

C-5 | Enhance Clinton Avenue Gateway

DRI Funding Request/Total Project Cost

\$1,000,000/\$12,000,000

Project Description

This project can be briefly summarized as a complete streets-approach to improving upon the existing infrastructure. Elements of this project include on and off-street green stormwater management practices such as rain gardens, infiltration bump outs, and planting strips; defining the Gateway into the downtown; and encouraging alternative modes of transportation by implementing safer and better defined pedestrian and bike infrastructure.

The primary goals established by the community from the Clinton Gateway initiative that apply to the portion located within the DRI boundary were:

- Enhance a sense of community identity and 'branding';
- Address bicycle and pedestrian comfort and safety;
- Enhance economic development by directing visitors to the central business district;
- Emphasize connections to the downtown district and SUNY Cortland;
- Encourage investment in improvements to private properties;
- Promote the city as aspirational and forward-looking;
- Provide innovative and architecturally interesting design solutions that reference Cortland's unique character.

The City intends to complete the following work with DRI funds within the delineated boundary:

- Replacement of the iron pipe water main between Main Street and the intersection of Main, Church, Greenbush & Elm Streets;
- Replacement of the Sanitary Sewer Main between Main Street and the intersection of Main, Clinton, Greenbush & Elm Streets. An engineering assessment funded by an EFC Technical Assistance Grant (CFA #37145) concluded that the sanitary system within the DRI boundary "appears to be at the end of its useful life."
- Rebuilding sewer manholes serving the Clinton Ave sewer main within the DRI Boundary. The engineering assessment of October 31, 2014 found that all manholes in the DRI boundary area were constructed as part of the original construction (1927) of the Clinton Avenue sewer main.
- Pedestrian and bicycle improvements are also included in this project.

Project Location/Address

Clinton Avenue between Main Street and the intersection of Main, Church, Greenbush & Elm Streets

Sponsor

City of Cortland



Strategies

- Create strong gateways, wayfinding and complete streets to strengthen connections between destinations and amenities and to make the downtown inviting and accessible to all.

Public Support

The concept of redeveloping Clinton Avenue began in 2009 as part of the revisions and updating to the City's Comprehensive Plan. In 2012 the City and Seven Valley's Heath Coalition partnered in funding a \$30,000 conceptual design initiative. In August of 2012 a steering committee was established to solicit proposals from qualified firms to undertake a thorough process which sought to engage the community in the conceptual design. A final public open house meeting was held in February 2013 to present the plans to the public and receive additional feedback. The community overwhelmingly supported the Clinton Avenue project.

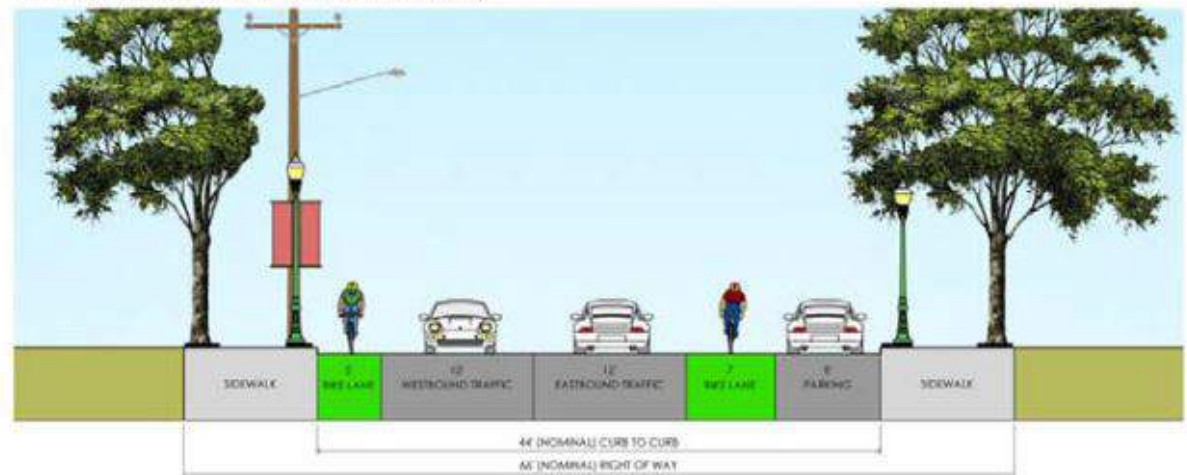
Project Ownership

City of Cortland

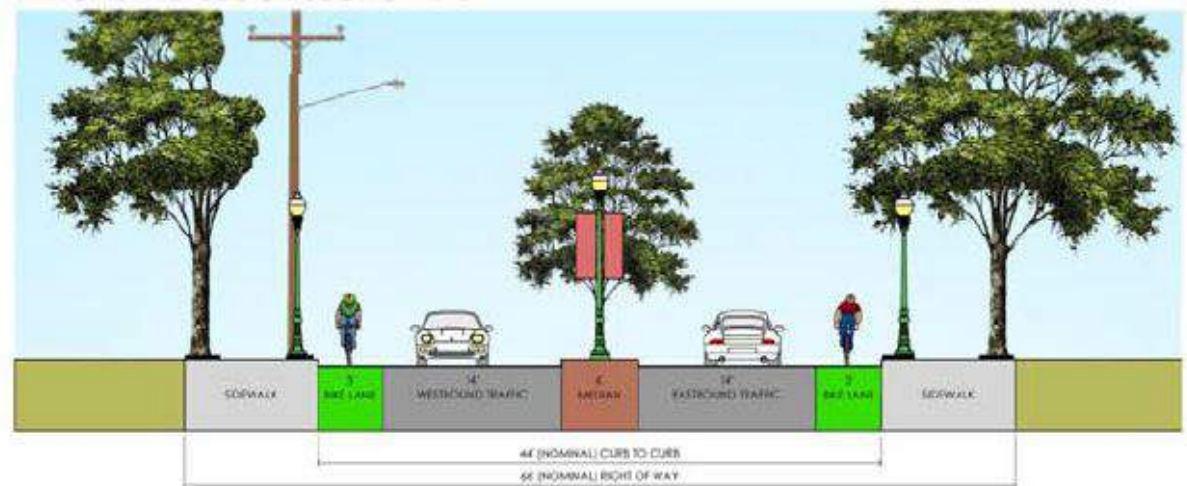
Project Partners

The NYS DEC awarded \$2,000,000 through the 2017 CFA process (CFA# 73697) for construction of a Pedestrian/Bicycle pathway connection between SUNY-Cortland campus and Yaman Park. This pathway transects Clinton Avenue within the DRI boundary. Clinton Avenue is a NYS Roadway and therefore subject to NYSDOT approvals.

TYPICAL MID-BLOCK SECTION A-A



TYPICAL MID-BLOCK SECTION B-B



Schematic renderings of Clinton Avenue improvements

Capacity

- In the mid 1980's the City rehabilitated the streetscape of Main Street between Clinton Avenue and Port Watson Street;
- The City's Department of Public Works engages in an annual program to replace water, sewer and storm water infrastructure as funding permits. In 2003 the City funded the \$1 million Sewer Rehabilitation and Replacement Storm Water Drainage Improvement initiative;
- In 2016 the City's Department of Public Works undertook and successfully completed the restoration of the Port Watson Public Parking lot to enhance the quality of parking in support of activities at the new downtown center of the Cortland Repertory Theatre at a cost exceeding \$500,000;
- The City has recently completed phase 1 of the reconstruction of the City's Waste Water Treatment Plant at a cost \$12.5 million dollars and is currently engaged in phase 2 at an addition cost of \$4.1 million dollars.

Project Budget

\$12,000,000

Funding Sources

Nearly \$11,000,000 in funding has been secured.

	Grant	Loan	Match	Total
DOT - TEP	\$680,000.00		\$136,000.00	\$816,000.00
EFC - GIGP	\$837,374.00		\$191,779.00	\$1,029,153.00
EFC - CWSRF	\$995,725.00	\$2,987,175.00		\$3,982,900.00
HCR - CDGB	\$750,000.00			\$750,000.00
DOS - LWRP	\$500,000.00		\$500,000.00	\$1,000,000.00
EFC - ICG	\$875,000.00			\$875,000.00
DEC - CSC	\$2,000,000.00			\$2,000,000.00
TOTAL	\$6,638,099.00	\$2,987,175.00	\$827,779.00	\$10,453,053.00

The city has legislation pending before the State General Assembly (S-5861-B & A-7852-B) to permit the City to raise funding for capital projects through the imposition of a local occupancy tax. If this legislation passes, the project budget and scope may expand.

Feasibility and Cost Justification

- The water, sanitary and storm water infrastructure beneath Clinton Avenue within the DRI boundary was constructed prior to 1927 and except for limited replacement remains as originally constructed. Now well beyond their intended lives, the systems existing within the DRI boundary have either failed or are failing. The system's current conditions and declining capacities will not support the extensive rehabilitation and usage of the downtown core envisioned in the DRI Investment Plan.
- Reconstruction and rehabilitation of the Clinton Avenue utility infrastructure and surface streetscape and construction of the pedestrian and bicycle pathway transacting the DRI boundary will significantly improve the environmental health and safety of the entire DRI boundary area and projects located within. Improvements to Clinton Avenue within the footprint of the DRI boundary will assist with creating a complete street on the full length of Clinton Avenue that reduces traffic speeds and accidents, improves storm water quality and management techniques, provides an enhanced pedestrian realm that encourages more

pedestrian movement, and promotes bicycle usage as an alternative transportation mode.

Regulatory Requirements

Construction permits will be required of NYS DOT, and NYS DEC based upon final approved engineering plans.

Timeframe for Implementation and Project Readiness

Two-year construction timeline commencing in Spring 2019. Conceptual design of the entire project has been completed. Preliminary Engineering and design drawings on the sewer, water and stormwater infrastructure elements have been submitted to the NYS DOT and Environmental Facility Corp. for review and comment.

Project Reporting

The City will issue an RFP for Construction Management Services.