurs when a resident is paying above 30% of their income towards housing costs.

# Economic & Market Trends Analysis

## Housing Supply

The BOA had approximately 951 total housing structures in 2019, which makes up about 3% of the City of Utica's total housing stock. Multi-family units make up a majority of the BOA's housing stock, nearly 70%. Units are found in buildings with between 2 and 50 units in total.

## AGE OF HOUSING STOCK

While all three geographies contain an aging housing stock, the BOA's is the most extreme. Over 90% of housing units in the BOA are at least 70 years old. Construction of new units in the last 15 years has been extremely limited. (Note: this data covers up until 2019, and therefore does not account for new units that are currently under construction in Utica or the BOA).

## RENTAL RATE

In 2019, the median gross rent within the BOA was higher than the City of Utica's, reaching \$770. The BOA also has a higher concentration of units between \$1,000 to \$1,249 (16%) and between \$1,250 and \$1,499 (11%) compared to the City (10% and 5%).

Newer units coming to the market within the BOA are likely causing a shift in rental rates, while the median household income remains in the BOA low compared to the City.

## PERMITTED HOUSING STRUCTURES

Building permits in Utica remained around 10 units per year from 2000 to 2008, with a majority being single-family structures. Building permits peaked in Utica in 2009 mainly due to an increase in multi-family permits (88 permits). An additional two multi-family permits were granted in 2010, with another 33 permits granted in 2012.

From 2000 to 2020, the City of Utica accounted for 2% Oneida County's single-family structures and 12% of the multi-family structures. In 2001, 2003, 2008 and 2012, the City of Utica contributed to between 89% and 100% of multi-family structures in Oneida County.

In the past 12 months, 33 houses were sold in the general BOA area; 18 multi-family and 15 single-family. The median selling price was \$77,500, or \$39 per square foot. The median size of homes sold was 2,122 square feet with 4 bedrooms and 2 bathrooms.

## RECENT RENTAL HOUSING MARKET

The City of Utica had nine units for rent as of February 24th, 2022. One of the units (330 Main Street) is in the BOA. The median rent of listed rentals is \$1,400, nearly double the gross median rent in the city of \$725. Of the nine units for rent, five are apartments, three are houses and one is a townhouse.



Luxury Rental Building in BOA. Source [rathbunlots.com](http://rathbunlots.com)

# Economic & Market Trends Analysis

## RECENT HOUSING PROJECTS

Various housing projects have been completed or planned in the City of Utica as part of a downtown revitalization effort. The following are the planned or completed residential projects:

- **THE LINK.** An affordable housing complex with commercial use on the first floor. Commercial space is there to support residents, especially those who have various disabilities.
- **RESTORING KEMPF BLOCK INTO MIXED-USE.** This development including market rate residential apartments and commercial space.
- **ARTSPACE UTICA.** Affordable live/work artist housing. Four-story mixed-use building with community/commercial space and affordable live/work units for local artists and their families.



# Economic & Market Trends Analysis

## RESIDENTIAL OPPORTUNITIES WITHIN THE UTICA BOA



### REHAB AND ADAPTIVE REUSE.

There is an abundance of multi-family properties in the BOA with two, three, or four units. These are prime candidates for rehabilitation into modern rental units. Mitigating barriers posed by the condition and age of many of these properties at a large scale, as opposed to a site-by-site basis, will help streamline problem-solving solutions. Working with partners like the Mohawk Valley Land Bank will help ensure affordability is integrated into rehabilitation plans, as the growth of new build market rate housing will continue to drive up rental prices. Creative financing packages will also be necessary to overcome financial barriers of rehab and diversify the developers that are able to enter the market.



### GROWING RENTAL MARKET IN THE BOA.

As the City progresses revitalization and specific projects in the BOA, the neighborhoods will remain in a state of transition. As this work continues, newcomers to the City or existing residents may be more likely to rent than to buy. Rental units remain highly in demand based on numerous regional factors and the housing rehab work in the BOA can capitalize on this real estate market.



### GROWING THE RESIDENTIAL BASE TO SUPPORT BUSINESS ACTIVITY IN THE BOA & UTICA.

Boosting residential presence in the BOA is an opportunity to further grow amenities and services aimed at residents of all income cohorts. New or growing businesses will look to the demographics of new housing units and assess the potential for growth in these neighborhoods. Supporting a diverse housing base is as important for a high quality of life as it is for business opportunities.

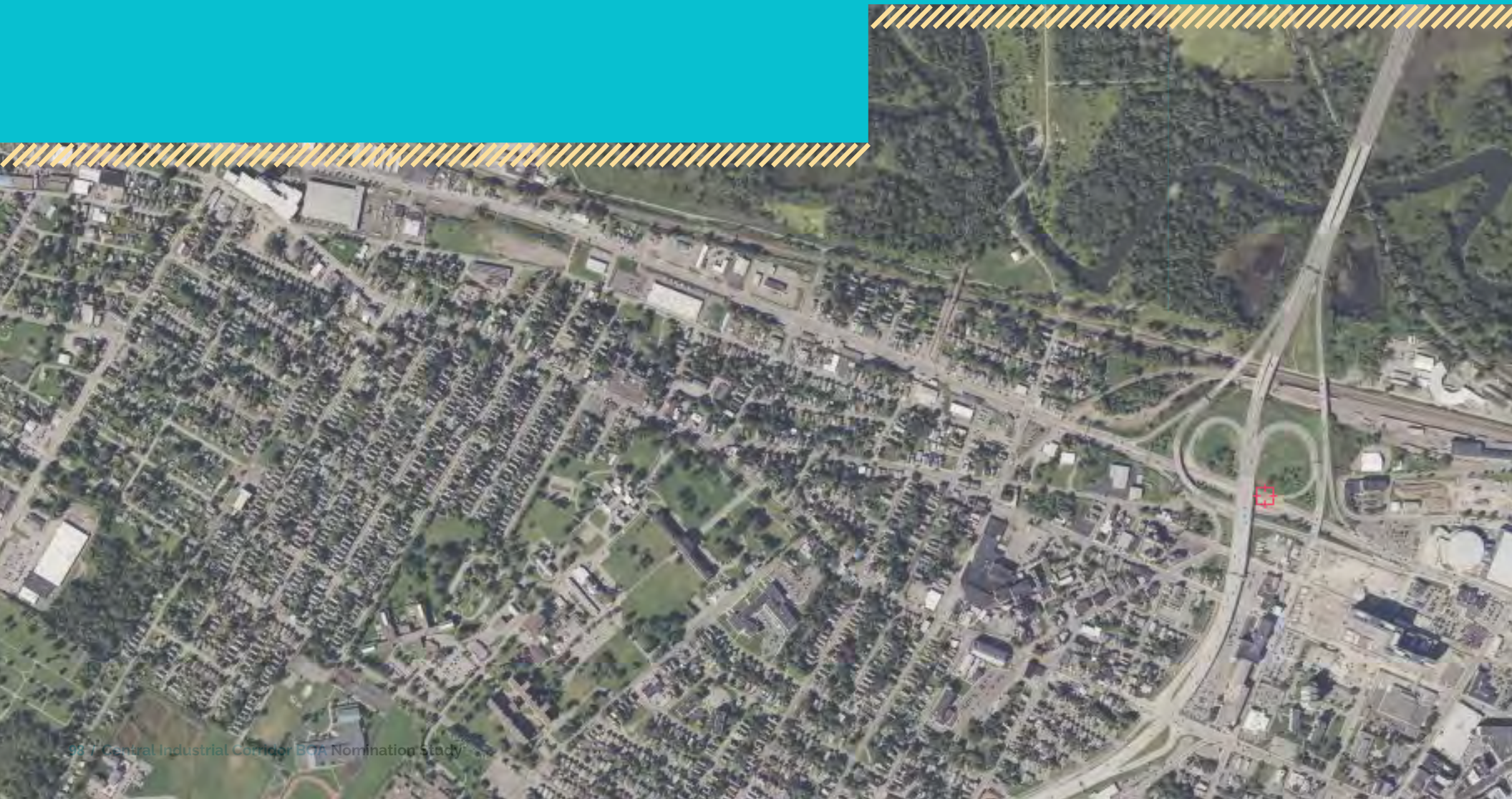


### BUILD ON DOWNTOWN REVITALIZATION.

As work continues on the Genesee Street corridor, which was selected as a Downtown Revitalization Initiative (DRI) winner in 2020, these massive investments have potential to draw interest to other parts of the city, like the BOA. There could be opportunities to relocate to the BOA for specific industries or expand complementary uses, especially related to manufacturing, warehousing or logistics.

# 04

# REIMAGINING THE UTICA BOA





## Section 4: Reimagining the Utica BOA

# OVERVIEW

The following topics are covered in this section:

- On-going Projects
- Proposed Area Plan
- Oriskany Street Proposed Projects
- Bagg's Square Proposed Projects
- Broad Street Proposed Projects
- BOA-Wide Proposed Projects

# Ongoing Projects

## Overview

Recent investments and ongoing development projects have created a wave of momentum in the City of Utica. This BOA seeks to leverage all work completed to date and to advance and unify previous plans and investments. By prioritizing revitalization efforts where investment is already occurring, the City can leverage these funds and catalyze more growth. Recent public and private investment in and around the Utica BOA are summarized in the map on the next page.

In addition to the investment already occurring, the City received another \$10 million of public investment through the Downtown Revitalization Initiative (DRI) in downtown Utica just south of the Utica BOA boundary. A portion of the DRI area overlaps with the boundary of the Utica BOA.

The projects proposed in the Utica BOA Plan will build off the momentum generated by these recent investments and will support, and be supported by, ongoing projects in and around the neighborhood. With these recent and ongoing projects as catalysts, Utica has effectively positioned itself to leverage additional investment, create further improvement, and ensure that the benefits of revitalization are felt by all in the community.

## Ongoing Projects

- 1 MVHS WYNN HOSPITAL**  
Located just outside the BOA boundary in Downtown Utica, this new 702,000 sq-ft hospital campus will have a total of 373 beds. It is anticipated to open in Fall 2023.
- 2 HARBOR POINT**  
The Harbor Point project consists of the on-going redevelopment of more than 100 acres of waterfront real estate. This project focuses on creating economic development, entertainment, residential and recreational opportunities that will lead to the attraction of new investment and improving the overall quality of life of the citizens of Utica and the surrounding region.
- 3 PROPOSED PEDESTRIAN BRIDGE**  
A pedestrian bridge connecting the new recreational areas in Harbor Point to the Adirondack Bank Center at the Utica Memorial Auditorium and the Nexus Center.
- 4 PROPOSED HOTEL/MIXED-USE BUILDING**  
A 90,000 sqft five story multi-use facility has been proposed to support the Adirondack Bank Center and NEXUS Center. This project will consist of the redevelopment of a number of vacant and/or underutilized sites.

## WHAT IS THE DRI PROGRAM?

The DRI is a “plan-then-act” program that was developed to transform downtown communities into vibrant centers where the next generation of New Yorkers will want to live, work and play. The program emphasizes using DRI investments to reinforce and secure additional public and private investment within and near downtown neighborhoods, building upon growth supported by the Regional Economic Development Councils (REDCs). The DRI Program invests \$10 million in awarded communities across each REDC region. In 2020, the City of Utica was selected for funding and 21 priority projects were identified. Of the 21 projects, 16 were selected for funding through the DRI in 2021.

A small portion of the BOA boundary overlaps the DRI boundary, just north of Oriskany Street. While no projects were selected for funding directly in this area, a number of projects were awarded funding south of the BOA boundary. The \$10 million in funding will catalyze further investment in the neighboring areas of the BOA, and can act as a driver for continued momentum north of the downtown area.



# ON-GOING PROJECTS



**Legend**

- City of Utica
- Utica BOA
- DRI Boundary
- 1 On-going Project



## Section 4: Reimagining the Utica BOA

# Proposed Area Plan

### Overview

Based on the inventory and analysis, market opportunities and community input regarding the future of the BOA, an Area Plan was created for the Utica BOA. This Area Plan includes a series of recommended projects that are anticipated to achieve the goals and strategies set forth through the planning process. The following section describes these projects and identifies supporting programs and policies that will be needed to successfully implement projects.

As noted on **Page 12**, the Utica BOA is quite large, extending from the western edge of the City's boundary to its eastern edge. Due to the BOA's large size, one strategic site was identified in three of the four sub-areas. This approach allows for targeted redevelopment efforts that, collectively, will foster future growth in the BOA.

The strategic sites consist of clusters of parcels that were identified as brownfields and/or underutilized lots, and have the greatest potential for reuse or redevelopment. A master plan was created for each strategic site in order to provide direction for future development efforts. A financial feasibility analysis was also conducted for each strategic site and includes three major elements, 1) site preparation costs, 2) acquisition costs, and 3) the cost of construction. See **Appendix D** for more information.

In addition to the projects located within the strategic sites, a number of other projects were identified within each sub-area to leverage investments and address challenges identified in the inventory and analysis, while enhancing the sub-area's public realm.

### Recommended Projects

The following recommended projects are presented by sub-area, as each area has unique defining characteristics. The projects were further categorized under the following key themes:

#### **PUBLIC IMPROVEMENT**

Projects in this category consist of the enhancement and creation of new open space, improvements to the aesthetics and safety of streets, as well as the incorporation of sustainable development through the use of green infrastructure.

#### **NEW DEVELOPMENT**

Projects in this category represent development opportunities that have the potential to attract residents, visitors and businesses, in addition to facilitating economic growth in the City.

#### **BOA-WIDE**

Projects in this category include policies and guidelines that are recommended for all future development within the BOA.

# PROPOSED AREA PLAN



## LEGEND

### PROPOSED PROJECTS: ORISKANY STREET

- 1 Western Gateway Beautification
- 2 Oriskany Sub-area Complete Streets
- 3 Oriskany Street Road Diet
- 4 New Pedestrian Connections
- 5 Oriskany St. Infill Development

### PROPOSED PROJECTS: BAGG'S SQUARE

- 6 Mixed-Use Infill Development
- 7 Streetscape Enhancements
- 8 119 Whitesboro St.
- 9 Centralize + Screen Parking
- 10 Main St. Infill Development
- 11 Main Street Green Space or Urban Plaza

### PROPOSED PROJECTS: BROAD STREET

- 12 Broad St. Streetscape Improvements
- 13 Pedestrian Greenway + Industrial Park
- 14 Intersection Improvements
- 15 Adaptive Reuse of Former GE Building
- 16 Light Industrial Expansion
- 17 Broad St. Infill Development

### OTHER OPPORTUNITIES

- N Gateway Beautification
- Secondary Complete Street Corridor
- Recreational Connection Corridor

An aerial photograph of an urban area, showing streets, buildings, and parking lots. A large orange rectangular overlay is positioned in the upper left quadrant, containing the title and subtitle. A small red crosshair icon is visible on the street below the orange box.

# ORISKANY STREET SUB-AREA

## Proposed Projects

### Overview

Strategically located and adorned with excellent transport links, the Oriskany Street Corridor opens a number of opportunities for reinvestment. Enveloping the area is a wealth of public infrastructure developments, including well-maintained roads, parks, and community spaces primed to enhance the quality of life for future inhabitants. Proposed projects focus on enhanced open spaces, improved safety for pedestrians and motorists, and dedicated infill development between Erie and Oriskany Streets. This blend of projects offers mixed-use and residential potential, while fostering a greater sense of place within the area.

The following projects are recommended as part of the Strategic Site #1:

- 4 New Pedestrian Connections
- 5 Oriskany Street Infill Development

Additionally, the following projects are recommended to further enhance the sub-area's public realm and leverage other proposed developments outside of Strategic Site #1.

- 1 Western Gateway Beautification
- 2 Oriskany Sub-area Complete Streets
- 3 Oriskany Street Road Diet

# PROPOSED MASTER PLAN FOR STRATEGIC SITE #1



site massing →



Area Plan Site: 1

# Oriskany Street Infill Development

## New Development



Existing Conditions



Representative Image

**Location:** 1904 Erie St & 2101 Oriskany St



**Property Owner:** Multiple

**Timeframe:** Long-term, 10+ years

### Project Description

Oriskany Street is a major corridor in the City of Utica that leads into the historic Bagg's Square district. Erie Street is directly south of Oriskany Street, and between the two streets lie a number of vacant parcels, totaling just over nine acres. Many of the existing businesses are service-based or light industrial operations, creating a car-oriented corridor. Several buildings are in disrepair and their site design elements (setbacks, lack of landscaping, etc.) creates an inconsistent and unappealing streetscape. Infill development is proposed along the two roadways to create an enhanced sense of place and cohesiveness. It is recommended the corridor maintains its commercial character, and includes developments such as big box and small box retail and restaurants along Oriskany Street. Mixed-use and residential is recommended along Erie Street to increase connectivity to the existing neighborhoods. Pedestrian access routes are also encouraged throughout the site.

This project will introduce additional commercial space and housing options, helping to establish a strong, vibrant corridor. Infill development will enhance Utica's sense of place and increase walkability and connectivity by creating a strong frontage on Oriskany Street and Erie Street.

# New Pedestrian Connections

## Public Improvement



**Location:** Multiple



**Property Owner:** City of Utica, NYSDOT

**Timeframe:** Long-term, 10+ years

### Project Description

Along with the infill development proposed on the previous page (**Page 106**), new pedestrian connections are recommended. The proposed developments for this vacant lot will increase pedestrian and vehicular activity resulting in the need for safety enhancements. The proposed improvements will provide safer crossings and streetscape amenities that encourage more pedestrian activity and assist in connecting this sub-area to the existing neighborhoods south of Erie Street. Recommended improvements include:

- Install sidewalks and landscaping
- Extend Matthews Avenue and/or Downer Avenue to connect to Oriskany Street
- Incorporate access management strategies to reduce traffic congestion and improve traffic safety
- High visibility crosswalks should be included at each new intersection
- Shared parking – shared parking provisions would allow property owners to combine parking facilities to reduce the amount of surface parking. This type of parking is effective within downtowns with mixed-use developments since parking demand varies throughout the day.

# Oriskany Street Road Diet

## Public Improvement



**Location:** Oriskany Street



**Property Owner:** NYSDOT

**Timeframe:** Mid-term, 5-10 years

### Project Description

Oriskany Street/NY 5A is an east-west highway that extends from Yorkville to Utica, servicing commercial areas in each community. Within the Oriskany Street Sub-Area, the road has an AADT of 19,888. It is recommended that this portion of Oriskany Street undergoes a “road diet” to improve safety, calm traffic, and provide better mobility and access for all users. Additionally, with prevalence of driveways on both sides of the roadway, a center turn lane will provide increased safety and help to expand economic development opportunities. The proposed road diet typically involves converting an existing four-lane roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane. Benefits of a road diet include:

- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane
- Reduction of lanes for pedestrians to cross
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops
- Creation of a more community-focused, Complete Streets environment that better accommodates the needs of all road users

*\*A full traffic study should be performed to determine whether acceptable Levels-of-Service are attainable.*



# WHY ROAD DIETS WORK

When applied correctly in the right locations, road diets can maintain a roadway's effective capacity. Often times, an existing four-lane corridor may already behave like a three-lane road with faster traffic traveling on the outside lanes. When these roadways are converted to a three-lane section, they are unlikely to experience a change in capacity. Additionally road diets can improve travel conditions for others users too. Factors that affect travelers' perceptions of safety and comfort and are improved by Road Diets include:

- Reduced motor-vehicle speeds
- Increased space and/or barriers between motor-vehicle lanes and pedestrians and bicyclists
- Shorter crossing length for pedestrians
- Pedestrian refuge islands and dedicated bicycle lanes at intersections
- Safer and more comfortable access to transit stops

It is important to note that the average annual daily traffic (AADT) is a determining factor in the success of a road diet and a feasibility study should be conducted as necessary.



Source: U.S Department of Transportation  
Federal Highway Administration

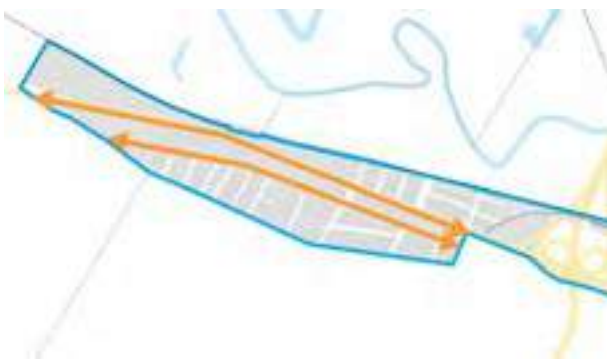
Area Plan Site: 4

# Oriskany Sub-area Complete Streets

## Public Improvement



**Location:** Erie Street and Oriskany Street



**Property Owner:** NYSDOT (Oriskany Street/ NY5A), City of Utica (Erie Street)

**Timeframe:** Mid-Term, 5-10 years

### Project Description

As the Western gateway into the City of Utica and the BOA, Oriskany Street and Erie Street are currently uninviting streetscapes dominated by asphalt and cement. This project recommends the implementation of complete streets guidelines that will assist in creating a transportation network that improves neighborhood connectivity, safety and sense of place while enhancing access and mobility for people of all ages and abilities. Complete street elements include:

- Construct sidewalks where they do not already exist
- Widen existing sidewalks to a minimum of 6 feet
- Street trees, benches or bicycle racks in buffer zone
- Pedestrian-scaled lighting
- High visibility crosswalks, sidewalk ramps and detectable warnings
- Curb extensions, also known as bump-outs, to shorten crossings and increase visibility
- Integrate green infrastructure

# Western Gateway Beautification

## Public Improvement



**Location:** 2229 Oriskany Street, 2242 & 2214 Whitesboro Street



**Property Owner:** Multiple

**Timeframe:** Short-term, 3-5 years

### Project Description

Gateways are the first impression a visitor has of a place. As the City boundary, this location is a natural gateway and one that can be utilized as a means of promoting community pride to visitors, potential business investors, and can create a strong sense of place and arrival for pedestrians, cyclists, and motorists.

The vacant lots at 2229 Oriskany Street and 2242 Whitesboro Street are currently utilized as open space, and due to access limitations, it would be ideal to maintain this existing use. This makes it an ideal location for a gateway and corridor beautification. It is recommended that beautification continues along to 2214 Whitesboro Street, with improvements including sidewalk extensions, street trees, and screening of any parking or visible utilities.

Potential gateway enhancements could include a monument sign that welcomes residents and visitors to the city, unique plantings, a mix of paving patterns and materials to distinguish between the sidewalk and crosswalk, as well as banners and street lighting. New gateway treatment can also serve as a traffic calming device, encouraging reduced travel speeds.

# BAGG'S SQUARE SUB-AREA

## Proposed Projects

### Overview

At the heart of Bagg's Square is a dynamic ecosystem of commerce, culture and history. It is home to emerging tech startups, bustling breweries, and enchanting bistros, nestled amidst the beautiful, timeless architecture. Bagg's Square is poised to welcome new investments that blend with its rich architectural history while embracing modern, sustainable design principles. With a stable foundation in nearby Adirondack Bank Center and NEXUS Center, this area's well-suited for cutting-edge commercial spaces and chic residential apartments alike.

The following projects are recommended as part of the Strategic Site #2:

- 6 Mixed-Use Infill Development
- 7 Streetscape Enhancements
- 9 Centralize + Screen Parking

Additionally, the following projects are recommended to further enhance the sub-area's public realm and leverage other proposed developments outside of Strategic Site #2.

- 8 119 Whitesboro Street
- 10 Main Street Infill Development
- 11 Main Street Green Space or Urban Plaza

# PROPOSED MASTER PLAN FOR STRATEGIC SITE #2



site massing

# Mixed-Use Infill Development

## *New Development*



**Location:** Multiple



**Property Owner:** City of Utica, Utica Urban Renewal Agency and multiple private owners

**Timeframe:** Long-term, 10+ years

### Project Description

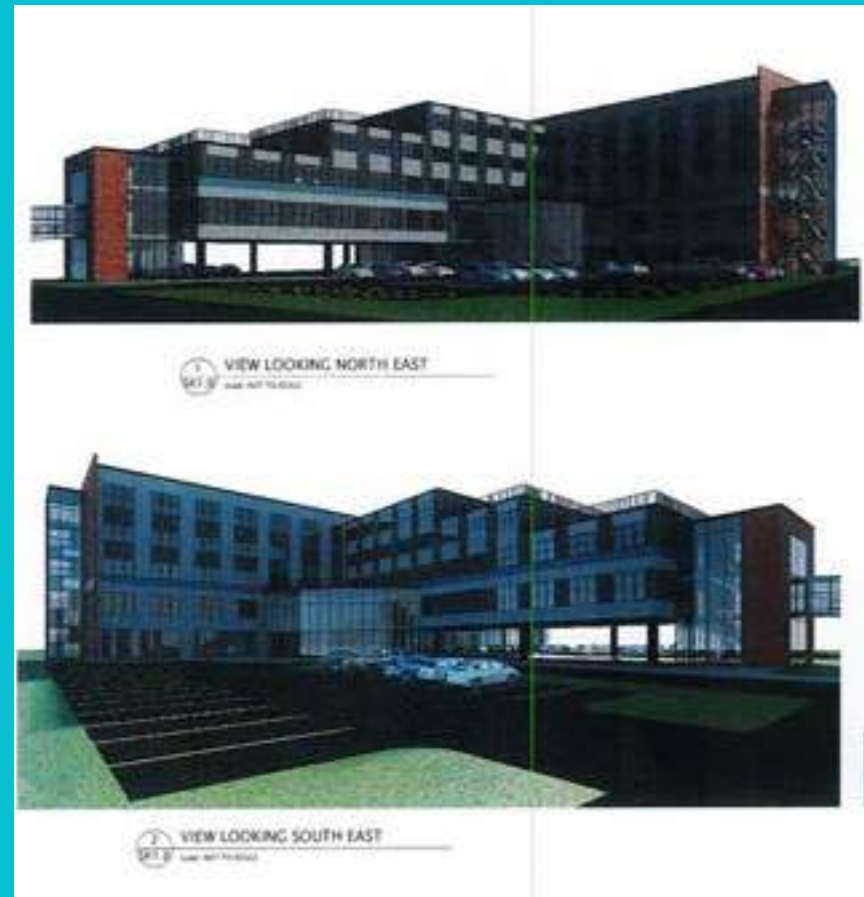
Bagg's Square has a number of vacant and underutilized buildings along Whitesboro Street that can be leveraged to expand on recent and proposed neighboring developments. The most recent proposed project includes the development of a five-story multi-use facility that will provide commercial on the first floor and housing on floors 2-5 (read more about this project on **Page 115**). The Adirondack Bank Center and NEXUS Center lie west of the proposed infill development, creating a significant opportunity to build upon this area's existing momentum. An conceptual master plan for the proposed infill development is pictured on **Page 113**. Features include:

- A mix of commercial offerings that complement the existing nearby businesses, as well as a variety of housing options
- Detailed design elements that reflect and complement the historic character of Bagg's Square
- Minimized setbacks from the street to create a more human-scale environment

This project would introduce additional commercial space and housing options in Bagg's Square and help establish a strong, vibrant neighborhood. Infill development within Bagg's Square will further enhance the City's vitality by converting vacant lots to a thriving mixed-use area.

# MOHAWK VALLEY GARDEN (MVG) PROJECT PROPOSAL

- /// **LOCATION.** 222 Liberty Street, 113-119 Broadway Street
- /// **DETAILS.** MVG seeks to develop four empty lots owned by the Urban Renewal Agency, along with property already in their possession. Construction of a 90,000+/- sqft five story multi-use facility is proposed. The first floor would feature leasable retail space, along with food and beverage options to attract foot traffic in the corridor. Floors two-through-five would provide athlete housing to support the current and future needs for the professional and amateur sports teams at the Adirondack Center, as well as traditional rental units and limited team rental spaces for the NEXUS Center events.
- /// **ESTIMATED PROJECT COST.** \$23-\$25M



# Streetscape Enhancements

## Public Improvement



Existing Conditions



Conceptual Rendering

**Location:** Whitesboro Street, Washington Street & Seneca Street



**Property Owner:** City of Utica

**Timeframe:** Short-term, 3-5 years

### Project Description

Whitesboro Street is one of the main thoroughfares into the Bagg's Square corridor, and acts as a main route to the Adirondack Center and NEXUS Center. During events, this area sees an influx of vehicular and pedestrian traffic. Along with the infill development opportunities proposed in this corridor, streetscape enhancements are recommended to improve walkability, soften the public realm, and enhance the overall appeal of the area. Proposed enhancements include:

- Enhanced planting and landscaping including street trees and shrubs
- Installation of pedestrian amenities including street benches, bicycle racks, bicycle lanes, and pedestrian-scaled lighting
- Incorporation of wayfinding signage to help visitors and residents easily find the parking areas as well as other destinations in the corridor

These elements will increase the aesthetic appeal of the corridor as well as improve pedestrian and bicycle safety. Washington Street and Seneca Street are also recommended for streetscape improvements as they will provide connectivity to the proposed developments.



# PEDESTRIAN-ORIENTED DESIGN

Pedestrian-oriented design encourages a dense mix of land uses including compact residential and commercial areas, smaller block sizes, design features that prioritize pedestrian safety, and local amenities such as parks, street trees and public art. In addition, wide sidewalks, accessible building entrances, and street trees are provided to support pedestrian access.

Pedestrian-oriented design also helps to make places more walkable by providing a range of transportation options. Improvements such as clear, comfortable pedestrian pathways, bicycle connections, bicycle parking, access to trails, walkways, and transit options enhances the pedestrian experience.



Pedestrian-Oriented Design. Source American Planning Association

# Centralize + Screen Parking

## Public Improvement



**Location:** Multiple



**Property Owner:** Multiple

**Timeframe:** Short-term, 3-5 years

### Project Description

In an effort to create a more pedestrian-friendly and walkable environment, this project recommends combining, centralizing and screening parking. Shared parking provisions and signage would allow property owners to combine parking facilities to reduce the amount of surface parking and maximize the development potential of the available land. This type of parking is effective with mixed-use developments as parking demand varies throughout the day. Specific recommendations include:

- Implement screening requirements such as knee walls, landscaping, or building wall frontages
- Install green islands within the parking lot
- Locate primary parking in the side or rear yards
- Use permeable pavement in parking areas

The City is encouraged to work with private property owners and future developers to integrate shared public parking areas into future redevelopment projects throughout the entire BOA.

# 119 Whitesboro Street

## New Development



**Location:** 119 Whitesboro Street



**Property Owner:** Red Block Realty, LLC

**Timeframe:** Mid-term, 5-10 years

### Project Description

Located at 119 Whitesboro Street, this site is currently vacant with a 12,000 sqft one-story brick building that has no apparent operations. Due to its historical use, a Phase I was completed by HRP Associates in February 2023. The Phase I Environmental Site Assessment (ESA) findings indicated: “Based on the historical use of the Site as an automobile fueling station, with storage and usage of petroleum products between 1925 and 1986, HRP recommends that a limited Phase II ESA be conducted to determine if any petroleum products have impacted on-site environmental media.”

This site is prominently located along Whitesboro Street, which is a popular route for many residents and visitors to access the NEXUS Center and Adirondack Bank Center. Its location and size make it ideal for mixed-use redevelopment, with commercial or office space on the ground floor and residential uses on the upper floors. Furthermore, infilling this lot will help to create a more continuous streetwall on Whitesboro Street and could encourage continued investment and business development nearby.

# Main Street Infill Development

## New Development



**Location:** Multiple



**Property Owner:** Oneida County, multiple private owners

**Timeframe:** Long-term, 10+ years

### Project Description

Main Street in Utica is located in the Bagg's Square neighborhood, which has traditionally been the City's commercial, industrial, and transportation center. Main Street offers traditional architecture and is currently home to Bagg's Square Brewing Company, Pacemaker Steel & Piping Company, and Boehlert Transportation Center, among other businesses. While it is home to a number of successful businesses, several of the lots are currently vacant or have abandoned buildings.

Infill development is proposed along Main Street to create an enhanced sense of place and cohesiveness along the street. A mix of uses is proposed and could include multi-family housing, a range of retail services, such as restaurants with outdoor dining areas, as well as tourist amenities directing visitors to the Adirondack Railroad and Amtrak Train Station. Pedestrian access routes should be encouraged to conveniently connect Main Street to the Boehlert Transportation Center. The development would include detailed design elements that reflect and complement the historic character of Bagg's Square.

# Main Street Green Space or Urban Plaza

## Public Improvement



**Location:** Main Street



**Property Owner:** 523 Main Street Realty Corp

**Timeframe:** Mid-term, 5-10 years

### Project Description

A portion of this site is a junk yard, with the remaining section housing a derelict structure and smoke stacks. It is recommended to remove these structures and create either a public green space or an urban plaza. This in conjunction with the proposed infill development (**Page 120**) will reactivate this section of Main Street.

Vacant land can be an opportunity to create public spaces that provide new amenities for residents and visitors, in addition to attracting new development. This lot is located on the eastern end of Main Street, and transforming it from a junk yard to a functional public green space could have a transformational impact on the housing marketing, create economic opportunities and enhance public safety. As a green space, it could also be utilized to provide stormwater management, include tree plantings and other landscaping. As an urban plaza, a flex space could be created to host art installations, seating, and opportunities for food trucks and other community gatherings.

Based on its historic use, a Phase II Environmental Assessment is also recommended.

# BROAD STREET SUB-AREA

## Proposed Projects

### Overview

Broad Street is an active industrial corridor that is a crossroads of culture, commerce and community in Utica. This corridor offers an opportunity to foster continued industrial growth, as well as create unique transitional uses between the existing industrial districts and residential/mixed-use neighborhoods. The corridor already embodies a diverse and pulsating cultural scene, from unique local markets to eclectic eateries and inspiring art galleries. This buzzing energy creates a distinctive atmosphere, making Broad Street attractive for businesses, residents, and visitors.

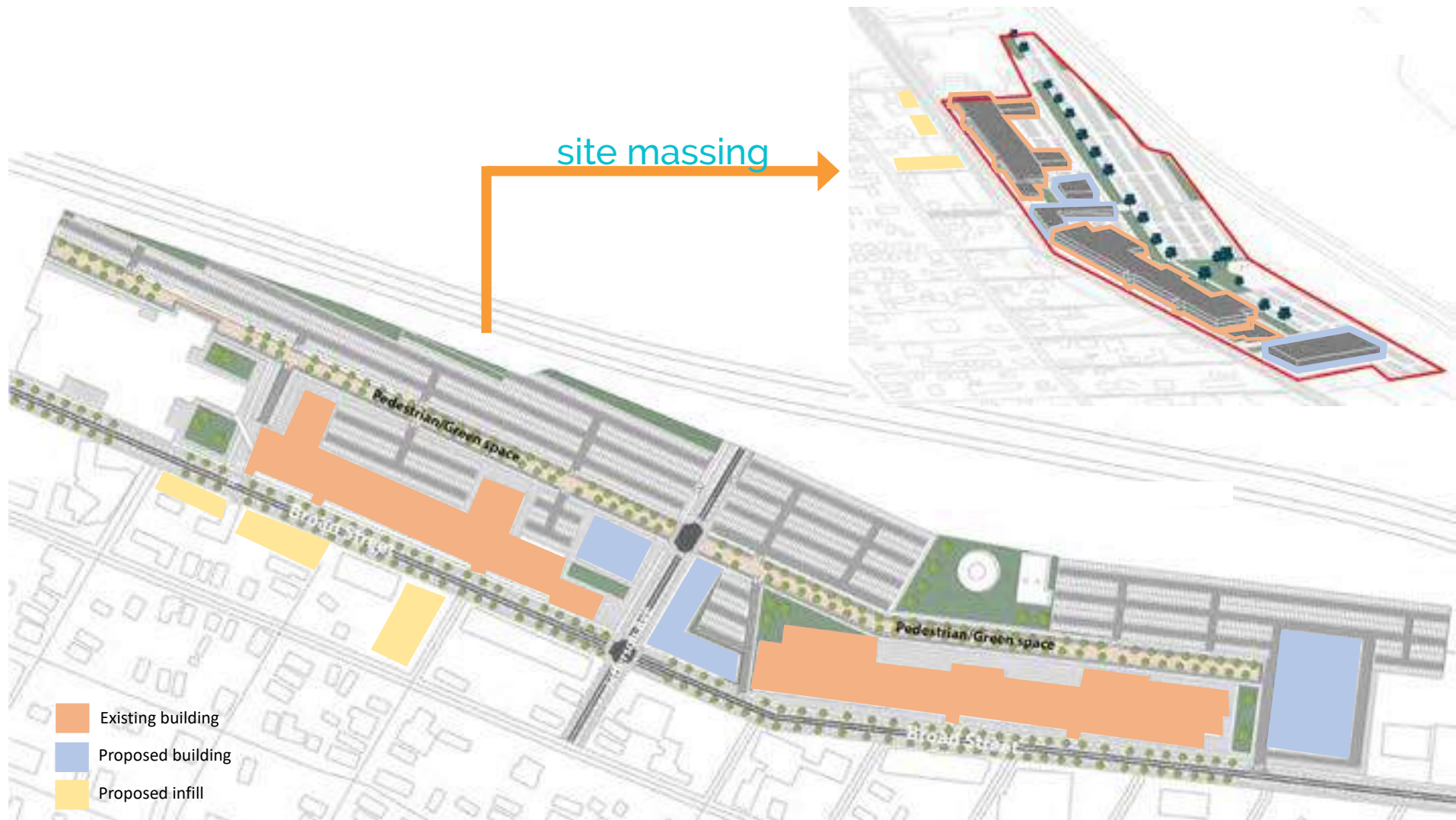
The following projects are recommended as part of the Strategic Site #3:

- 13 Pedestrian Greenway + Industrial Park
- 15 Adaptive Reuse of Former GE Building
- 16 Light Industrial Expansion

Additionally, the following projects are recommended to further enhance the sub-area's public realm and leverage other proposed developments.

- 12 Broadstreet Streetscape Improvements
- 14 Intersection Improvements
- 17 Broad Street Infill Development

# PROPOSED MASTER PLAN FOR STRATEGIC SITE #3



# Pedestrian Greenway + Industrial Park

## Public Improvements



**Location:** Multiple



**Property Owner:** Multiple private owners

**Timeframe:** Long-term, 10+ years

### Project Description

A pedestrian greenway and park are proposed along the rear of a number of existing buildings along Broad Street. The proposed project area currently encompasses parking lots, storage areas, or is vacant. The proposed pedestrian greenway would run from Casa Imports to Clay Street, connecting to the proposed multi-use trail along Broad Street. The proposed industrial park is just over one acre, and would transform the abandoned utility structure into a vibrant green space for public use.

This space could create flexible programming areas for special events or themed activities. This project would utilize predominantly vacant land, as well as help to revitalize the Broad Street corridor by attracting visitors to the area, promoting reinvestment in the corridor and offering a new and unique public space.



# Light Industrial Expansion

## *New Development*



**Location:** 1301 Broad Street



**Property Owner:** Casa Imports

**Timeframe:** Short-term, 3-5 years

### Project Description

Casa Imports is a large importer of Italian foods, as well as other fine quality food products. With its headquarters located at 1301 Broad Street, it is one of the corridor's largest assets. The business is thriving and actively looking to expand their facility in order to remain at their current location. The parcel to the west of the existing facility is current owned by Casa Imports and is an ideal location for expansion.

This project proposes facade improvements to the existing building, as well as the construction of a new 60,000 sqft building for allow for Casa Import to expand. The proposed improvements and new construction would include detailed design elements that reflect and complement the existing character of the Broad Street Corridor.

# Adaptive Reuse of Former GE Building

## *New Development*



**Location:** 901 Broad Street



**Property Owner:** Upstate Capital Ventures

**Timeframe:** Mid-term, 5-10 years

### Project Description

The former GE building is a visually dominating structure along the Broad Street Corridor. While it adds character and a strong street frontage, the building is largely underutilized. This project proposes facade improvements, as well as the exploration of adaptive reuse opportunities. Adaptive reuse is well suited for this corridor with an abundance of older and outdated real estate. Conversion to residential or mixed-use where living space combined with retail and/or office will serve to rejuvenate the Broad Street corridor while providing much needed housing to the City's residents. Inclusion of light manufacturing, especially businesses specializing in small runs of custom products, could also complement this type of redevelopment.

# TRANSFORMATION OF HARMONY MILLS - A CASE STUDY

Cohoes, New York, also known as the “Spindle City”, is located in the northeastern corner of Albany County. It is home to the Harmony Mills Historic District, a site listed on the National Register of Historic Places. When Harmony Mills opened its doors in 1872, it was the largest cotton mill complex in the world. By the early twentieth century, the company steadily declined and ultimately shut its doors in the 1930s. Like most industrial towns across the Northeast, the City of Cohoes was greatly impacted by this loss. For many years to come, the mill remained a prominent yet underutilized building complex.

In 2005 a portion of the mill was renovated and transformed into high-end residential lofts. Phase I of The Lofts at Harmony Mills offers beautiful architecture and great views, and has been a tremendous success. Multiple phases are planned for the remaining portions of the complex and include a pool, spa, other luxury amenities as well as a restaurant. The success of this project demonstrates how the adaptation of former industrial buildings and complexes can preserve existing resources while enhancing the character and economic vitality of a community.



# Broad Street Streetscape Improvement

## Public Improvement



**Location:** Broad Street



**Property Owner:** City of Utica

**Timeframe:** Mid-term, 5-10 years

### Project Description

The 2020 Utica DRI proposed streetscape enhancements along Broad Street, in an area that overlaps with the Utica BOA. While this project was not awarded funding, it had significant public support. At present, Broad Street is unnecessarily wide for the amount of traffic it receives (Annual Average Daily Traffic volumes range from 0-5,500 vehicles per day). Unnecessarily wide roads encourage speeding, can be difficult for pedestrians to cross, and make corridors feel like pass-throughs instead of destinations. This section of Broad Street is predominantly characterized by commercial and light industrial uses, however, with proposed infill development as well as adaptive reuse of existing buildings this corridor has the opportunity to incorporate more mixed-residential development. Streetscape improvements are recommended including:

- Creation of a 10' wide multi-use trail on either side of Broad Street with connection to NYS Bike Route 5 and Erie Canalway Trail via Genesee Street
- Install landscaping to strengthen the visual and physical connections between trail users and vehicular traffic
- Install high visibility crosswalks, sidewalk ramps, pedestrian-scaled lighting, and intersection crossings for bicycles

# Intersection Improvements

## Public Improvement



**Location:** Kossuth Avenue/Broad Street and Jefferson/Broad Street



**Property Owner:** City of Utica

**Timeframe:** Mid-term, 5-10 years

### Project Description

Intersection improvements are recommended along Broad Street to promote traffic calming, thus creating an inviting space and increasing pedestrian accessibility and safety. In conjunction with the other proposed projects along Broad Street, intersection improvements will allow for more seamless and safe connections as more people live, work and visit the corridor. Creating visually enhanced crosswalks will also encourage pedestrian and bicycle usage in this section of the City. Improvements are intended to clearly define pedestrian and vehicular pathways, encourage alternative modes of transportation and allow for increased walkability along Broad Street. Intersection improvements are recommended at Kossuth Avenue/Broad Street and Jefferson/Broad Street.

Design features should include:

- Pedestrian-scaled lighting
- High visibility crosswalks
- Sidewalk ramps
- Curb extensions

Area Plan Site: 17

# Broad Street Infill Development

## New Development



**Location:** Multiple



**Property Owner:** Multiple private owners

**Timeframe:** Long-term, 10+ years

### Project Description

Broad Street is an industrial corridor that has a number of vacant and underutilized sites. Infill development is proposed along the corridor and should include a mix of industrial and commercial offerings that complement the existing nearby businesses, as well as a variety of housing options.

Building frontage along Broad Street will strengthen the identity of this area and create an enclosure along the roadway, thus reducing traffic speeds. Infill development should utilize minimal setbacks from the street and create a more human-scale environment. Buildings should also incorporate detailed design elements to enhance Broad Street's character, including variability in building height, materials, window treatments, and window size.

## BENEFITS OF INFILL DEVELOPMENT

Infill development is the development or redevelopment of land that has been bypassed, remained vacant, and or is underutilized as a result of the continuing development process. Infill development can occur anywhere that a parcel of land is underutilized or misused compared to the surrounding land use activities, such as large urban areas. Developing on this vacant or underutilized land can fulfill the needs of the community, including providing needed housing, retail and community services.

Successful infill development allows for density high enough to support improved transportation choices as well as a wider variety of convenience services and amenities. It can enhance cultural, social, recreational and entertainment opportunities, gathering places, and bring vitality to neighborhoods. Attention to design of infill development is essential to ensure that the new development fits the existing context and character of the area.

Specific benefits of infill development include:

- Continued and efficient use of existing infrastructure;
- Creation of density to support walkable communities;
- Enhanced sense of place; and
- Increased tax base.

**Closely related to infill development is the concept of adaptive reuse. While infill development focuses on the development of underutilized land or parcels, adaptive reuse more often addresses the issues of existing building design and building use. Implementation of both infill development and adaptive reuse can strengthen community function through the efficient use of existing infrastructure and buildings.**

# BOA-WIDE

## Proposed Projects

### Overview

General recommendations for improvements throughout the Utica BOA are also proposed. These recommendations are focused on physical improvements and are intended to attract visitors and residents to the City, as well as promote sustainable development. The following projects are recommended:

- Green Infrastructure
- Gateway Signage + Wayfinding
- Connectivity Enhancements



# Green Infrastructure

## BOA-Wide



Impervious 'hard' surfaces (roofs, roads, large areas of pavement, and asphalt parking lots) increase the volume and speed of stormwater runoff. This swift surge of water erodes streambeds, reduces groundwater infiltration, and delivers many pollutants and sediment to downstream waters.



Pervious 'soft' surfaces (green roofs, rain gardens, grass paver parking lots, and infiltration trenches) decrease volume and speed of stormwater runoff. The slowed water seeps into the ground, recharges the water table, and filters out many pollutants and sediment before they arrive in downstream waters.

### Conceptual Diagram

(Source:GeorgetownClimateCenter.org)

**Timeframe:** Long-term, 10+ years

### Project Description

Like most cities, the City of Utica faces aging infrastructure, changes in precipitation patterns, and high percentages of impervious surfaces such as roadways and parking lots. This has the potential to overwhelm existing infrastructure systems and cause urban flooding that pollutes waterways. Green infrastructure can be an easy, cost-effective way to mitigate runoff by utilizing techniques such as permeable pavements and green roofs to both capture rainfall and retain it on site, keeping it out of the stormwater system.

It is recommended that any new developments throughout the Utica BOA utilize green infrastructure. Techniques could include:

- Use porous pavement for large surface parking lots throughout the BOA
- Install rain gardens in vacant lots and/or parking lots, which will not only capture stormwater but also make these vacant lots more attractive and put them to better use
- Install bioswales, or shallow vegetated landscape features, where sidewalks are wide enough and have the proper slope
- Plant trees to reduce stormwater runoff by intercepting rainfall, as well as by improving stormwater infiltration in soils
- Identify any flat roof buildings and consider installing green roofs

# Gateway Signage + Wayfinding

## BOA-Wide



**Timeframe:** Long-term, 10+ years

### Project Description

The City of Utica has a number of unique assets that draw visitors and tourists from across the region. These assets and destinations will be enhanced through the implementation of the recommended area plan projects over the upcoming years. To ensure that visitors know where these destinations are located and how to get to them easily, it is recommended that a signage and wayfinding plan be developed. The plan would encompass a hierarchy of pedestrian, vehicular, gateway and kiosk signage that can be installed throughout the City to identify and guide visitors to particular destinations. Gateway signs are intended to identify the City and create memorable features for visitors entering the City of Utica and its unique neighborhoods. These signs should be consistent in design and reflect with area's character, and can also be enhanced with plantings, such as shrubs and greenery, and lighting features. As indicated on the Area Plan, eight gateways are recommended at the following locations:

- Oriskany Street + Whitesboro Street
- Oriskany Street + Schuyler Street
- Whitesboro Street + Auditorium Drive
- Genesee Street + Whitesboro Street
- Genesee Street + Oriskany Street
- Broad Street + Oriskany Street E
- Broad Street + Mohawk Street
- Broad Street + Dwyer Avenue

# Connectivity Enhancements

## BOA-Wide



Representative Image  
(source: Rome BOA)

**Timeframe:** Long-term, 10+ years

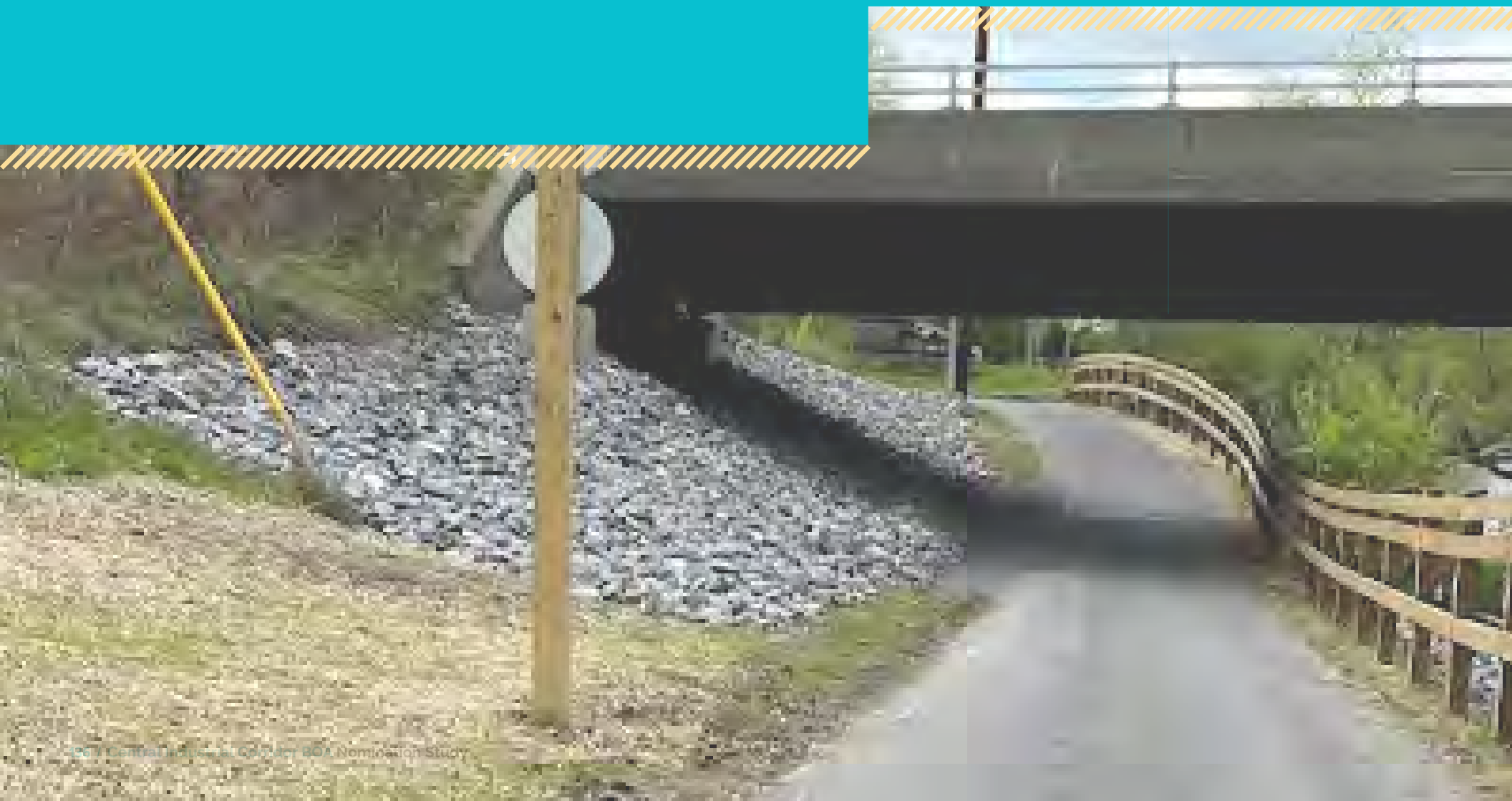
### Project Description

Recreational connectivity enhancements are recommended throughout the BOA, as well as secondary complete streets connections. Connectivity throughout the City of Utica is important for residential quality of life and visitor ease of access. Currently, the Utica BOA does not have any designated multi-use trails within its boundary. However, there are number of trails and other assets just outside of the boundary that present unique opportunities to improve connectivity throughout the City of Utica, such as the Erie Canalway Trail. Increasing connectivity will encourage walkability and exploration of Harbor Point and the Erie Canal, connect community assets, support tourism, encourage physical activity, and may increase property values of adjacent properties. Potential recreational connections include:

- Create of a 10' wide multi-use trail on either side of Broad Street that would connect to NYS Bike Route 5 and the Erie Canal via Genesee Street
- Create a connection to the proposed pedestrian bridge that would connect people from downtown Utica, to Harbor Point and the Erie Canal
- Create a trail connection via Schuyler Street to the Utica Marsh Wildlife Management Area and its existing trails

Further feasibility studies may be required to explore safety, ownership, design and cost implications.

# 05 IMPLEMENTATION





## Section 5: Implementation **OVERVIEW**

**The following topics are covered in this section:**

- **Implementation Plan Overview**
- **Short-term Actions**
- **Long-term Action Plan**

# Implementation Plan Overview

## Overview

This section establishes a concise and actionable implementation plan for advancing the proposed projects, policies, and programs detailed in Section 4 of this Plan. This implementation plan identifies lead project sponsors, key partners, potential funding sources, necessary pre-development work, and approximate timeframes for key projects.

In order to clearly differentiate between short-term and long-term actions needed to maintain the Plan's momentum and achieve the community's vision, the implementation plan is divided into two subsections.

**1. Short-Term Actions.** Including high priority project actions that are eligible for pre-development funding through the BOA program.

**2. Long-Term Action Plan.** Including all of the projects identified in the Section 4 of this plan.

## Short-term Action Plan

Upon designation by the New York State Secretary of State, the Utica BOA will become eligible for pre-development funding through the DOS BOA Program. This subsection identifies pre-development actions that are eligible for BOA funding which will advance priority projects identified in this Plan.

Project actions identified in this subsection include:

- Projects, policies, and programs that are community priorities
- Sites where additional environmental assessment work is required
- Sites where additional pre-development work is required to attract investment
- Sites with public control or a willing property owner

## Long-term Action Plan

This subsection outlines a long-term approach to implementing all of the capital projects and policies recommended in Section 4 of this Plan. The matrix is organized by project type and identifies lead project sponsors, key partners, anticipated project implementation time frames, action items, and potential funding sources. This subsection also includes a summary of other potential state and federal funding sources that could be leveraged to assist with implementation.

# Implementation Plan Overview

## ELIGIBLE PREDEVELOPMENT ACTIVITIES FUNDING FOR DESIGNATED BOAs

Development & implementation of marketing strategies	Examples: Market analyses; creation of websites, brochures, and other materials to promote BOA projects
Development of plans and specifications	Examples: Schematic design; survey; construction document development
Real estate services	Examples: Creation of developer RFPs; legal services; development of real estate disposition strategies
Building conditions studies	Examples: Architectural and structural studies; lead, mold, asbestos, radon, and/or vapor intrusion surveys
Infrastructure analyses	Examples: Feasibility studies; traffic studies; infrastructure improvement plans
Zoning & regulatory updates	Examples: Updating Utica's zoning code; development of design standards/guidelines
Environmental, housing & economic studies	Examples: Phase I and Phase II Environmental Site Assessments (ESAs); archaeological/cultural surveys; financial feasibility studies; target industry analysis (e.g., tourism, housing, industrial)
Public outreach	Examples: Community meetings; neighborhood events; demonstration projects

# Short-term Actions

## Actions Recommended for Pre-Development BOA Funding

The following tables identify recommended actions to pursue once the Utica BOA receives designation from the New York State Secretary of State. This section only includes projects that are ready to move forward in the near-term with the recommendations included in this Plan. Therefore, only project sites owned by a willing property owner or where the City or a public entity has site control are included. The following tables are organized by project type and prioritize actions that advance the community’s vision and goals, align with BOA pre-development funding requirements, and are necessary next steps to further develop, refine, and better position proposed projects for implementation.

### Public Improvement Projects

Project	Lead / Partners	Actions Eligible for Pre-Development Funding
<p><b>Oriskany Street Road Diet</b>                      Portion of Oriskany Street to undergo a “road diet” to improve safety, calm traffic, and provide better mobility and access for all users. The proposed road diet typically involves converting an existing four-lane roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.</p>	<p><b>Lead:</b>                      City of Utica</p> <p><b>Partners:</b>                      NYS DOT</p>	<ul style="list-style-type: none"> <li>• Traffic study</li> <li>• Schematic design and cost estimates</li> <li>• Topographic and boundary survey</li> <li>• Construction document development</li> <li>• Public Outreach</li> </ul>
<p><b>Oriskany Sub-area Complete Streets</b>                      Complete street elements including, pedestrian-scaled lighting, street trees, benches, high-visibility crosswalks, sidewalk ramps, detectable warnings, curb extensions, integration of green infrastructure, as well as widening of existing sidewalks and constructing sidewalks where they do already exist.</p>	<p><b>Lead:</b>                      City of Utica</p> <p><b>Partners:</b>                      NYS DOT</p>	<ul style="list-style-type: none"> <li>• Schematic design and cost estimates</li> <li>• Topographic and boundary survey</li> <li>• Construction document development</li> <li>• Public Outreach</li> </ul>
<p><b>Western Gateway Beautification</b>                      Gateway enhancements including, a monument sign, unique plantings, a mix of paving patterns and materials to distinguish between the sidewalk and crosswalk, banners, street lighting, as well as sidewalk extensions, street trees and screening of any parking or visible utilities.</p>	<p><b>Lead:</b>                      City of Utica</p>	<ul style="list-style-type: none"> <li>• Schematic design and cost estimates</li> <li>• Topographic and boundary survey</li> <li>• Construction document development</li> <li>• Public Outreach</li> </ul>



# Short-term Actions

## Public Improvement Projects

Project	Lead / Partners	Actions Eligible for Pre-Development Funding
<p><b>Streetscape Enhancements</b>                      Portion of Oriskany Street to undergo a “road diet” to improve safety, calm traffic, and provide better mobility and access for all users. The proposed road diet typically involves converting an existing four-lane roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.</p>	<p><b>Lead:</b>                      City of Utica</p> <p><b>Partners:</b>                      NYS DOT</p>	<ul style="list-style-type: none"> <li>• Schematic design and cost estimates</li> <li>• Topographic and boundary survey</li> <li>• Construction document development</li> <li>• Public Outreach</li> </ul>
<p><b>Centralize + Screen Parking</b>                      Develop and implement strategies to consolidate, centralize and screen parking. Includes strategies such as screening requirements (knee walls, landscaping, or building wall frontages), installation of green islands within the parking lot, locating primary parking in the side or rear yards, and utilizing permeable paving in parking areas.</p>	<p><b>Lead:</b>                      City of Utica</p> <p><b>Partners:</b>                      Private Property owners</p>	<ul style="list-style-type: none"> <li>• Wayfinding system planning and design</li> <li>• Development of shared parking agreement to encourage consolidation of off-street parking</li> <li>• Public Outreach</li> </ul>
<p><b>Broad Street Streetscape Improvements</b>                      Streetscape improvements including, creation of a 10' wide multi-use trail, installation of landscaping and high visibility crosswalks, sidewalk ramps, pedestrian-scaled lighting and intersection crossings for bicycles.</p>	<p><b>Lead:</b>                      City of Utica</p>	<ul style="list-style-type: none"> <li>• Schematic design and cost estimates</li> <li>• Topographic and boundary survey</li> <li>• Construction document development</li> <li>• Public Outreach</li> </ul>
<p><b>Intersection Improvements</b>                      Intersection improvements located at Kossuth Avenue/Broad Street and Jefferson/Broad Street. Design features include pedestrian-scaled lighting, high visibility crosswalks, sidewalk ramps, curb extensions.</p>	<p><b>Lead:</b>                      City of Utica</p>	<ul style="list-style-type: none"> <li>• Schematic design and cost estimates</li> <li>• Topographic and boundary survey</li> <li>• Construction document development</li> <li>• Public Outreach</li> </ul>

# Short-term Actions

## New Development Projects

Project	Lead / Partners	Actions Eligible for Pre-Development Funding
<p><b>Light Industrial Expansion</b>                      Facade improvements to existing building, as well as the construction of a new 60,000 sqft building. The proposed improvements and new construction would include detailed design elements that reflect and complement the existing character of the Broad Street Corridor.</p>	<p><b>Lead:</b>                      Casa Imports</p> <p><b>Partners:</b>                      City of Utica, Mohawk Valley Economic Development Growth Enterprises Corporation (MVEDGE), NYS ESD, Mohawk Valley Economic Development District (MVEDD), Utica IDA</p>	<ul style="list-style-type: none"> <li>• Asbestos and lead-based paint survey</li> <li>• Soil Management Plan</li> <li>• Construction document development</li> <li>• Public outreach</li> </ul>

# Short-term Actions

## BOA-Wide Projects

Project	Lead / Partners	Actions Eligible for Pre-Development Funding
<p><b>Green Infrastructure</b> Implement policies and strategies to encourage the use of green infrastructure.</p>	<p><b>Lead:</b> City of Utica</p> <p><b>Partners:</b> Private Property owners, Environmental Facilities Corporation (EFC), Environmental Protection Agency (EPA),</p>	<ul style="list-style-type: none"> <li>• Public outreach</li> </ul>
<p><b>Gateway Signage + Wayfinding</b> Design a signage and wayfinding plan that encompasses a hierarchy of pedestrian, vehicular, gateway and kiosk signage that can be installed throughout the City to identify and guide visitors to particular destinations.</p>	<p><b>Lead:</b> City of Utica</p> <p><b>Partners:</b> NYS (where applicable)</p>	<ul style="list-style-type: none"> <li>• Marketing strategy + materials</li> <li>• Wayfinding system planning and design</li> <li>• Public outreach</li> </ul>
<p><b>Connectivity Enhancements</b> Create recreational connections to encourage walkability and exploration of Harbor Point and the Erie Canal, connect community assets, support tourism, and encourage physical activity.</p>	<p><b>Lead:</b> City of Utica</p>	<ul style="list-style-type: none"> <li>• Feasibility analysis</li> <li>• Wayfinding system planning and design</li> <li>• Public outreach</li> </ul>

# Long-term Action Plan

## Potential Funding Sources

The table below describes potential funding sources for the implementation of the Utica BOA Area Plan, including state and federal grant programs, tax credits, and loan programs. These funding sources are linked to relevant projects in the implementation matrix, which begins on **Page 140**. In addition to the funding sources listed below, project-specific funding sources, such as private investment, are also identified in the implementation matrix.

### State Grant Programs

Funding Source + Description	Eligible / Relevant Activities	Award
<b>Brownfield Opportunity Area (BOA) Program</b> NYS Department of State (NYS DOS)		
Provides communities with guidance, expertise, and financial assistance to develop revitalization strategies for neighborhoods or areas affected by brownfields or economic distress	Neighborhood-scale planning, inventory and analysis, market research, master plan development, public engagement, and pre-development activities (e.g., design, feasibility studies)	Varies, up to 90% of total eligible project costs
<b>Climate Smart Communities</b> NYS Department of Environmental Conservation (NYS DEC)		
Provides technical assistance and grants to help local governments take action to reduce greenhouse gas emissions and adapt to a changing climate	Implementation of projects related to the reduction of greenhouse gas emissions outside the power sector (e.g. transportation) and climate change adaptation (e.g. reducing flood-risk)	Varies, 50% local match required
<b>Downtown Revitalization Initiative (DRI) / NY Forward (NYF)</b> NYS Empire State Development (NYS ESD)		
Provides technical and financial assistance to transform downtown neighborhoods into vibrant communities where New Yorkers want to live, work and raise families	Development of a Strategic Investment Plan (SIP) and implementation of projects identified in the SIP	\$10 million (DRI); \$4.5 million or \$2.25 million (NYF); one-time award; no local match required
<b>Economic Development Fund (EDF)</b> NYS Empire State Development (NYS ESD)		
A flexible funding source designed to provide a range of assistance to ensure the state is meeting the diversity of business needs	Real estate acquisition, demolition, construction, renovations, site and infrastructure, machinery and equipment, inventory, construction-related planning and design, soft costs, training	Varies, all applications coordinated through regional office

## Section 5: Implementation

# Long-term Action Plan

### State Grant Programs (Cont.)

Funding Source + Description	Eligible / Relevant Activities	Award
<b>Environmental Protection Fund (EPF)</b> NYS Office of Parks and Recreation and Historic Preservation (NYS OPRHP)		
Provides funding for capital projects that protect the environment, expand recreational opportunities, enhance communities, and support historic preservation	Land acquisition, planning and development of new parks, rehabilitation of existing parks	Up to \$600k per project; if total project cost exceeds \$4 million, up to \$1 million may be requested
<b>Green Innovation Grant Program (GIGP)</b> NYS Environmental Facilities Corporation (NYS EFC)		
Funds support projects that utilize unique stormwater infrastructure design and create cutting-edge green technologies	Stormwater street trees, rain gardens, bioretention, permeable pavements, green roofs	Varies, local match between 10% and 60%
<b>HOME Program</b> U.S. Department of Housing and Urban Development, NYS Homes & Community Renewal (NYS HCR)		
Funds may be used to implement local housing strategies designed to increase homeownership and affordable housing opportunities for low and very-low income households	Housing rehabilitation, assistance to renters and home-buyers, new construction of housing for low and very-low income families	Housing rehabilitation, assistance to renters and home-buyers, new construction of housing for low and very-low income families
<b>Homebuyer Dream Program</b> Participating Financial Institutions		
Provides grants for eligible homebuyers to assist with the first-time purchase of a home	Applicants must be a first-time homebuyer, work a minimum of 32 hours per week, meet household income guidelines, purchase an eligible property, be under contract to buy a home at time of application, and own and occupy the home for 5 years	Competitive application process awarding up to \$14,500 to be used for down payment and/or closing costs
<b>Main Street Program</b> NYS Homes & Community Renewal (NYS HCR)		
Provides funds to local governments and not-for-profit organizations that are committed to revitalizing historic downtowns, mixed-use neighborhood commercial districts, and village centers	Mixed-use building renovations (facade and interior), streetscape enhancements paired with building renovations, downtown anchor development	Varies, local match required
<b>Market New York</b> Tourism Grant Program		
Provides funding to support eligible projects that will create an economic impact by increasing tourism throughout the state	Not-for-profit corporations, municipalities, tourism promotional agencies (TPAs), and public benefit corporations and for-profit companies may apply	Varies, local match required

## Section 5: Implementation

# Long-term Action Plan

### State Grant Programs (Cont.)

Funding Source + Description	Eligible / Relevant Activities	Award
<b>NY-Sun Solar for All</b> NYS Energy and Research Authority (NYSERDA)		
A utility bill assistance program for income-eligible households that funds the development of community solar to benefit homeowners and renters who may not be able to access solar otherwise	Homeowners or tenants that meet the income eligibility criteria are eligible for the program	Up to \$180 annual savings per household
<b>Restore NY</b> NYS Empire State Development (NYS ESD)		
Provides municipalities with financial assistance for the revitalization of commercial and residential properties. The program encourages community development and neighborhood growth through the elimination and redevelopment of blighted structures	Must be initiated by municipalities and priority is given to projects in Empire Zones and Brownfield Opportunity Areas, as well as to projects that leverage other state or federal redevelopment, remediation, or planning programs.	Varies, local match at least 10%
<b>Smart Growth Comprehensive Planning</b> NYS Department of State (NYS DOS)		
Provides funding to municipalities to plan and zone for their community by addressing all aspects of Smart Growth	Must be initiated by municipalities or counties, regional planning entities, and eligible not-for-profits on behalf of the municipality. Eligible activities include preparing the plan and/or zoning ordinance, community engagement, coordination with government entities, environmental review, and project management	Varies, local match at least 10%
<b>Statewide Transportation Improvement Program (TIP)</b> Federal Highway Administration, NYS Department of Transportation (DOT), regional transportation council (Herkimer-Oneida Counties Transportation Council)		
Provides funding for highway, transit, and non-motorized transportation projects	Priority projects are identified in partnership with the NYS DOT and the Capital District Transportation Committee and align with the four-year Federal Fiscal Year	Varies, local match required
<b>Visual Arts Program</b> NYS Council on the Arts		
Provides support to a wide range of contemporary art activity for the benefit of the public and the advancement of the field	Operations, exhibitions, installations, project support, workspace facilities	Varies, local match required (typically 50%)
<b>Weatherization Assistance Program</b> NYS Homes and Community Renewal (NYS HCR)		
Helps reduce heating and cooling costs for income-eligible homeowners and renters by providing free services that help conserve energy and improve safety and health standards	Sealing of holes and cracks, insulation, heating system repairs/replacement, window and door repair/replacement, minor repairs, mitigation of energy-related health and safety issues	No cost to occupant of the home; however, owners of rental buildings must invest funds toward the cost of weatherization services performed on their property

## Section 5: Implementation

# Long-term Action Plan

### Federal Grant Programs

Funding Source + Description	Eligible / Relevant Activities	Award
<b>Brownfields Assessment Grants</b> U.S. Environmental Protection Agency (EPA)		
Provides funding for a grant recipient to conduct a range of planning activities, develop site-specific cleanup plans, and conduct community engagement related to brownfield sites.	For communities that are beginning to address their brownfield challenges, as well as for communities that have ongoing efforts to bring sites into productive reuse	An applicant may request up to \$500,000 to assess sites contaminated by hazardous substances, pollutants, contaminants (including hazardous substances co-mingled with petroleum), and/or petroleum
<b>Brownfields Cleanup Grants</b> U.S. Environmental Protection Agency (EPA)		
Provides funding for eligible entities to carry out cleanup activities at brownfield sites	Entities under local government may apply. Applicants must own the site for which it is requesting funding.	An applicant may request up to \$2 million to address one or more brownfield sites, contaminated by hazardous substances, pollutants, contaminants (including hazardous substances co-mingled with petroleum), and/or petroleum
<b>Brownfields Multipurpose Grants</b> U.S. Environmental Protection Agency (EPA)		
Provides funding for communities to carry out a range of eligible assessment and cleanup activities, including planning and additional community engagement activities	Entities under local government may apply. Applicants must own the site for which it is requesting funding.	An applicant can apply for up to \$800,000
<b>Hazard Mitigation Grants</b> Federal Emergency Management Agency (FEMA)		
Provides funding for eligible mitigation measures that reduce disaster losses	Applicants may include states, the District of Columbia, U.S. territories, and federally recognized tribal governments. Funds may be used for capability and capacity building activities, mitigation projects, and management costs	Varies, an applicant may request up to \$2 million

# Long-term Action Plan

## Loan Programs

Funding Source + Description	Eligible / Relevant Activities	Award
<b>State of New York Mortgage Agency Programs NYS Homes &amp; Community Renewal (NYS HCR)</b>		
Provides two programs – “Achieving the Dream” and “Low Interest Rate” – to assist with the purchase of a new home	Must be a first time homebuyer and meet SONYMA's income and purchase price limits; programs also offer assistance with down payments, home repairs, and remodeling	Varies, application is required and funds are limited



# Long-term Action Plan

## Tax Credit Programs

Funding Source + Description	Eligible / Relevant Activities	Award
<b>Brownfield Redevelopment Tax Credit</b> NYS Department of Environmental Conservation (NYS DEC)		
Incentivizes private sector cleanup and redevelopment of brownfield sites in order to revitalize communities	A qualified site must be accepted into the NYS DEC Brownfield Cleanup Program	For a non-manufacturing use, up to \$35M or three times the cost of site preparation; for a manufacturing use, up to \$45M or six times the cost of site preparation
<b>Low Income Housing Tax Credit (LIHTC)</b> NYS Homes & Community Renewal (NYS HCR)		
Provides a dollar-for-dollar reduction in state income taxes to investors in qualified low-income housing	New construction or adaptive reuse of non-residential property to affordable housing, or substantial rehabilitation of site-specific multifamily rental housing	Up to \$750k per project

## CONSOLIDATED FUNDING APPLICATION (CFA)

As part of New York's efforts to improve the business climate and expand economic growth, the NYS Consolidated Funding Application (CFA) was created to support the Regional Economic Development Council (REDC) Initiative.

The CFA allows applicants to access multiple state funding sources through one application, making the process quicker, easier, and more productive.

Plan ahead! The CFA typically opens in May each year and grant applications must be submitted by the end of July. Many funding programs also require a local resolution to be passed in support of the grant application.

# Long-term Action Plan (Oriskany Street Sub-area)

## Public Improvement Projects

Project	Timeframe	Lead / Partners	Funding Sources
<p><b>New Pedestrian Connections</b> Create a new pedestrian connection by extending Matthews Avenue and/or Downer Avenue to Oriskany Street. Other improvements include, installation of sidewalks, high visibility crosswalks, and landscaping, as well as incorporation of access management strategies and shared parking provisions.</p>	Long-term, 10+ years	<p><b>Lead:</b> City of Utica</p> <p><b>Partners:</b> NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b> NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Transportation Improvement Program (TIP)</li> <li>• Transportation Alternatives Program (TAP)</li> </ul>
<p><b>Oriskany Street Road Diet</b> Portion of Oriskany Street to undergo a “road diet” to improve safety, calm traffic, and provide better mobility and access for all users. The proposed road diet typically involves converting an existing four-lane roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.</p>	Mid-term, 5-10 years	<p><b>Lead:</b> City of Utica</p> <p><b>Partners:</b> NYSDOT, NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b> NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Transportation Improvement Program (TIP)</li> <li>• Transportation Alternatives Program (TAP)</li> </ul>
<p><b>Oriskany Sub-area Complete Streets</b> Complete street elements including, pedestrian-scaled lighting, street trees, benches, high-visibility crosswalks, sidewalk ramps, detectable warnings, curb extensions, integration of green infrastructure, as well as widening of existing sidewalks and constructing sidewalks where they do already exist.</p>	Mid-term, 5-10 years	<p><b>Lead:</b> NYSDOT</p> <p><b>Partners:</b> City of Utica, NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b> NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Transportation Improvement Program (TIP)</li> <li>• Transportation Alternatives Program (TAP)</li> </ul>
<p><b>Western Gateway Beautification</b> Gateway enhancements including, a monument sign, unique plantings, a mix of paving patterns and materials to distinguish between the sidewalk and crosswalk, banners, street lighting, as well as sidewalk extensions, street trees and screening of any parking or visible utilities.</p>	Short-term, 3-5 years	<p><b>Lead:</b> City of Utica, NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b> NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Transportation Improvement Program (TIP)</li> </ul>

# Long-term Action Plan (Oriskany Street Sub-area)

## New Development Projects

Project	Timeframe	Lead / Partners	Funding Sources
<p><b>Oriskany Street Infill Development</b>                      Infill development that maintain the corridors commercial character and includes developments such as bix box and small box retail and restaurants along Oriskany Street. Project will also introduce additional commercial space and housing options.</p>	<p>Long-term, 10+ years</p>	<p><b>Lead:</b>                      Private Property Owners</p> <p><b>Partners:</b>                      City of Utica, Mohawk Valley Economic Development Growth Enterprises Corporation (MVEDGE), NYS ESD, Mohawk Valley Economic Development District (MVEDD), Utica IDA</p>	<p><b>Pre-development Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions EPA Brownfield Grants</li> <li>• Private Investment</li> </ul> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• NYS ESD Restore NY</li> <li>• NYS DEC</li> <li>• NYS ESD EDF</li> <li>• Market NY</li> <li>• Private Investment</li> </ul>

# Long-term Action Plan (Bagg's Square Sub-area)

## Public Improvement Projects

Project	Timeframe	Lead / Partners	Funding Sources
<p><b>Streetscape Enhancements</b>                      Portion of Oriskany Street to undergo a “road diet” to improve safety, calm traffic, and provide better mobility and access for all users. The proposed road diet typically involves converting an existing four-lane roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane.</p>	Short-term, 3-5 years	<p><b>Lead:</b> City of Utica</p> <p><b>Partners:</b>                      NYSDOT, NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b>                      NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Transportation Improvement Program (TIP)</li> <li>• Transportation Alternatives Program (TAP)</li> </ul>
<p><b>Centralize + Screen Parking</b>                      Develop and implement strategies to consolidate, centralize and screen parking. Includes strategies such as screening requirements (knee walls, landscaping, or building wall frontages), installation of green islands within the parking lot, locating primary parking in the side or rear yards, and utilizing permeable paving in parking areas.</p>	Short-term, 3-5 years	<p><b>Lead:</b> City of Utica</p> <p><b>Partners:</b>                      Private Property owners, NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b>                      NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Transportation Improvement Program (TIP)</li> </ul>
<p><b>Main Street Green Space</b>                      Create a public green space or urban plaza on an underutilized lot. Can be utilized to provide stormwater management, as well as a flex space to host art installations, seating and opportunities for community gatherings.</p>	Mid-term, 5-10 years	<p><b>Lead:</b> Private Property Owner</p> <p><b>Partners:</b>                      City of Utica, NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b>                      NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• NYSDEC</li> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Transportation Improvement Program (TIP)</li> </ul>

# Long-term Action Plan (Bagg's Square Sub-area)

## New Development Projects

Project	Timeframe	Lead / Partners	Funding Sources
<p><b>Mixed-use Infill Development</b> Infill development that will introduce additional commercial space and housing options in Bagg's Square and help establish a strong, vibrant neighborhood.</p>	Long-term, 10+ years	<p><b>Lead:</b> Private Property Owners</p> <p><b>Partners:</b> City of Utica, Mohawk Valley Garden, Mohawk Valley Economic Development Growth Enterprises Corporation (MVEDGE), NYS ESD, Mohawk Valley Economic Development District (MVEDD), Utica IDA</p>	<p><b>Pre-development Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions EPA Brownfield Grants</li> <li>• Private Investment</li> </ul> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• NYS ESD Restore NY</li> <li>• NYS ESD EDF</li> <li>• Market NY</li> <li>• Private Investment</li> </ul>
<p><b>119 Whitesboro Street</b> Develop a mixed-use building with commercial or office space on the ground floor and residential uses on the upper floors.</p>	Mid-term, 5-10 years	<p><b>Lead:</b> Private Property Owner</p> <p><b>Partners:</b> City of Utica, Mohawk Valley Economic Development Growth Enterprises Corporation (MVEDGE), NYS ESD, Mohawk Valley Economic Development District (MVEDD), Utica IDA</p>	<p><b>Pre-development Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions</li> <li>• EPA Brownfield Grants</li> <li>• Private Investment</li> </ul> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• NYSDEC</li> <li>• NYS ESD Restore NY</li> <li>• Private Investment</li> </ul>
<p><b>Main Street Infill Development</b> Infill development is proposed along Main Street to create an enhanced sense of place and cohesiveness along the street. A mix of uses is proposed and could include multi-family housing, a range of retail services, such as restaurants with outdoor dining areas, as well as tourist amenities.</p>	Long-term, 10+ years	<p><b>Lead:</b> Oneida County, Private Property Owners</p> <p><b>Partners:</b> City of Utica, Mohawk Valley Economic Development Growth Enterprises Corporation (MVEDGE), NYS ESD, Mohawk Valley Economic Development District (MVEDD), Utica IDA</p>	<p><b>Pre-development Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions</li> <li>• EPA Brownfield Grants</li> <li>• Private Investment</li> </ul> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• NYSDEC</li> <li>• NYS ESD Restore NY</li> <li>• NYS ESD EDF</li> <li>• NYS HCR Main Street Program</li> <li>• Market NY</li> <li>• Private Investment</li> </ul>

# Long-term Action Plan (Broad Street Sub-area)

## Public Improvement Projects

Project	Timeframe	Lead / Partners	Funding Sources
<p><b>Broad Street Streetscape Improvements</b> Streetscape improvements including, creation of a 10' wide multi-use trail, installation of landscaping and high visibility crosswalks, sidewalk ramps, pedestrian-scaled lighting and intersection crossings for bicycles.</p>	Mid-term, 5-10 years	<p><b>Lead:</b> City of Utica, NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b> NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Transportation Improvement Program (TIP)</li> <li>• Transportation Alternatives Program (TAP)</li> </ul>
<p><b>Pedestrian Greenway + Industrial Park</b> Creation of a pedestrian greenway and park that would create flexible programming areas for special events and themed activities.</p>	Long-term, 10+ years	<p><b>Lead:</b> City of Utica</p> <p><b>Partners:</b> Casa Imports, NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b> NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Private investment</li> </ul>
<p><b>Intersection Improvements</b> Intersection improvements located at Kossuth Avenue/ Broad Street and Jefferson/Broad Street. Design features include pedestrian-scaled lighting, high visibility crosswalks, sidewalk ramps, curb extensions.</p>	Mid-term, 5-10 years	<p><b>Lead:</b> City of Utica, NYSDOT, Herkimer-Oneida Counties Transportation Council (HOCTC)</p>	<p><b>Pre-development Activities:</b> NYSDOS BOA - refer to short-term actions</p> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• Climate Smart Communities</li> <li>• NYGIGP (green infrastructure only)</li> <li>• Transportation Improvement Program (TIP)</li> <li>• Transportation Alternatives Program (TAP)</li> </ul>

# Long-term Action Plan (Broad Street Sub-area)

## New Development Projects

Project	Timeframe	Lead / Partners	Funding Sources
<p><b>Adaptive Reuse of GE Building</b>                      Facade improvements, as well as the exploration of adaptive reuse opportunities.</p>	Mid-term, 5-10 years	<p><b>Lead:</b>                      Private Property Owners</p> <p><b>Partners:</b>                      City of Utica, Utica IDA</p>	<p><b>Pre-development Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions</li> <li>• EPA Brownfield Grants</li> <li>• Private Investment</li> </ul> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• NYS ESD Restore NY</li> <li>• NYS ESD EDF</li> <li>• Private Investment</li> </ul>
<p><b>Light Industrial Expansion</b>                      Facade improvements to existing building, as well as the construction of a new 60,000 sqft building. The proposed improvements and new construction would include detailed design elements that reflect and complement the existing character of the Broad Street Corridor.</p>	Short-term, 5-10 years	<p><b>Lead:</b>                      Casa Imports</p> <p><b>Partners:</b>                      City of Utica, Mohawk Valley Economic Development Growth Enterprises Corporation (MVEDGE), NYS ESD, Mohawk Valley Economic Development District (MVEDD), Utica IDA</p>	<p><b>Pre-development Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions</li> <li>• NYS DOS Smart Growth Program</li> <li>• EPA Brownfield Grants</li> <li>• Private Investment</li> </ul> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• NYS ESD Restore NY</li> <li>• NYS ESD EDF</li> <li>• Private Investment</li> </ul>
<p><b>Broad Street Infill Development</b>                      Develop vacant parcels along Broad Street, including a mix of industrial and commercial offerings that complement existing nearby businesses, as well as a variety of housing options.</p>	Long-term, 10+ years	<p><b>Lead:</b>                      Private Property Owners</p> <p><b>Partners:</b>                      City of Utica, Utica Municipal Housing Authority</p>	<p><b>Pre-development Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions</li> <li>• EPA Brownfield Grants</li> <li>• Private Investment</li> </ul> <p><b>Design + Construction:</b></p> <ul style="list-style-type: none"> <li>• NYS HCR HOME Programs</li> <li>• NYS HCR Mortgage Agency</li> <li>• NYS ESD Restore NY</li> <li>• Private Investment</li> </ul>

## Section 5: Implementation

# Long-term Action Plan

### BOA-Wide Projects

Project	Timeframe	Lead / Partners	Funding Sources
<p><b>Green Infrastructure</b> Implement policies and strategies to encourage the use of green infrastructure.</p>	Long-term, 10+ years	<p><b>Lead:</b> City of Utica</p> <p><b>Partners:</b> Environmental Facilities Corporation (EFC), NYSDOT (where applicable)</p>	<p><b>Planning + Policy Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions</li> <li>• Climate Smart Communities</li> <li>• Green Innovation Grant Program (GICP)</li> </ul>
<p><b>Gateway Signage + Wayfinding</b> Design a signage and wayfinding plan that encompasses a hierarchy of pedestrian, vehicular, gateway and kiosk signage that can be installed throughout the City to identify and guide visitors to particular destinations.</p>	Long-term, 10+ years	<p><b>Lead:</b> City of Utica</p>	<p><b>Planning + Policy Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions</li> <li>• NYS DOS Smart Growth Program</li> </ul>
<p><b>Improve Connectivity</b> Create recreational connections to encourage walkability and exploration of Harbor Point and the Erie Canal, connect community assets, support tourism, and encourage physical activity.</p>	Long-term, 10+years	<p><b>Lead:</b> City of Utica</p>	<p><b>Planning + Policy Activities:</b></p> <ul style="list-style-type: none"> <li>• NYS DOS BOA - refer to short-term actions</li> <li>• Market NY</li> </ul>



