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Downtown Rome Brownfield Opportunity Area Mitigation Thresholds

Specific construction projects may be proposed or developed following the implementation of the Downtown Rome Brownfield Opportunity Area Implementation Plan. If these construction projects come forward, measures to mitigate potential significant environmental impacts will be needed. Mitigation measures for these impacts are provided below.

Land Use Impacts and Mitigation

CONSTRUCTION-RELATED IMPACTS AND MITIGATION		
Potential Adverse Impacts	*Mitigation Action(s)*	*Potential Conditions of Approval/Contract Specifications*
Safety impacts to pedestrians, drivers, and workers due to use of construction vehicles and equipment.	Prior to project approval, construction management objectives must be identified. If a project moves forward, a Work Zone Management Plan will need to be created.	• The Work Zone Traffic Management Plan must describe how heavy equipment will be transported in and out of the site, location, staging and how it will be used during construction activities. • Project sponsors and/or Contractors will prepare a Protection and Maintenance of Traffic Plan. • Staging areas for construction vehicles must be designated in the plan. Staging areas for heavy equipment must not encroach on surrounding properties. Damage to vegetation or pavement caused by heavy equipment staging must be repaired upon completion of construction activities. • Trucks and other vehicles must enter and exit the site at a controlled gate and a preferred construction route will be identified.
Impacts to water quality due to soil erosion, loss of topsoil, excess nutrient and sedimentation, and stormwater	For projects involving ground disturbance, an erosion and sediment control plan will be required. The erosion and sediment control plan must identify stormwater	• Parameters of an erosion control plan must be specified as conditions of approval.

runoff (as a result of grading activity during construction).	runoff prevention controls used to divert, infiltrate, reuse, contain or otherwise reduce stormwater runoff. The plan must also identify pollution prevention measures, such as maximizing infiltration to reduce runoff, using existing vegetated areas and buffering.	• Site work must be phased in order to limit impacted areas and work must be scheduled during periods of low rainfall. • Provisions will be made to protect against tracking dirt onto the rights-of-way.
Impacts to wildlife habitat due soil erosion, stormwater runoff.	An Erosion and Sediment Control Plan must be developed that addresses impacts to wildlife habitat, including wetlands.	• Parameters of an erosion control plan must be specified as conditions of approval.
Damage/removal of existing, non-invasive trees and vegetation.	A tree and vegetation removal and replanting plan will be required upon final design. The tree planting and revegetation plan should identify trees and vegetation that will be removed, disturbed, or protected during construction. The plan will establish any invasive species and weed control program for revegetation.	• Trees larger than 3 inches in diameter must be protected from damage during construction. • Existing invasive species must be identified and removed during construction. Replacement species must be approved by the City of Rome prior to planting.
Noise related to construction.	A construction noise mitigation plan will be required during preliminary design.	• Construction activity shall be limited to the hours of 7:00 am to 9:00 pm, as allowed by City Code. • Trucks and other vehicles will enter and exit the site at a single entrance controlled gate to reduce residential disturbance. • A preferred construction route that minimizes impacts on residential properties will be identified.

Light pollution (ongoing and long-term).	Design of street lighting should ensure that fixtures do not shine into adjacent properties.	• To limit long-term light pollution, all new or replacement street light fixtures must be full cutoff.
Stormwater runoff (ongoing and long-term).	To ensure that stormwater runoff resulting from increased impervious surfaces does not negatively impact the City's storm sewer system, private property, Erie Canal or the Mohawk River, ongoing inspection will be required post construction.	• Parameters of an erosion control plan must be specified as conditions of approval. • Site work must be phased in order to limit impacted areas and work must be scheduled during periods of low rainfall. • Provisions will be made to protect against tracking dirt onto the rights-of-way.
Heat island effects.	To ensure that additional impervious surfaces do not significantly contribute to heat island effects within the Study Area, the plan should include a detailed plan for replacing and planting new vegetation.	• The landscape and planting plan must note that trees larger than 3 inches in diameter will be protected from damage during construction. • All trees and vegetation removed during construction must be replaced. • Existing invasive species must be identified and removed during construction. • Replacement species must be approved by the City of Rome prior to planting. • All new parking lots must include interior landscape islands with trees. • New trees shall be planted along the perimeter of new surface parking areas.

Housing Impacts and Mitigation

In order to explore a variety of potential adverse impacts and mitigation actions within the Study Area, a *Housing Analysis* was prepared in 2017. The housing analysis presents a variety of options to assist the City to describe the existing housing supply within the BOA Study Area and identify opportunities for improvement of housing.

It is not expected that the master plan will have negative impacts on the existing housing stock within the Study Area. Providing an additional mid and upper range of housing options is key to the success of the community. Based on existing conditions the type of housing that is available in the City is limited. New housing options will facilitate more inclusivity and promote more people moving into the community resulting in a healthy vibrant community.

The major objective of the BOA Plan is to revitalize the City's neighborhoods through public and private investment, and redevelop vacant and underutilized sites. These options include methods to prevent or minimize the potential adverse impacts of housing redevelopment and can be considered mitigation techniques in their own right. Potential adverse impacts resulting from and mitigation actions to address housing changes are the same as those for land use changes. Please refer to the *Construction and Post-Construction Related Impacts and Mitigation Tables* in Land Use Impacts and Mitigation.

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Traffic Operations Impacts and Mitigation

A traffic impact study was completed in November 2017 to determine the impacts of development planned for the BOA Study Area. According to this study, development is expected to have an impact at three intersections:

- James Street at North Street
- James Street at South Street/Baptiste Avenue
- Erie Boulevard at Depeyster Street/Bouck Street

The projected Full-Build traffic operations are expected to range from a level of service A to D, with acceptable intersection service at all intersections. Development is not expected to degrade traffic operations to unacceptable levels with the planned street improvements as a result of this plan.

TRANSIT IMPACTS AND MITIGATION		
Potential Adverse Impacts	*Mitigation Measures*	*Project-specific Mitigation*
Decreased level of service on roadways.	• All new construction in excess of 10,000 SF will be required to prepare a Traffic Impact Study (TIS) and must demonstrate how developments will not unreasonably burden the transportation infrastructure of the BOA	• N/A

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Public Transit Impacts and Mitigation

TRANSIT IMPACTS AND MITIGATION		
Potential Adverse Impacts	*Mitigation Measures*	*Project-specific Mitigation*
Increased demand for transit service.	• Increased frequency of bus service • Added routes (either Route 2, 4, 5 or 9) to James Street • Additional bus stops on James Street at/near Baptiste Avenue with a similar schedule as Centro Route 6 • Improvements to new and existing bus stops, including shelters, bike racks, and seating areas.	• Future development applications must identify the potential quantity and type of new demand for transit service resulting from construction of the development. Applications must also identify pedestrian and transit accommodations to meet expected needs, including bicycle parking, pedestrian routes to transit stops, and sheltered waiting areas.

Infrastructure and Utilities Impacts and Mitigation

Redevelopment activities are not anticipated to exceed existing infrastructure for onsite utilities. Individual projects that may consume large amounts of water or produce large amounts of waste water will be reviewed during the project planning process with the City's Engineering Department to ensure sufficient supply and capacity are in place to support activities.

FLOOD HAZARD IMPROVEMENT IMPACTS AND MITIGATION		
Potential Adverse Impacts	*Mitigation Measures*	*Project-specific Mitigation (if applicable)*
Some areas of the Study Area remain within the 100-year floodplain.	Property owners and developers must retain flood insurance.	• N/A
	Redevelopments in the 100-year floodplain must follow NYS Floodplain Construction Requirements.	• The lowest floor of buildings must be at least 2 feet above the base flood elevation. • Residential structures must be elevated by means of compacted fill, a solid slab foundation, a crawl-space foundation, or pilings. o If buildings must be elevated above streetlevel, ADA ramping must be installed to provide convenient access. • Non-residential buildings do not need to be elevated if they are flood proofed.

Parks and Open Space Impacts and Mitigation

Implementation of the BOA will not result in adverse significant impacts to parkland or open space. Public access to waterfront features will be enhanced.

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Water Quality, Wetlands and Use of Groundwater Impacts and Mitigation

This section describes potential adverse impacts to the surface and groundwater resources within the BOA Study Area that could result from implementation of the BOA Plan. Implementation of the BOA plan will involve substantial environmental cleanup that will reduce sources and migration of contamination that is or may be impacting groundwater, stormwater, the Erie Canal, Mohawk River and wetland areas.

WATER QUALITY IMPACTS AND MITIGATION		
Potential Adverse Impacts	*Mitigation Measures*	*Project-specific Mitigation (if applicable)*
Increase in amount of sediment in stormwater run-off due to development.	Erosion control measures include: silt fences, stabilized construction entrances, and dust control measures. Silt fence collects sediment that would otherwise run off the site and discharge into the Erie Canal and Mohawk River. Fences are generally placed on the downhill side of disturbed areas and assists with the prevention of wind erosion from the site as well. A stabilized construction entrance allows for sediment and soil to dislodge from vehicles that are exiting the site.	As part of the granting of any permit, a Stormwater Pollution Prevention Plan (SWPPP) will be required, which includes the design of erosion and sediment controls to be used during all phases of construction as well as permanent site stormwater management practices.
Altered wetland location.	If development may impact an existing wetland, the total area of wetlands can be retained by moving or creating new wetland areas.	Development occurring in a wetland will need to obtain permit authorizations.

Wildlife Habitats Impacts and Mitigation

No designated significant natural community or listed (state or federally) endangered, threatened, or rare species exist within the BOA; therefore, significant adverse impacts are anticipated.

CONSTRUCTION-RELATED IMPACTS AND MITIGATION		
Potential Adverse Impacts	*Mitigation Action*	*Project Mitigation*
Potential to spread invasive species during construction.	Use of proper erosion and sediment control measures, washing construction equipment prior to leaving areas of invasive species, and proper removal and disposal of invasive plants.	• As improvement plans are progressed, recommended plant removal and disposal methods shall be determined.

Historic and Cultural Resources Impacts and Mitigation

Portions of the BOA contain or lie in close proximity to designated historic corridors and sites including, the Erie Canalway National Heritage Corridor, Gansevoort-Bellamy Historic District, Fort Stanwix National Monument, and Zion Episcopal Church. Additionally, portions of the BOA, while not officially recognized or designated are considered culturally historic places within the City (ex. South Rome residential area and Little Italy).

Recommendations and identified redevelopment projects presented in the Implementation Strategy are anticipated to enhance the revitalize the BOA area and are sensitive to historic and culturally significant areas. No significant adverse impacts are identified; however, the City will ensure historic preservation of particular areas by utilizing the following methods:

- As per SEQRA regulations, future actions will require coordinated review if adjacent to a National Register historic property or district or within the boundaries of a National Register historic district
- Continued consultation with the New York State Parks Recreation and Historic Preservation as projects within the BOA are formalized;
- Consideration of an overlay district within the City's zoning code update to address historic merits and architectural integrity of existing buildings;
- Land use regulations through the on-going Form Based Code to ensure new infill development is consistent with existing development in terms of building placement/height, transparency, building materials, signage, balconies, screening, building and site lighting, parking and landscaping, etc.