



ROME WATERFRONT VILLAGE PROJECT NARRATIVE

January 25, 2018

The Rome Waterfront Village project is intended to foster the revitalization of the area between South James Street and Erie Boulevard north of the Erie Canal as well as improve public access to the canal. The proposed development includes the construction of a bulkhead and dock system within the Erie Canal as well as public walkways, seating areas, utility infrastructure, and stormwater management practices. In addition to the waterfront improvements, the proposed project will also involve roadway/utility extensions to provide greater connectivity and enable future development of properties not currently served by public infrastructure. Streetscape improvements are also proposed along select roadways to facilitate access to the waterfront development, provide a more pleasing setting for pedestrians and bring the streets into compliance with City design standards. The DePaul site, which is situated within the Rome Waterfront Village project area, has already obtained a SEQRA Negative Declaration and the necessary Site Plan approvals. The permitting process for the DePaul project was already underway before the Rome Waterfront Village project started and is under separate ownership. Provided below is a more detailed narrative of the project and its components.

Barge Canal Public Waterfront

The City of Rome is progressing the design of a new public waterfront park along the north side of the National Landmark Barge Canal from Erie Boulevard to James Street within the City of Rome. The new park will improve upon the existing Erie Canalway Trail with the following proposed elements:

James Street Overlook

- Fortified overlook
- Fishing access
- Seating, wayfinding and historical signage
- Dark-sky friendly pedestrian lighting and decorative railings with LED lighting

Waterfront Village Harbor

- Construction of approximately 700 linear feet of bulkhead with electric and water hookups for daily and overnight boating accommodations
- Floating docks for up to 75 watercraft
- Pedestrian promenade with seating, dark-sky friendly pedestrian lighting, shade trees, bike racks, wayfinding and ornamental plantings
- Historic railings as per existing in Bellamy Park

Public Pier

- New pier structure out over the Barge Canal
- The public will be able to walk approximately 90 feet out over the canal for panoramic views
- Set within the original Erie Canal alignment, the visitor will be able to walk out over the water where the canal was once located (perpendicular to the Barge Canal)
- The new space will provide seating, wayfinding, dark-sky friendly pedestrian lighting and universally accessible fishing access for visitors
- Decorative railings with LED lighting



Lawrence Street Overlook and Railroad Terrace

- Adaptive reuse of the existing Lawrence Street bridge abutment
- Fishing access
- Terraced wall seating element
- Stone veneered seat walls with lawn terraces providing seating for Barge Canal events and everyday relaxation
- Wayfinding and historical signage
- Dark-sky friendly pedestrian lighting and decorative railings with LED lighting

Erie Launch

- Fortified bulkhead
- Service roadway to access non-motorized launch
- Bike Share Station
- Parking improvements
- Improved fishing access
- Regatta/Non-motorized boat launch
- Dark-sky friendly pedestrian lighting, wayfinding and bike racks
- Potential art on viaduct columns and abutments

Mohawk Point

- Repurposed existing bulkhead
- Seating and ornamental plantings
- Wayfinding and historical signage
- Dark-sky friendly pedestrian lighting and railings

Bulkhead Details

The bulkhead concept is to install a permanent light gauge sheet pile wall with tiebacks and wailer wall. The backfill behind the sheet pile wall will consist of a poured-in-place Cellular Controlled Density Fill (CCDF). The balance of backfilling will be conventional locally available granular materials up to finish grade. A concrete cap will be framed and poured to cover the sheet pile wall above the navigational season water level in the harbor.

Proposed Erie Canal 'Clinton's Ditch' Rewater Park and Open Space

Currently under the City of Rome jurisdiction, the Old Erie Canal right-of-way will be redeveloped into a public park that will restore sections of the canal and the original towpath for the community to access and visit. Historical signage and wayfinding will lead visitors through the story of the Old Erie canal as it passed through the City of Rome and provide a key gateway to the waterfront park along the Barge Canal. James Street pedestrian entrance will be developed as a pocket park and site for future public transit and bike share connections. The reported existence of an old canal barn in this area will also be



investigated and preserved if appropriate. Further south, the site will have a vehicular connection through the park linking Lynch Street to Baptiste Avenue further improving access and connectivity through the neighborhood. The park will contain seating, new plantings, dark-sky friendly pedestrian lighting, public plazas and culminate at a new public pier set at the intersection of the Barge Canal and Old Erie.

Streetscape Improvements

The Rome Waterfront Village development will include improvements to the adjacent streets, sidewalks and right-of-ways (ROW) to facilitate greater access and clearer wayfinding between adjacent neighborhoods and the waterfront properties. Improvements will ensure selected streets and ROW's are brought up to the City of Rome's current design standards. Dropped curbs will be raised to restrict vehicular access and new sidewalks will reconnect existing areas that have fallen into disrepair or that were otherwise undeveloped. Additional vegetation, street trees and lighting meeting "Dark Sky" standards will be added as needed to create a safe and inviting experience with special attention to transoms between uses. Consideration will also be given to providing adequate bike access to the canal.

The intersection of James Street and Baptiste Avenue will become the main gateway to Waterfront Village. Existing street improvements on James Street will continue south from the North Street intersection to Baptiste Avenue. These improvements will include new concrete sidewalks in areas that were paved over with asphalt, new granite curbs where needed or raised curbs to restrict vehicular access onto the main strip. New street trees, as well as permeable paving, such as flexi-pave, will provide visual cohesion and help identify commercial properties along James Street.

Entering into the site via Baptiste Avenue will have signage for Waterfront Village at the James Street intersection. Baptiste Avenue will have all new curbs, sidewalks and street trees on both sides of the street. This will create a visual focal point on the new development ahead. Efforts will be made to save the existing mature elm tree at the current street terminus, if deemed healthy by an arborist. Baptiste Avenue will be extended to connect to Lynch Street near the property currently owned by DePaul Properties.

East North Street and Lynch Street are planned to be connected via the DePaul Property development. The terminus of Lynch Street at the new crossing of the re-watered old canal and new promenade will become a focal point for pedestrian circulation. Street Improvements will continue along East North Street to James Street and include new concrete curbs, flexi-pave or other permeable sidewalk median (where current homeowners have paved the entirety of the ROW). New street trees will create a visual cohesion, softening the view of the street and creating privacy for the adjacent homes. Soft ornamental lighting will provide a safe and welcoming traverse from the neighborhood to the new center of activity.

Lynch Street improvements will provide much of the same in terms of infill of missing sidewalks to connect circulation routes, lighting, and street trees. It also provides an opportunity to connect the playground at Uvanni Park to the proposed apartments at the DePaul property. As Lynch Street



approaches Canal Street to the east, it passes between the R&S Steel properties. Curbs along both sides of the street will be raised to restrict vehicular access and protect pedestrians on newly installed concrete sidewalks. This space is also a great opportunity for street trees to buffer adjacent residences from manufacturing and industrial activities. At the corner of Lynch Street and Canal Street, the history of the area begins to reveal itself.

Canal Street offers an excellent opportunity to tap into the history of the area. The existing abandoned railroad tracks along the east side of the street could be incorporated into a new sidewalk design reflective of the past train use but serving as the new main pedestrian thoroughfare to the waterfront. Existing overgrown vegetation would be cleaned up and the east side of the road would offer more room to separate the sidewalk from the curb and allow for street trees to break up the monotony of the view and screen between the residential and commercial uses. While the current plans would connect Lynch Street north to Depeyster Street, future development at the end of Canal Street could extend these improvements south to Luquer Street and connect directly to the waterfront.

It is recommended that where Depeyster Street crosses Canal Street, the intersection become a four-way stop. A new crosswalk and signage at this intersection will help direct traffic down Canal Street, instead of the very narrow, residential Depeyster Street, as a means of egress to the DePaul property and the Waterfront Village. The sidewalk on the north side of Depeyster Street will be reconnected (in congruence with the major crosswalk north of the intersection at Erie Boulevard) and the grass median on both sides will be reclaimed and planted with street trees, or permeable paving where deemed appropriate.

Ann Street, as well as Lawrence and Louisa Street south of Ann Street will have similar pedestrian improvements. Curbs will be raised or extended where needed, sidewalks will be connected and extend south to the waterfront. Attempts will be made to avoid mature trees. Most improvements along these streets will be limited to one side due to the narrow and intimacy of scale through the neighborhood. The greatest effort will be made at the south end of Louisa Street to clear the existing ROW and extend utilities. A connection will be made at the south end of Louisa Street to the hammer head of Davis Street and through to the waterfront.

The goal of the streetscape improvements is to provide a clear and inviting environment that will strengthen the sense of community, increase pedestrian use and improve quality of life by creating more opportunities for socialization and a healthy active lifestyle. The project will also achieve a cohesive visual for the neighborhood, softening the streets with vegetation and trees as well as providing buffers between differing uses. Health and safety are of utmost importance where pedestrians, cyclists and vehicles coexist.



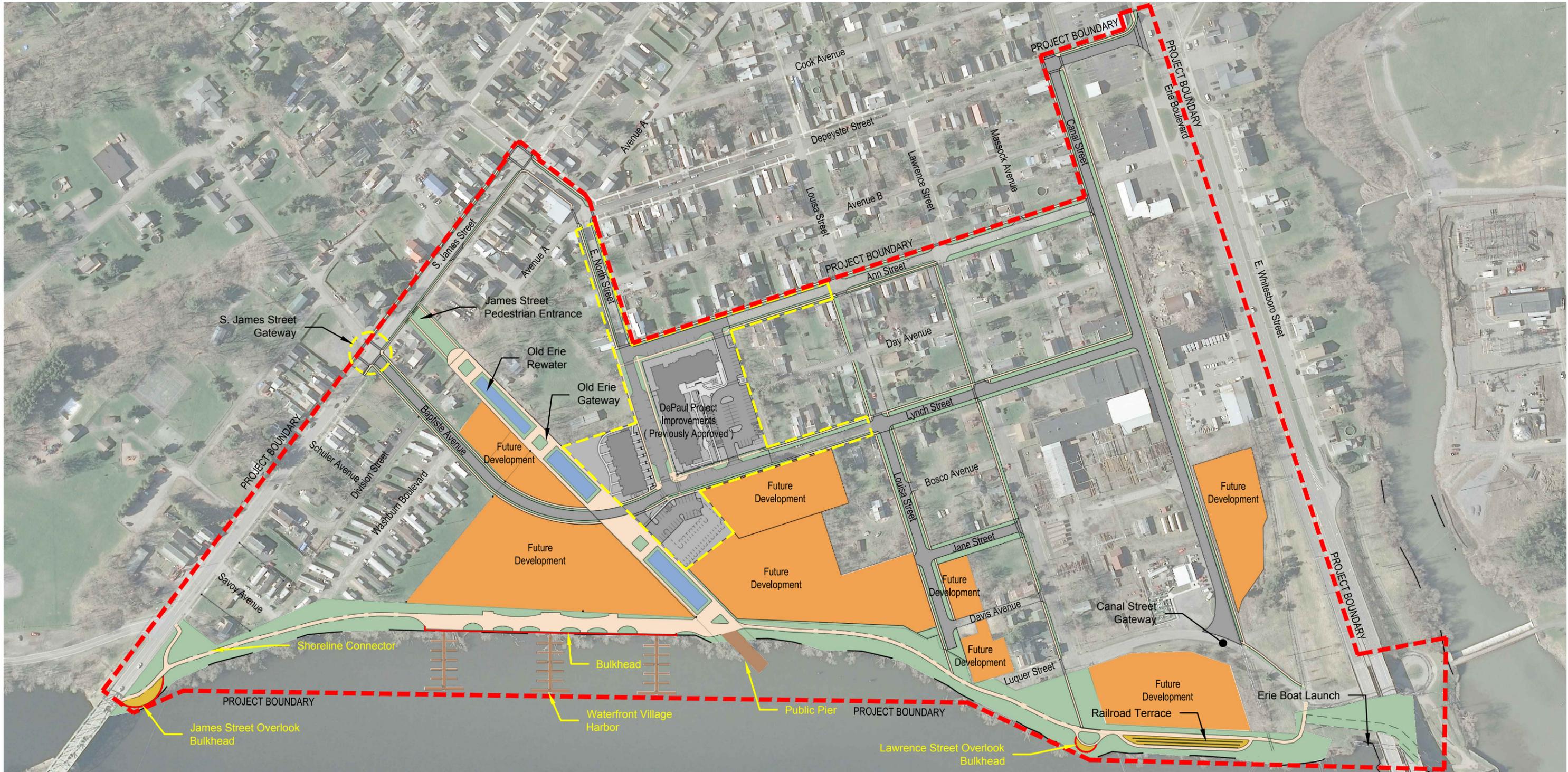
Water, Sanitary Sewer, and Stormwater Management Improvements

The existing water main along Baptiste Avenue will be extended to serve future development of the adjacent parcels and continue to form a loop with the water main extension along Lynch Street. The existing sanitary sewer main along Baptiste Avenue will also be extended to serve the adjacent parcels as needed. It is anticipated that stormwater runoff will be mitigated on-site as the adjacent parcels are developed and ultimately discharge to the Erie Canal.

Stormwater runoff will be mitigated on-site on the DePaul site and will discharge to the re-watered Old Erie Canal bed. The Old Erie Canal bed will ultimately discharge to the Erie Canal.

The water main along Jane Street will be extended to the west and then to the north to Lynch Street to form a loop. The water main extension along Jane Street will serve future development of the adjacent parcels. The existing sanitary sewer main along Jane Street will also be extended to the west to serve the adjacent parcels. It is anticipated that stormwater runoff from the adjacent parcels will be mitigated on-site as the parcels are developed and ultimately discharge directly to the Erie Canal.

Stormwater management for streetscape improvements may include the construction of green infrastructure practices such as permeable pavers, permeable edge of streets, drop curb inlets, and/or bioretention sidewalk medians.



STREETSCAPE IMPROVEMENTS SCHEDULE:

- S. JAMES STREET:**
 BAPTISTE TO E. NORTH STREET
- NEW ORNAMENTAL LIGHTING AND STREET TREES - BOTH SIDES
- BAPTISTE AVENUE:**
 S. JAMES STREET TO DEPAUL SITE
- NEW ORNAMENTAL LIGHTING AND STREET TREES - BOTH SIDES
 - NEW PAVEMENT, SIDEWALKS AND GRANITE CURBS - BOTH SIDES
- ANN STREET:**
 DEPAUL SITE TO LAWRENCE STREET
- NEW SIDEWALKS AND CURBS WHERE NEEDED - BOTH SIDES
- LAWRENCE STREET TO CANAL
- NEW SIDEWALKS AND CURBS - NORTH SIDE

- LYNCH STREET:**
 DEPAUL SITE TO CANAL STREET
- NEW ORNAMENTAL LIGHTING AND STREET TREES - BOTH SIDES
- LAWRENCE STREET TO CANAL
- NEW SIDEWALKS AND CURBS WHERE NEEDED - NORTH SIDE
- DEPAUL SITE TO LAWRENCE STREET
- NEW SIDEWALKS AND CURBS WHERE NEEDED - BOTH SIDES
- LOUISA STREET TO CANAL STREET
- NEW PAVEMENT OVERLAY
- CANAL STREET:**
 DEPEYSTER STREET TO LYNCH STREET
- NEW ORNAMENTAL LIGHTING AND STREET TREES - BOTH SIDES
- DEPEYSTER STREET TO LYNCH STREET
- NEW SIDEWALKS AND CURBS WHERE NEEDED - BOTH SIDES

- CANAL STREET (CONT.):**
 DEPEYSTER STREET TO LYNCH STREET
- NEW PAVEMENT OVERLAY
- CANAL STREET (FUTURE):**
 LYNCH STREET TO LUQUER STREET
- NEW ORNAMENTAL LIGHTING AND STREET TREES - BOTH SIDES
- LYNCH STREET TO LUQUER STREET
- NEW SIDEWALK WHERE NEEDED - EAST SIDE
- LYNCH STREET TO LUQUER STREET
- NEW CURBS WHERE NEEDED - BOTH SIDES
- LYNCH STREET TO LUQUER STREET
- NEW PAVEMENT OVERLAY

- DEPEYSTER STREET:**
 CANAL STREET TO ERIE BOULEVARD
- NEW ORNAMENTAL LIGHTING AND STREET TREES - BOTH SIDES
 - NEW SIDEWALKS - NORTH SIDE
 - NEW CURBS WHERE NEEDED - BOTH SIDES
 - NEW PAVEMENT OVERLAY
- JANE STREET:**
 LOUISA STREET TO LAWRENCE STREET
- NEW STREET TREES - BOTH SIDES,
 - NEW SIDEWALKS AND CURBS - BOTH SIDES
 - NEW PAVEMENT

- LOUISA STREET:**
 LYNCH STREET TO DAVIS AVENUE
- NEW ORNAMENTAL LIGHTING AND STREET TREES - BOTH SIDES
 - NEW SIDEWALKS AND CURBS - BOTH SIDES
 - NEW PAVEMENT
- LAWRENCE STREET:**
 ANN STREET TO LUQUER STREET
- NEW SIDEWALKS AND CURBS WHERE NEEDED WEST SIDE
- E. NORTH STREET:**
 DEPAUL SITE TO S. JAMES STREET
- NEW ORNAMENTAL LIGHTING AND STREET TREES - BOTH SIDES
 - NEW SIDEWALKS AND CURBS WHERE NEEDED - BOTH SIDES



JAMES STREET OVERLOOK

- FORTIFIED OVERLOOK
- FISHING ACCESS
- SEATING AND SHADE TREES
- WAYFINDING AND HISTORICAL SIGNAGE
- DARK-SKY FRIENDLY PEDESTRIAN LIGHTING
- DECORATIVE RAILINGS WITH LED LIGHTING

Riverlink Park, Amsterdam NY

JAMES STREET PEDESTRIAN ENTRANCE

- GATEWAY PLAZA WITH SEATING, BIKE SHARE AND ORNAMENTAL PLANTINGS
- WAYFINDING AND HISTORICAL SIGNAGE

OLD ERIE REWATER

- RESTORED CANAL BED WITH WATER
- SIDEWALKS AND STREET TREES ALONG EAST AND WEST SIDE OF CANAL
- WAYFINDING AND HISTORICAL SIGNAGE

Solo Bridge, Streetlife Studio, The Netherlands

PUBLIC PIER

- NEW STRUCTURE WITH PUBLIC SPACE OVER THE CANAL
- SET IN LINE WITH THE OLD ERIE CANAL ALIGNMENT
- PROVIDES A NEW PERSPECTIVE FOR VISITORS TO EXPERIENCE THE CANAL, FISH, AND RELAX
- UNIVERSALLY ACCESSIBLE FISHING ACCESS
- DARK SKY FRIENDLY LIGHTING AND SEATING

Gantry State Park, Long Island City, NY

LAWRENCE STREET OVERLOOK

- REUSE OF EXISTING BRIDGE ABUTMENT
- FISHING ACCESS
- SEATING AND SHADE TREES
- WAYFINDING AND HISTORICAL SIGNAGE

Riverlink Park, Amsterdam, NY

RAILROAD TERRACE

- TERRACED SEATING ELEMENT WITH GRANITE STONE WALLS

Tonawanda Gateway Park, NY

MOHAWK POINT

- REPURPOSED EXISTING BULKHEAD
- SEATING AND ORNAMENTAL PLANTINGS
- WAYFINDING AND HISTORICAL SIGNAGE
- DARK SKY FRIENDLY PEDESTRIAN LIGHTING
- DECORATIVE RAILINGS WITH LED LIGHTING

Existing View

SHORELINE CONNECTOR

- PARK-LIKE ATMOSPHERE WITH AREAS FOR PICNICING
- STEPPED SEATING ORIENTED TO THE WATERFRONT
- GREEN INFRASTRUCTURE AND PERMEABLE PAVING
- UNDERSTORY VEGETATION

WATERFRONT VILLAGE HARBOR

- FORTIFIED BULKHEAD WITH ELECTRIC AND WATER HOOKUPS
- CAPACITY FOR 75+ WATERCRAFT IN SLIPS
- TERRACED PEDESTRIAN PROMENADE WITH HARDSCAPE DESIGN
- SEATING, BIKE RACKS AND SHADE TREES

Lake Erie, Canada

CANAL STREET GATEWAY

- TRANSPORTATION HUB FOR SHUTTLE CONNECTOR
- RAIL SPUR DESIGN FEATURE
- WELCOME GARDEN
- WAYFINDING AND HISTORICAL SIGNAGE

High Line, New York, NY

ERIE LAUNCH

- FORTIFIED BULKHEAD
- SERVICE ROADWAY DOWN TO CANAL
- FISHING ACCESS
- REGGATA AND NON-MOTORIZED LAUNCH
- DARK SKY PEDESTRIAN LIGHTING
- BIKE SHARE STATION

Erie Launch G-G'

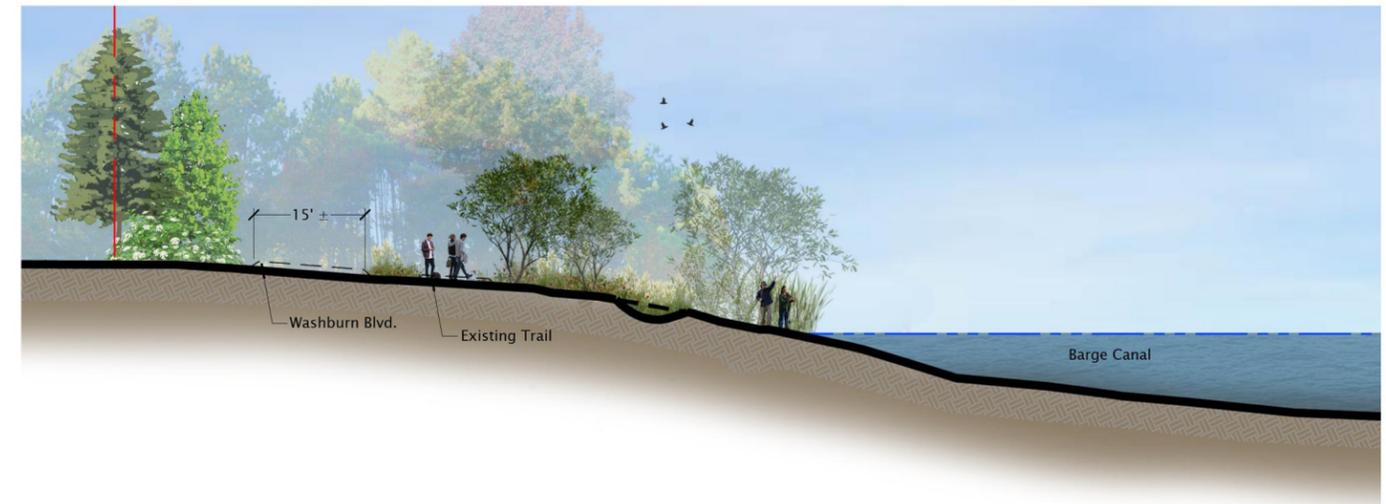
KEY:

- BULKHEAD WALL
- PROMENADE OVERLOOK AND KEY GATEWAYS
- PROPERTY BOUNDARY
- FLOATING DOCKS
- BRIDGE AND PIER STRUCTURES

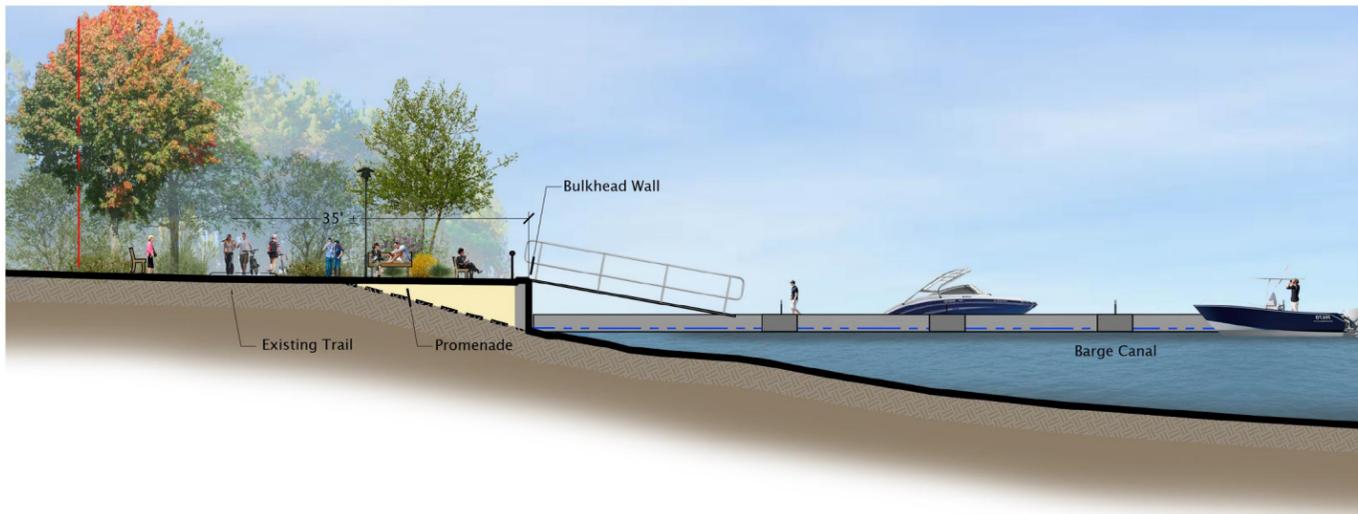
SECTION A-A' James Street Overlook



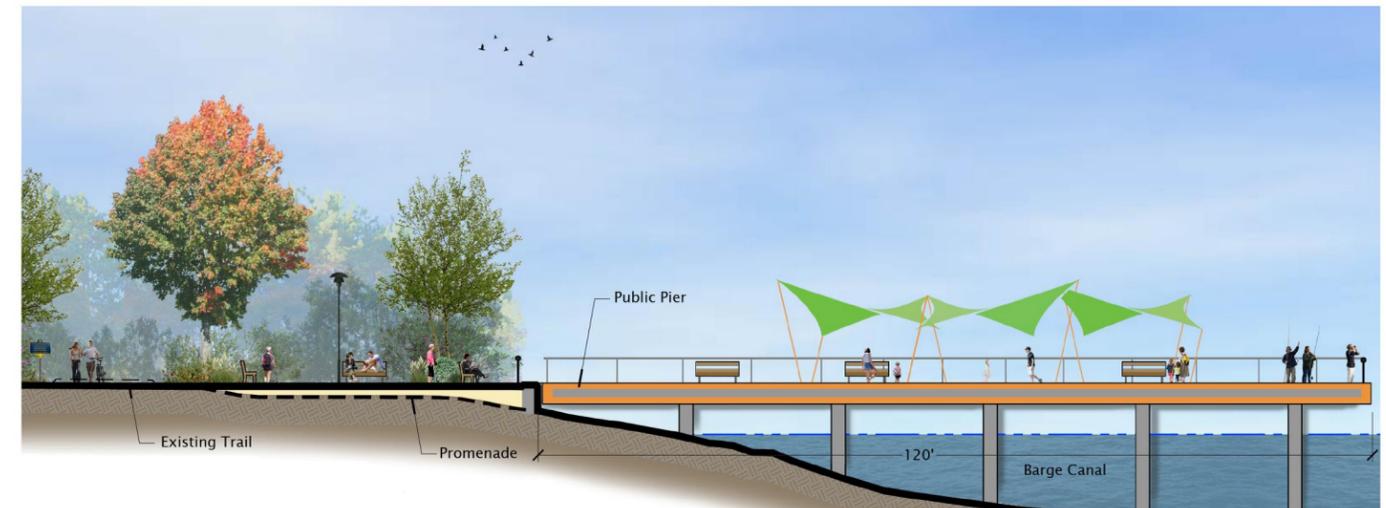
SECTION B-B' Shoreline Connector



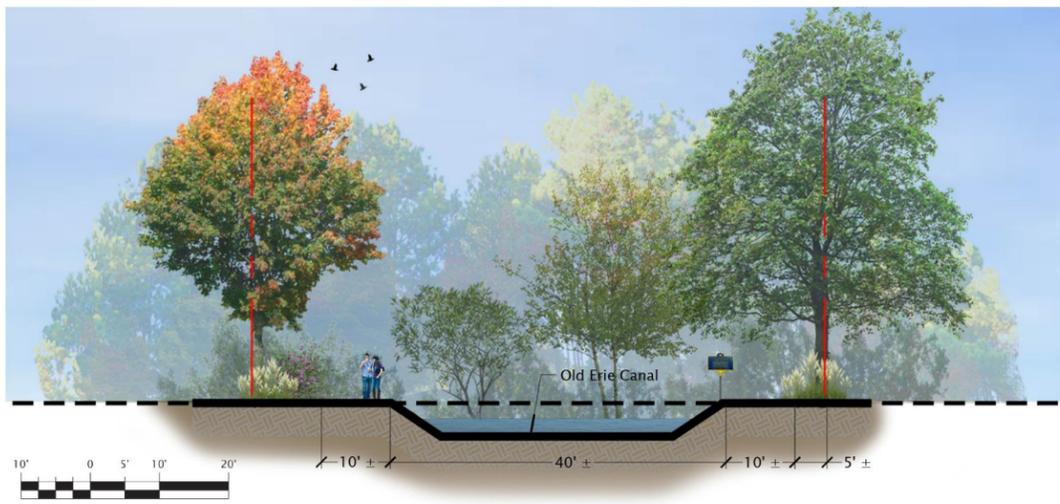
SECTION C-C' Waterfront Village



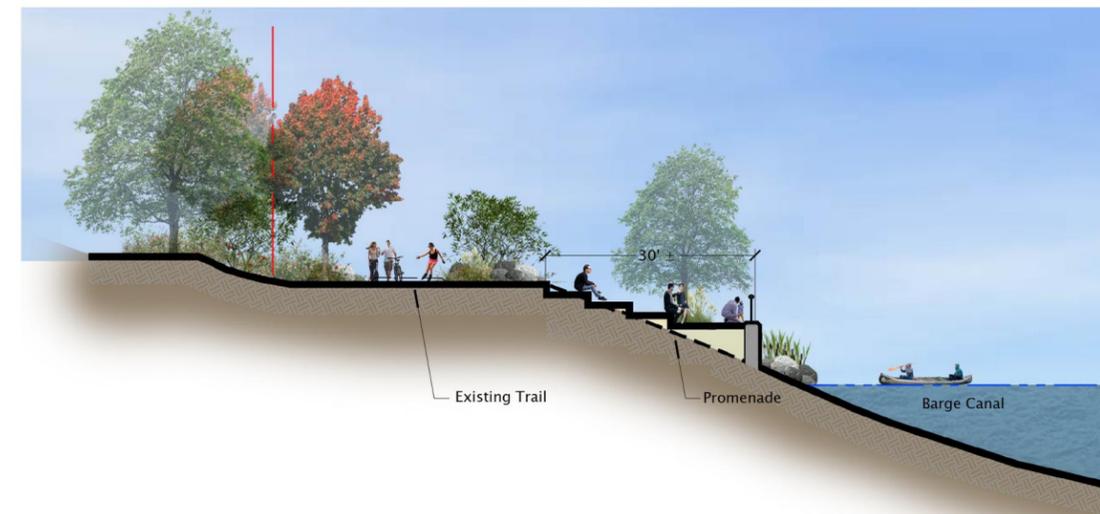
SECTION D-D' Public Pier

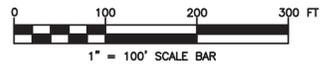


SECTION E-E' Old Erie Rewater



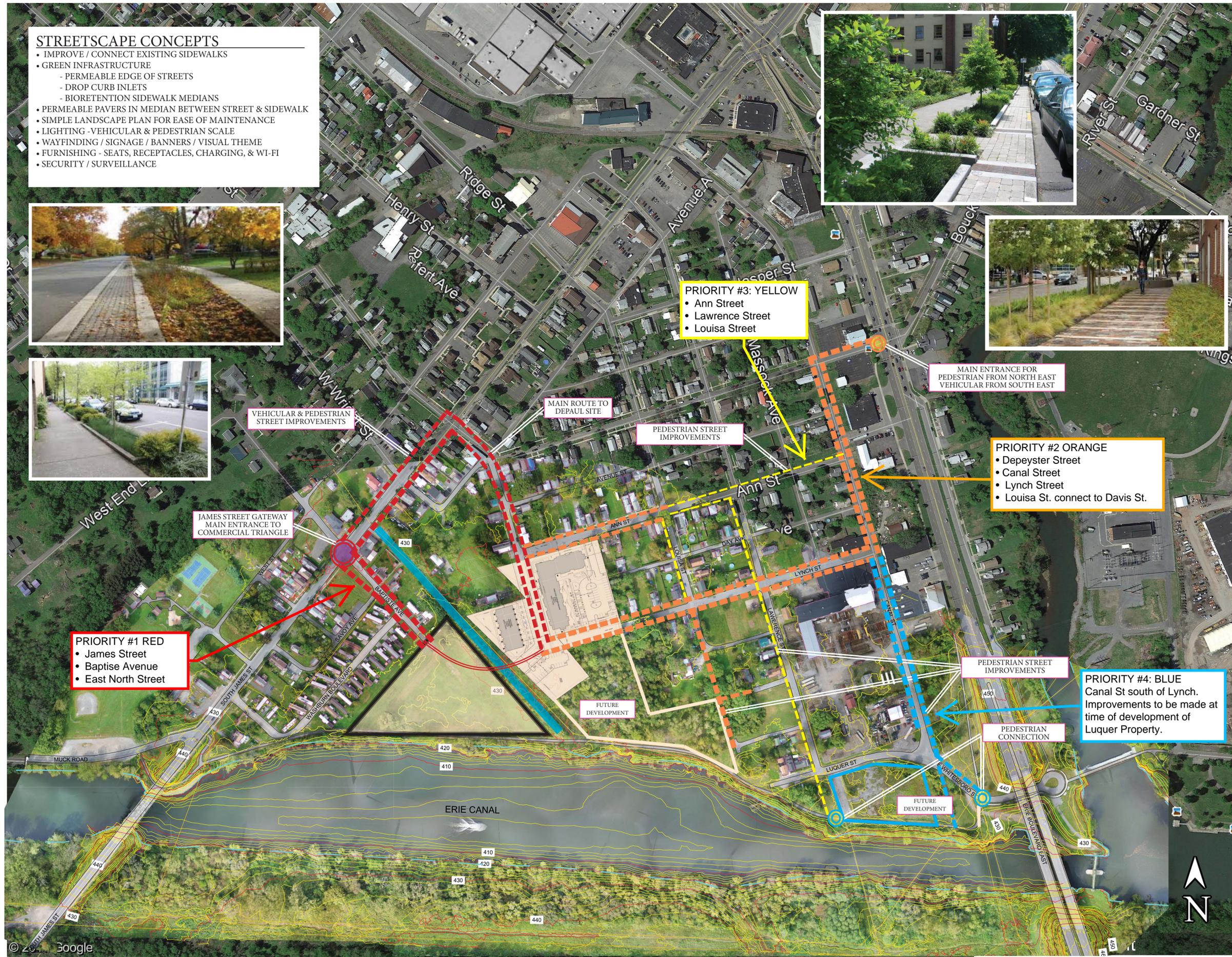
SECTION F-F' Railroad Terrace





STREETSCAPE CONCEPTS

- IMPROVE / CONNECT EXISTING SIDEWALKS
- GREEN INFRASTRUCTURE
 - PERMEABLE EDGE OF STREETS
 - DROP CURB INLETS
 - BIORETENTION SIDEWALK MEDIANS
- PERMEABLE PAVERS IN MEDIAN BETWEEN STREET & SIDEWALK
- SIMPLE LANDSCAPE PLAN FOR EASE OF MAINTENANCE
- LIGHTING - VEHICULAR & PEDESTRIAN SCALE
- WAYFINDING / SIGNAGE / BANNERS / VISUAL THEME
- FURNISHING - SEATS, RECEPTACLES, CHARGING, & WI-FI
- SECURITY / SURVEILLANCE



PRIORITY #1 RED
 • James Street
 • Baptise Avenue
 • East North Street

JAMES STREET GATEWAY
 MAIN ENTRANCE TO
 COMMERCIAL TRIANGLE

VEHICULAR & PEDESTRIAN
 STREET IMPROVEMENTS

MAIN ROUTE TO
 DEPAUL SITE

PEDESTRIAN STREET
 IMPROVEMENTS

PRIORITY #3: YELLOW
 • Ann Street
 • Lawrence Street
 • Louisa Street

MAIN ENTRANCE FOR
 PEDESTRIAN FROM NORTH EAST
 VEHICULAR FROM SOUTH EAST

PRIORITY #2 ORANGE
 • Depeyster Street
 • Canal Street
 • Lynch Street
 • Louisa St. connect to Davis St.

PEDESTRIAN STREET
 IMPROVEMENTS

PRIORITY #4: BLUE
 Canal St south of Lynch.
 Improvements to be made at
 time of development of
 Luquer Property.

PEDESTRIAN
 CONNECTION

FUTURE
 DEVELOPMENT

FUTURE
 DEVELOPMENT

ERIE CANAL

