PLANNING & DEVELOPMENT BOARD AGENDA

The regular meeting of the PLANNING & DEVELOPMENT BOARD will be held at 6:00 p.m. on TUESDAY, MAY 26, 2020. City Hall remains closed to the public. This meeting will be conducted remotely via the online platform Zoom, pursuant to the Governor’s Executive Order 202.1. The meeting will also be live streamed at https://www.youtube.com/channel/UC7RtJN1P_RFaFW2IvCnTrDg.

Instructions for commenting to the Planning Board

Scheduled Public Hearings (Refer to the agenda for projects that have scheduled public hearings.)

There are two options to participate in a Public Hearing:

1. Submit comments by email no later than 4 p.m. on the day of the meeting (contacts below). Please indicate if you would like your comments read into the record. Each comment is limited to three minutes. Indicate in your email that the comment is for a public hearing.

2. To speak at the meeting, sign up and receive instructions through the contact(s) listed below.

General Public Comments

Send written comments to the contact(s) listed below. All comments received will be forwarded it to the Planning Board for their consideration. Written comments received in advance of the meeting give the Board/Committee time to consider them fully. If you want your comment read aloud, please state so in your email and limit the comment to three minutes. A minimum of 15 minutes will be allotted at the beginning to read comments, if needed. The Chair will make an effort to accommodate as many read comments as time permits.

All comments and questions can be emailed to Anya Harris at aharris@cityofithaca.org or Lisa Nicholas at lnicholas@cityofithaca.org. Or call 607-274-6550.

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AGENDA ITEM

<table>
<thead>
<tr>
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<th>Agenda Item</th>
<th>Approx. Start Time</th>
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<tbody>
<tr>
<td>1</td>
<td>Agenda Review</td>
<td>6:00</td>
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<tr>
<td>2</td>
<td>Public Comments</td>
<td>6:00</td>
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<td>(See instructions above)</td>
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<td>3</td>
<td>Board Response to Public Comment</td>
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<td>4</td>
<td>Approval of Minutes: January 28, 2020 &amp; February 25, 2020</td>
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<td>5</td>
<td>Subdivision Approval</td>
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<td><strong>Project:</strong> Minor Subdivision</td>
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<td></td>
<td><strong>Location:</strong> 320 W Buffalo Street #60.-2-5</td>
<td>Board Q&amp;A</td>
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<td><strong>Actions:</strong></td>
<td>Board Discussion</td>
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<td>□ Public Hearing □ Preliminary &amp; Final Approval</td>
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<td><strong>Project Description:</strong> The applicant proposes to subdivide (the newly created) tax parcel #60.-2-5 measuring 1.892 acres (82,416SF) with 323 feet of frontage on N. Plain Street, 27 feet of frontage on W. Court Street, and 266 feet of frontage on W. Buffalo Street and containing three existing buildings into two lots: Parcel B measuring 1.695 with 323 feet of frontage on N. Plain Street and 201.5 feet of frontage on W. Buffalo Street and 27 feet of frontage on W. Court Street and containing two existing buildings to which will be added two</td>
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new buildings and a major addition; and Parcel D measuring .197 acres with and 64.5 feet of frontage on W. Buffalo Street and containing the existing Catholic Charities building. The project is in the Former Immaculate Conception School Planned Unit Development (FICS PUD). This subdivision is part of a larger development project which was determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(k), (n), (B)(6), and the State Environmental Quality Review Act ("SEQRA") §617.4(b)(11) for which the Lead Agency made a Negative Determination of Environmental Significance on September 24, 2019.

**Project materials are available for download from the City website and are updated regularly:**
https://www.cityofithaca.org/DocumentCenter/Index/1133

### 6 Site Plan Review

| A Project           | Location       | Applicant                                           | Actions                                                        |
|---------------------|----------------|-----------------------------------------------------|                                                               |
| Carpenter Circle Project | Carpenter Park Road | Andrew Bodewes for Park Grove Realty, LLC           | ☐ Determination of Environmental Significance ☐ Potential Preliminary Approval of Entire Project |
| Location:           | Board Q&A      | Board Discussion                                    |                                                               |
| Actions:            | Board Discussion|                                                     |                                                               |

**Project Description:** The project seeks to develop the existing 10.8-acre parcel located adjacent to Route 13 and off of Third Street. The parcel currently contains 2.1 acres of community gardens, an access road (Carpenter Circle Road), and one storage building to be removed. The proposal includes Building A, a 64,000 SF medical office building; Buildings B & C, two mixed-use buildings which will include ground-level retail/restaurant/commercial uses of 23,810 SF, interior parking, 166 market-rate apartment units, and 4,652 SF of amenity space; and Building D, a residential building offering +/-42 residential units for residents earning 50-60% AMI. Site amenities will include public spaces for residents and visitors, bike parking, transit access for TCAT, open green space, a playground, and access to the Ithaca Community Gardens. The project includes 187 internal parking spaces within Buildings B and C, 349 surface parking spaces, and an internal road network with sidewalks and street trees. The Project Sponsor is seeking a Break in Access from NYS DOT to install an access road off of Route 13. The property is located in the Market District; however, the applicant has applied to Common Council for a Planned Unit Development (PUD). The project will require subdivision into four lots to separate each program element, resulting in Lot 1 measuring 2.086 acres and containing Building A, Lot 2 measuring 5.758 acres and containing Buildings B & C, Lot 3 measuring 2.12 acres and containing the community gardens, and Lot 4 measuring .833 acres and containing Building D. This has been determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(d), (i), (k), and (B)(6) and (B)(8)(a) and the State Environmental Quality Review Act ("SEQRA") §617.4(b)(11).

**Project materials are available for download from the City website and are updated regularly:**
https://www.cityofithaca.org/DocumentCenter/Index/1014

| B Project           | Location       | Applicant                                           | Actions                                                        |
|---------------------|----------------|-----------------------------------------------------|                                                               |
| City Harbor         | 101 Pier Road  | Jessica Edger-Hillman                              | ☐ Determination of Environmental Significance ☐ Potential Preliminary Approval of Entire Project ☐ Recommendation to BZA |
| Location:           | Board Q&A      | Board Discussion                                    |                                                               |
| Actions:            | Board Discussion|                                                     |                                                               |

**Project Description:** The 10.35-acre project site consists of 8.33 acres of privately-owned land and 2.02 acres of adjacent City-owned parkland and road. The applicant proposes to redevelop the 8.33-acre project site and make improvements to 2.02 acres of adjacent City land. The project site consists of (3) privately-owned tax parcels. The building program will be a total of 316,280 SF consisting of (1) 60,000 SF medical office building, (2) five-story residential structures with a total of 172,980 GSF and 111 housing units, (1) five-story mixed-use building with 77,800 GFA with 45 housing units, 4,500 SF of ground floor commercial (expected to be a restaurant), and (1) 5,500 SF Community Building to support golf, boating, and other recreational activities.

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associated with the adjacent City-owned Newman Golf Course. Phase 1 includes the rebuilding of Pier Road to include sidewalks, street trees, a fire engine turnaround, and additional and reorganized parking, all improvements on private property with the exception of the construction of Point East Building (which will be used as greenspace and parking) and the temporary relocation of the fueling dock and tank. Phase 2 of the project will include the construction of the Point East Building, additional parking at the golf course, installation of the new fueling dock and tank, the 5,500 SF Newman Community Center, removal of the existing clubhouse and relocation of the Ninth green. Site improvements on private property to include a 1,570-foot publicly-accessible promenade along Cascadilla Creek, including construction of a new seawall and replacement of existing docks, waterfront parks, a paddle park, internal circulation streets, bus stops, surface parking for 435 cars (in Phases 1 & 2), and landscaping. This has been determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(d), (h)(2), (i), (k) and (n) and the State Environmental Quality Review Act ("SEQRA") §617.4(b)(6)(iii) and (v).

Project materials are available for download from the City website and are updated regularly:
https://www.cityofithaca.org/DocumentCenter/Index/783

| D Project: | Asteri Mixed-Use Apartments, Conference Center, Parking | Applicant Presentation | 7:40 |
| Location:  | 120 Green Street (West end & middle of Green St. garage) | Board Q&A | 7:50 |
| Applicant: | Whitham Planning & Design for Vecino Group, LLC | Public Hearing | 8:00 |
| Actions:   | Public Hearing Design Review | Board Discussion | 8:15 |

**Project Description:** The applicant is proposing to demolish the western and center sections of the existing garage and helix to build 1) an 11-story building with a 22,120 SF footprint and 2) rebuild and expand the center section of the parking garage with a total of seven levels of parking and an increase of 241 spaces. The parking decks will be connected to the building by bridge on the second and seventh floors. The building will contain 218 permanently affordable apartments on the fourth through eleventh floors in a U-shaped configuration. The first through third floors will have building amenities, a conference center and a small scale retail space. The Cinemopolis Plaza will maintain the current public pedestrian passage between the Commons and Green Street. It will be rebuilt and enhanced with lighting, signage, art, and landscaping. The applicant is also requesting consideration of a City Hall Plaza in the area that currently contains a small parking lot between the project site and City Hall. This proposal would feature a large outdoor gathering spot with paving, lighting, landscaping, and furnishings, while retaining a limited number of parking spaces. The project is in the CBD-140 zoning district and is subject to Design Review. It will require area variances for rear yard setback and potentially, for height, and may require a subdivision or lot line adjustment. The project will require approval from Common Council for sale of the property. This is a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4 B.(1)(b), (d), (k) and (n) and the State Environmental Quality Review Act ("SEQRA") §617.4 b. (5)(iii) and (9) and is subject to environmental review.

Project materials are available for download from the City website and are updated regularly:
https://www.cityofithaca.org/DocumentCenter/Index/1143

| E Project: | Mixed-Use – Apartments & Parking | Applicant Presentation | 8:30 |
| Location:  | 215 State Street (East end of Green St. Garage) | Board Q&A | 8:40 |
| Applicant: | Ithaca Properties LLC/Jeff Rimland | Board Discussion | 8:45 |
| Actions:   | Project Update Review of FEAF Part 2 & 3 | |

**Project Description:** The applicant is proposing to demolish the eastern section of the existing public parking garage, rebuild two levels of public parking (approx. 130 spaces), construct one ground-level private parking area (approx. 34 spaces) and 10 floors of residential with approximately 200 apartments. The new building will have an interior connection to the existing building and will be accessed through the entrance at 215 E. State Street on the Commons. Likewise, the parking decks will connect to the new proposed decks and garage entrance to the west. The building will also feature a residential lobby on Green Street. Portions of the existing garage will be used as a library and community space.

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"An Equal Opportunity Employer with a commitment to workforce diversification.”
For the PB mailing next week.

Lisa Nicholas, AICP, Deputy Director of Planning
Planning Division
108 E Green Street
Ithaca, NY 14850
607-274-6557

“Let us put our minds together and see what kind of life we can make for our children”. Sitting Bull (Dakota Sioux Chief, 1834-1890)

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Hi Lisa,

Below are Site Plan Comments for the Current month:

132 Cherry Street

- The purpose of the driveway cut at the south end of the site should be confirmed.
- The sidewalk is currently proposed on private property. This will require an easement.
- The project should investigate creation of a shared use path on the west side of the property.

110 Cherry Street

- The purpose of the driveway cut at the south end of the site should be confirmed.
- The sidewalk should be realigned to more seamlessly tie in with the sidewalk on the adjacent property to the north.
- If the sidewalk is proposed adjacent to the proposed building, the width must be increased to at least 7 feet in width.
- The project should investigate creation of a shared use path on the west side of the property.

Eric

Eric Hathaway, P.E.
Director of Transportation and Parking
City of Ithaca
607-351-7629

“It is my belief that when we value others for their uniqueness and differences, then we enhance the possibilities for our children and ourselves. To me, that is what community is truly all about—when it is practiced and realized in our daily lives with those we love and with those we have been taught to fear.”

Lee Mun Wah (Chinese-American documentary filmmaker, diversity trainer)
WHEREAS: an application has been submitted for review and approval by the City of Ithaca Planning and Development Board for a Minor Subdivision of City of Ithaca Tax Parcel #60.-2-5, by Ithaca Neighborhood Housing Agency (INHS), and

WHEREAS: The applicant proposes to subdivide (the newly created) tax parcel #60.-2-5 measuring 1.892 acres (82,416SF) with 323 feet of frontage on N. Plain Street, 27 feet of frontage on W. Court Street, and 266 feet of frontage on W. Buffalo Street and containing three existing buildings into two lots: Parcel B measuring 1.695 acres with 323 feet of frontage on N. Plain Street and 201.5 feet of frontage on W. Buffalo Street and 27 feet of frontage on W. Court Street and containing two existing buildings to which will be added two new buildings and a major addition; and Parcel D measuring .197 acres with and 64.5 feet of frontage on W. Buffalo Street and containing the existing Catholic Charities building. The project is in the Former Immaculate Conception School Planned Unit Development (FICS PUD), and

WHEREAS: this subdivision is part of a larger development project which was determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(k), (n), (B)(6), and the State Environmental Quality Review Act (“SEQRA”) §617.4(b)(11) for which the Planning Board, acting as Lead Agency, made a Negative Determination of Environmental Significance on September 24, 2019, and

WHEREAS because the proposed subdivision is compliant with the FICS PUD Zone and no changes are proposed to the site plan, the Lead Agency has determined that, this subdivision is consistent with the 9-24-19 Negative Declaration of Environmental Significance and that no further environmental review is required, and

WHEREAS: this is considered a Minor Subdivision in accordance with the City of Ithaca Code, Chapter 290, Article 1, §290-1, Minor Subdivision – Any subdivision of land resulting in the creation of one additional buildable lot, and

WHEREAS: legal notice was published and property posted, and adjacent property owners notified in accordance with Chapters 290-9 C. (1), (2), & (3) of the City of Ithaca Code, and

WHEREAS: the Planning and Development Board held the required Public Hearing on May 26, 2020, now, therefore, be it

RESOLVED: the Planning Board does hereby grant Final Subdivision Approval to the proposed Minor Subdivision of City of Ithaca Tax Parcel #60.-2-5, by Ithaca Neighborhood Housing Agency (INHS), subject to submission of three paper copies of the final approved plat, all having a raised seal and signature of a registered licensed surveyor.
WHEREAS: an application has been submitted for review and approval by the City of Ithaca Planning and Development Board for the construction of mixed-use development and associated site improvements to be located at Carpenter Park Road, and

WHEREAS: the project seeks to develop the existing 10.8-acre parcel located adjacent to Route 13 and off of Third Street. The parcel currently contains 2.1 acres of community gardens, an access road (Carpenter Circle Road), and one storage building to be removed. The proposal includes Building D, a 64,000 SF medical office building; Buildings B & C, two mixed-use buildings which will include ground-level retail/restaurant/commercial uses of 23,810 SF, interior parking, 166 market-rate apartment units, and 4,652 SF of amenity space; and Building A, a residential building offering +/-42 residential units for residents earning 50-60% AMI. Site amenities will include public spaces for residents and visitors, bike parking, transit access for TCAT, open green space, a playground, and access to the Ithaca Community Gardens. The project includes 187 internal parking spaces within Buildings B and C, 354 surface parking spaces, and an internal road network with sidewalks and street trees. The Project Sponsor is seeking a Break in Access from NYS DOT to install an access road off of Route 13. The property is located in the Market District; however, the applicant has applied to Common Council for a Planned Unit Development (PUD). The project will require subdivision into four lots to separate each program element, resulting in Lot 1 measuring 2.086 acres and containing Building A, Lot 2 measuring 5.758 acres and containing Buildings B & C, Lot 3 measuring 2.12 acres and containing the community gardens, and Lot 4 measuring .833 acres and containing Building D, and

WHEREAS: this has been determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(d), (i), (k), and (B)(6) and (8)(a) and the State Environmental Quality Review Act (“SEQRA”) §617.4(b)(11), and

WHEREAS: the City of Ithaca Common Council, Tompkins County Industrial Development Agency, Tompkins County Department of Health, NYS Homes and Community Renewal, NYS Department of Transportation, and NYS Department of Environmental Conservation, all potentially involved agencies in this action have all consented to the Planning Board acting as Lead Agency for this project, and

WHEREAS: the City of Ithaca Planning and Development Board, being the local agency which has primary responsibility for approving and funding or carrying out the action, did on June 25 2019, declare itself Lead Agency for the environmental review of the project, and

WHEREAS: this Board, acting as Lead Agency in Environmental Review, has on May 26, 2020, reviewed and accepted as adequate: a Full Environmental Assessment Form (FEAF), Part 1, submitted by the applicant, and Parts 2 & 3 prepared by Planning staff, reviewed by the involved agencies and amended by the Planning Board; Drawings titled “Proposed Subdivision Carpenter Business Park at Third Street at NYS Route 13” dated July 2019, “Carpenter Park Rendered Site Plan” dated January 2020, an undated “Proposed Connectivity Diagram” prepared by Whitham Planning & Design, an untitled and undated diagram showing total parking and shared parking plan, and an untitled undated and unattributed diagram showing the proposed Planned Unit Development zones all; a series of drawings showing a contextual site views dated 9-10-19 and prepared by Barton Partners; “Building C” rendered site Plan, “Building C Landscape Plan”, “Building B Landscape Plan”, “Building B Elevations” (two sheets); Building A Affordable Landscape...
Plan, Building A - Affordable – Residential Elevations and Building A – Perspective Renderings all dated December 2020; Building D –MOB Alternative Drop-off Configuration, Building D MOB East Elevation, Building D MOB North Elevation, Building D MOB West Elevation, Building D MOB South Elevation, Building D MOB Roof Plan, Building D MOB Roof Sections, Building D View of Roof from Building C Roof, Building D – Perspective Renderings, Building D -Sunshade Detail, Building D NYS13 North East Day, Building D NYS13 North East Night and Building D – West Façade all dated Jan 2, 2020; the following drawings pertaining to the Project Growing Hope Garden Site: “Site Plan (L-1.0)” dated 1-22-20, Garden Grading and Utility Plan (C001)” dated 9-16-19, “Details (L-1.1)” and a drawing labeled Site Plan but showing the location of the types of fencing both dated 1-14-20 and “Simple Fence Graphics” undated and all prepared by Whitham Planning and Design et. al.; and the following civil drawings: “Existing Conditions and Demolition Plan (C102, C103 & C104)” “Layout Plan (C105, C106 & C107)”, “Utility Plan (C108, C109 & C110), “Grading Plan (C111, C112 & C113)”, “Lighting Plan (C115, C116 & C117)”, “Details (C201, C202 & C203)” dated April 17, 2020; and “Four Way Intersection” and 3-Way Intersection” dated March 2020 and all prepared by Passero Associates; and the following information provided by SRF Associates: Access Modification Justification Report last updated January 2020, Existing Conditions Assessment dated 1/03/19, Technical Memo #2 MTIE dated 7-29-19; and Technical Memo #3 dated 9-14-19, and other application materials, and

WHEREAS: the involved agencies in this action as well as the City of Ithaca Parks Recreation and Natural Resources Commission, other interested parties have been given the opportunity to comment on the proposed project and any received comments have been considered, and

WHEREAS: the City Planning Board, acting as Lead Agency, has determined, as more clearly elaborated in the FEAF, that the Applicant has mitigated any potentially significant impacts to the environment to the maximum extent practicable, now, therefore, be it

RESOLVED: that the City Planning Board determines for the reasons detailed in Parts 2 and 3 of the FEAF, which are incorporated herein by reference, that the proposed Project will result in no significant adverse impacts on the environment and a Negative Declaration for purposes of Article 8 of the Environmental Conservation Law be issued in accordance with the provisions of Part 617 of SEQRA.

Moved by: 
Seconded by: 
In Favor: 
Against: 
Abstain: 
Absent: 
Vacancies: None
WHEREAS: an application has been submitted for review and approval by the City of Ithaca Planning and Development Board for the construction of mixed-use development and associated site improvements to be located at Carpenter Park Road, and

WHEREAS: the project seeks to develop the existing 10.8-acre parcel located adjacent to Route 13 and off of Third Street. The parcel currently contains 2.1 acres of community gardens, an access road (Carpenter Circle Road), and one storage building to be removed. The proposal includes Building D, a 64,000 SF medical office building; Buildings B & C, two mixed-use buildings which will include ground-level retail/restaurant/commercial uses of 23,810 SF, interior parking, 166 market-rate apartment units, and 4,652 SF of amenity space; and Building A, a residential building offering +/-42 residential units for residents earning 50-60% AMI. Site amenities will include public spaces for residents and visitors, bike parking, transit access for TCAT, open green space, a playground, and access to the Ithaca Community Gardens. The project includes 187 internal parking spaces within Buildings B and C, 354 surface parking spaces, and an internal road network with sidewalks and street trees. The Project Sponsor is seeking a Break in Access from NYS DOT to install an access road off of Route 13. The property is located in the Market District; however, the applicant has applied to Common Council for a Planned Unit Development (PUD). The project will require subdivision into four lots to separate each program element, resulting in Lot 1 measuring 2.086 acres and containing Building A, Lot 2 measuring 5.758 acres and containing Buildings B & C, Lot 3 measuring 2.12 acres and containing the community gardens, and Lot 4 measuring .833 acres and containing Building D, and

WHEREAS: this has been determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(d), (i), (k), and (B)(6) and (B)(8)(a) and the State Environmental Quality Review Act ("SEQRA") §617.4(b)(11), and

WHEREAS: the City of Ithaca Common Council, Tompkins County Industrial Development Agency, Tompkins County Department of Health, NYS Homes and Community Renewal, NYS Department of Transportation, and NYS Department of Environmental Conservation, all potentially involved agencies in this action have all consented to the Planning Board acting as Lead Agency for this project, and

WHEREAS: the City of Ithaca Planning and Development Board, being the local agency which has primary responsibility for approving and funding or carrying out the action, did on June 25 2019, declare itself Lead Agency for the environmental review of the project, and

WHEREAS: legal notice was published and property posted, and adjacent property owners notified in accordance with Chapter 290-9 C. (1), (2), & (3) of the City of Ithaca Code, and

WHEREAS: the Planning and Development Board held a required Public Hearing on September 24, 2019, and

WHEREAS: this Board, acting as Lead Agency in Environmental Review, has on May 26, 2020, reviewed and accepted as adequate: a Full Environmental Assessment Form (FEAF), Part 1, submitted by the applicant, and Parts 2 & 3 prepared by Planning staff, reviewed by the involved agencies and amended by the Planning Board; Drawings titled “Proposed Subdivision Carpenter Business Park at Third Street at NYS
Route 13” dated July 2019, “Carpenter Park Rendered Site Plan” dated January 2020, an undated “Proposed Connectivity Diagram” prepared by Whitham Planning & Design, an untitled and undated diagram showing total parking and shared parking plan, and an untitled undated and unattributed diagram showing the proposed Planned Unit Development zones all; a series of drawings showing a contextual site views dated 9-10-19 and prepared by Barton Partners; “Building C rendered site Plan,” “Building C Landscape Plan”, “Building B Landscape Plan”, “Building B Elevations” (two sheets); Building A Affordable Landscape Plan, Building A Affordable – Residential Elevations and Building A – Perspective Renderings all dated December 2020; Building D – MOB Alternative Drop-off Configuration, Building D MOB East Elevation, Building D MOB North Elevation, Building D MOB West Elevation, Building D MOB South Elevation, Building D MOB Roof Plan, Building D MOB Roof Sections, Building D View of Roof from Building C Roof, Building D – Perspective Renderings, Building D – Sunshade Detail, Building D NYS13 North East Day, Building D NYS13 North East Night and Building D – West Façade all dated Jan 2, 2020; the following drawings pertaining to the Project Growing Hope Garden Site: “Site Plan (L-1.0)” dated 1-22-20, Garden Grading and Utility Plan (C001)” dated 9-16-19, “Details (L-1.1)” and a drawing labeled Site Plan but showing the location of the types of fencing both dated 1-14-20 and “Simple Fence Graphics” undated and all prepared by Whitham Planning and Design et. al.; and the following civil drawings: “Existing Conditions and Demolition Plan (C102, C103 & C104)” “Layout Plan (C105, C106 & C107)”, “Utility Plan (C108, C109 & C110), “Grading Plan (C111, C112 & C113)”, “Lighting Plan (C115, C116 & C117)”, “Details (C201, C202 & C203)” dated April 17, 2020; and “Four Way Intersection” and 3-Way Intersection” dated March 2020 and all prepared by Passero Associates, and other application materials, and

WHEREAS: the involved agencies in this action, as well as the City of Ithaca Parks Recreation and Natural Resources Commission and other interested parties have been given the opportunity to comment on the proposed project and any received comments have been considered, and

WHEREAS: the City Planning Board, acting as Lead Agency, did, on May 26, 2020, determine, as more clearly elaborated in Parts 2 and 3 of the FEAF, which are incorporated herein by reference, that the proposed Project will result in no significant adverse impacts on the environment and a Negative Declaration for purposes of Article 8 of the Environmental Conservation Law be issued in accordance with the provisions of Part 617 of SEQRA, now be it therefore

RESOLVED: the Planning Board does hereby grant Preliminary Site Plan Approval to the project. Such approval applies to the major elements of the site layout including building placement and footprints, location and design of major routes of site circulation pertaining to emergency access, personal, commercial and service vehicles, and pedestrians and bikes, grading and demolition, and placement of major hardscape features such as walls, patios, stairways, etc. Preliminary approval does not apply to the placement and arrangement of building façade features, building and hardscape materials and colors, planting plans, lighting, signage, site furnishings and other site details, and be it further

RESOLVED: Preliminary Approval for this project is subject to the following conditions:

Before Final Site Plan Approval for any Phase of the Project:

i. Submission of colored and keyed building elevations of all facades with building materials samples sheet,
ii. Submission of a final Landscape Plan with planting schedule and planting specifications and details,
iii. Submission to the Planning Board for review and approval of all site details including but not limited to exterior furnishings, walls, railings, bollards, paving, signage, lighting, etc., and
iv. Submission of drawings showing more development of screening of parking decks, of the west-facing facades if Buildings B & C
v. Submission to the Planning Board for review and approval of all site details including but not limited to exterior furnishings, walls, railings, bollards, paving, signage, lighting, etc., and
vi. Plans, drawings and/or visualizations showing all proposed exterior mechanicals and associated equipment including heat pumps, ventilation, etc, including appropriate screening if necessary,
vii. Development by the applicant and acceptance by the City of a plan and schedule for the financing and implementation of transportation and emergency access improvements detailed in the FEAF Part 3, or other alternative improvements deemed equally appropriate and effective by the City,
viii. Development by the applicant and acceptance by the City of a plan and schedule for the financing, implementation and monitoring of a TDM program,
ix. Submission of information documenting number, location and type of exterior and interior bike racks/parking,

Before issuance of a Building Permit for Any Phase of the Project
x. Adoption of the Planned Unit development by Common Council,
xi. Execution of the required land Purchase/Transfer Agreement with the City
xii. Execution of Community Garden Lease for permanent retention of community gardens
xiii. Verification that the following proposed noise mitigations have been incorporated into building designs:
   a. Selection of packaged air-handling units: sound-producing fans are internal to these units and shielded from exterior sound receptors by insulated panels that both reduce heat loss/gain and provide sound attenuation;
   b. Sound-attenuating enclosures on all emergency generators;
   c. Scheduling emergency generator testing between 7:30 AM and 9:00 PM;
   d. Locating rooftop equipment away from the roof edge. Doing so maximizes the shielding of residents from rooftop generated sound;
xiv. Noise producing construction activities will be limited to the hours between 7:30 A.M. and 5:30 P.M., Monday through Friday (or Saturday 9:00 A.M. to 5:30 P.M. with advance notification to and approval by the Director of Planning and Development).
xv. Documentation from the Ithaca Fire Department emergency access issues have been satisfied, and

Before Issuance of Certificate of Occupancy
xvi. Installation of bike racks/parking in accordance with approved site plans,
xvii. Confirmation from the City Transportation Engineer that all concerns have been addressed
xviii. Any damage done to City Property including roads, utilities, etc shall be corrected by the applicant to the satisfaction of the Director of Engineering,

Additional Conditions
xix. Any changes to the approved project must be submitted to Planning Staff for review. Staff will determine if changes require Board approval and
xx. This site plan approval does not preclude any other permit that is required by City Code, such as sign permits, tree permits, street permits
xxi. Acceptance of the SWPPP by the City Stormwater Management Officer

Moved by:
Seconded by:
In Favor:
Against:
Abstain:
Absent:
Vacancies: None
PROJECT DESCRIPTION
The project seeks to develop the existing 10.8-acre parcel located adjacent to Route 13 and off of Third Street. The parcel currently contains 2.1 acres of community gardens, an access road (Carpenter Circle Road), and one storage building to be removed. The proposal includes Building D, a 64,000 SF medical office building; Buildings B & C, two mixed-use buildings which will include ground-level retail/restaurant/commercial uses of 23,810 SF, interior parking, 166 market-rate apartment units, and 4,652 SF of amenity space; and Building A, a residential building offering +/-42 residential units for residents earning 50-60% AMI. Site amenities will include public spaces for residents and visitors, bike parking, transit access for TCAT, open green space, a playground, and access to the Ithaca Community Gardens. The project includes 187 internal parking spaces within Buildings B and C, 349 surface parking spaces, and an internal road network with sidewalks and street trees. The Project Sponsor is seeking a Break in Access from NYS DOT to install an access road and associated improvements off of Route 13. The property is located in the Market District; however, the applicant has applied to Common Council for a Planned Unit Development (PUD).

The project will require subdivision into four lots to separate each program element, resulting in Lot 1 measuring 2.086 acres and containing Building A, Lot 2 measuring 5.758 acres and containing Buildings B & C, Lot 3 measuring 2.12 acres and containing the community gardens, and Lot 4 measuring .833 acres and containing Building D.

This has been determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(d), (i), (k), and (B)(6) and (8)(a) and the State Environmental Quality Review Act ("SEQRA") §617.4(b)(11).

NOTE: All mitigations referenced in this document have been proposed by and/or agreed to by the applicant.

IMPACT ON LAND
Existing Conditions
The Project Site is currently largely vacant and contains one structure that will be demolished as part of the project. There is a roadway, Carpenter Circle which is a Cul-De-Sac extending south from Third Street. A large portion of the site, 3.7 acres is encumbered by overhead utility wires. Additionally, the site contains 2.1 acres of community gardens on both the east and west side of carpenter circle. The balance of the property is maintained ground cover.

Proposed Conditions
Project construction is expected to have 3 overlapping phases and last a total of approximately 24 months. The Project will alter 9.4 acres including the construction of four buildings, surface parking and vehicular access, new pedestrian paths, outdoor plazas, a reconfiguration of the community gardens and other landscape amenities. As the site is largely vacant development will result in a net increase of approximately six acres of impervious surfaces.

The applicant has submitted a report titled Geotechnical Engineering Report, Carpenter Park, Ithaca NY prepared by Terracon and dated 11/13/19.

Foundation Construction & Site Preparation
The Project involves the construction of four separate buildings between four and six stories, all with slab on grade construction, over a Project Site that has generally flat topography and subsurface conditions. Construction will last approximately 24 months. Site preparation and excavation is expected to a last approximately 18 months.

The foundation system for the four proposed buildings will include rigid inclusions and standard footings and slabs. Rigid inclusions include drilling a grid system in the existing soils and filling those areas with compacted aggregate. Once installed, the soil is improved to allow for the construction of a conventional foundation system.

The site has been designed to balance the earthwork and limit the amount of material which would have to be imported or hauled off site.

The Project also includes installation of a construction field office that will be in operation for the duration of the Project. The location of the field office and parking are shown in materials submitted by the applicant and dated 11-20-19.

Impacts and Mitigations
The following mitigations are proposed by Applicant to minimize potential impacts to land:

- A Stormwater Pollution Prevention Plan (“SWPPP”) has been prepared in compliance with NYS Department of Environmental Conservation’s (“DEC”) regulations for stormwater management. The SWPPP will require the installation of temporary practices to provide erosion and sediment controls during construction as well as permanent stormwater practices to treat and manage stormwater runoff following completion of the Project;
- The field office will be restored to its original condition at Project completion; and
- SWPPP inspections will be conducted by a qualified professional a minimum of once per week.
- Portions of the project not actively under construction will be seeded and stabilized.

The Lead Agency has determined that with the mitigations proposed by Applicant, no significant impacts to land are anticipated.

IMPACT ON GEOLOGIC FEATURES
There are no unique or unusual land forms on the Project Site that will be impacted as part of the Project. Accordingly, the Lead Agency has determined that no significant impact to geologic features is anticipated.

IMPACT ON SURFACE WATER
Existing Conditions
The Project Site is located approximately 300-400 feet east of the Cayuga Lake inlet with no direct adjacency. Runoff from the site enters an existing storm sewer system and drains west under the railroad tracks eventually discharging to the inlet. Currently, there is no stormwater management on site and the runoff discharges untreated. There are no surface waters or wetlands on the site.

Proposed Conditions
The Project includes the construction of four buildings, surface parking and vehicular access, new pedestrian paths, outdoor plazas, reorganization of the community gardens and other landscape amenities and results in a net increase of six acres of impervious surface.

Stormwater will be collected in a new private stormwater system which is comprised of surface green infrastructure (GI) practices, underground storage chambers and storm sewers. The GI practices include bio-
retention, dry swales, rain gardens and street trees. The water will continue to discharge at the same point as existing conditions. Additionally, roof runoff from Building B will be directed to an underground fiberglass cistern which will serve the community gardens for irrigation.

Potable water will be provided to the site via an existing on site water main owned and maintained by the City of Ithaca. The site will not directly draw water from any existing water body.

Impacts and Mitigations
The project incorporates stormwater practices that have been designed to treat the runoff in accordance with the NYSDEC General Permit requirements for water quality and runoff reduction.

The following mitigations are proposed by the Applicant to minimize potential impacts to water:
- The SWPPP will require the installation of temporary practices to provide erosion and sediment controls during construction as well as permanent stormwater practices to treat and manage stormwater runoff following completion of the Project.
- The Applicant is proposing low flow fixtures and other water conservation features to minimize water usage.
- A cistern will be installed to collect runoff and provide irrigation for the community gardens.
- Organic filters, rain gardens and underground stormwater chambers will be installed to treat runoff.
- 2.1 acres of community gardens will be permanently retained on the project site.

Note: Pervious pavement was considered as a potential mitigation measure; however, this was rejected due to the soil conditions which include an impervious shallow clay layer, it was determined that it would not be an appropriate application.

The Lead Agency has determined that with the mitigations proposed by Applicant, no significant impacts to surface water are anticipated.

IMPACT ON GROUNDWATER
The project site does not contain high groundwater and will not discharge contaminants into the soils. Additionally, there will not be any wells or intake to service the project. Accordingly, the Lead Agency has determined that no significant impact to groundwater is anticipated.

IMPACT ON FLOODING
Existing Conditions
The site is primarily flat and ranges in elevation from approximately 385 to 391. According to FEMA Firm map 3608500001B, dated 9/29/1981, Portions of the site fall within Zone B – “Areas between the 100 year and 500 year floodplain”. The remaining areas of the site are within Zone C “Areas of minimum Flooding.

Proposed Conditions
The majority of the site will be constructed on fill or at an elevation higher than the existing grade. Building pad elevations range from 388 to 390.5 to ensure that all grades are above the 500 year floodplain level. All four of the proposed buildings will utilize slab on grade construction.

Stormwater management practices are designed to reduce the peak rate of stormwater runoff. During the 100 year storm event, there is a 37.72% reduction in the peak rate of flow.

Impacts and Mitigations
The following mitigations are proposed by the Applicant to minimize potential impacts to flooding:

- Buildings constructed above the 500 year floodplain level.
- Site constructed on fill.
- Slab on grade construction.
- Implementation of stormwater management practices to reduce site discharge rates.

The Lead Agency has determined that with the mitigations proposed by Applicant, no significant impacts to flooding are anticipated.

**IMPACT ON AIR**

**Existing Conditions**
The site is currently vacant and does not include facilities that affect air quality.

**Proposed Conditions**
The project does not include uses that require air quality controls for safe operation. Construction is expected to last 24 months, during which time Site preparation activities has the potential to create airborne dust.

**Impacts and Mitigations**
The amount of construction-generated dust depends on several factors, including soil conditions, moisture content, amount of time soils are exposed to the wind and sun, weather-related factors, and construction practices. The Applicant will use dust-control measures, as needed, during construction as described in the stormwater pollution prevention plan.

The following mitigations are proposed by the Applicant to minimize potential impacts to air:

- Watering truck during dry periods.
- Seeding and stabilization of areas not actively involved in construction.
- Construction of stabilized entrance to limit dirt tracking onto adjacent roadways.
- Keeping roads clear of dust and debris;
- Requiring construction trucks to be covered; and
- Prohibiting burning of debris on site

The Lead Agency has received a comment from Region 7, NYSDOT, an involved Agency, concerning air quality due to increased traffic volumes delays in traveling through the corridor. In response the Applicant has submitted a document titled Response to Review Comments - Network Environmental Measures of Effectiveness (MOE), dated April 17, 2020 and prepared by Amy Dake, Senior managing Traffic Engineer of SRF Associates, that documents expected increase in vehicle emissions within the study area three access conditions. A cover letter from Jess Sudol, PE. President of Passero Associates states that “Under none of the scenarios does the increase warrant a furthermore detailed analysis of air quality”.

Based on the information above, the Lead Agency has determined that the Project does not involve activities that require air quality control permits. With adherence to dust control measures during the construction period, the Lead Agency has determined that no significant impact to air is anticipated.
IMPACT ON PLANTS AND ANIMALS

Existing Conditions
The Project site is 10.8 acres and currently consists of a paved cul-de-sac, and vegetated areas that are maintained groundcover (mowed grass) and 2.1 acres of active community gardens. The site currently contains numerous trees, including a large stand of mature canopy trees at the site entrance.

The open space and trees are likely habitat for birds, insects and small mammals. The EAF mapper has identified the site as potential habitat for the Gray Petaltail dragonfly. The New York Natural Heritage Program identifies the gray petaltail dragonfly as a species of “special concern,” in the area of the project site, indicating that it is at risk of becoming threatened. The general habitat of the gray petaltail can be described as hillside seeps and fens in areas of deciduous forest (Dunkle 2000). According to the New York Natural Heritage Program:

“In New York, all known populations are found at rocky gorges and glens with deciduous or mixed forests. Small shallow streams flow through the gorges and glens, and these streams are fed by hillside seepage areas, groundwater fed seepage streamlets or fens. The seepage areas represent the larval habitat for these populations, while the adults use both the seepage areas and the stream courses.”

The project site is in a flat area of the city. It does not contain, nor is it near, the type of habitat described above. Therefore, it is reasonably concluded that development of this site does not impact gray petaltail habitat.

Proposed Conditions
Site preparation will affect 9.4 acres and will include removal of most areas of lawn and 56 trees as shown in a drawing titled “Tree Removal Plan (C101)” dated June 2019. Once construction of the project is complete, a significant amount of landscaping will be installed throughout the project. The applicant has submitted and Landscape Plan and planting schedule for the entire site dated 5-5-20 and prepared by Whitham Planning and Design. The Plan includes the landscaping plan will include 8299 large-canopy trees, 120 small canopy trees and 6886 evergreen trees, as well as . Other submitted information indicates that the proposed landscaping also includes screening, foundation planting, and landscaped stormwater treatment areas. Based on information provided by the applicant, the percentage of landscaping in the new development – not counting the Community Gardens- will be approximately 1.12 acres or 10 % of the site.

Impacts and Mitigations
Site development will result in a net reduction of six acres of landscape/pervious surface and the removal of 56 trees, including the large stand of mature canopy trees at the site entrance. 2.1 acres of community garden space will be retained and reorganized. Removal of the existing trees and landscaping may impact birds, insects and small mammals on the site.

The applicant proposes the following mitigations potential impact to plants and animals, including tree removal
- The permanent retention of 2.1 acres of community garden
- Landscape plans include a proposal for 270305 new trees including 8299 large canopy trees. The Landscape Plan will be further developed during site plan review to ensure a diverse and varied plant palette, including appropriate size and number of trees.

The Lead Agency has determined that with the mitigations proposed by Applicant, no significant impacts to plants and animals are anticipated.
IMPACT ON AGRICULTURAL RESOURCES

Existing Conditions
Approximately 2.1 acres of community gardens are located on the site on both the east and west side of Carpenter Circle. The gardens are actively used by members of the community and are an asset to the city residents.

Proposed Conditions
The project includes retaining and reorganizing the community gardens to better suit the overall development parcel. As part of the reorganization process, the community gardens will be improved with new soil, terraced grading, irrigation and fencing. The permanent retention and improvement of the community gardens is a positive impact to the site and the overall community.

Based on the information above, the Lead Agency has determined that no significant impact to agricultural resources is anticipated.

IMPACT ON AESTHETIC RESOURCES

According to the Tompkins County Scenic Resource Views, there are no scenic resources located adjacent to or in vicinity of the Project Site. Additionally, there are no locally identified scenic resources located near the project site. The site is in a prominent location of the City and is highly visible from the Route 13 Corridor.

Proposed Conditions
The project includes 4 buildings, 3 of which will be 6 stories high. The building will be highly visible from Rte 13 and will serve as somewhat of a northern gateway to the City. Additionally, due to the proximity of the site to the Cayuga Lake outlet, development on the site will be visible from the points on the flood control channel and Cass Park.

In application materials submitted for the September and December 2019 Planning Board meetings, the applicant provided numerous visualizations showing the development from various angles and viewpoint, including from the Inlet Island and point on the west side of the Flood Control Channel. In addition to this visual analysis which provides only basic massing of the buildings, the Applicant has also provided several renderings and detailed elevations of each building façade.

Impacts and Mitigations
The project introduces higher density mixed-use development to a vacant site in an area characterized by single story commercial and industrial buildings adjacent to a major transportation corridor. The project will be most visible from and across Rte 13. A high visibility development with an urban character is consistent with the Waterfront Plan and is very appropriate for this site. The applicant has incorporated features in the building and site design that are consistent with the Waterfront Design Guidelines including the following:

- Using multiple methods of building articulation including inset balconies, wall offsets and color and materials changes
- Employing a varied palette of high quality exterior materials
- Incorporating interior parking decks with visual screening (this will be developed more during site plan review)
- Created pedestrian-level interest with the incorporation of ground-floor retail
- Creating an landscape buffer along Rte 13
- Facing buildings toward the street
- Continued development during site plan review of the west-facing facades if Buildings B & C
Visualizations provided by the applicant demonstrate that the project will be visible from the west, from any points along the waterfront. Visibility from these angles will be partly obscured by the installation of dense vegetation and landscaping along the western edge of the property.

Based on the information above, the Lead Agency has determined that no significant impacts to Aesthetic Resources are anticipated.

**IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES**

The site is not located within a historic district, and the existing site is not designated at the local or state level as an historic resource. The closest designated historic resource is the Lehigh Valley Railroad Station on Inlet Island, approximately ¼ mile from the site.

The EAF Mapper identified this site as being in an archeologically sensitive area. This is likely due to the site's proximity to the waterfront. The site is currently vacant and has previously been disturbed for the installation of powerlines, the construction of Carpenter Circle Road and associated infrastructure and the development of the community gardens.

Considering the site’s long history of disturbance and filling, it cannot be considered archeologically sensitive, therefore, the Lead Agency has determined that no significant impact to historic and archaeological is anticipated.

**IMPACT ON OPEN SPACE & RECREATION**

**Existing Conditions**

The Project Site does not contain public parks or public open spaces. However, the Project Site does contain a community garden that serves the community. Residents utilizing the community gardens will access the site via the existing Carpenter Circle infrastructure.

**Proposed Conditions**

The Project proposes to retain, reorganize and improve the community gardens to better utilize the site for the mixed use development. The acreage of the gardens will remain the same as current conditions and will be improved with imported soils, terraced grading, irrigation and fencing. Additionally, formalized parallel parking will be provided along the new internal roadway adjacent to the gardens.

The Lead Agency has determined that because the gardens will be retained and improved, there are no adverse impacts to Open Space and Recreation as a result of this Project.

**IMPACT ON CRITICAL ENVIRONMENTAL AREAS**

There are no critical environmental areas located within the City of Ithaca. However, Tompkins County identifies Unique Natural Areas (“UNAs”) throughout the county, which are part of the landscape that has outstanding geological and environmental qualities, such as special natural communities, or plants and animals that are rare or scarce elsewhere in the county or region. A UNA is not a regulatory designation and does not provide legal protection for an area, but signals that special resources may exist that require project modification.

The are several UNAs on or near the waterfront including the Biological Field Station (UNA 99), Fuertes Bird Sanctuary (UNA 100), and The Hog Hole (UNA 98), however the project site is not near or within any of these UNAs. The closest UNA to the project site is UNA# Octopus Cliffs, which is approximately 1/2 mile from the site and on the west side of the flood control channel. Due to the distance no impact is anticipated.
IMPACT ON TRANSPORTATION

Existing Conditions
The proposed development is located southwest of the intersection of North Meadow Street (NYS Routes 13) and Third Street in the City of Ithaca, Tompkins County, New York. The site is primarily vacant except for the 2+ acre Project Growing Hope community gardens. Bordering the project site is Third Street to the north, Rte 13 /N. Meadow Street to the east, commercial development to the south, and railroad tracks to the west. Vehicular access is currently off of Third Street.

The signalized intersection at Rte 13 and Third Street is the one point of vehicular access to the project area, which includes the project site, the Farmers Market, the Ithaca Area Water Treatment Plant, the DOT Facility, a grocery store a restaurant supply store. Third Street Extension to the west of the rail road tracks, connect the area to the IC and Cornell Boat houses.

NYS Rte 13 is a heavily traveled road and the City’s major north south transportation corridor. It is a two-way limited access divided highway from the northern City limit to north of Cascadila Street – were it splits into the two one ways of Meadow and Fulton Streets. It then converges to a four lane street at S Meadow where it travels through the southwest commercial area and out of the city. Based on information provided by the Applicant, A historical analysis of traffic indicates that volumes along Rte 13 have been relatively consistent from 2006 to 2018. The 2018 ADT was 32,098 and the highest recorded volume was 32,731 in 2007.

The City’s vision for Rte 13, as described in the Comprehensive Plan, is for the eventual transformation of the limited access portion of Rte 13 into an Urban Boulevard. The City wants to reestablish a street grid connecting the growing west side and urbanized east side of Rte 13 by, among other things, slowing traffic, providing pedestrian and bike amenities and improved crossings, adding an intersection at fifth street, installing landscaping and sidewalks and encouraging new developments to face the street. The City submitted a Federal Build Grant in 2018 and again in 2020 to fund the design and study needed to implement this idea, and intends to resubmit in 2020. The City has also made significant improvements to pedestrian and bike infrastructure in the project area. In 2010 the city installed a segment of the Cayuga Waterfront Trail (a six mile trail connecting Stewart Park to Treman Marine Park and the Black Diamond Trail), including a bridge over Fall Creek in 2010. In 2015 the City improved the pedestrian crossings at the Rte 13 and Third Street intersection to better connect the project area and the CWT to the City core. The improvements included constructing an accessible sidewalk and adding a pedestrian crossing signal to the light.

Tompkins Consolidated Area Transit (TCAT) provides transit service to the greater study area. Rte 13 provides service closest to the project site and operates Monday through Saturday on one-hour headways with stops at the adjacent Aldi grocery store.

Sidewalks are located at and adjacent to the North Meadow/Third Street and North Meadow Street/Cascadilla Street intersections, as well as throughout the neighborhood to the southeast of the project site. No sidewalks are located along North Meadow Street between Cascadilla Street and Third Street due to NYSDOT prohibitions and “Without Access” designations. Pedestrian crosswalks and countdown signals (only at the signalized intersections) are present at the study intersections.

The project site is connected by sidewalk to the Cayuga Waterfront trail - a six-mile trail running from Stewart Park to Treman Marine Park and providing a pedestrian and bike connection to many waterfront destinations,
goods and services including two supermarkets, the Ithaca Farmers’ Market, Ithaca High and Boynton Middle Schools, restaurants, athletic facilities, the Black Diamond trail, etc.

A capacity analysis (January 2020 Access Modification Justification Report for the proposed Carpenter Park Development) was performed at a number of intersections in the project area as noted in the Technical reports provided by SRF Associates. The following LOS results under existing conditions are noted:

- Most approaches operate at LOS “D” or better during both peak hours. The following intersections experience one or more movements with LOS “E” or worse: North Meadow Street/Dey Street & Willow Avenue, North Meadow Street/Third Street, North Fulton Street/West Buffalo Street, South Fulton Street/West State Street, South Fulton Street & South Meadow Street/West Clinton Street, Taughannock Boulevard/West Buffalo Street, and Taughannock Boulevard/West State Street.
- At the intersection of North Meadow Street/Dey Street & Willow Drive, all northbound movements operate at LOS “E” or worse during the PM peak hour.
- At the intersection of North Meadow Street/Third Street, both the northbound and southbound left movements operate at LOS “E” or worse during the PM peak hour.
- At the intersection of North Fulton Street/West Buffalo Street, the westbound left turn movement operates at LOS “F” during the AM Peak hour and LOS “E” during the PM peak hour.
- At the intersection of South Fulton Street/West State Street, the westbound left turn movement operates at LOS “F” during the AM and PM Peak hours and the west bound thru movement operates at LOS “E” during the PM peak hour.
- At the intersection of South Fulton Street & South Meadow Street/West Clinton Street, both the northbound and southbound left turn movements operate at LOS “E” during the PM peak hour.
- At the intersection of Taughannock Boulevard/West Buffalo Street, the eastbound left and thru movements operate at LOS “F” during both peak hours. The westbound left movement during the PM peak hour operates at LOS “F” and the westbound right turn movement operates at LOS “E”.
- At the intersection of Taughannock Boulevard/West State Street, the eastbound left and thru movements operate at LOS “F” during the PM peak hour.

Proposed Conditions:
The proposal includes Building A, a 64,000 SF medical office building; Buildings B & C, two mixed-use buildings which will include ground-level retail/restaurant/commercial uses of 23,810 SF, interior parking, 166 market-rate apartment units, and 4,652 SF of amenity space; and Building D, a residential building offering +/-42 residential units for residents earning 50-60% AMI. Site amenities will include public spaces for residents and visitors, bike parking, transit access for TCAT, open green space, a playground, and access to the Ithaca Community Gardens. The project includes 187 internal parking spaces within Buildings B and C, 349 surface parking spaces, and an internal road network with sidewalks and street trees.

Access to the project site is proposed via Third Street and a new signalized intersection along North Meadow Street opposite an extension of Fifth Street. The proposed intersection will require a NYSDOT Break in Access to provide a new connection to NY Rte 13. Two access scenarios were therefore analyzed in detail in the above referenced studies: 1) sole access via the existing Third Street connection to North Meadow Street and 2) access via both Third Street as well as the proposed new signalized roadway connection along North Meadow Street.

It is noted that the proposed new signalized intersection will require a “Break In Access” from NYSDOT. The
The TIS calculated that the Carpenter Park development is expected to generate approximately 174 entering/120 exiting vehicle trips during the weekday AM peak hour and 176 entering/245 exiting vehicle trips during the PM peak hour.

**Impacts and Mitigations**

The following is a summary of the full traffic study and impacts for areas surrounding Carpenter Park, due to west side development. All numbers were calculated through the use of an extensive database from the Institute of Transportation Engineers (ITE) and do not take into account the staggering of opening and closing times the Medical Office Building will be using to mitigate traffic. See attached map for specific locations of intersections listed. These calculations use the peak hour trips noted in the paragraph above which account for a 15% reduction in trip resulting from implementation of TDM strategies. Additional mitigation includes replacement of the existing outdated traffic signal at Third St, a new traffic signal at the proposed new intersection, slight widening of Rte 13 to provide northbound and southbound exclusive left turn lanes on Rte 13, a new signalized pedestrian crossing of Rte 13 at the new intersection, and on-site transit accommodations for TCAT.

The following impacts are anticipated as a result of the proposed Carpenter Park development along with the addition of the Fifth Street extension to Rte 13 and the NYSDOT installation of the new Leading Pedestrian Interval (LPI) at the Willow/Dey intersection. All noted Level of Service (LOS) changes are a comparison between Background conditions and Four-way intersection conditions with the proposed development. While the noted movements experience decreases in LOS, there are several movements at each intersection that improve as well.

1. Impacts at the Meadow/Willow-Dey intersection are a direct result of a new Leading Pedestrian Interval (LPI) installed at the intersection by NYSDOT. The Carpenter Park development is expected to add 27(56) vehicles per hour (vph) northbound (NB) and 40(39) vph southbound (SB) during the AM(PM) peak hours. Specifically, the NB left turn movement drops from LOS “D” to “E”, the NB right turn drops from LOS “C” to “D”, and the SB thru drops from LOS “B” to “C” during the AM peak hour. During the PM peak hour the SB left, thru and right turn movements all decrease to LOS “E” or “F”. Overall intersection LOS remains unchanged during both peak hours.

2. Meadow St/3rd St
   The NB thru and right turn movements are expected to change to LOS "D" during the AM peak hour. During the PM peak hour, the NB left turn movement changes from “E” to “F”, the NB thru and right turn movements change from LOS “C” to “E”, and the southbound thru and right turn movements change from LOS “D” to “F”. The overall intersection remains LOS “B” during the Am peak hour and changes from LOS “D” to “F” during the PM peak hour.

3. Other intersections experiencing decreases in LOS include:
• Meadow/Hancock - the westbound (WB) right turn movement changes from LOS "A" to "B" during the PM peak hour.
• Meadow/Cascadilla – the eastbound (EB) thru movement changes from LOS “D” to “E” during the PM peak hour. During the PM peak hour, the EB left turn movement changes from LOS “D” to “E” and the westbound (WB) thru changes from “C” to “D”.
• Fulton/Cascadilla – the SB left and thru movements on Fulton St all decrease to LOS “D”, “E”, and “F” during the PM peak hour. The overall intersection LOS changes from “D” to “E” during the PM peak hour.
• Fulton/Court St – the SB thru on Fulton changes from LOS “D” to “E” and the overall intersection LOS changes from LOS “D” to “E” during the PM peak hour.
• Fulton/Court – during the PM peak hour the SB thru changes from LOS “D” to “E” and the overall intersection LOS changes from LOS “D” to “E”.
• Meadow/Court St - during the AM peak hour, the eastbound (EB) left turn and thru movements change from LOS "C" to "D".
• Fulton/Seneca – the WB thru movement changes from LOS “C” to “D” during the PM peak hour.
• Meadow/State – the WB thru movement changes from LOS “C” to “D” during the PM peak hour.
• Fulton/W. State St - the SB right turn movement changes from LOS "A" to "B" during the PM peak hour.
• Fulton/Meadow/Clinton - the NB thru and right turn movements change from LOS "E" to "F" and "D" to "E" respectively during the PM peak hour.
• Taughannock/W. Buffalo - the EB right turn movement changes from LOS "E" to "F" and the overall intersection LOS changes from “D” to “E” during the PM peak hour.
• The proposed new Rte 13 intersection with 5th St is projected to operate at LOS “D” or better during the AM peak hour. During the PM peak hour, the intersection will operate at overall LOS “D” with many movements operating at LOS “E” or “F”.

4. Measures of Effectiveness (MOEs) are calculated for the entire study area by adding up the results for every vehicle that travels through every intersection in the study area during each peak hour. The study area MOEs exhibit the following impacts when compared between background and Four-way Intersection conditions:

• Total overall delay increases from 193.0(401.8) hours to 215.1(597.4) hours during the AM(PM) peak hours respectively.

• Total delay per vehicle increases from 87.0(156.7) seconds to 93.0(213.4) seconds during the AM (PM) peak hours respectively. This means that the average motorist will experience an additional 6 seconds of delay during the AM peak hour and 56.7 seconds of delay during the PM peak hour.

• Total travel time increases from 434.0(951.3) hours to 515.4(1459.1) hours during the AM(PM) peak hours respectively.

**Mitigations**

Mitigating Factors: (see description below)
• Existing Condition – location proximate to CWT
• Existing Condition- Site location walking/biking distance to two grocery stores, Ithaca Farmers Market
• Mixed Use development – locating jobs, housing and retail in the same location (see description below)

Mitigations to reduce Vehicular trips/Improve Ped Bike Access/Safety/Experience:
• TDM (see description below)
• Parking reduction/shared parking (see description below)
• Through bus access from Third to Cascadilla though Greenstar property (need verification and legal agreements)
• Sidewalks and landscaping on Rte 13 bordering project site
• Through Ped /Bike access from Third to Cascadilla
• Design of 4-way intersection
• Installation of a signalized pedestrian crossing with center refuge at new intersection

Mitigations to increase vehicular capacity:
• New Installation of a new light at Third Street. This will be done will be installed after approval of the Break In Access and in conjunction with the new signal at the proposed new intersection.
• Optimizing signal coordination and offsets throughout the network. A review of signal optimization showed that the signals are currently optimized. NYSDOT will have ongoing review of signal timings and optimizations.
• Constructing additional travel/turn lanes (e.g., North Fulton Street/Buffalo Street, Taughannock Boulevard/Buffalo Street). This mitigation is not recommended by the City or DOT. It is in conflict with the City’s intention to transform the corridor into an urban boulevard. Intersection widening would have a negative impact on the urban fabric and pedestrian experience. Also constructing additional travel/turn lanes at intersections and along the corridor is challenging due to right-of-way constraints
• Lane striping changes at North Fulton Street/Cascadilla Street and South Fulton Street/Seneca Street, consisting of restriping the southbound curbside right-turn only lanes to provide shared thru/right-turn lanes. Restriping alone is projected to provide a modest benefit during the critical PM peak hour. As with the comment directly above, this mitigation is not recommended by the City or DOT as it is in conflict with the City’s intention to transform the corridor into an urban boulevard.

Note: Road widening at the Cascadilla Street intersection to accommodate the recommended change in lane usage is not recommended by the City or NYSDOT.

Details of Mitigations
The project location and program provide mitigations factors. The project site is connected by sidewalk to the existing pedestrian and bike infrastructure of the CWT. As the waterfront continues to develop, the CWT, which is predominantly used for recreation, will continue to grow in importance as a means of transportation within the waterfront connecting people to centers of employment, housing, goods and services and recreation. The project site will also be connected by sidewalk to three signalized crossings of Rte 13 – the existing crossings at Third and Cascadilla Streets and the new crossing at Fifth St. (See Proposed Connectivity Diagram).

By design, mixed-use development has the potential to reduce car trips. The project will locate 208 new homes on the same site as approximately 150 jobs and medical services related to the MOB, extensive
community gardens, and retail. In addition two grocery stores are immediately adjacent to the site. Increasing housing within the City will result in fewer daily in-commuters and while housing, jobs and services in one location will reduce the need for vehicle trips for the activities of daily living. This potential reduction has not been calculated in the TIS.

**Transportation Demand Management (TDM) Plan**

The project site is situated adjacent to one of the area’s most congested corridors. To address this challenge, the proposed project seeks, first, to reduce overall travel demand through a development plan that improves connections between the City of Ithaca and the waterfront. The project proposes improvement projects that enhance the nearby walking and bicycling network, and designs for on-site transit service

- The goal of this plan is to reduce SOV trips by 15% from baseline mode shares (in this case, nearly 100% SOV as a conservative approach) within two years of project site occupancy. Future transportation surveys, critical to the success of the TDM Plan, will ensure compliance and determine if adjustments are needed to maintain, if not exceed, the 15% reduction target.

**TDM Strategies to which the project applicant is committed:**

- The Medical Office Building will employ staggered opening and closing times to reduce the demand at any one time.
- The Medical Office Building expects to employ 150 people, with no more than 120 in the building at one time.
- On-site transit facilities - TCAT is proposed to travel onto the site and south through the adjacent Green Star property.
- Multi-modal connections to existing (and new) sidewalk networks - new sidewalks are proposed along Meadow. At the proposed intersection, a new crosswalk will connect users to Fifth Street extension.
- Bicycle facilities, such as short-term (bike racks) and long-term (secured and sheltered) storage.
- Unbundled parking - separating the cost of parking from apartment rents.
- Promotion and Education of existing and future programs highlighting ways site users can reduce single occupancy vehicle (SOV) trips and reduce on-site parking needs.

**Parking Reduction/Shared Parking**

Because the project is mixed-use in nature, a shared parking analysis was performed. Given the mix of uses and time-of-day factors for demand for each land use, shared parking synergies will occur. The applicant presented several site plans throughout the course of the environmental review. In each case, the number of surface parking spaces was reduced from the previous version.

The total baseline parking demand for the entire project site is 683 spaces, of which 260 spaces is attributable to the market-rate apartments. After complete utilization of the structured parking, there is a remaining baseline demand of 500 spaces. Compared to the surface parking supply of 349 spaces, there is a deficit of 151 spaces. However, the application of shared parking synergies results in a demand of 396 spaces, which still results in a deficit of 47 spaces. Therefore, it is critical that TDM strategies be implemented to reduce the travel and parking demands of the project site.

The applicant has based their parking demands on standard Institute of Transportation Engineers (ITE) practice using the ITE Parking Generation Manual 5th Edition, information provided by the Applicant, and
shared parking principles. A parking demand comparison between using building size and number of employees is as follows:

- Building Size (±64,000 SF = 294 spaces (4.59 spaces/1,000 SF))
- Employees (150 employees = 300 spaces; 120 employees = 240 spaces (2 spaces/employee))

Parking demands generated by the remaining land uses are:
- Retail (±22,270 SF = 82 spaces (3.68 spaces/1,000 SF))
- Community Gardens (±71,000 SF = 14 spaces (0.2 spaces/1,000 SF))
- Residential (market-rate) (166 units = 251 spaces (1.51 spaces/unit))
- Residential (affordable) (42 units = 42 spaces (0.99 spaces/unit))

The applicant is proposing the following to manage and reduce parking for the MOB:

1. Shared parking principles are inherent in the project, as the peak parking demands for various uses occur at different hours throughout the day. "In this situation, parking demand for both land uses may be able to utilize the same parking space at different times of the day. The end result can be a reduction in overall peak parking demand (ITE)."
2. For a ± 64,000 sf building the recommended spaces would be 288 – 294 spaces. Our plan is showing 84 spaces for the Medical Office Building, with 23 of them designated as shared parking spaces.
3. Regarding the retail program, specific tenants are not known at this time; therefore, the parking supply allows for this flexibility. If the designated spaces are not needed, the Applicant will examine the feasibility of converting the spaces into flex spaces for use by different activities, such as extra bike parking or green infrastructure.
4. TDM strategies are proposed to reduce on-site parking demands (see above)

**Through Bus Access from Third to Cascadilla Streets**

The applicant has worked closely with TCAT to secure a new transit route through the project site. It is anticipated that TCAT will enter (or exit) the site from Third street and travel south through the development area. TCAT will then enter the property and Greenstar before exiting (or entering) at Cascadilla Street. The southern connection to adjacent properties is designed to allow transit and pedestrian access but restrict vehicular access. Bus stops are proposed internal to the site and along the proposed transit route. These improvements will require agreements between the project sponsor and TCAT as well as between the project sponsor and the adjacent property owner.

**Pedestrian Connectivity**

The project proposes a number of pedestrian focused improvements including sidewalks along Rte 13, connectivity to properties to the north and south, namely Greenstar and the Public Market and an internal pedestrian grid of sidewalks. The installation of the intersection at Fifth Street will provide a new pedestrian crossing of Route 13 allowing residents to the south and east to access the properties to the west and the waterfront trail.

**Intersection at Fifth and Rte 13**

- Design and installation of a three or four –way signalized intersection with:
  - Protected pedestrian and bike crossing on all legs with a median refuge in Rte 13
Restriping to include designated turn lanes for vehicles (see below)

Proposed Corridor/Capacity Improvements
The new intersection is designed to provide an exclusive northbound left turn lane for traffic entering the new roadway as well as two lanes for traffic exiting onto South Meadow Street. One lane entering the roadway is sufficient to accommodate the traffic entering without impeding traffic on South Meadow Street. In addition, the signal warrant analysis indicates that a new three-color traffic signal is warranted at this intersection.

The existing traffic signal at Rte 13/3rd Street will be completely replaced with up to date technology allowing NYSDOT to better manage traffic flow.

Construction Impacts
Based on information provided by the applicant, construction activities will normally take place Monday through Friday, although the delivery/installation of certain critical equipment could occur on weekend days (with special permission from the City). Construction staging would occur on the Proposed Development Site itself.

Builders would be required to plan and carry out noise and dust control measures during construction. In addition, there will be requirements for entrance barriers, protective fencing, and strict compliance with all applicable construction safety measures.

Construction will generate trips resulting from arriving and departing construction workers, movement of materials and equipment, and removal of construction waste. Construction would typically occur between 7 AM and 4 PM. Construction workers would typically arrive before the typical AM peak commuter period and depart before the PM peak hour, and would therefore not represent a substantial increment during the area’s peak travel periods. Truck movements would typically be spread throughout the day on weekdays, and would generally occur between the hours of 7:00 AM and 4:30 PM. Wherever possible, the scheduling of deliveries and other construction activities would take place during off peak travel hours.

The Lead Agency has received and reviewed correspondence from the regional NYSDOT office dated April 14, 2020 and titled TIS Review - Proposed Carpenter Park and City Harbor Developments. In the correspondence, the DOT, an involved agency in the project, concludes that the above outlined mitigations do not mitigate “the substantial vehicular delays and queuing issues” and recommend that the project sponsors “reduce the density of both developments or phase their implementation until mitigation can be achieved along the corridor”. Although the Lead Agency does not concur, it acknowledges these comments and understands that the DOT has jurisdiction over permitting any work in the Route 13 ROW. The Lead Agency expects the applicant to continue to work with DOT to allow permitting of the proposed mitigations. The Lead Agency understands that if the mitigation listed above are changed or cannot be implemented additional environmental review will likely be required.

After reviewing all the pertinent information, the Lead Agency has determined that the applicant has mitigated the impacts to transportation to the maximum extent practicable. The key to maximum trip reduction (well beyond the 15% percent currently projected) is a well developed and implemented TDM Plan. Such a plan will be developed and approved in coordination with the City as a condition of Site Plan Approval and will include. Although there is added vehicular burden on the capacity of Rte 13, the applicant
has proposed project features and provided mitigations that will increase the ability to travel safely to and from the site by bus, bike or walking. The applicant has also provided mitigations to increase vehicular capacity that do not conflict with pedestrian and bike comfort and safety. Finally, the creation of housing units within the City in proximity to retail, services, employment and recreation presents a lasting potential to shift transportation modes away from single occupancy vehicles.

**IMPACT ON ENERGY**

**Existing Conditions**
The site is currently vacant and therefore its development will result in an overall increase in energy usage.

**Proposed Conditions**
While the addition of four buildings to this site will result in an increase in energy usage, the buildings will be designed for energy efficiency as described below.

All four buildings will be participating in a NYSERDA building energy efficiency program which will ensure that the buildings achieve at least 25% energy savings over a code baseline building. Whole building energy models will be developed for each building and will be used to evaluate building performance and energy usage. The buildings will be participating in the following NYSERDA programs:

- Building D – Medical Office Building: NYSERDA Commercial New Construction Program
- Building B and C – Mixed-Use Market Rate Apartment Buildings: NYSERDA Multifamily New Construction Program
- Building A – Affordable Apartment Building: NYSERDA Low Rise Residential New Construction Program

Key aspects of the design to reduce energy usage are as follows:

- Air source heat pumps will be used for heating and cooling at all four buildings. Air source heat pumps are 200% - 300% more efficient than electric resistance heat. Heat pumps selected for the apartments will be on the Northeast Energy Efficiency Partnership Cold Climate heat pump list. Utilizing electricity for heating and cooling is critical to reducing CO2 emissions. As the electric grid is transitioned to cleaner carbon free technologies, such as solar and wind, the project’s total CO2 emissions will also reduce over time.
- Building envelope components will be designed to prevent heat transfer, reduce overall energy usage and help limit energy demand during peak times of year.
- LED lighting will be used throughout the project to reduce electric demand and overall electricity usage. Lights will be carefully selected and placed to achieve a low lighting power density (LPD) while still meeting the needs of the facilities. Occupancy sensors and lighting controls will be used throughout to further reduce energy usage.
- All appliances in the apartments will be Energy Star rated and water fixtures will EPA WaterSense labeled.

Gas usage will be limited at the project site. While the final design is not yet complete the goal is to use gas for process loads only (such as commercial cooking and/or humidification for the medical office building).

The project is currently evaluating the feasibility of onsite solar PV including rooftop solar, ground mounted solar, and solar carports. There is an existing easement for the power transmission lines which will likely prevent the ability to install carports above the parking lot to the west of Buildings B and C. The project is also considering installing solar in an off-site remote location to help offset the usage onsite.

Compliance with the Ithaca Energy Code Supplement (proposed for the City of Ithaca) will be achieved as follows:

1. Building D – Medical Office Building: Easy Path with at least 6 points
2. Building B and C – Mixed-Use Market Rate Apartment Buildings: Easy Path with at least 6 points
3. Building A – Affordable Apartment Building: Compliance path not yet finalized but likely Whole-Building Path

Impacts and Mitigations
The addition of these four buildings to the project site will result in an increase in energy usage for this location and the City of Ithaca. However, as described above, many strategies are being taken to reduce onsite energy usage. In addition, limiting onsite gas usage is critical to reducing CO2 emissions now, and in the future. The location of, and facilities within, the project site will also help mitigate energy usage by reducing the need for transportation.

Based on the information above, and with the mitigations proposed by the applicant, the Lead Agency has determined that, no significant impacts to energy are anticipated as a result of this Project.

IMPACT ON NOISE, ODOR & LIGHT
Existing Conditions
The site is currently vacant, other than the community gardens and does not produce and noise, light or odors.

Proposed Conditions
Construction is expected to last approximately two years. During this time noise producing construction activities will be present from both building construction and the site work proposed for the Project Site.

Mechanical equipment serving the proposed buildings will include energy recovery units, air-handling units, make-up air handling units, exhaust fans, fan-coil units (interior to the buildings and serving interior spaces) and emergency generators.

Exterior lighting will include fixtures at parking lots and building entrances as well as Pedestrian-scale fixtures including light standards and bollards. Project Site lighting will be dark sky compliant LED fixtures that include cutoffs to focus lighting in needed areas and minimize light spillover onto adjacent areas. The lighting system will be designed to provide high quality lighting that is glare-free, flexible and easily adjusted for user comfort and ease of use. The lighting system will be designed including a color temperature of 3500K.

Impacts and Mitigations
Noise
The Applicant is proposing the following noise-control strategies be incorporated into the Project design as equipment selection and placement decisions are made:

- Selection of packaged air-handling units: sound-producing fans are internal to these units and shielded from exterior sound receptors by insulated panels that both reduce heat loss/gain and provide sound attenuation;
- Sound-attenuating enclosures on all emergency generators;
- Scheduling emergency generator testing between 7:30 AM and 9:00 PM;
- Locating rooftop equipment away from the roof edge. Doing so maximizes the shielding of residents from rooftop generated sound;

Noise resulting from normal construction practices is inevitable and will impact the surrounding area. There is currently no plan for blasting operations during construction. Construction noise will be muffled to the extent practical and will not exceed levels allowed by law.
In accordance with local noise ordinances construction activities that result in exterior noise will be limited to 7:00 AM to 7:00 PM M-F and, with prior approval by the Planning Director, Saturday 7 AM to 5 PM.

**Light**
The Applicant is proposing Dark-Sky compliant LED light fixtures for all exterior lighting.

The Lead Agency has determined that with the mitigations proposed by the Applicant as well as further refinement of lighting design during Site Plan review, no significant impacts to noise, odors or light are anticipated as a result of this Project.

**IMPACT ON HUMAN HEALTH**
The Project Site has no known history of potential contamination. Therefore, construction activities are not anticipated to involve the handling or transport of any hazardous materials. Residential and commercial operations will not involve the generation, storage, handling or disposal of hazardous materials and will not store quantities of natural gas or other flammable liquids.

Medical facility operations will involve the production of medical waste, the handling and disposal of which will be in compliance with all State and Federal Laws regulating medical waste. Solid waste will be stored in on-site dumpster enclosures with regularly scheduled pick up.

Homes and Community Renewal (HCR), an Involved Agency for this project, submitted the following comments in a June 3, 2019 letter and requested that they be included in the Lead Agency’s analysis of the proposal:

- Of all the proposed buildings, the affordable housing portion of the redevelopment plan is located in the closest proximity to the wastewater treatment plant (WWTP) and Third Street. It appears that there is a salt/sand storage area and large trucking presence that utilizes Third Street. An analysis should be undertaken of potential adverse impacts due to truck traffic, air emissions (from trucks, stored salt/sand, and the WWTP), and environmental justice considerations. An alternatives analysis should be conducted to determine if the affordable housing building can be located to better avoid disproportionate impacts to potential low-income and minority occupants.

- Given the level of previous industrial development in the project area and the number of NYSDEC remediation sites listed on the Environmental Assessment Form, a complete study of potential site contamination including vapor intrusion should be undertaken. To the extent site remediation is required or building mitigation measures are needed, including participation in any NYSDEC remediation programs, those should be identified.

The Applicant has submitted a response to HCR’s concerns in a document dated November 22, 2019 from Mathew Newcomb, Project Manager of Passero Associates.

The Lead Agency has determined that, based on the information above, no significant impacts to human health are anticipated as a result of this Project.
CONSISTENCY WITH COMMUNITY PLANS

The development will also advance many of the general goals set forth in Plan Ithaca including:

- Dense mixed use development serving a variety of income levels
- Extension and improvements to the public transportation system
- Extension and connectivity of sidewalks to enhance the public experience
- Development of and investment in the waterfront
- Increased transportation choices
- Development of Energy efficient minimal fossil fuel buildings
- Reduction of Parking and reduced impervious surfaces
- Attractive landscaping and Green Infrastructure

The project site is in the Market District within the Waterfront Plan Area. The final draft of the Plan, which was adopted in late 2019, identifies the following characteristics for the Market District:

- **Encourage Mixed-Use Development** — Future development should include a mix of development types and uses, including commercial and residential uses.
- **Support Established Uses** — Future development should enhance/protect the existing uses, including retaining a space for the Ithaca Farmers Market and rowing and boating users.
- **Encourage Synergistic Uses** — This area could benefit by incorporating synergistic uses into planned projects, such as food production and community kitchens, which could enhance the Ithaca Farmers Market.

The applicant has applied for a Planned Unit Development (PUD) from Common Council. The proposed PUD has 3 subzones:

1. **CCPUD-A** - This sub area is intended to be predominantly used for community gardens and may contain small structures and parking areas that support the gardens. The subarea has a maximum building height of 2 stories and 30’
2. **CCPUD-B** - This is a residential sub area with a maximum building height of 4 stories and 60’
3. **CCPUD-C** - This sub area is a mixed used district allowing for medical office, residential and small scale commercial uses with a maximum building height of 6 stories and 80’

The proposed uses are consistent with the Waterfront Plan. Proposed heights vary slightly from existing zoning and are needed to accommodate structured interior parking.

The project also proposes transportation improvements that further overall City goals for the area and have significant benefits outside of the project boundaries. Carpenter Park will extend the urban fabric of downtown Ithaca through the implementation of a street grid system, pedestrian connectivity, a new traffic signal and improvements to the pedestrian network. The internal north-south road will provide pedestrian bike and TCAT access to Cascadilla Street, changes to Route 13 that will improve traffic flow, pedestrian and bike access and extend the urban grid into the waterfront area.

Based on the information above, the Lead Agency has found the project to be consistent with community plans and goals.

CONSISTENCY WITH COMMUNITY CHARACTER
As described extensively above, the project site is primarily vacant with established community gardens. In the 90’s the City installed a road (Carpenter Circle) with granite curbs, drainage and sidewalks to encourage private development on the site. However, due to a combination of factors, a desirable development project was not, until this time, proposed for the site.

The project integrates several features that enhance community character. Including the following:

1. Retention and improvement of the Community Gardens assures continued access to a facility that is important to the community
2. The proposed project adds approximately 42 units of affordable housing in the emerging waterfront area.
3. There is no predominate architectural scale and character in the area but the project is consistent with the planned characteristics of the area. The project introduces residential and mixed use development on a long vacant site in a prime location with high visibility and proximity to goods, services and multimodal transportation.
4. The project will create new demand for City services, however this demand will be offset by the significant increase in tax revenue resulting from the project.

The applicant has submitted correspondence with City Water and Sewer between November –Dec 2019 that confirms the there is sufficient infrastructure and capacity to serve the project’s sewer, water and fire protection needs.

Based on the information above, the Lead Agency has found the project to be consistent with community character.

**Prepared by:** Lisa Nicholas, AICP, Deputy Director of Planning
May 19, 2020

Lisa Nicholas
Division of Planning and Economic Development, City of Ithaca
108 E. Green Street, 3rd Floor
Ithaca, N.Y. 14850

Re: Carpenter Park – Waterfront Design Review Application

Dear Lisa:

Over the past several months the Carpenter Park project has come to the Planning Board numerous times for Site Plan Review and SEQR. The Carpenter Park team has worked hard to bring a mixed use and people-oriented project to the waterfront, embodying the City’s need for and a local medical office building, commercial to serve this new neighborhood, and housing, particularly affordable. In response to and working with the Planning Board’s suggestions, this site plan has gone through multiple iterations which have resulted in a decrease of surface parking, increased pedestrian/bicycle connections throughout the site and to offsite connections, and more cohesion of building materials, to list a few examples. The attached design review application, with its supporting drawings, documents how this project meets the Waterfront Design Guidelines.

Materials included within this submission package are as follows:

- Design Review Application with supporting material
  - Building elevations with materials
  - Landscape Plan
  - MOB Roof Plan
  - HCR responses from Passero

On behalf of the development and design team, we look forward to completing the preliminary design review and SEQR process with the Planning Board. Please let us know if there is anything else that is needed before the May 26 Planning Board meeting.

Sincerely,

Yamila Fournier
City of Ithaca

DESIGN REVIEW APPLICATION

APPLICANT:

Name: Whitham Planning and Design PLLC
Title/Role: Developer

Address 1: 46 Prince Street

Address 2: Suite 2003
City, State, & Zip Code: Rochester, NY 14607

Telephone: (585) 435-4766
Cell: Phone: E-Mail: mosebrook@whithamdesign.co

— PROJECT DESCRIPTION —

Project Title: Carpenter Park Redevelopment Project
Project Address: Carpenter Circle, City of Ithaca, NY

Project Type (check one): 
- Residential
- Commercial
- Industrial
- Historic District or Landmark
- Institutional
- Mixed-Use

Project Location (check one): 
- Collegetown
- Downtown
- Landmark
- Other

Brief Project Description:

— QUICK APPLICATION CHECKLIST —

Item
- Application Form (completely filled out and signed)
- Colored Elevations Keyed to Building Materials
- Landscape Plan – if relevant
- Information about building materials (samples should be brought to the Design Review meeting)
- Detail sheets and/or other materials that provide relevant design information

ELECTRONIC SUBMISSIONS: You must provide electronic versions of all submitted documents.

LARGE FILES: Incoming e-mails to the City must be under 10 MB in size (incl. message envelope), so please either provide a CD-ROM, flash/thumb drive, or use a free file-sharing web site, like: www.hightail.com, www.dropbox.com, www.google.com/drive, etc. You can also split documents into smaller parts and send multiple e-mails/files to: lnicholas@cityofithaca.org and aharris@cityofithaca.org.

Applicant’s Signature: __________________________ Date: 05 19 2020

By signing this application form, the applicant acknowledges City staff may visit the site in order to fully understand the proposed development.

For properties within the Collegetown Design Guidelines Area, please continue to page 2.
For properties within the Downtown Design Guidelines Area, please skip to page 5.
Priority Guidelines

For properties within the Waterfront Design Guidelines Area, projects must satisfy each of the priority guidelines noted below. Please indicate how the project has met each of the priority guidelines. The design guidelines are available at [http://www.cityofithaca.org/DocumentCenter/Home/View/10999](http://www.cityofithaca.org/DocumentCenter/Home/View/10999)

### Site Design

<table>
<thead>
<tr>
<th>Guideline #</th>
<th>Guideline</th>
<th>Met</th>
<th>Not Met</th>
<th>NA</th>
<th>Brief description of how the guideline is met or why it is not met:</th>
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<tbody>
<tr>
<td>SD.1</td>
<td>Orient architectural and landscape elements to the public realm and the waterways.</td>
<td>✔️</td>
<td>❑</td>
<td>❑</td>
<td>Building A: This Residential building faces an outdoor plaza area and the private street through Carpenter Park.</td>
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<tr>
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<td></td>
<td>Mixed Use Buildings B &amp; C: These mixed-use buildings feature first floor commercial that faces Route 13. Building B also faces a stormwater plaza with outdoor space that can be used for outdoor dining and activities.</td>
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<td>Medical Office Building D: This building fronts Route 13 as well as the interior parking lot of the site. This orientation makes this building visible from Route 13, but also makes it easily accessible to patients from the interior of the site.</td>
</tr>
<tr>
<td>SD.2</td>
<td>Provide a physical and visual connection for pedestrians between a site and the public realm.</td>
<td>✔️</td>
<td>❑</td>
<td>❑</td>
<td>New pedestrian and bicycle routes throughout the site connect to the larger area context including the Ithaca Farmers Market, Aldi, the new GreenStar, and the Cayuga Waterfront Trail. With the addition of a new sidewalk that runs parallel to Route 13, both a physical and visual connection are provided between the site and public realm.</td>
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<tr>
<td>SD.7</td>
<td>Locate surface parking area to the interior of a site, avoid fronting on a public street or waterfront. If possible consolidate and share parking with neighboring properties.</td>
<td>✔️</td>
<td>❑</td>
<td>❑</td>
<td>A majority of surface parking spaces are located at the interior of the site, with an evergreen screen buffering the parking from the railroad to the west of the site. Because of commercial uses fronting Route 13, parking spaces are provided along the front of Buildings B and C, but are buffered from Route 13 by landscape plantings. The parking spaces located at the southwest side of the site, and along Carpenter Park Drive are shared parking spaces, with the parallel street spaces being open to all users of the site. 195 out of 349 surfaces spaces are designated as shared parking spaces. Residential parking for the two mixed-use buildings is located within these buildings.</td>
</tr>
<tr>
<td>SD.8</td>
<td>If surface parking must be located adjacent to a street or waterway, buffer or screen the lot.</td>
<td>✔️</td>
<td>❑</td>
<td>❑</td>
<td>Parking located along Route 13 is screened by a landscape buffer which includes canopy trees, large shrubs, smaller shrubs, and perennials and grasses. This design was approved by DOT on May 15, 2020.</td>
</tr>
<tr>
<td></td>
<td>Limit the number of vehicular access points of a site to reduce pedestrian-vehicular encounters.</td>
<td>There are two proposed vehicular access points at Carpenter Park, as required by fire chief Tom Parsons. Vehicles can currently enter the site from 3rd Street, and a Break in Access is proposed along Route 13. Although a through street runs north to south on site, only buses can exit the site onto Cascadilla Street.</td>
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<td>SD.9</td>
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<tr>
<td>SD.11</td>
<td>Locate or screen a service area so that it is not visible from the public street.</td>
<td>All utility areas are located away from the public realm or screened. Buildings A and D have screening around dumpsters and buildings B and C locate utility areas within garage structures.</td>
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### Site Design (Continued)

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<tr>
<th>Guideline #</th>
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<th>Brief description of how the guideline is met or why it is not met:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD.19</td>
<td>Use landscaping to screen a sensitive edge, such as an abutting residential property or natural feature. Maintain visual access for safety and to prevent completely hidden areas.</td>
<td>✔️</td>
<td></td>
<td></td>
<td>To increase safety between the site and railroad tracks screening is proposed between the south west parking lot onsite and the affordable residential building, and the railroad. There is an existing safety crossing.</td>
</tr>
<tr>
<td>SD.33</td>
<td>Prevent light spill to adjacent properties, the sky or waterway.</td>
<td>✔️</td>
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<td>All lighting should be dark skies compliant. Landscape screening to the east and west of the site will help with additional prevention of light spillage to adjacent properties.</td>
</tr>
<tr>
<td>SD.35</td>
<td>Design a site to integrate added or existing topography.</td>
<td>✔️</td>
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<td>Existing topography is primarily flat, with slopes primarily less than 10%.</td>
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</table>

### Building Design

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<tr>
<th>Guideline #</th>
<th>Guideline</th>
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<th>Not Met</th>
<th>NA</th>
<th>Brief description of how the guideline is met or why it is not met:</th>
</tr>
</thead>
<tbody>
<tr>
<td>BD.1</td>
<td>Design a primary entrance to a building to be clearly identifiable.</td>
<td>✔️</td>
<td></td>
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<td>Building A: A canopy is proposed over the main entrance, with the full height of the building above the main entrance as a material shift.</td>
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<td>Buildings B and C: Residential entry is identified with a canopy and address labeling. Each retail entry will include signage at entry locations, many have canopies over them.</td>
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<td>Building D: While the main entrance of the MOB faces west, away from the street, it is still visible from Route 13. The large expanse of glass storefront in the solid brick base makes the main entrance clearly identifiable, as well as building signage.</td>
</tr>
<tr>
<td>BD.2</td>
<td>Use an authentic, functional entry on a street-facing facade.</td>
<td>✔️</td>
<td></td>
<td></td>
<td>Building A: The main entry door for resident use faces the street.</td>
</tr>
</tbody>
</table>
| BD.5  | Locate and space windows to express a traditional rhythm and create visual continuity. | ✔️ | | ✔️ | Buildings B and C: There are entry doors on nearly all facades due to multiple retail tenants and residential lobby entrances.

Building D: The aluminum storefront entrance to the MOB includes a combination of clear vision glass intermixed with colored translucent glass panels to create a ground-level focal. Entrances into the building are strategically placed to provide the most direct access to the pedestrian vehicular drop-off/pick-up area as well as parking lot, bus stop and bike rack access. The main entrance also has sidewalks that lead to GreenStar on the south side of the MOB and the commercial areas of the adjacent mixed-use buildings.

Building A: Windows and balconies are spaced to create a rhythm on the exterior façade.

Buildings B and C: The projections and windows are very rhythmic in their design.

Building D: The fenestration in the two-story brick base of the MOB are strategically placed to enhance interior spaces. The size, spacing and mounting heights of the windows purposefully varies to create a sense of movement across the brick base. The fenestration of the top three stories includes a curtain wall system, again with strategically placed to enhance interior spaces. The system includes a structural vertical grid with horizontals strategically coordinated with interior systems. The glazing includes clear glass, translucent colored glass in the Wellness Stair on the west side and at the south stair and balcony as well as a variety of opaque colored spandrel glass again to create a sense of movement across the façade.

| BD.6  | Place a window opening to correspond to an actual interior space. | ✔️ | | | Building A: Window locations correspond with occupiable and usable interior spaces behind them.

Building B and C: Our window locations coordinate with the occupiable and usable interior spaces behind them.

Building D: All the MOB window openings and vision glass portions of the curtain wall system are strategically placed and coordinated with interior spaces to create naturally-lit interior spaces with views that are welcoming and foster a sense of well-being and positive energy.

| BD.7  | Design a window to create depth and shadow on a facade. | ✔️ | | | Building A: Windows and balconies create shadow and depth along the façade.
<table>
<thead>
<tr>
<th>Guideline #</th>
<th>Guideline</th>
<th>Met</th>
<th>Not Met</th>
<th>NA</th>
<th>Brief description of how the guideline is met or why it is not met:</th>
</tr>
</thead>
<tbody>
<tr>
<td>BD.8</td>
<td>Design a roof to be architecturally consistent with the overall architectural design and detailing of the structure in terms of the form and material.</td>
<td>✓</td>
<td></td>
<td></td>
<td>Building A: This building is contemporary style and has been designed with a flat roof to correspond with that style. In some locations there are varying parapet heights to correspond with other buildings onsite.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Buildings B and C: As this building is a modern design, we have documented a flat roof with various raised parapets and projections.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Building D: The design intent for the MOB roof is a flat roof, sloped for positive drainage, which is typical of commercial buildings in the Ithaca area. The low roofs at the 3rd floor level that are visible from the upper stories of the building are designed with light colored, decorative stone ballast along with some strategically placed large rocks and driftwood to create a “Zen” type roof scape.</td>
</tr>
<tr>
<td>BD.9</td>
<td>Use materials to convey a sense of human scale and generate visual interest.</td>
<td>✓</td>
<td></td>
<td></td>
<td>Buildings A, B, and C: Multiple materials have been used on each building to generate visual interest and convey a sense of human scale.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Building D: The design of the MOB is a five-story building. The top three stories are enclosed in a curtain wall and metal panel envelope system that overhangs and caps the two-story base below. The height of the brick base and the overhang of the upper three stories is strategically sized to</td>
</tr>
<tr>
<td>BD.10</td>
<td>Use a material that is compatible with the surrounding context.</td>
<td>✓</td>
<td>☐</td>
<td>☐</td>
<td>Building A: Brick and fiber cement panels are used, which are consistent with buildings B and C. The brick is consistent with all proposed buildings onsite as well as surrounding context. Buildings B and C: The use of brick is consistent with surrounding context. The brick specified is consistent with Buildings A &amp; D on the site. Building D: The design of the MOB includes brick, metal panel and aluminum storefront entrances, window and curtain systems, similar to the adjacent proposed mixed use building and other nearby commercial buildings in the Ithaca area.</td>
</tr>
<tr>
<td>------</td>
<td>---------------------------------------------------------------</td>
<td>----</td>
<td>----</td>
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<td>------------------------------------------------</td>
</tr>
<tr>
<td>BD.11</td>
<td>Use a high quality material that is proven durable.</td>
<td>✓</td>
<td>☐</td>
<td>☐</td>
<td>Building A: Brick and fiber cement panels are used for this building façade. Buildings B and C: The base of the buildings is brick, upper floors include fiber cement siding and metal panels. Building D: The design of the MOB includes a durable/cleanable two-story brick base with storefront entrance and windows. The top three stories are clad in a durable/cleanable glass and metal plan envelop system, typical of many commercial/MOB buildings in the area.</td>
</tr>
<tr>
<td>BD.15</td>
<td>Minimize the visual impact of building equipment and equipment affixed to a building.</td>
<td>✓</td>
<td>☐</td>
<td>☐</td>
<td>Equipment affixed to the roof of buildings throughout the site have minimum visual impact. A roof plan and renderings of the Medical Office Building show the location of equipment affixed to the roof, and proposed views from neighboring buildings of the roof.</td>
</tr>
<tr>
<td>BD.19</td>
<td>Consider including a building design feature that conserves energy.</td>
<td>✓</td>
<td>☐</td>
<td>☐</td>
<td>The Medical Office Building is currently pursuing LEED and WELL certifications. The design will also meet the NY Stretch Code and has multiple features that conserve energy, such as sunshades that will be installed to the exterior of the building. Buildings B &amp; C have been accepted into the NYSERDA program and ownership is seeking green certifications. Building A is participating in the NYSERDA low-rise residential new construction program. This building also complies through the easy path with 6 points for Ithaca Energy Code Supplement Compliance.</td>
</tr>
<tr>
<td>BD.23</td>
<td>Design a ground floor to engage the public realm and provide visual interest for pedestrians.</td>
<td>☑</td>
<td>☐</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td>-----------</td>
<td>------------------------------------------------------------------------------------------</td>
<td>---</td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Building A: Visual interest is provided through the plaza area that is located outside of the ground floor of this residential building.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Building B &amp; C: The ground floor of the mixed-use buildings is commercial and includes multiple storefronts that engage the public realm.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Building D: Change in materiality between the ground floor and the third floor add visual interest for pedestrians. Main materials go from a dark brick to a light, colored glass.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>BD.24</td>
<td>Use a combination of “façade articulation” and “massing variation” methods shown in Figure 13 to reduce the perceived and/or actual mass and scale of a building.</td>
<td>☑</td>
<td>☐</td>
<td>☐</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Building A: The use of material changes, minor wall offsets, color changes, and increased setbacks help to reduce the mass and scale of this building.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Buildings B &amp; C: Both buildings use material changes from brick to fiber cement panels in multiple colors. A portion of building B has an upper floor stepback for a rooftop terrace beginning on the third floor. This stepback 36’ deep, and this rooftop terrace faces the waterfront. Building C has an upper floor stepback as well, that also faces the waterfront.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Building D: Materials change between the 2nd and 3rd floors from dark brick to colored glass in shades of blue and green. The building footprint from floors 3-5 is different from the first two floors, through a form of minor wall offsets and rotation of building footprint.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Secondary Guidelines

Secondary guidelines will also be used in the design review process, and while not all will be relevant to each project, secondary guidelines should be met, if applicable. Please indicate which secondary guidelines have been met by the project and how, and attach additional pages as necessary.

<table>
<thead>
<tr>
<th>Guideline #</th>
<th>Guideline</th>
<th>Met</th>
<th>Not Met</th>
<th>NA</th>
<th>Brief description of how the guideline is met:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD.3</td>
<td>When a property is adjacent to the public open space of the Cayuga Waterfront Trail, connect the site to any public-private pedestrian walkway.</td>
<td>✔️</td>
<td></td>
<td></td>
<td>Proposed pedestrian and bicycle connections includes the ability to connect to the Cayuga Waterfront Trail in the future, if crossing the railroad tracks becomes feasible.</td>
</tr>
<tr>
<td>SD.4</td>
<td>Establish an internal walkway system that connects key areas, such as building entries, parking areas, the Cayuga Waterfront Trail, and other prominent open spaces.</td>
<td>✔️</td>
<td></td>
<td></td>
<td>There is a proposed internal walkway system throughout the site, connecting to building entries, parking areas, the Community Gardens, and other amenities offsite such as the Cayuga Waterfront Trail, Aldi, the new GreenStar, and the Ithaca Farmers Market.</td>
</tr>
<tr>
<td>SD.6</td>
<td>Incorporate an open space into a site design where feasible.</td>
<td>✔️</td>
<td></td>
<td></td>
<td>A stormwater plaza provides open space for outdoor activities, seating, and plantings. This open space is located in the middle of the site between buildings B and C, and is easily accessible to the public. A plaza is located in front of Building A for residents to use, and green space is located in the southwest corner of the site. The site is also designed around the Ithaca Community Gardens.</td>
</tr>
<tr>
<td>SD.16</td>
<td>Use a coordinated landscape palette to establish a sense of visual continuity within a site.</td>
<td>✔️</td>
<td></td>
<td></td>
<td>78 plant species are used in the proposed plant palette throughout the site. Massing and repetition create a continuity of landscape design.</td>
</tr>
<tr>
<td>SD.21</td>
<td>Use native trees and non-invasive tree and plant species that thrive in Ithaca’s climate and adapted to specific site conditions (i.e. salt, wind exposure, etc.)</td>
<td>✔️</td>
<td></td>
<td></td>
<td>The proposed plant palette is made up of approximately 63% native plant species that thrive in Ithaca’s climate, and are shown on our plant schedule.</td>
</tr>
<tr>
<td>SD.30</td>
<td>Integrate freestanding features to enhance a site or the public realm.</td>
<td>✔️</td>
<td></td>
<td></td>
<td>Benches and bike racks have been added throughout the site, near each building. A bus stop shelter/long-term bike storage feature is proposed at the new bus stop behind building C.</td>
</tr>
</tbody>
</table>


Building Elevations: Housing Building

Material Palette

Building A - Affordable Residential Elevations
Elevations: Building C

Scale: 1" = 20'

Corrugated Metal Panel
Color: Regal Blue

Fiber Cement Panel
Color: Night Gray Smooth

Fiber Cement Panel
Color: Light Blue Smooth

Fiber Cement Panel
Color: Artic White Smooth

Railing
Color: Bronze

Corrugated Metal Panel
Color: Matte Black

Utility Brick
Color: Manganese Ironspor Smooth

Artic White

Night Gray

Regal Blue

Light Blue

Brick

Matte Black

Terra Cotta

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Building D - North Elevation
Exterior Glass - Clear

SN68 on Clear Examples

VLT: 68%, Outdoor Reflectance: 11%, SHGC: .38

Exterior Glass - Colors

Bright White  Cool Gray

#6-4238 Blithe Blue  #6-4231 Meander Blue

#2-4014 Haven  #2-2012 Gratifying Green

#6-4234 Resolute Blue  #4233 Vast Sky

Exterior Finishes

Exterior Finishes

Sunshades

Architectural Grilles and Glass Custom Prefinished Aluminum Tube

White
November 22, 2019

Re:    HCR Site Suitability Memo

(a)  Demonstrate potential contamination concerns identified in Phase I or Phase II Environmental Assessment will be resolved.
    An Environmental assessment was conducted for the project site, no potential contamination or environmental concerns were identified.

(b)  Project Site(s) are not within 2.640 feet of an industrial/manufacturing facility, including but not limited to, a waste water treatment plant, a manufacturing or industrial plant, airport or freight rail lines or within 600’ of highways, truck traffic, or combined sewer overflow outfalls, unless adequate environmental justice, safety explanation and mitigation plan is included.

Site Constraints

The project is located within 600’ of the City of Ithaca Wastewater Treatment facility. The City’s facility has gone through numerous improvements, including incorporating bio-digester technology, which reduces smells and impacts to the surrounding neighborhood. This technology makes it a cutting-edge wastewater treatment facility compared to most others in New York State. Furthermore, the Ithaca’s Farmers Market is adjacent to the facility. In spite of the Farmers location, it thrives and has seen no negative impacts from the facility.

The project site is also located within proximity to a NYSDOT facility; however, this facility is planned to be removed from this location within one year as part of the Ithaca Waterfront Plan. Market rate luxury apartments are planned to be built on for the current NYSDOT site.

Additionally, the Project site is located less than 2,600’ of the roadway that sees some truck traffic (NYS Route 13). Accordingly, the affordable-housing portion of the project is purposely located in the furthest possible location from NYS Route 13. Moreover, the proposal includes improvements to the roadway, including pedestrian walkways that allow for residents to easily walk to nearby desired locations that are within a quarter of a mile from the proposed building (supermarkets, medical services, restaurants, the Ithaca Community Gardens, the Ithaca Farmers Market, and recreational trails).

Site Mitigation and Justification

Careful consideration has been given to this site for many reasons. One is that the City has identified need for more workforce housing. Many employees working in the City at local colleges travel from outside the City. Developing workforce housing within the City makes it more convenient and affordable for current employees that work within the City. In addition, the Ithaca waterfront has been rezoned to promote more mixed use and housing, and the entire area, including where this project is proposed, will be under development within the next couple of years.
Significant Restrictions – there are significant restrictions onsite that limit the location of where buildings can be placed. Some are also considered complimentary to the project.

1) Community Gardens – The City of Ithaca has committed to preserving the Ithaca Community Gardens, which are within 10' of the proposed project/building. The gardens, which are open to the public, will be improved as part of this project.

2) NYSEG Easements – Power lines run through the site and are an equal influence on the market rate and affordable portions of the project. In addition, these same power lines will also be a challenge for several other developments along the waterfront. The power lines do not directly affect the proposed workforce housing building, however their presence limits the viable areas for the building.

3) Railroad – The railroad is closer to the affordable housing but runs the entire length of the site, also impacting the market rate luxury apartments. Like the NYSEG easements, the railroad runs most of the waterfront, making it a challenge for most development in this area. As part of the project, berms, and landscape buffers are proposed to mitigate the view and noise from the use of the railway. The railway is in use during the day and is not heavily traveled.

This site was chosen as a result of it being in close proximity to;

1) GreenStar – GreeStar is the region’s largest health food cooperative. A GreenStar building is currently being constructed about 1,200' feet away from the proposed project site.

2) Aldi’s – Aldi’s is a grocery store also adjacent to the proposed project site. It is directly across from the proposed workforce housing building (approx. 60’ away), on the east side of 3rd street.

3) The proposed project includes the development of a health care facility which will accept all forms of health insurance including Medicaid.

4) There is significant market rate development proposed in the immediate area. There are two market rate/mixed use buildings proposed as part of the same project, these buildings will have retail, restaurants, and offices on the first floor with apartments above.

5) A luxury multifamily development project has already been proposed just to the north, with a public waterfront promenade that also includes a medical facility. The NYSDOT facility directly adjacent to the proposed project area is also proposed to be market rate luxury apartments.

6) As previously mentioned in this memo, the project is located within close proximity of the Ithaca Farmers Market, which is adjacent to the Wastewater Treatment Facility.

7) The developers have worked closely with TCAT (Tompkins Consolidated Area Transit) to, as part of the project, include the Aldi’s, the future GreenStar, and the proposed project area as pick-up and drop-off locations; the workforce housing will be included on the TCAT route.

8) Currently there is not a viable site closer to the Ithaca Waterfront Trail, which is within approximately 150’ walking distance of the proposed project. The Waterfront Trail has become a primary alternative transportation route and a popular recreational trail in Ithaca.

9) Finally, the Walk Score for the proposed project as it currently is, is 74 out of 100, and rated 85 for access and safety for bikers. Walk scores are developed by an advisory board and leading academic researchers who measure walkability, access to public transit, and access and safety.
for bikers. The proposed project is already in a good location – the time it takes to walk downtown is 10 minutes and to bike there is 2 minutes – and development is going to improve it.

April 8, 2020

Re: HCR Response to Heather’s SEQR Comments

(a) Please provide an analysis of whether the MGP site located within the boundaries of the WWTP property presents a vapor intrusion concern to residents in proposed Bldg A;

The project is located within 600’ of the City of Ithaca Wastewater Treatment facility. The City’s facility has gone through numerous improvements, including incorporating bio-digester technology, which reduces smells and impacts to the surrounding neighborhood. This technology makes it a cutting-edge wastewater treatment facility compared to most others in New York State. Furthermore, the Ithaca’s Farmers Market is adjacent to the facility. In spite of the Farmers location, it thrives and has seen no negative impacts or vapor intrusion from the facility. Due to the technology utilized by the WWTP, the City of Ithaca has been able to promote growth and development along the waterfront without significant concerns about potential impact to future residents and retailers from the WWTP. In fact, the members of the Community Gardens who spend hours outside on the site working their garden testified at a public hearing that the greatest smell they notice while gardening are the coffee beans roasting across the street at Ithaca Coffee, not the sewage treatment plant. The plant, according to the Community Garden members, is a non-issue and presents no negative impact. This finding is consistent with the City’s SEQR review when they rezoned the property to allow for residential use. This fact is likely due to the fact that the prevailing winds blow south to north or west to east. Atmospheric data for this location shows that less than 15% of wind patterns result in a northerly to southerly direction

(b) Please provide an analysis of truck traffic to and from restaurant supply store and fuel storage company on 3rd street and automotive traffic and parking to and from farmer’s market (aerial site pictures show overflow of parking and cars parking on project site). Can the truck traffic to the fuel company be diverted so that it enters/exits Rt 13 at a location other than the intersection near Bldg A? What are the plans for farmer’s market parking and traffic?

Restaurant Supply Store: The restaurant supply store truck traffic varies and is limited. The traffic impact is assessed in the Traffic Impact Study (TIS) completed by SRF. The supply store manly sees individual restaurant owners who pick up their own supplies using their own vehicles, the supply store will make deliveries, which vary and are limited to their capacity to service them. The supply store cannot support larger than a box truck.

Fuel Company: Similar to the restaurant supply store the fuel storage company sees limited truck traffic, which is also included in TIS. The Installation of dense landscaped buffers to provide physical and visual screening from the railroad, NYSDOT site, fuel storage facility,
and WWTP. It should be noted that the fuel storage is over 600 feet away and down gradient from the affordable housing. The market-rate units have much more direct proximity to the fuel tanks. The minimal traffic generated from the fuel company cannot be diverted based on the current layout, however, as part of the envisioned redevelopment of the area, the goals are to open that site up for future redevelopment for mixed use, or multifamily.

The project plans for shared parking throughout the development to provide overflow parking for the farmers market. This is included in the design plans for the project.

(c) Please provide buffer and crossing safety plans for the adjacent rail line.
The project includes the installation of dense landscaped buffers to provide physical and visual screening from the railroad included with this memo is a copy of the landscaping plan.

The railroad currently has flashing grade crossing signals that include an activated arm to prevent vehicles from traveling over the railroad when a train is present. In addition, the rail crossing also includes a sidewalk pedestrian crossing that has a smaller activated arm over the sidewalk that prevents pedestrians from crossing. This was installed recently to mitigate the safety of pedestrians traveling to the farmers market, and boat launch areas.

(d) Does the WWTP include stored chemicals and an emergency evacuation plan? If so, how would those plans be implemented at Bldg A?
There are no chemicals stored in or near the WWTP

(e) Analyze the environmental justice impacts of locating affordable housing across the street from a WWTP, MGP site, a rail line at a crossing, and on a fuel oil truck route.
Please refer to the included Environmental Justice Statement.

(f) Given the level of previous industrial development in the project area and the number of NYSDEC remediation sites listed on the Environmental Assessment form, a complete study of potential site contamination including vapor intrusion should be undertaken. To the extent site remediation is required or building mitigation measures are needed, including participation in any NYSDEC remediation programs those should be identified.
The Affordable building will include a Sub Slab Depressurization System (SSDS) beneath the slab. The SSDS serves as a barrier and mitigates the potential for vapor intrusion.

Sincerely,

Matthew Newcomb
Project Manager

Page 4 of 5
May 20, 2020

Lisa Nicholas, AICP
Director of Planning
City of Ithaca
108 E. Green Street
Ithaca, NY 14850

Re: Carpenter Park Development - Emissions

Dear Mrs. Nicholas:

Based on the data contained within a letter from SRF Associates, dated April 14th, 2020, there is a minor increase in HC, CO and NOx emissions within the study area under the three access conditions when compared to background traffic levels. Of the studied conditions the West Side Access results in the smallest increase and the Four-Way Intersection the largest of the three. Under none of the scenarios does the increase warrant a furthermore detailed analysis of air quality.

Sincerely,

Jess D. Sudol, PE
President

JDS:psf
Ms. Lisa Nicholas, AICP  
Deputy Director of Planning  
Planning Division, City of Ithaca  
108 E Green Street  
Ithaca, NY 14850

RE: Proposed Carpenter Park Development, City of Ithaca, NY  
Response to Review Comments - Network Environmental Measures of Effectiveness (MOE)

Dear Ms. Nicholas:

This letter has been prepared to respond to the comments related to measuring the vehicular emission impacts of the above referenced project. In response, SimTraffic analyses were performed under the various scenarios of the project to determine network-level environmental MOEs (all reports are attached to this letter). SimTraffic offers five environmental/emission-related categories: fuel used (in gallons), fuel efficiency (in miles per gallon), hydrocarbons (HC), carbon monoxide (CO), and nitrogen oxide (NOx).

SimTraffic defines the noted categories as follows:
1. **Fuel Used** – determined by the vehicle’s fleet (car, truck, or bus), speed, and acceleration.
2. **Fuel Efficiency** – calculated by dividing the total distance travel by the fuel used.
3. **Emissions (HC, CO, NOx)** – the vehicle’s speed and acceleration determine the emissions created. There are no emission tables for trucks and buses; however, SimTraffic assumes trucks and buses emit exhaust at three times the rate of cars.

The attached table summarizes the fuel and emissions impacts during both peak hours under the noted study conditions. Overall, the results indicate that the West Side Access (new T-Intersection) Conditions produce the least impact on the various environmental MOEs when compared to the Existing Access Conditions and the Four-way Intersection Conditions. The proposed project results in small overall increases in the amount of fuel used, small decreases in fuel efficiency, and small increases in the HC, CO, and NOx emissions.

If you have any comments or questions concerning these materials, or require any additional information, please contact our office.

Very truly yours,

**SRF Associates, D.P.C.**

Amy C. Dake P.E., PTOE  
Senior Managing Traffic Engineer

Attachments  
V:\Projects\2018\38067 Carpenter Park\38067.1 Carpenter Park BIA\Correspondence\Carpenter Park Environmental MOE Analysis Updated 04-17-20.docx
## CARPENTER PARK: NETWORK ENVIRONMENTAL MOEs

### NETWORK ENVIRONMENTAL MEASURES OF EFFECTIVENESS

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>BACKGROUND CONDITIONS</th>
<th>EXISTING ACCESS 2021 ETC CONDITIONS</th>
<th>WEST SIDE ACCESS 2021 ETC CONDITIONS</th>
<th>FOUR-WAY INTERSECTION 2021 ETC CONDITIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
<td>PM</td>
</tr>
<tr>
<td>Fuel Used (gal)</td>
<td>252.6</td>
<td>397.8</td>
<td>314.3</td>
<td>404.1</td>
</tr>
<tr>
<td>Fuel Efficiency (mpg)</td>
<td>20.4</td>
<td>12.7</td>
<td>16.2</td>
<td>14.7</td>
</tr>
<tr>
<td>HC Emissions (g)</td>
<td>4710.0</td>
<td>3128.0</td>
<td>5774.0</td>
<td>3365.0</td>
</tr>
<tr>
<td>CO Emissions (g)</td>
<td>11699.0</td>
<td>9368.0</td>
<td>132734.0</td>
<td>104001.0</td>
</tr>
<tr>
<td>NOx Emissions (g)</td>
<td>13966.0</td>
<td>9077.0</td>
<td>14797.0</td>
<td>10728.0</td>
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</tbody>
</table>
## 18: Meadow & Clinton & Fulton Performance by movement

<table>
<thead>
<tr>
<th>Movement</th>
<th>WBL</th>
<th>WBR2</th>
<th>NBT</th>
<th>NBR</th>
<th>SEL2</th>
<th>SEL</th>
<th>SET</th>
<th>SBR</th>
<th>All</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fuel Used (gal)</td>
<td>0.3</td>
<td>0.8</td>
<td>5.6</td>
<td>0.2</td>
<td>0.1</td>
<td>1.8</td>
<td>0.1</td>
<td>1.6</td>
<td>10.6</td>
</tr>
<tr>
<td>Fuel Eff. (mpg)</td>
<td>11.3</td>
<td>9.7</td>
<td>20.3</td>
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## 19: Taughannock Blvd & W Buffalo St/W Buffalo St Performance by movement

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## 19: Taughannock Blvd & W Buffalo St/W Buffalo St Performance by movement

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## 20: Commercial Driveway/Taughannock Blvd & W State St Performance by movement

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## 61: Fulton & Meadow Performance by movement

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## Total Network Performance

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### 20: Commercial Driveway/Taughannock Blvd & W State St Performance by movement

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### 22: N Fulton St & Meadow Performance by movement

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<td>0.0</td>
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<td>0.0</td>
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### Total Network Performance

| Denied Delay (hr) | 413.8 |
| Denied Del/Veh (s) | 155.2 |
| Total Delay (hr) | 455.5 |
| Total Del/Veh (s) | 196.1 |
| Stop Delay (hr) | 305.0 |
| Stop Del/Veh (s) | 164.8 |
| Total Stops | 23770 |
| Fuel Used (gal) | 307.8 |
| Fuel Eff. (mpg) | 12.7 |
| HC Emissions (g) | 3128 |
| CO Emissions (g) | 93668 |
| NOx Emissions (g) | 9077 |
### 20: Commercial Driveway/Taughannock Blvd & W State St Performance by movement

<table>
<thead>
<tr>
<th>Movement</th>
<th>EBL</th>
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### 61: Fulton & Meadow Performance by movement

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### Total Network Performance

| Denied Delay (hr) | 129.1 |
| Denied Del/Veh (s) | 58.0 |
| Total Delay (hr) | 367.8 |
| Total Del/Veh (s) | 176.0 |
| Stop Delay (hr) | 315.4 |
| Stop Del/Veh (s) | 139.5 |
| Fuel Used (gal) | 314.3 |
| Fuel Eff. (mpg) | 16.2 |
| HC Emissions (g) | 5774 |
| CO Emissions (g) | 132234 |
| NOx Emissions (g) | 14797 |
### 18: Meadow/S Meadow St & W Clinton St & Fulton Performance by movement

<table>
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### 19: Taughnannock Blvd & W Buffalo St/W Buffalo St Performance by movement

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### Total Network Performance

- **Fuel Used (gal):** 404.1
- **Fuel Eff. (mpg):** 14.7
- **HC Emissions (g):** 335 |
- **CO Emissions (g):** 104001
- **NOx Emissions (g):** 10728
### 20: Commercial Driveway/Taughannock Blvd & W State St Performance by movement

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### 22: Meadow & Proposed Site Drive Performance by movement

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### 24: Proposed Site Drive Performance by movement

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### Total Network Performance

| Denied Delay (hr) | 89.3 |
| Denied Del/Veh (s) | 39.8 |
| Total Delay (hr) | 224.3 |
| Total Del/Veh (s) | 97.0 |
| Stop Delay (hr) | 160.8 |
| Stop Del/Veh (s) | 69.6 |
| Fuel Used (gal) | 278.6 |
| Fuel Eff. (mpg) | 19.2 |
| CO Emissions (g) | 50 | |
| NOx Emissions (g) | 123943 |
| HC Emissions (g) | 4946 |
| CO Emissions (g) | 14580 |
### 20: Commercial Driveway/Taughannock Blvd & W State St Performance by movement

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### 22: N Fulton St & Meadow Performance by movement

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### 26: N Meadow St /Meadow Performance by movement

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### Total Network Performance

| Denied Delay (hr) | 207.0 |
| Denied Del/Veh (s) | 73.8 |
| Total Delay (hr) | 410.7 |
| Total Del/Veh (s) | 146.4 |
| Stop Delay (hr) | 332.9 |
| Stop Del/Veh (s) | 118.7 |
| Fuel Used (gal) | 378.8 |
| Fuel Eff. (mpg) | 15.8 |
| HC Emissions (g) | 3139 |
| CO Emissions (g) | 99665 |
| NOx Emissions (g) | 10131 |
### 61: Fulton & Meadow Performance by movement

<table>
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### Total Network Performance

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### 61: Fulton & Meadow Performance by movement

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### Total Network Performance

| Denied Delay (hr) | 721.9 |
| Denied Del/Veh (s) | 236.8 |
| Total Delay (hr) | 555.5 |
| Total Del/Veh (s) | 198.3 |
| Fuel Used (gal) | 499.4 |
| Fuel Eff. (mpg) | 11.0 |
| HC Emissions (g) | 14 |
| CO Emissions (g) | 7969 |
| NOx Emissions (g) | 168192 |
| Total Delay (hr) | 17389 |
WHEREAS: an application has been submitted for review and approval by the City of Ithaca Planning and Development Board for the construction of mixed-use development and associated site improvements to be located at 101 Pier Road, and

WHEREAS: The 10.35-acre project site consists of 8.33 acres of privately-owned land and 2.02 acres of adjacent City-owned parkland and road. The applicant proposes to redevelop the 8.33-acre project site and make improvements to 2.02 acres of adjacent City land. The project site consists of (3) privately-owned tax parcels. The building program will be a total of 316,280 SF consisting of (1) 60,000 SF medical office building (MOB), (2) five-story residential structures with a total of 172,980 GSF and 111 housing units, (1) five-story mixed-use building with 77,800 GFA with 45 housing units, 4,500 SF of ground floor commercial (expected to be a restaurant), and (1) 5,500 SF Community Building to support golf, boating, and other recreational activities associated with the adjacent City-owned Newman Golf Course. Phase 1 includes the rebuilding of Pier Road to include sidewalks, street trees, a fire engine turnaround, and additional and reorganized parking, all improvements on private property with the exception of the construction of Point East 2 Building (which will be used as greenspace and parking) and the temporary relocation of the fueling dock and tank. Phase 2 of the project will include the construction of the Point East 2 Building, additional parking at the golf course, installation of the new fueling dock and tank, the 5,500 SF Newman Community Center, removal of the existing clubhouse and relocation of the ninth green. Site improvements on private property to include a 1,570-foot publicly-accessible promenade along Cascadilla Creek, including construction of a new seawall and replacement of existing docks, waterfront parks, a paddle park, internal circulation streets, bus stops, surface parking for 425 cars (in Phases 1 & 2), and landscaping, and

WHEREAS: this has been determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(d), (h)(2), (i), (k) and (n) and the State Environmental Quality Review Act (“SEQRA”) §617.4(b)(6)(iii) and (v), and

WHEREAS: the City of Ithaca Common Council, Ithaca Board of Public Works, Tompkins County Industrial Development Agency, Tompkins County Department of Health, NYS Department of Transportation, and NYS Department of Environmental Conservation, all potentially involved agencies in this action, have all consented to the Planning Board acting as Lead Agency for this project, and

WHEREAS: the City of Ithaca Planning and Development Board, being the local agency which has primary responsibility for approving and funding or carrying out the action, did on August 27, 2019, declare itself Lead Agency for the environmental review of the project, and

WHEREAS: this Board, acting as Lead Agency in Environmental Review, has on May 26, 2020, reviewed and accepted as adequate: a Full Environmental Assessment Form (FEAF), Part 1, submitted by the applicant, and Parts 2 & 3 prepared by Planning staff; reviewed by the involved agencies and amended by the Planning Board; drawings titled: “Survey Map, No 101 Pier Road No 702 Willow Ave” dated 6-11-19; “Context Map (G101)” and “Site Constraints Map (G102)” dated 8-23-19; “Layout Plan Phase 2” dated 11-22-19; “Existing Conditions Plan (C101)”, “Demolition Plan (C201 & C202)”, “Layout Plan (C301 & C302)”, “Utility Plan (C401 & C402)”, “Lighting Plan (C403 & C404)”, “Grading Plan (C501 & C502)”, “Drainage Plan (C601 & C602)”, “Erosion and Sediment Control Plan (C701 & C702)” and “Details (C801,
C802, C802 & C803)" all dated 2-14-20; and an undated “Proposed Connectivity Diagram and Shared Parking Diagram” and all prepared by TG Miller PC; “Phase 1” rendered site plan dated 10-24-19, “Conceptual Section AA”, “Conceptual Section BB”, “Conceptual Section CC”, “Conceptual Section DD”, “Conceptual Section EE”, “Site Materials and Plans Schedule” (two sheets), “Site Planting Plan and Schedule” (three sheets) and an undated and untitled drawing showing interior parks and comparing their size to various public open spaces and parks, all dated 1-22-20; “Site Planting Plan and Schedule (L200-3) dated 12-10-19 and all prepared by Whitham Planning & Design; “Guthrie Ithaca Medical Office Building – Elevations (3 sheets) dated 12-17-19 and prepared by hbt Architects; undated and unattributed visualizations titled Views 1-4 and an undated and unattributed view study presented at the 9-18-19 Planning Board Meeting; undated and unattributed visualization (three sheets) presented at the 4-28-20 Planning Board meeting; and the following information provided by SRF Associates: Technical Memo #1 MTIE Update, dated 1-27-20; Technical Letter – Phase 1 Traffic Analysis dated 2-24-20 and Technical Memo #3 dated 9-24-20, and other application materials, and

WHEREAS: the involved agencies in this action, as well as the City of Ithaca Parks Recreation and Natural Resources Commission and other interested parties have been given the opportunity to comment on the proposed project and any received comments have been considered, and

WHEREAS: the City Planning Board, acting as Lead Agency, has determined, as more clearly elaborated in the FEA, that the Applicant has mitigated any potentially significant impacts to the environment, now, therefore, be it

RESOLVED: that the City Planning Board determines for the reasons detailed in Parts 2 and 3 of the FEA, which are incorporated herein by reference, that the proposed Project will result in no significant adverse impacts on the environment and a Negative Declaration for purposes of Article 8 of the Environmental Conservation Law be issued in accordance with the provisions of Part 617 of SEQRA.

Moved by:
Seconded by:
In Favor:
Against:
Abstain:
Absent:
Vacancies: None
PROPOSED RESOLUTION
Preliminary Approval
City Harbor Mixed-Use Development
101 Pier Road
Site Plan Review
City of Ithaca Planning & Development Board
May 26, 2020

WHEREAS: an application has been submitted for review and approval by the City of Ithaca Planning and Development Board for the construction of mixed-use development and associated site improvements to be located at 101 Pier Road, and

WHEREAS: The 10.35-acre project site consists of 8.33 acres of privately-owned land and 2.02 acres of adjacent City-owned parkland and road. The applicant proposes to redevelop the 8.33-acre project site and make improvements to 2.02 acres of adjacent City land. The project site consists of (3) privately-owned tax parcels. The building program will be a total of 316,280 SF consisting of (1) 60,000 SF medical office building (MOB), (2) five-story residential structures with a total of 172,980 GSF and 111 housing units, (1) five-story mixed-use building with 77,800 GFA with 45 housing units, 4,500 SF of ground floor commercial (expected to be a restaurant), and (1) 5,500 SF Community Building to support golf, boating, and other recreational activities associated with the adjacent City-owned Newman Golf Course. Phase 1 includes the rebuilding of Pier Road to include sidewalks, street trees, a fire engine turnaround, and additional and reorganized parking, all improvements on private property with the exception of the construction of Point East 2 Building (which will be used as greenspace and parking) and the temporary relocation of the fueling dock and tank. Phase 2 of the project will include the construction of the Point East 2 Building, additional parking at the golf course, installation of the new fueling dock and tank, the 5,500 SF Newman Community Center, removal of the existing clubhouse and relocation of the ninth green. Site improvements on private property to include a 1,570-foot publicly-accessible promenade along Cascadilla Creek, including construction of a new seawall and replacement of existing docks, waterfront parks, a paddle park, internal circulation streets, bus stops, surface parking for 425 cars (in Phases 1 & 2), and landscaping, and

WHEREAS: this has been determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(d), (h)(2), (i), (k) and (n) and the State Environmental Quality Review Act (“SEQRA”) §617.4(b)(6)(iii) and (v), and

WHEREAS: the City of Ithaca Common Council, Ithaca Board of Public Works, Tompkins County Industrial Development Agency, Tompkins County Department of Health, NYS Department of Transportation, and NYS Department of Environmental Conservation, all potentially involved agencies in this action, have all consented to the Planning Board acting as Lead Agency for this project, and

WHEREAS: the City of Ithaca Planning and Development Board, being the local agency which has primary responsibility for approving and funding or carrying out the action, did on August 27, 2019, declare itself Lead Agency for the environmental review of the project, and

WHEREAS: legal notice was published and property posted, and adjacent property owners notified in accordance with Chapter 290-9 C. (1), (2), & (3) of the City of Ithaca Code, and

WHEREAS: the Planning and Development Board held a required Public Hearing on October 22, 2019, and

WHEREAS: this Board, acting as Lead Agency in Environmental Review, has on May 26, 2020, reviewed and accepted as adequate: a Full Environmental Assessment Form (FEAF), Part 1, submitted by the
applicant, and Parts 2 & 3 prepared by Planning staff, reviewed by the involved agencies and amended by the Planning Board; drawings titled: “Survey Map, No 101 Pier Road No 702 Willow Ave” dated 6-11-19; “Context Map (G101)” and “Site Constraints Map (G102)” dated 8-23-19; “Layout Plan Phase 2” dated 11-22-19; “Existing Conditions Plan (C101)”, “Demolition Plan (C201& C202)”, “Layout Plan (C301& C302)”, “Utility Plan (C401 & C402)”, “Lighting Plan (C403 & C404)”, “Grading Plan (C501 & C502)”, “Drainage Plan (C601 & C602)”, “Erosion and Sediment Control Plan (C701& C702)” and “Details (C801, C802, C802 & C803)” all dated 2-14-20; and an undated “Proposed Connectivity Diagram and Shared Parking Diagram” and all prepared by TG Miller PC; “Phase 1” rendered site plan dated 10-24-19, “Conceptual Section AA”, “Conceptual Section BB”, “Conceptual Section CC”, “Conceptual Section DD”, “Conceptual Section EE”, “Site Materials and Plans Schedule” (two sheets), “Site Planting Plan and Schedule” (three sheets) and an undated and untitled drawing showing interior parks and comparing their size to various public open spaces and parks, all dated 1-22-20; “Site Planting Plan and Schedule (L200-3)” dated 12-10-19 and all prepared by Whitham Planning & Design; “Guthrie Ithaca Medical Office Building – Elevations (3 sheets) dated 12-17-19 and prepared by hbt Architects; undated and unattributed visualizations titled Views 1-4 and an undated and unattributed view study presented at the 9-18-19 Planning Board Meeting; undated and unattributed visualization (three sheets) presented at the 4-28-20 Planning Board meeting; and the following information provided by SRF Associates: Technical Memo #1 MTIE Update, dated 1-27-20; Technical Letter – Phase 1 Traffic Analysis dated 2-24-20 and Technical Memo #3 dated 9-24-20, and other application materials, and

WHEREAS: the involved agencies in this action, as well as the City of Ithaca Parks Recreation and Natural Resources Commission and other interested parties have been given the opportunity to comment on the proposed project and any received comments have been considered, and

WHEREAS: the City Planning Board, acting as Lead Agency, did, on May 26, 2020, determine, as more clearly elaborated in Parts 2 and 3 of the FEAF, which are incorporated herein by reference, that the proposed Project will result in no significant adverse impacts on the environment and a Negative Declaration for purposes of Article 8 of the Environmental Conservation Law be issued in accordance with the provisions of Part 617 of SEQRA, and

RESOLVED: the Planning Board does hereby grant Preliminary Site Plan Approval to the project. Such approval applies to the major elements of the site layout including building placement and footprints, location and design of major routes of site circulation pertaining to emergency access, personal, commercial and service vehicles, and pedestrians and bikes, grading and demolition, and placement of major hardscape features such as walls, patios, stairways, etc. Preliminary approval does not apply to the placement and arrangement of building façade features, building and hardscape materials and colors, planting plans, lighting, signage, site furnishings and other site details, and be it further

RESOLVED: Preliminary Approval for this project is subject to the following conditions:

Before Final Site Plan Approval for any Phase of the Project:

i. Granting of the required variances by the board of Zoning Appeals,
ii. Completion of Design Review in accordance with the City Code and the Waterfront Design Guidelines,
iii. Submission of colored and keyed building elevations of all facades with building materials samples sheet,
iv. Submission of a final Landscape Plan with planting schedule and planting specifications and details, including final selection of street trees on Pier Road
v. Submission to the Planning Board for review and approval of all site details including but not limited to exterior furnishings, walls, railings, bollards, paving, signage, lighting, etc., and
vi. Plans, drawings and/or visualizations showing all proposed exterior mechanicals and associated equipment including heat pumps, ventilation, etc, including appropriate screening if necessary,

vii. Development by the applicant and acceptance by the City of a plan and schedule for the financing and implementation of transportation and emergency access improvements detailed in the FEAF Part 3, or other alternative improvements deemed equally appropriate and effective by the City,

viii. Development by the applicant and acceptance by the City of a plan and schedule for the financing, implementation and monitoring of a TDM program,

ix. Submission of information documenting number, location and type of exterior and interior bike racks/parking,

Before issuance of a Building Permit

x. Execution of required utility easement agreements with the City of Ithaca and Ithaca Area Waste Water Facility owners

xi. Execution of an MOU with the City of Ithaca for installation and maintenance of improvements to Pier Road

xii. Noise producing construction activities will be limited to the hours between 7:30 A.M. and 5:30 P.M., Monday through Friday (or Saturday 9:00 A.M. to 5:30 P.M. with advance notification to and approval by the Director of Planning and Development).

xiii. Confirmation from the City Transportation Engineer that all concerns related to construction and road layout have been addressed, including provisions for appropriate signage and an alternate route for any proposed temporary CWT trail closure and that lines of sight are maintained and appropriate signage and pedestrian crossings are incorporated into the curb cuts across the CWT,

xiv. Documentation from Ithaca Fire Department emergency access issues have been satisfied, and

Before Issuance of Certificate of Occupancy

xv. The applicant shall submit documentation that public access to the promenade will be permanently maintained via easement,

xvi. Installation of bike racks/parking in accordance with approved site plans,

xvii. Any damage done to the CWT and associated landscaping as a result of project construction activities, shall be corrected by the applicant to the satisfaction of the City Transportation Engineer and the City Forestry Technician, before a Certificate of Occupancy is granted.

xviii. Any damage done to City Property including roads, utilities, etc shall be corrected by the applicant to the satisfaction of the Director of Engineering.

xix. All improvements on City Property must be constructed in accordance with the Superintendent of Public Works specifications, and as applicable specifications from the IAWWTF for protection of the outfall pipe. Improvements within the IAWWTF easement must meet the requirements of the IAWWTF.

xx. Acceptance by the Superintendent of improvements on City Property.

Additional Conditions

xxi. Future proposed improvements to City Property, including a new clubhouse, parking and changes to the night green at Newman golf course will require final site plan approval from the Planning Board and additional legal agreements between the City and the Project Sponsor

xxii. Submission of detailed plans for the proposed kayak launch

xxiii. Any changes to the approved project must be submitted to Planning Staff for review. Staff will determine if changes require Board approval and

xxiv. This site plan approval does not preclude any other permit that is required by City Code, such as sign permits, tree permits, street permits, etc,

xxv. Acceptance of the SWPPP by the City Stormwater Management Officer
xxvi. Any damage done to the CWT and associated landscaping as a result of project construction activities, shall be corrected by the applicant to the satisfaction of the City Transportation Engineer and the City Forestry Technician, before a Certificate of Occupancy is granted.

Moved by:
Seconded by:
In Favor:
Against:
Abstain:
Absent:
Vacancies: None
PROJECT DESCRIPTION
The 10.35-acre project site consists of 8.33 acres of privately-owned land and 2.02 acres of adjacent City-owned parkland and road. The applicant proposes to redevelop the 8.33-acre project site and make improvements to 2.02 acres of adjacent City land. The project site consists of (3) privately-owned tax parcels. The building program will be a total of 316,280 SF consisting of (1) 63,000 SF medical office building (MOB), (2) five-story residential structures with a total of 172,980 GSF and 111 housing units, (1) five-story mixed-use building with 77,800 GFA with 45 housing units, 4,500 SF of ground floor commercial (expected to be a restaurant), and (1) 5,500 SF Community Building to support golf, boating and other recreational activities associated with the adjacent City-owned Newman Golf Course. Phase 1 includes the rebuilding of Pier Road to include sidewalks, street trees, a fire engine turnaround, and additional and reorganized parking, all improvements on private property with the exception of the construction of Point East 2 Building (which will be used as greenspace and parking) and the temporary relocation of the fueling dock and tank. Phase 2 of the project will include the construction of the Point East 2 Building, additional parking at the golf course, installation of the new fueling dock and tank, the 5,500 Newman Community Center, removal of the existing clubhouse and relocation of the 9th green. Site improvements on private property to include a 1,570-foot publicly-accessible promenade along Cascadilla Creek, including construction of a new seawall and replacement of existing docks, waterfront parks, a paddle park, internal circulation streets, bus stops, surface parking for 425 cars (in Phases 1 & 2), and landscaping. This has been determined to be a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4(B)(1)(d), (h)(2), (i), (k) and (n) and the State Environmental Quality Review Act (“SEQRA”) §617.4(b)(6)(iii) and (v).

The project will require an agreement with Common Council to accept improvements on City Land and negation of existing easements, a long-term agreement, including easement changes with the Special Joint Committee (SJC) and the municipal owners of the IAWWTF (City of Ithaca, Town of Ithaca and Town of Dryden) as well as approval by NYSDEC to implement the effluent energy recovery system, zoning variances from the Board of Zoning Appeals and approval from NYSDOT for modifications to the intersection of Willow Ave and Route 13.

There are two concurrent projects happening on or adjacent to the site:

Dredging of Cascadilla Creek (this project is completed)
In response to notable sediment deposition that impairs boat navigation and fosters winter ice jams, the City of Ithaca is pursuing the mechanical dredging of Cascadilla Creek between the confluence with Cayuga Inlet and the pedestrian bridge adjacent to New York State Route 13 (N. Meadow Street). The length of the creek corridor to be impacted is approximately 1,700 feet and between 12,000 – 18,000 cubic yards of sediment may be dredged to restore navigation and minimize winter ice jam formations. The sediment will be temporarily placed on an adjacent site for dewatering and subsequently removed. To minimize the future deposition of these coarse aggregates in the dredged channel, the City is also proposing the installation of a sediment trap within the channelized segment of the creek that can be accessed by City forces on a permitted basis to remove captured sediments.
The project has received all required permits from NYSDEC and is scheduled to complete in late May 2020. The Project is funded by a $2,000,000 allocation from the New York State Capital Assistance Program (NYSCAP) through the sponsorship of State Assemblywoman Barbara Lifton. The project went through a SEQRA Review and was issued a Negative Declaration on October 15, 2018.

**Sea Wall and Dock Reconstruction (This project is underway)**

Marina facilities at this location includes 64 docks with 127 berths, a fueling dock and a sewage pump out station. These docks are accessed from the north and eastern shorelines of Cascadilla Creek and Cayuga Inlet, respectively. The entire length of shoreline, approximately 1,570 feet, is retained by a sea wall constructed from multiple materials. Both the docks and sea wall are in varying states of disrepair. In conjunction with a larger real estate re-development plan at this site, City Harbor is proposing to remove and replace all of the existing docks and to install a new sea wall. Ultimately, the new sea wall will support a publicly accessible pedestrian promenade along the full length of shoreline.

Replacement docks will restore 110 berths and have lengths of 28 feet and 40 feet. The sea wall will be constructed with tight steel sheeting and include a poured-in-place concrete cap. Imported aggregate material will be placed on the landside of the wall and above the Ordinary High Water Elevation to support the pedestrian promenade. The applicant has submitted a joint application for this project to NYSDEC and ACOE. As it is a replacement in kind, this project has been determined to be a Type 2 Action under SEQRA 6-CRR-NY 617.5(c)(1) under the jurisdiction the previously identified agencies and is not part of this environmental review.

**IMPACT ON LAND**

**Existing Conditions**

The privately owned portion of the project site has been extensively disturbed/developed since approximately 1906. The 1919 Sanborn Maps show a continuous line of small boathouses along the north bank of (what is now) Cascadilla Creek. The site is currently used for activities related to boating, including boat sales, storage, repair, and fueling and also contains a nightclub. There are several buildings on the site used for a variety of commercial and warehousing purposes. The City owned portion of the site had been parkland and associated road and infrastructure for many decades.

The topography of the site is nearly flat. The western portion of the site is in the 500-Year Floodplain. The site contains limited vegetation, predominately grass areas along Willow Ave. and Pier Road, however there are several large trees slated for removal including one large willow on City property. Current overall impervious surface is 5.42 acres or about 52% of the site.

**Proposed Conditions**

Project construction is expected to have two phases and last a total of approximately 36 months. Phase 1, the majority of the project, is expected to last 24 months. The overall project will disturb approximately 10.35 acres including the construction of five buildings, surface parking and vehicular access, new pedestrian paths, greenspaces, a publicly accessible waterfront promenade and other landscape amenities. Site development will result in a net increase of approximately 2.2 acres of impervious surfaces from 5.42
to 7.62 acres and from 52% to 73% of the site. Based on the Demolition Plan (C201) dated 3-12-20, site development will require the removal of all existing vegetation including 11 trees, 5 of which are on City property, including one of 3 large willows along the Cayuga Inlet.

**Foundation Construction**

Elwyn & Palmer, Consulting Engineers have completed designs of the building foundation systems for all 3 buildings proposed to be constructed in Phase 1. In conjunction with the preliminary designs, 45-foot long timber test piles were driven within the footprints of the Point West and Medical Office Buildings. Based on the results of load tests performed on these timber piles, it is their recommendation that 12” diameter by 100-foot long driven steel pipe piles be used for all building foundation systems. Approximately 200 piles will be installed for each of the three buildings constructed in Phase 1. *Project specifications prepared by Elwyn & Palmer will require the pile driving contractor to retain the services of an experience Vibration Monitoring Consultant to develop a Vibration Monitoring Plan and to install, maintain and monitor specialized vibration monitoring equipment, such as seismographs, prior to and throughout pile driving activities. Further, a pre-construction survey of the Newman Golf Course Clubhouse will be performed to document existing cracking or other deficiencies prior to the start of pile driving to establish a pre-construction baseline. These requirements have been summarized by Elwyn & Palmer in a memo to T.G. Miller, P.C. dated April 28, 2020. In addition to adjacent structures, the existing IAWWTF 48-inch steel Outfall Pipe is in close proximity to the foundation systems for the Point West and Point East buildings. The Outfall Pipe is protected on both sides within the City Harbor parcel by steel sheeting that was installed and left in-place during the original pipe installation. To document the pre-construction and post-construction condition of the Outfall Pipe, the Applicant is proposing the following investigation based on a memo dated May 19, 2020 from T.G. Miller, P.C.:*

1. For pre-construction, use a Remotely Operated Vehicle (ROV) unit to video inspect the 48-inch pipe roughly 300 feet ‘upstream’ and 100 feet ‘downstream’ of the existing 30-inch access riser located adjacent to the Newman Golf Course Clubhouse.
   a. Video inspection will focus on the condition of the pipe joints and any other wall integrity issues such as corrosion or deformation.
2. During construction, provide seismic monitoring on the existing ground directly over the 48-inch pipe route.
3. Perform periodic survey monitoring of the 30-inch access riser, which is directly connected to the Outfall Pipe, to check for any elevation change.
4. Post-construction, complete the same ROV inspection of the 48-inch pipe to ascertain any change to the pre-construction conditions.
Piles will be capped with reinforced concrete pile caps and grade beams. Exterior perimeter grade beam bottom elevation will be placed below local frost depth of 42”. To establish the first-floor elevation of the Point West and Point East buildings above the Base Flood Elevation, it will be necessary to import and place approximately 3,125 cubic yards of aggregate material on top of existing grade. This volume of aggregate material has been estimated by the Applicant’s cost estimator based on the Grading Plan (C501) dated 3-12-20.

**Impacts and Mitigations**

A noted concern with driven steel pipe piles is the noise and potential vibration from the pile driving process. The duration of pile driving for each building could be 4-6 weeks and the work would be performed sequentially, beginning with the MOB then progressing to the Point West and Point East 1 buildings. As this project site is not located within or adjacent to an existing residential area, disruption from pile driving is minimized. As the project site is within the City of Ithaca, pile driving, as well as all construction activity, will need to comply with the City Noise Ordinance which limits the hours of construction activity (see Impacts to Noise).

Project construction will require significant land disturbance and could potentially lead to increased erosion.

The applicant has agreed to the following mitigations:

- Perform pre-construction and post-construction condition surveys and investigations of the Newman Golf Course Clubhouse and IAWWTF 48-inch Outfall Pipe and provide vibration monitoring during pile driving activities.
- A Stormwater Pollution Prevention Plan (“SWPPP”) will be prepared in compliance with NYS Department of Environmental Conservation’s (“DEC”) regulations for stormwater management. The SWPPP will require the installation of temporary practices to provide erosion and sediment controls during construction as well as permanent stormwater practices to treat and manage stormwater runoff following completion of the Project;
- SWPPP inspections will be conducted by a qualified professional a minimum of once per week.
- Portions of the project not actively under construction will be seeded and stabilized.

With all mitigations outlined above and strict compliance with the SWPPP, the Lead Agency has determined that no significant impact to land is anticipated.

**IMPACT ON GEOLOGIC FEATURES**

There are no unique or unusual land forms on the Project Site that will be impacted as part of the Project. Accordingly, the Lead Agency has determined that no significant impact to geologic features is anticipated.
IMPACT ON SURFACE WATER

Existing Conditions
Consistent with the former commercial uses of the parcels, the existing site cover condition is predominantly impervious with over 51% of the site comprised of building roofs and asphalt, concrete or gravel pavements. There is no formal storm sewer system within or adjacent to the development properties which infers surface runoff reaches Cascadilla Creek or the Cayuga Inlet by means of overland flow. As itemized in Table 1, the completion of the project will increase the impervious cover condition to approximately 73%.

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<thead>
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<th>Table 1: Existing and Proposed Site Cover</th>
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<td>City of Ithaca Lands</td>
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<td>City Harbor Development</td>
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<td>Total Impervious Area</td>
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<td>Total Site Area</td>
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Proposed Conditions
The applicant has submitted a letter dated 1-13-20 to Scott Gibson, City Stormwater Management Officer from David Herrick, PE of TG Miller Engineers that describes the SWPPP concept. Based on information in the letter, soil disturbance associated with the Phase 1 building and site development will approach 10 acres. Given this extent of disturbance, the City Harbor Development is required to produce a Full Stormwater Pollution Prevention Plan (SWPPP) to include both temporary erosion controls and permanent stormwater management practices in conformance with the City of Ithaca Code, Chapter 282 and NYS Department of Environmental Conservation (NYSDEC) General Permit GP-0-20-001. Stormwater management objectives for the site include providing water quality treatment and controlling sediment and erosion during construction utilizing temporary practices. Water quantity controls are not anticipated given the sites proximity and direct connection to a fifth-order stream. To the extent practicable, runoff from drives and parking areas will be routed through permanent water quality treatment practices, such as bioretention filters and hydrodynamic separator units, before being directly discharged to Cascadilla Creek. Runoff from the promenade, adjacent pedestrian plazas and pocket parks will sheet flow directly to Cascadilla Creek. Conveyance systems will be sized for a 25-year, 24-hour duration design storm with surface grading to pass extreme precipitation events. Temporary erosion and sediment control practices utilized during the construction phase will include truck tracking pads, vacuum street sweeper, silt fence, sediment logs, sediment traps, seeding and mulching.
Due to separate ownership of the City Harbor and Guthrie parcels being developed, individual Stormwater Operation, Maintenance and Reporting Agreements (SOMRA) will be prepared for each landowner. Each SOMRA will set forth the long-term maintenance responsibilities for the permanent practices. Changes in cover conditions on City land associated with the Pier Road improvements will be offset by increased water quality treatment responsibility on the City Harbor and Guthrie parcels.

A kayak/canoe launch (Paddle Park) will be completed in Phase 2 along the north shore of Cascadilla Creek and approximately within the footprint of the existing nightclub building. Development of a sustainable shoreline to facilitate ease of launching kayaks and canoes could utilize natural stone, wood or steel sheeting retaining walls. A stone path with landings will connect the water’s edge to the adjacent promenade and parking spaces on the Guthrie parcel. The Paddle Park will include informational signage about the Cayuga Inlet and overall waterways to promote water-based recreation and tourism. Construction of the kayak/canoe launch will impact the Cascadilla Creek shoreline and streambank. Environmental permits will need to be obtained from NYSDEC and US Army Corps of Engineers for these disturbances.

Impacts and Mitigations

- A Stormwater Pollution Prevention Plan (“SWPPP”) will be prepared in compliance with NYS Department of Environmental Conservation’s (“DEC”) regulations for stormwater management. The SWPPP will require the installation of temporary practices to provide erosion and sediment controls during construction as well as permanent stormwater practices to treat and manage stormwater runoff following completion of the Project;
- SWPPP inspections will be conducted by a qualified professional a minimum of once per week.

The Lead Agency that with strict compliance with the SWPPP, no significant impact to surface water is anticipated.

IMPACT ON GROUNDWATER

Static water levels as reported in the Stopen report were measured at a depth of 3.1 to 6.0 feet (elevation 380 to 383 feet). It is expected the ground water level is influenced by the water level in the adjacent waterbodies but may be slow to react to the seasonal fluctuations. The presence of groundwater will not impact building foundation systems but will create a need for temporary excavation dewatering to complete the installation of below grade utilities. The discharge from dewatering pumps must be directed into temporary sediment traps or ‘silt sacks’ and monitored in accordance with the SWPPP.

The Lead Agency has determined that based on the information above, no significant impact to groundwater is anticipated.

IMPACT ON FLOODING

Existing Conditions

The September 20, 1981 Flood Insurance Rate Map (FIRM) published by FEMA for the City of Ithaca delineates the approximate boundaries of special flood hazard areas (“A” zones) adjoining Cascadilla Creek and Cayuga
Inlet. FEMA also published a Floodway Map depicting the boundary edges of the regulatory floodways within Cascadilla Creek and Cayuga Inlet. The majority of the City Harbor Development site is depicted on the FIRM in Zone C “areas of minimal flooding”. The land surrounding the existing Johnson’s Boat Yard building is indicated to be in Zone B “areas between limits of the 100-year flood and 500-year flood”. The 100- and 500-year flood zones and boundaries are shown on the drawing titled “C101 Existing Conditions” dated 6-11-19

Proposed Conditions
Zone A4 on the FIRM pictorially overlaps a portion of the City Harbor site in close proximity to the proposed location of the Point West building. None of the City Harbor Development buildings will be encroaching into the Cascadilla Creek and Cayuga Inlet floodways.

Impacts and Mitigations
Given the nearness of the Point West building to FIRM Zone A4, and in respect of recent flood inundation data generated through the City’s Local Flood Hazard Analysis, the City Harbor Development is concurrently submitting a Floodplain Development Permit Application as prescribed by Chapter 186 of the City Code. Specific to the Point West building, the ground level floor elevation is being set at 388 feet (datum of NGVD29) to be 1 foot above the FIRM Base Flood Elevation of 387 feet (NGVD29).

The Lead Agency has determined that based on the information above, no significant impact on flooding is anticipated.

**IMPACTS ON AIR**

**Existing Conditions**
The site is currently does not include facilities that affect air quality.

**Proposed Conditions**
The project does not include uses that require air quality controls for safe operation. Construction is expected to last 24-36 months, during which time site preparation activities, including grading, importation of fill and foundation preparation has the potential to create airborne dust.

**Impacts and Mitigations**
The amount of construction-generated dust depends on several factors, including soil conditions, moisture content, amount of time soils are exposed to the wind and sun, weather-related factors, and construction practices. The Applicant will use dust-control measures, as needed, during construction as described in the stormwater pollution prevention plan.

The following mitigations are proposed by the Applicant to minimize potential impacts to air:

- Watering truck during dry periods.
- Seeding and stabilization of areas not actively involved in construction.
- Construction of stabilized entrance to limit dirt tracking onto adjacent roadways.
- Keeping roads clear of dust and debris;
- Requiring construction trucks to be covered; and
The Lead Agency has received a comment from Region 7, NYSDOT, an involved Agency, concerning air quality due to increased traffic volumes delays in traveling through the corridor. INSERT INFORMATION ABOUT AIR QUALITY DUE TO TRAFFIC

The Lead Agency has determined that with the mitigation measures during construction identified above and strict compliance with the SWPPP, no significant impact to air is anticipated.

**IMPACT ON PLANTS AND ANIMALS**

**Existing Conditions**

The project site is approximately 10.35 acres. The privately owned 8.33 acre portion of the site consists of six one story buildings and open areas used for boat storage connected by a network of asphalt and gravel drive aisles and parking areas. Undeveloped areas are mown grass and there are five trees scattered over the site. The City owned portion of the site includes portions of Pier Road, an existing clubhouse and parking area and portions of the Newman Golf Course. There are multiple trees on this part of the site, including street trees and a stand of large willows along the Flood Control Channel. The EAF mapper has identified the site a potential habitat Lake Sturgeon because the site is adjacent to Cascadilla Creek.

**Proposed Conditions**

Project construction is expected to have two phases and last a total of approximately 36 months. Phase 1, the majority of the project, is expected to last 24 months. The overall project will disturb approximately 10.35 acres including the construction of five buildings, surface parking and vehicular access, new pedestrian paths, greenspaces, a publicly accessible waterfront promenade and other landscape amenities. Site development will result in a net increase of approximately 2.2 acres of impervious surfaces from 5.42 to 7.62 acres and from 52% to 73% of the site. Based on the Demolition Plan (C201) dated 6-11-19, site development will require the removal of all existing vegetation including 11 trees, 5 of which are on City property including 1 of 3 large willow trees.

Jeanne Grace, the City Forester, has reviewed the applicant’s landscape plan and conducted a site visit on 1-28-20 to assess the health of trees proposed for removal. In an email to Lisa Nicholas, Deputy Director of Planning dated 1-28-20, she provided the following assessment:

Regarding the existing willows:

They are proposing to remove the first one and retain the other two. If that area is likely to see more people I think the other two trees need to be closely inspected. None of them are in good shape and if we are inviting more people to be in the area under those trees we need to take a very close look at them. Without going down to look at them again and going on memory, I think the one that is on the property line should probably also be removed and we could keep the one closest to the water for now. It could be reassessed as we see how the new space is used.

Regarding impact on City plantings on Willow Ave:
There will be some trees removed to accommodate the changes and I suggested replanting sycamore where they are eliminating driveways. The rose bushes on the property side of the trail will be removed and replaced with their landscaping which is fine with me. Over time weedy trees and other aggressive invasive herbaceous plants have gotten into the beds and due to the thick growth and killer thrones it is hard to keep it maintained.

We also discussed taking this opportunity to think about removing the shrub willows. I think they were a poor choice, they get too big and we have to cut them back several times a year. They are infested with thistle and other weeds. They were supposed to be dwarf variety and I think they planted straight species. The ones across from driveways get mangled every year from snow being plowed into them. I don't know what we would replace them with (if anything) but we should consider removing some of all of them. The landscaping at the new building will be fresh and new and these shrubs will look even worse in comparison.

As seen in the drawing titled “Phase 1 (L1.1) dated 10-24-19, the project includes a significant amount of landscaping throughout the site including two parks, greenspaces/landscaping surrounding buildings, street trees and planting islands within the parking lots. The applicant describes the intended planting as follows in the submission materials dated July 19, 2019:

The proposed site plan provides a generous amount of pervious, green areas for usable open space, stormwater treatment, visual buffering, and canopy coverage. Street trees along the complete streets and existing public streets create the desired neighborhood character and define the walkable block structure of the site.

The proposed parking areas each include a tree lawn between parking stalls, significantly increasing the proposed number of trees than would be possible in tree islands alone. This also allows for improved tree health with continuous soil volumes and serves as stormwater retention and shading of impervious areas. Ornamental plantings will include flowering trees and shrubs, evergreen plantings, and perennial grasses and flowers. These will provide seasonal interest throughout the year in the proposed open spaces.

**Impacts and Mitigations**

The landscape plan has been fully developed during the site plan review process, including number, size and type of plants as well as planting specifications. As depicted on Landscape drawings L200A, L200A-1, L200A-2, L200B and L200B-1 all dated 3-12-20, the plan includes numerous large canopy trees to shade the site and provide habitat. Proposed street trees on City property will be evaluated to insure a balance of species diversity with visual interest and ease of maintenance.

Based on the information above the Lead Agency has determined no significant impact to plants and animals is anticipated.

**IMPACT ON AGRICULTURAL RESOURCES**
The project site is not in or adjacent to an agricultural area. Based this information the Lead Agency has determined no significant impact to agricultural resources is anticipated.

**IMPACT ON AESTHETIC RESOURCES**

**Existing Conditions**
According to the Tompkins County Scenic Resource Views, there are no scenic resources located adjacent to or in vicinity of the Project Site. Additionally, there are no locally identified scenic resources located near the project site.

The project site currently is surrounded by the municipal golf course, TCAT garages, and commercial industrial type uses to the north, Cascadilla Creek and the IAWWTF and Farmers’ Market to the south, and the Flood Control Channel to the west. The site itself contains a variety of marine-based businesses, light industrial/commercial uses and restaurant/entertainment venue. A large portion of the site has been used for winter boat storage. A portion of the project contains Pier Road and is within the golf course.

**Proposed Conditions**
The project will introduce higher-density housing, a restaurant and a medical office building to the waterfront new land uses and building types in this location, all of which are allowed in the City’s Newman District. The Point West building has ground floor commercial with four stories of residential above. The building features an expansive raised outdoor patio with wide steps leading down to the waterfront promenade. The Point East has five stories of residential use and some interior ground floor parking. The medical office building on Willow Ave is three stories.

**Impacts and Mitigations**
The applicant has submitted visualizations presented to the Board in September 2019 showing views from various vantage points in the waterfront. The project will be highly visible to users of Cass Park, Newman Golf Course, the southern end of Cayuga Lake, and portions of the Flood Control Channel. From all these vantage points, views of the site will be dramatically altered. The project will also be visible from limited vantage points on East and West Hills.

The Waterfront Plan, adopted in December 2019 and previously adopted zoning, encourages mixed use and housing development in waterfront areas designed in such a way that enhances the character of the district. Therefore, visibility itself does not have a negative impact provided that architectural design enhances the character of the district, (Also see impact on Community Plans)

The applicant has proposed the following architectural and site features that enhance the character of the district and mitigate any aesthetic impact to the surrounding areas:

- The Point East & West Buildings contain significant architectural detail and variation and high quality materials. Upper stories are a darker color to reduce the apparent mass of the buildings
The design of the MOB has evolved significantly over the last several months in response to the Lead Agency’s comments. Elevations of the building dated 12-17-19 show the following elements:

- The entrance has been relocated as close as possible to Willow Avenue and a pedestrian plaza has been added to better connect the building to Willow Avenue and the CWT
- The applicant has incorporated more varied materials and architectural detail to all building facades
- The applicant has altered the interior layout of the building so that more windows can be placed on the ground floor of the façade facing Willow Avenue

The project includes a publicly accessible waterfront promenade, a paddle park and other waterfront features that offers public views across the water that were not previously available to the public

- The project retains and expands upon water dependent activities including boat docking

In addition, the project will complete Design Review before final Site Plan Approval is issued to insure compliance with the Waterfront Design Guidelines

Based on the information above, the Lead Agency has determined that no significant impacts to aesthetic resources is anticipated.

**IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES**

**Existing Conditions**

The site is not located within an historic district, and the existing site is not designated at the local or state level as an historic resource. The EAF Mapper identified the site as being within an archeologically sensitive area. The project site has been extensively disturbed/developed since approximately 1906. The 1919 Sanborn Maps show a continuous line of small boathouses along the north bank of (what is now) Cascadilla Creek. The site is currently used for activities related to boating, including boat sales, storage, repair, and fueling and also contains a nightclub. There are several buildings on the site used for a variety of commercial and warehousing purposes.

**Proposed Conditions**

The applicant proposes to redevelop the 8.33-acre project site and make improvements to 2.02 acres of adjacent City land. The building program will be a total of 316,280 SF consisting of (1) 60,000 SF medical office building, (2) five-story residential structures with a total of 172,980 GSF and 111 housing units, (1) five-story mixed-use building with 77,800 GFA with 45 housing units, 4,500 SF of ground floor commercial (expected to be a restaurant), and (1) 5,500 SF Community Building to support golf, boating and other recreational activities associated with the adjacent City-owned Newman Golf Course.

**Impacts and Mitigations**

The applicant submitted the project to the NYS Office of Parks, Recreation and Historic Preservation (OPRHP) in April 2019 to obtain a ‘letter of no impact’. OHPHP determined that the project site is sensitive for Native American archaeological resources. OPRHP understands that although much of the project site has been disturbed, the central portion of the project site, where boats have been routinely
stored, may have not been disturbed and warrants a Phase 1A archaeological survey. In response, field investigations needed for a Phase 1A archaeological assessment for the central portion of the site were conducted by the Public Archaeological Facility (PAF) at Binghamton University in mid-June. The PAF Phase 1A Cultural Resource Assessment ('Assessment') dated June 25, 2019 states “there is a low potential to find intact precontact archaeological site in the project area. Potential sites associated with map documented early 20th century boathouses have also been impacted by utility installation, creek channelizing, and subsequent development”. It was the recommendation from PAF that no further archaeological testing would be needed. The Assessment was submitted to OPRHP and subsequently a letter of ‘no impact’ dated July 10, 2019 was received from OPRHP.

Although a similar investigation was not done for the City-owned portion of the site, it is unlikely that intact archaeological deposits would not be found in this area as it was previously disturbed during construction of the flood control channel and the golf course.

As a result of historic site use and based on the information provided above, the Lead Agency has determined no significant impact on historic and archaeological resources is anticipated.

**IMPACT ON OPEN SPACE AND RECREATION**

**Existing Conditions**

The private portion of the project site is adjacent to the publicly owned Newman Golf Course and Cascadilla Creek while the City portion of the project is within the golf course and adjacent to the Flood Control Channel. It contains parking for the golf course and a small club house. The project site is contiguous to the 6-mile long CWT. The project site currently has 64 seasonal docks with 127 berths and a boat fueling station.

**Proposed Conditions**

The project will locate approximately 156 housing units, a 63,000 SF MOB and 15,743 SF of ground floor commercial (inclusive of a 4,500 SF - restaurant) adjacent to the CWT. This can be expected to significantly increase use of the trail for both recreation and transportation.

The project incorporates the following features that expand recreational access as well as improving existing facilities.

- Publicly accessible 1,500 + foot accessible waterfront promenade
- Point West Building patio & steps
- Paddle Park and Kayak Launch on Cascadilla Creek
- Two internal waterfront parks
- Street trees and sidewalks on Pier Road
- Parking for waterfront users
- Reconstruction of the existing seawall & docks (complete)
- Relocation and retention of a boat fueling station
- A new 5,500 SF clubhouse and marine center in Phase 2 of the project
- Improvements to Golf Course in Phase 2 of the project

**Impacts and Mitigations**
The overall project will positively impacts users of open space and recreation both visually and in terms of access. During construction there will be temporary construction-related noise, odors, and circulation impacts that may affect users of the existing recreational facilities.

The project is expected to significantly increase use of the CWT, for both recreation and transportation.

Some concerns have been raised regarding the project’s potential impact to bike and pedestrian users of the CWT — both during construction and after the project is completed. These include the following issues addressed below:

**Temporary closing of, or damage to, the CWT during construction:** Two vehicular entrances into the site will cross the trail along Willow Avenue — one of which is at an existing curb cut. This will require temporary closing of these sections and rebuilding/repair after completion. The applicant intends to stage and perform all internal construction activities within the boundaries of the project site, however damage to the trail is possible due to the proximity of the construction activity.

**Mitigations:**
- The number of vehicular access points crossing the trail will be reduced from 4 to 2.
- The applicant will work with the City Engineer to insure that lines of sight are maintained and appropriate signage and pedestrian crossings are incorporated into the curb cuts across the CWT.
- The applicant shall submit documentation that public access to the promenade will be maintained.
- The applicant will coordinate with the City Transportation Engineer to provide appropriate signage and an alternate route for any proposed temporary CWT trail closure.
- Any damage done to the CWT and associated landscaping as a result of project construction activities, shall be corrected by the applicant to the satisfaction of the City Transportation Engineer and the City Forestry Technician, before a Certificate of Occupancy is granted.

Based on the information above, the Lead Agency has determined that no significant impact to open space and recreation is anticipated.

**IMPACT ON CRITICAL ENVIRONMENTAL AREAS**

There are no critical environmental areas located within the City of Ithaca. However, Tompkins County identifies Unique Natural Areas (“UNAs”) throughout the county, which are part of the landscape that has outstanding geological and environmental qualities, such as special natural communities, or plants and animals that are rare or scarce elsewhere in the county or region. A UNA is not a regulatory designation and does not provide legal protection for an area, but signals that special resources may exist that require project modification.

The closest UNAs to the project are UNA 98 - Hog Hole and UNA 99-Biological Station, both of which are more than ¼ of a mile from the project site.

As a result of the information provided above and in discussions with the applicant, the Lead Agency has determined no significant impact to Critical Environmental Areas is anticipated.
IMPACT ON TRANSPORTATION

Existing Conditions:
The project site fronts two City Streets- Pier Road and Willow Ave. Vehicular access to the site is currently via multiple curb cuts on Willow Ave and a driveway at the end of Pier Road. Phase 2 portions of the project include City property for which vehicular access and parking are in the City ROW of Pier Road. Parking on the site is currently scatted and disorganized.

The signalized intersection at Willow Ave/Dey St and NYS Route 13 is the one point of vehicular access to the project area (which includes all sites in the Newman District as well as the Newman Golf Course). The west side of the intersection (at Willow and Rte 13) also has a restricted railroad crossing. Traffic loads from this area currently affecting the intersection are generated by the golf course, the City's Streets and Facilities operations, TCAT's bus garage, and a variety of commercial uses including a nightclub, marina operation, a construction company and other smaller- scale retailers.

NYS Rte 13 is a heavily traveled road and the City’s major north south transportation corridor. It is a two-way limited access divided highway from the northern City limit to north of Cascadila Street – were it splits into the two one ways of Meadow and Fulton Streets. It then converges to a four lane street at S Meadow where it travels through the southwest commercial area and out of the city.

The applicant has submitted Technical Memo #1 (updated from July 11, 2019) dated 1-27-20 titled Multi Modal Impact Evaluation and Prepared by SFR Associates. Information in the study looks at the vehicular capacity and Level of Service (LOS) at a number of intersection with in the Rte 13 corridor under existing conditions, background growth conditions and full buildout. Under existing conditions, some turning movements at several intersections function at LOS below “C” during the am and pm peak hours. The Willow-Dey and Rte 13 intersection currently operates at an average Level of Service (LOS) “C” during the am peak hour and LOS “D” during the pm peak hour with some movements at LOS “E” and “F”. Under background growth conditions (projected growth, excluding the project) some intersections continue to decline slightly (see Table IX).

The City’s vision for Rte 13, as described in the Comprehensive Plan, is for the eventual transformation of the limited access portion of Rte 13 into an Urban Boulevard. The City wants to reestablish a street grid connecting the growing west side and urbanized east side of Rte 13 by, among other things, slowing traffic, providing pedestrian and bike amenities and improved crossings, adding an intersection at fifth street, installing landscaping and sidewalks and encouraging new developments to face the street. The City submitted a Federal Build Grant in 2018 to fund the design and study needed to implement this idea. The City has also made significant improvements to pedestrian and bike infrastructure in the project area. In 2010 the city installed a segment of the CWT (a six mile trail connecting Stewart Park to Treman Marine Park and the Black Diamond Trail), including a bridge over Fall Creek in 2010. In 2015 the City improved the pedestrian crossings at the Rte 13 and Willow-Dey intersection to better connect the project area and the CWT to the City core. The improvements included constructing an accessible sidewalk over the
railroad tracks and adding a pedestrian crossing signal to the light. NYS DOT recently improved the intersection with a Lead Pedestrian Interval (LPI) on the existing light.

The project site is on the CWT- a six-mile trail running from Stewart Park to Treman Marine Park and providing a pedestrian and bike connection to many waterfront destinations, goods and services including two supermarkets, the Ithaca Farmers’ Market, Ithaca High and Boynton Middle Schools, restaurants, athletic facilities, the Black Diamond trail, etc.

**Proposed Conditions:**
The building program will be a total of 316,280 SF consisting of (1) 60,000 SF MOB, (2) five-story residential structures with a total of 172,980 GSF and 111 housing units, (1) five-story mixed-use building with 77,800 GFA with 45 housing units, 4,500 SF of ground floor commercial (expected to be a restaurant), and (1) 5,500 SF Community Building to support golf, boating and other recreational activities associated with the adjacent City-owned Newman Golf Course. Phase 1 includes the rebuilding of Pier Road to include sidewalks, street trees, a fire engine turnaround, and additional and reorganized parking, all improvements on private property with the exception of the construction of Point East Building (which will be used as greenspace and parking) and the temporary relocation of the fueling dock and tank. Phase 2 of the project will include the construction of the Point East Building, additional parking at the golf course, installation of the new fueling dock and tank, the 5,500 Newman Community Center, removal of the existing clubhouse and relocation of the 9th green. Site improvements on private property to include a 1,570-foot publicly-accessible promenade along Cascadilla Creek, including construction of a new seawall and replacement of existing docks, waterfront parks, a paddle park, internal circulation streets, bus stops, surface parking for 435 cars (in Phases 1 & 2), and landscaping

The applicant has submitted a Traffic Analysis Technical Letter dated February 24, 2020 from David Kruse of SRF Associates to Eric Hathaway, City Transportation Engineer. The letter expands the previous traffic analysis to include Phase 1 building conditions using trip generation estimated based on the number of employees at the MOB in addition to the previously estimated generation based on the size of the MOB.

Capacity analysis Tables 4 and 5 of the document compare capacity for Background Conditions, Phase 1 Buildout (without Mitigations) and Phase 1 Buildout with full mitigations for each scenario—

**Impacts**

**Vehicular Impacts**
Below is a summary of vehicular impacts. Most of the impacts are expected after full occupancy of Phase 1 of the project.

1. The proposed project is expected to generate approximately 162 entering/100 exiting new vehicle trips during the weekday AM peak hour and 152 entering/205 exiting new vehicle trips during the PM peak hour using Institute of Transportation Engineers (ITE) data.
2. Impacts at the Meadow/Willow-Dey intersection are, in part, a direct result of a new Leading Pedestrian Interval (LPI) installed at the intersection by NYSDOT:
a. Between Background and Full Build conditions, the eastbound (EB) (Willow Ave) left and thru movements change from Level of Service (LOS) “C” to “D” during both peak hours. The westbound (WB) (Dey St) left movement changes from LOS “D” to “E” during the PM peak hour. The overall LOS changes from LOS “C” to “D” during the AM peak hour.

b. Under Full Build Conditions, all Meadow Street northbound (NB) and southbound (SB) movements are projected to operate at LOS “E” or better during both the AM and PM peak hours. The SB thru movement is projected to operate at LOS “E” during the PM peak hour.

3. Other intersections experiencing decreases in LOS between Background and Full Build conditions include:
   a. Meadow/Third – the NB left movement changes from LOS “E” to “F” during the PM peak hour.
   b. Meadow/Court – the WB left movement changes from LOS “B” to “C” during the PM peak hour while the EB left and thru movements change from LOS “C” to “D” during the AM peak hour.
   c. Fulton/Buffalo – the WB thru and SB left movements change from LOS “B” to “C” during the AM peak hour.
   d. Fulton/W. State St – the WB left movement increases in average delay of 8 seconds of delay per vehicle during the AM peak hour; an increase in average delay of nearly 12 seconds of delay per vehicle during the PM peak hour.
   e. Fulton/Meadow/Clinton – the NB right movement changes from LOS “D” to “E” during the PM peak hour.
   f. Taughannock/W. Buffalo – the WB left movement changes from LOS “D” to “E” during the AM peak hour. The EB left movement increases in average delay of 48.7 seconds of delay per vehicle during the PM peak hour.

4. Measures of Effectiveness (MOEs) are calculated for the entire study area by adding up the results for every vehicle that travels through every intersection in the study area during each peak hour. The study area MOEs exhibit the following impacts:
   - Total overall delay increases from 193.0 (356.8) hours under Background conditions to 222.8 (383.7) hours under Full Build conditions during the AM (PM) peak hours, respectively.
   - Total delay per vehicle increases from 87.0 (135.2) seconds under Background conditions to 96.6 (140.1) seconds under Full Build conditions during the AM (PM) peak hours, respectively. This means that the average motorist will experience an additional 9.6 seconds of delay during the AM peak hour and an additional 4.9 seconds of delay during the PM peak hour.
   - Total travel time increases from 434.0 (871.2) hours under Background conditions to 475.2 (1002.9) hours under Full Build conditions during the AM (PM) peak hours, respectively.

Mitigations

Mitigating Factors: (see description below)

- Existing Condition – location proximate to CWT
- Existing Condition- Site location walking/biking distance to two grocery stores, Ithaca Farmers Market
- Mixed Use development – locating jobs, housing and retail in the same location (see description below)

Mitigations to reduce peak hour vehicle trips:

- Parking reduction/shared parking (see description below)
- TMD Program (see description below)
• Onsite Ped/Bike improvements (see description below)
• Ped-bike safety improvements in Willow-Dey Rte 13 crossing (see description below)
• Additional transit Stops (see description below)
• Updated TIS after completion and occupancy of Phase 1 to determine if TDM is effective and estimated trips are accurate.

Mitigations to *increase vehicular capacity*:

• *Potential widening and/or restriping of the Willow Ave intersection to accommodate a shared thru/right turn lane.* The final configuration/ width of the intersection is currently under review and will be determined by DOT in collaboration with the applicant, TCAT and the City.
• Installing northbound and southbound right turn lanes on N Meadow/Rte 13. This mitigation conflicts with the City vision of transforming Rte 13 into an Urban Blvd because it widens the street.
• Installing a northbound right turn lane with a center island as pedestrian refuge (see description below)
• Lengthening the existing North bound left turn lane (does not require widening)
• Signal phasing for concurrent left-turn movements

Details of Mitigations

The project location and program provide mitigations factors. The project site is connected by sidewalk to the existing pedestrian and bike infrastructure of the CWT. As the waterfront continues to develop, the CWT which is predominantly used for recreation, will continue to grow in importance as a means of transportation within the waterfront connecting people to centers of employment, housing, goods and services and recreation. The project site will also be connected by sidewalk to three signalized crossings of Rte 13 – the existing crossings at Third and Cascadilla Streets and the new crossing at Fifth St. See connectivity diagram dated 2-25-20.

By design, mixed-use development has the potential to reduce car trips. The project will locate up to 208 new homes on the same site as approximately 150 jobs and medical services related to the MOB, retail and new and existing recreation facilities. In addition two grocery stores are within ½ mile of the site accessible by the CWT. Increasing housing within the City will result in fewer daily in-commuters and while housing, jobs and services in one location will reduce the need for vehicle trips for the activities of daily living. The potential reduction has not been calculated in the TIS.

Parking reduction/shared parking

*Materials submitted by the applicant in the Site Plan review application dated August 2019, show plans for 506 surface parking spaces including the extension of Pier Road with a new parking area for a proposed clubhouse and marine center.* Application materials state that, based on ITE parking generation for individual uses, baseline demand for the full project is 659 spaces. Baseline changes to 446 spaces when using shared parking synergies attributable to the mix of uses.

*Application materials dated 2/28/20 (see Shared Parking Diagram G103, The applicant has also provided an updated and undated drawing titled “Shared Parking Diagram (G103)” showing parking reduced to 445*
spaces and an improved shared how parking plan will be shared among users. The updated diagram includes 37 spaces, originally proposed for construction in Phase 1, which the applicant will bank for construction during Phase 2 after a parking utilization study determines if they are needed. The reduction was achieved through maximizing shared parking and limiting residential parking to one space per unit.

TMD Program

The applicant has submitted the following statement commitment in a letter dated 3-18-20 from David Kruse to Lisa Nicholas

As stated in the January 2020 Tech Memo, the project applicant is committed to reducing the project site’s travel and parking demands and will utilize a combination of the TDM strategies described within. The goal of this plan is to reduce SOV trips by 15% from baseline mode shares (in this case, nearly 100% SOV as a conservative approach) within two years of project site occupancy. The Tech Memo describes the measurable components for each TDM strategy chosen for this project. The applicant is committed to implementing the following TDM strategies:

- Promotion & education of existing and future programs highlighting ways site users can reduce SOV trips and reduce on-site parking needs.
- Transit facilities & accommodations will provide two on-site bus stops for use by TCAT.
- Roadway improvements to enhance pedestrian and bicycle connectivity and accessibility to the site, adjacent CWT, and neighborhoods across NYS-13.
- Car share to offer on-site fleet vehicles for use by site users.
- Bike share (Lime Bike share)
- Unbundled parking (and 1 space per unit) separating the cost of parking from apartment rents.
- Bike storage will be provided on-site in safe, convenient, and accessible places for all site users.
- Shower facilities for bicyclists

While some elements of the projects this plan are well defined, others such as car and bike sharing, educational programs, and employee incentive programs have yet to be identified and/or verified. A more detailed TDMP will be developed and approved by the Planning Board before Certificate of Occupancy of Phase 1.

Onsite and Offsite Ped/Bike Improvements

The TDM plan will increase the need for and use of pedestrian and bike facilities. As the waterfront continues to develop the CWT, which is predominantly used for recreation, will continue to grow in importance as a means of transportation within the waterfront connecting people to centers of employment, housing, goods and services and recreation. The project provides the following improvements to the CWT:

- A 1,570 linear foot waterfront pedestrian walkway which will serve as a spur to the CWT
The project provides the following new and improved bike and pedestrian facilities:

- Project will add sidewalks and a tree lawn on Pier Road - south of Willow Ave
- Pedestrian Lead Interval (PLI) signal will be/has been installed by DOT
- The applicant has provided schematic designs for the Installation of a median refuge/island of at least 10 feet wide in the center of Rte 13 (cite diagram) to improve pedestrian/bike safety and to further the City’s vision of Rte 13 as an urban boulevard:
- After full occupancy of Phase 1 and before Phase 2 permitting, the applicant has agreed to submit an updated TIS and parking utilization survey to determine if TDM is effective and estimated trips are accurate.

**Transit**

The project will increase the need for and use of public transit. The applicant is proposing two new transit stops on the property. As depicted on the Layout Plans (C301 and C302) dated 3-12-20, the location of the two bus shelters were selected based on a plan review with TCAT Director Matthew Yarrow on 2-11-20. The Applicant will provide a confirmation letter from Assistant General Manager, Mr. Yarrow to this effect.

TCAT has expressed concerns about the Willow St intersection configuration. TCAT operational needs will be considered in final design for the intersection. TCAT provided the City with confirmation on 4-28-20 that the proposed bus stop locations were approved.

The Lead Agency has received and reviewed correspondence from the regional NYSDOT office dated April 14, 2020 and titled TIS Review - Proposed Carpenter Park and City Harbor Developments. In the correspondence, the DOT, an involved agency in the project, concludes that the above outlined mitigations do not mitigate “the substantial vehicular delays and queuing issues” and recommend that the project sponsors “reduce the density of both developments or phase their implementation until mitigation can be achieved along the corridor”. Although the Lead Agency does not concur, it acknowledges these comments and understands that the DOT has jurisdiction over permitting any work in the Route 13 ROW. The Lead Agency expects the applicant to continue to work with DOT to allow permitting of the proposed mitigations. The Lead Agency understands that if the mitigation listed above are changed or cannot be implemented additional environmental review will likely be required.

After reviewing all the pertinent information, the Lead Agency has determined that the applicant has mitigated the impacts to transportation to the maximum extent practicable. The key to maximum trip reduction (well beyond the 15% percent currently projected) is a well developed and implemented TDM Plan. Such a plan will be developed and approved in coordination with the City as a condition of Site Plan Approval. Although there is added vehicular burden on the capacity of Rte 13, the applicant has proposed project features and provided mitigations that will increase the ability to travel safely to and from the site.
by bus, bike or walking. The applicant has also provided mitigations to increase vehicular capacity that do not conflict with pedestrian and bike comfort and safety. In addition, the project’s location on the CWT provides access to a bike and pedestrian network connecting the entire waterfront and beyond. Finally, the creation of housing units within the City in proximity to retail, services, employment and recreation presents a lasting potential to shift transportation modes away from single occupancy vehicles.

**IMPACT ON ENERGY**

**Existing Conditions**
The project site contains low density commercial uses. Based on information provided by the applicant dated May 19, 2020, all of the existing commercial, warehouse and nightclub buildings along Willow Avenue are connected to the NYSEG electric and natural gas distribution systems. The former Johnson Marina building is connected to the NYSEG electrical distribution grid and is heated with LP gas. All of the existing electric, natural gas and LP gas services will be retired when these buildings are demolished.

**Proposed Conditions**
Based on information provided in the FEAF Part 1 submitted by the applicant, energy usage for the overall project is expected to be 1,900,000 KWH. Based on information provided by the applicant dated May 19th, the normal heating, cooling and domestic hot water needs of the City Harbor mixed-use residential buildings and the Guthrie MOB will be met with energy recovery technology using the treated effluent discharged from the Ithaca Area Waste Water Treatment Facility (IAWWTF) as the heat source/sink. For increased reliability, the MOB will utilize an electric boiler to support the effluent source loop if the effluent is not available for a prolonged period of time. Natural gas is proposed to be used for restaurant cooking purposes in the Point West building and also to power an emergency backup electric generator for critical equipment in the Point West and Point East buildings. An extension of the NYSEG gas main from Willow Avenue will be necessary to serve these demands.

**Impacts and Mitigations**
The proposed City Harbor Development is situated directly adjacent to the outfall pipe from IAWWTF. The 4-foot diameter outfall pipe returns treated effluent to Cayuga Lake. This effluent provides a source-sink energy medium where the temperature of the effluent is warmer than would be anticipated from a properly sized geothermal well field system in the winter months (50 degrees versus 40 degrees), and colder than a properly sized geothermal well field in the summer months (76 degrees versus 90 degrees). Water source heat pumps, energy efficient equipment that can heat and cool a building, are able to make use of any type of water and their efficiency is improved as the temperature of the source is increased in winter months and reduced in summer months. Recognizing there is a potential for reducing the carbon footprint of the proposed City Harbor Development, the owners of City Harbor, LLC commissioned Taitem Engineering, PC to complete a feasibility study to determine the viability of using the effluent water to heat and cool the proposed buildings within the City Harbor Development. Compared to a standard geothermal heat pump ground loop installation, the Taitem study suggests the effluent source can realize energy savings through increased heat pump efficiency. The savings in energy cost over time when weighed against the initial capital investment for the infrastructure support continued evaluation of the effluent water source. To this end, the City Harbor Development expects to pursue a long-term agreement
through the Special Joint Committee (SJC) and the municipal owners of the IAWWTF (City of Ithaca, Town of Ithaca and Town of Dryden). In addition to resolving the governance issues, the City Harbor design consultants will facilitate a dialogue with NYSDEC and the IAWWTF Operator to determine if the IAWWTF discharge permit will be impacted in any way as a result of tapping into the outfall pipe.

As a result from the information provided above, the Lead Agency has determined that no significant impact to energy is anticipated.

**IMPACT ON NOISE, ODOR, AND LIGHT**

Proposed Conditions
The proposed project introduces higher density residential, medical and commercial use and in a currently low density area. These uses will increase normal background noise in the area but are not expected to exceed the City’s noise ordinance. Construction activities, particularly foundation preparation is expected to last 4-5 months and will include trucking of fill and construction materials as well as pile driving. Completion of the building architecture and site improvements is expected to last an additional 12-13 months. See expanded description in Impact on Land.

Lighting of the proposed public waterfront promenade, complete streets, and parking areas will utilize LED fixtures mounted at heights of 14-25 feet and spaced appropriately to provide acceptable levels of illumination for an urban residential setting. The same style of poles and fixtures will be used consistently throughout the project site. Fixtures will cast zero up-light and be International Dark-Sky approved. Accent lighting elements within landscaped areas and outdoor gathering spaces will be ground mounted, low-voltage LED fixtures.

Impacts and Mitigations
The site is not proximate to any housing development, so disturbances to residential use are expected to be minimal. Any construction noise will mostly affect recreational users, Farmers Market patrons, commercial establishments, public, and TCAT workers. In accordance with City regulations: all noise producing construction activity will be limited to Monday through Saturday from 7:30 a.m. to 7:30 p.m.

When pile driving is in progress, applicant shall post signs along the CWT warning trail users of this unusually loud construction activity.

**IMPACT ON HUMAN HEALTH**

A Phase 1 Environmental Site Assessment was performed by Fagan Engineers and Land Surveyors, PC in September of 2017 for the lands currently owned by City Harbor, LLC and The Guthrie Clinic. As a boatyard and marina facility for over 100 years it was expected that petroleum underground storage tanks would have been used on the premises. Consistent with the NYSDEC Spills Incidents database, the assessment documented Historical Recognized Environmental Conditions (HREC). HREC are defined as a past release of any hazardous substances or petroleum products on or near the property. The following HREC associated with the City Harbor and Guthrie lands were identified:

- **DEC Spill File #94-06303:** In August of 1994, a tank was discovered in an excavation while utility lines were being installed. 25 gallons or product were released into the surface water and 5 gallons
were recovered. Soil samples were collected from the excavation pit and the spill was closed on September 22, 2017.”

- “DEC Spill File:11-03494: In June of 2011, a tank test failure was the result if a breach of the interstitial lining of one of the onsite tanks. No product was released into the environment. The gasoline was removed from the tank and the tank has since been removed. The file was close in August 2011.”
- PBS number is 7-426784: In July of 2009, the site was cited for petroleum bulk storage tank violations during inspections conducted by the DEC. Violations were related to inventory records and color code and labeling requirements for the tanks. The owner at the time paid a fine and agreed to comply with the record keeping requirements.

A second Phase 1 ESA was performed by Fagan in February 2019 for the Haunt parcel at #702 Willow Avenue. The ESA revealed evidence that a gasoline tank was at one time located on the property and that no records of registration and approved ‘closure-removal’ were discovered. Subsequent to this finding, City Harbor, LLC initiated a site investigation to detect the presence of an underground tank. A buried 2,000-gallon steel tank was ultimately located using ground penetrating radar technology. NYSDEC was promptly notified and the site was assigned Spill No. 1812665. Removal of the tank and content disposal was completed and documented properly including soil sampling and laboratory analysis for VOCs, SVOCs and lead. NYSDEC assigned a ‘closed’ status on April 9, 2019.

Asbestos inspections were performed in October, 2017 by the LCP Group, Inc. in the existing buildings at #101 Pier Road, #708, #712, #714 and #720 Willow Avenue to identify and quantify the types of asbestos containing building materials (ACBM) present in the buildings prior to demolition. Two samples were obtained at each sampling location within each building. Asbestos samples all tested negative, except for samples obtained within the floor tile at 101 Pier Road, Mike’s Marina Service. An asbestos abatement plan will be prepared and submitted to the City Building Department to specify the methods, protections and monitoring commensurate with removing the floor tile and all work will be done by a profession licensed in the state of New York to perform asbestos removal.

As a result of the information and mitigation measures provided above, the Lead Agency has determined no significant impact to human health is anticipated.

**CONSISTENCY WITH COMMUNITY PLANS**

The project site is in the Newman District, identified in the 2019 Waterfront Plan as an area with both challenges and opportunities for new mixed-use development. Challenges include the predominance of public works facilities and a single point of access to cross the railroad tracks from Route 13. Opportunities include its prime location on the water and near waterfront parks as well as the presence of the CWT which connects the district to Stewart Park, the Ithaca Farmers Market, and other points beyond.

The project includes uses that promote the planned characteristics identified in the Waterfront Plan such as mixed-use housing with ground floor retail and/or restaurants water dependent uses, such as boating centers and docks and public recreational access along the waterfront.
The project will require area variances for the Point East and West Buildings from Newman District regulations that require a 12' stepback above the third floor for all water-facing buildings. The Lead Agency has reviewed numerous visualizations and building elevations submitted by the applicant for the October 29, 2019 Special Planning Board Meeting. The drawings demonstrate the impact of the requested variance. The Lead Agency has determined that, with the proposed mitigations below, the buildings are consistent the intent to provide openness and access in waterfront development. Mitigations proposed by the applicant as mitigation for proposed step backs

- Color and material change on upper floors make upper floors appear to recede
- Building are set back a larger distance from the top of bank than is required and are positioned at slight angles to provide increased openness along the waterfront.

Based on the information described above, the Lead Agency has determined that no significant impact to community plans is anticipated.

**CONSISTENCY WITH COMMUNITY CHARACTER**

**Existing Conditions**

**Water Service**

Properties on Willow Avenue and Pier Road are currently served by a single City water main consisting of 6-inch and 8-inch pipe extended from the east side of NYS Route 13. Static main pressure is 88 psi. The City distribution system east of NYS Route 13 is robust in main size, looping and fire flow capacity. The Willow Avenue main, however, has limited fire flow capacity and has no redundant network in the event of a main shutdown for routine or emergency repair. As confirmed from City test records and computer hydraulic modeling, fire hydrant flow at the intersection of Pier Road and Willow Avenue is in the range of 625-675 gpm.

**Sanitary Sewer**

Existing buildings fronting on Willow Avenue have been directly connected to the City's gravity main installed beneath the street. The Johnson’s Boat Yard and Newman Golf Course Clubhouse drain to the City’s Pier Road Lift Station (Lift Station). Sewage is then pumped into the Willow Avenue gravity main using the City’s 8-inch force main under Pier Road. This force main also serves the City’s Cass Park Lift Station.

**Proposed Conditions**

**Water Service**

To improve fire hydrant flow and system redundancy the City Harbor Development is proposing to participate in the extension of a new municipal main between a City main north of the IAWWTF and the dead-end main on Pier Road. A total of 1,000 feet of 8-inch pipe will routed through the City Harbor Development and under Cascadilla Creek to the south side of the CWT. The crossing beneath Cascadilla Creek can be completed with directional drilling techniques to avoid stream disturbance. It is suggested that ultimate completion of the loop south of the CWT, roughly 250 feet will be sponsored by the City. Permanent easements to the City for the new main will be granted across the City Harbor and Guthrie
parcels. Hydraulic modeling results predict that fire hydrant flows in the Willow Avenue/Pier Road distribution system will increase nearly three-fold to 1,750 gpm.

Sanitary Sewer
The proposed City Harbor buildings are all well distant from the Willow Avenue gravity main and the extension of conventional gravity pipe to serve these building is precluded. Instead, sewage from the City Harbor buildings, as well as the Clubhouse or future Newman Community Center, will be collected in private laterals and drained into the Lift Station wet well. The Lift Station is relatively aged and the wet well/pump system is only sized for minimal sewage loadings. The increase in average day sewage loadings will trigger a complete replacement of the Lift Station wet well, pumps and control system. Subject to City approval, this replacement work will be completed by the City Harbor Development. Ownership, operation and maintenance of the new Lift Station will remain with the City.

The project will require changes to the following exiting easements:

1. Existing 10’-wide SJIC sanitary sewer easement for abandoned 30” outfall pipe to be released by the SJIC.
2. Existing 30’-wide SJIC sanitary sewer easement for current IAWWTF 48” outfall pipe will be modified to allow the pedestrian bridge between the Point West and Point East building to be constructed at the 3rd floor level and to also allow for private underground utility extensions.
3. City Harbor to grant a permanent easement to the City of Ithaca on City Harbor land to allow for the realignment of Pier Road.
4. City Harbor to grant an easement to the City of Ithaca on City Harbor land along the waterfront promenade to facilitate public access.

See Impacts to Land section concerning protection of IAWWTP outfall pipe during foundation construction.

Impacts and Mitigations
Tom Parsons, City of Ithaca Fire Chief, as submitted a letter dated 2-13-20 to Lisa Nicholas regarding fire access for the City Harbor Development. Chief Parsons expressed concerns about providing fire access to the project due to the low but real risk of train blockage at Willow Ave, the one means of access to the site. Parson concludes:

Using the guidance of the International Fire Code Section D106, I propose that the project can move forward under four conditions:

1. The number of dwelling units constructed west of the Willow Ave Railroad Crossing be limited to 100;
2. A plan is developed that provides a second access road for emergency services vehicles to use in the event that Willow Ave is obstructed. The additional access route can be a gated or a limited-access road. The Fire Chief shall approve the design;
3. If more than 100 dwelling units are constructed west of the Willow Ave Railroad crossing, a second access road for emergency services vehicles shall be provided; and

4. If more than 200 dwelling units are constructed west of the Willow Ave Railroad Crossing, a Fire Apparatus Access Road, compliant with the International Fire Code Section D106.2, shall be provided.

Phase 2 of the project will require resolution of chief Parson’s concerns.

Based on the information provided above, the Lead Agency has determined no significant impact on community character is anticipated.

**Prepared by:** Lisa Nicholas, Deputy Director of Planning, AICP
May 19, 2020

City of Ithaca
c/o Lisa Nicholas, Deputy Director of Planning
108 E. Green Street
Ithaca, New York 14850

Re: City Harbor Development, Willow Avenue and Pier Road
SEQR, FEAF Part 3 Supplemental Information

Dear Lisa,

In response to public comments received by the City Planning and Development Board on April 28, 2020 we are submitting the following additional information for your consideration.

Impact on Land - Foundation Construction

Two comments pertained to the potential impacts of pile driving on adjacent facilities owned by the Ithaca Area Waste Water Treatment Facility (IAWWTF). Specifically, the concrete infrastructure at the treatment plant and the 48-inch effluent outfall pipe. The enclosed memo from Elwyn & Palmer dated April 28, 2020 describes the vibration monitoring requirements that will be applicable to the pile driving activity. In summary, the Project specifications require the pile driving contractor to retain the services of an experienced Vibration Monitoring Consultant to develop a Vibration Monitoring Plan and to install, maintain and monitor specialized vibration monitoring equipment, such as seismographs, prior to and throughout pile driving activities. As stated in the memo, ‘With vibration levels 25’ from pile driving at the City Harbor and Guthrie sites monitored and controlled so as not to exceed a pre-determined potential damage threshold, the potential for damage at the IAWWTF, located a minimum of 380’ away, is negligible’. Further, a pre-construction survey of the Newman Golf Course Clubhouse will be performed to document existing cracking or other deficiencies prior to the start of pile driving to establish a pre-construction baseline.

Regarding the IAWWTF 48-inch effluent outfall pipe, we have researched and confirmed the viability of performing an interior video inspection of the outfall pipe where it is proximate to the foundation construction for the City Harbor Point West/East buildings. A 30-inch inspection-access riser on the outfall pipe currently exists adjacent to the Newman Golf Course Clubhouse. This riser will provide access from the surface to utilize a remotely operated vehicle (ROV) to perform an interior inspection of the outfall pipe. According to as-constructed drawings obtained from the City Water and Sewer Department, the outfall pipe is protected on both sides within the City Harbor parcel by steel sheeting that was installed and left in-place during the original pipe installation. In addition to the interior inspection, seismic monitoring on the existing ground directly over the outfall pipe will be provided. The inspection and monitoring protocols for the outfall pipe are summarized as follows:

1. For pre-construction, use a Remotely Operated Vehicle (ROV) unit to video inspect the 48-inch pipe roughly 300 feet ‘upstream’ and 100 feet ‘downstream’ of the existing 30-inch access riser located adjacent to the Newman Golf Course Clubhouse.

   a. Video inspection will focus on the condition of the pipe joints and any other wall integrity issues such as corrosion or deformation.
2. During construction, provide seismic monitoring on the existing ground directly over the 48-inch pipe route.

3. Perform periodic survey monitoring of the 30-inch access riser, which is directly connected to the Outfall Pipe, to check for any elevation change.

4. Post-construction, complete the same ROV inspection of the 48-inch pipe to ascertain any change to the pre-construction conditions.

These protocols will be reviewed and the inspection activities coordinated with the IAWWTF Chief Operator and the Special Joint Committee (SJC).

Impact on Energy
A comment received regarding the heating and cooling systems downstream of the effluent heat exchangers prompted an update to the description of existing and proposed conditions relative to energy. At present, there are six separately metered structures between #702-#720 Willow Avenue that are connected to the NYSEG electric and natural gas distribution systems. Additionally, the former Johnson Marina building at 101 Pier Road is connected to the NYSEG electrical distribution grid and is heated with LP gas. All of these existing commercial, warehouse and nightclub buildings will be demolished and the electric, natural gas and LP gas services will be retired.

The normal heating, cooling and domestic hot water needs of the City Harbor mixed-use residential buildings and the Guthrie MOB will be met with energy recovery technology using the treated effluent discharged from the Ithaca Area Waste Water Treatment Facility (IAWWTF) as the heat source/sink. As described in the enclosed memo from IBC Engineering dated 4-30-20, the MOB will also utilize an electric boiler for increased reliability to support the effluent source loop if the effluent is not available for a prolonged period of time. New primary electric service to ground mounted transformers will be extended by NYSEG from the adjacent overhead distribution system. Natural gas is proposed to be used for restaurant cooking purposes in the Point West building and also to power an emergency backup electric generator for critical equipment in the Point West and Point East buildings. An extension of the NYSEG gas main from Willow Avenue will be necessary to serve these specific demands.

Please contact me at the earliest opportunity with any questions or requests for additional information. Thank you.

Respectfully,

David A. Herrick, P.E.

Enclosures:
-Memo from Elwyn & Palmer, dated April 28, 2020
-Memo from IBC Engineering, dated 4/30/20

Cc: J. Edger
   C. Lambrou
   J. Hawley
To: T.G. Miller, P.C.
Address: 605 W State St, Suite A
Ithaca, NY 14850
Attn: David Herrick, P.E.
Re: Public Comment, re: City Harbor
Date: April 28, 2020
From: David Elwyn

COMMENTS

David,

The following is in response to your request for our input on the review comment related to SEQR for the City Harbor project from Mr. DePaolo, Town of Ithaca Councilperson.

Review Comment:

**Foundation Construction**

Project developers propose to drive approximately 600 12-inch x 100-foot steel pipes into the ground during Phase 1. Pile driving causes significant percussive shock and has potential structural implications for nearby buildings. The Ithaca Area Wastewater Treatment Facility (IAWWTF) is proximate to the development site and consists of concrete infrastructure that is over 35 years old, and is reportedly showing signs of deterioration. Special preparation, coordination and monitoring should be conducted to ensure that damage to the intermunicipally-owned treatment plant is prevented during construction.

Response:

The project design team is aware of the potential for damage to adjacent construction from vibrations which occur during pile driving. Project specification section 310913, Geotechnical Instrumentation and Monitoring, requires the contractor to retain the services of an experienced Vibration Monitoring Consultant to develop a Vibration Monitoring Plan and to install, maintain and monitor specialized vibration monitoring equipment (seismographs) prior to an throughout demolition and pile driving activities.
Potentially damaging vibrations decay rapidly with separation from the source (reference the attached table of Construction Vibrations as a Function of Distance, excerpted from the NYSDOT Highway Design Manual). From previous projects within the City of Ithaca, we have found a realistic range of concern for existing buildings to be a 100’ radius from pile driving activity. For this project, only one existing building is in proximity to be a potential concern, which is the existing Newman Golf Course Clubhouse located approximately 80’ from the closest point of pile driving. The Owner has agreed to perform a pre-construction survey of this building to document existing cracking or other deficiencies prior to the start of pile driving to establish a pre-construction baseline. Should any damage to this building occur during construction, repair of this damage will be responsibility of the contractor as stipulated in the project specifications.

The Ithaca Area Wastewater Treatment Facility (IAWWTF) mentioned in Mr. DePaolo’s comment is located 380’ from the closest point of the City Harbor buildings, and 530’ from the closest point of the new Guthrie building. At this distance, maximum peak particle velocity (PPV) would be less than the PPV at the source by a factor of 38 for the City Harbor buildings and 52 for the Guthrie building (reference the attached). With vibration levels 25’ from pile driving at the City Harbor and Guthrie sites monitored and controlled so as not to exceed a pre-determined potential damage threshold, the potential for damage at the IAWWTF, located a minimum of 380’ away, is negligible.

Please contact me if any additional information is required on this matter.

Regards,

David L. Elwyn, P.E.
Elwyn & Palmer Consulting Engineers, PLLC
9.6.2.1 **Adjacent Sensitive Structure**

The assessment of the potential for damage is two-fold. Vibrations propagate from a piece of construction equipment through the ground to a distant vibration-sensitive receiver predominately by means of Rayleigh (surface) waves and secondarily by body (shear and compressional) waves. The amplitude of these waves diminishes with distance from the source. This attenuation is due to two factors: expansion of the wave front (geometrical attenuation) and dissipation of energy within the soil itself (material damping)\(^{(23a)}\). Material damping in soil is a function of many parameters, including soil type, moisture content, and temperature. The designer will assess the potential for damage by determining the assumed geometrical attenuation or distance from the source to the receiver.

The most common generic model of construction vibrations as a function of distance was developed by Wiss (1981)\(^{(23a)}\), as shown in Figure 9.6-2:

![Figure 9.6-2](image-url)
Memo

To: City Harbor Planning and Development Board
From: Robert Hudson, PE, CEM, BEMP, LEED AP BD&C
IBC Engineering, PC

Project: Guthrie Medical Group – Ithaca Medical Office Building
Date: 4/30/20

Regarding: Effluent use in Energy Systems

The Guthrie Medical Group Ithaca MOB project utilizes the effluent from the IWWTP as a heat source/sink to provide heating/cooling for the building. The design utilizes a brazed plate heat exchanger to separate the effluent from the building systems. The heat will be transferred to a glycol/water loop that will travel underground to the facility. This loop will then transfer heat using a second heat exchanger to a “source” water loop, which will exchange heat with a hot water and chilled water loop using a water to water heat pump (WWHP) otherwise known as a modular chiller. This equipment can move heat between all three water loops (source, chilled and hot) to satisfy the building water setpoint temperatures. This will allow increased energy efficiency by removing heat from the chilled water loop and putting it into the heating hot water loop.

All pumps on this system use variable speed drives and are set up to be variable flow/pressure control to capitalize on energy efficiency.

The system is reliant on the effluent to be used as a source/sink. To provide system reliability, an electric boiler was provided to stiffen the source loop when in heating mode. This may only occur when the IWWTP effluent source is not available for prolonged periods of time. The system has enough mass to withstand small fluctuations in effluent availability.

The domestic water heating system will also utilize this system by transferring heat using a brazed plate heat exchanger to ensure no contamination of the potable water. This will create an on-demand heating system for the building.
CASS PARK WALKING TRAIL
May 19, 2020

Lisa Nicholas
Division of Planning and Economic Development, City of Ithaca
108 E. Green Street, 3rd Floor
Ithaca, N.Y. 14850

Re: Asteri Site Plan Review – Planning Board Submission – May 2020

Dear Lisa:
On behalf of the project team, attached please find the Planning Board submission materials for the Asteri project. These are intended to provide an update on the progress of design and planning for this project and are still in progress. The materials included in this submission are as follows:

- Design Review Materials
  - Design Review Application, including notes relates to building and site design alignment with the Downtown Design Guidelines;
  - Supporting Project Drawings – Architectural – Asteri and Garage
    - Updated elevations with material designations
    - Updated three-dimensional perspective views
  - Supporting Project Drawings – Site and Landscape
    - Updated project site plans including material designations

Please note that the project team will be sending a materials samples board for Planning Board members to reference.

We anticipate that these materials will be the focus of our May presentation and look forward to a conversation with the Board.

For informational reference during SEQR review, as well, the project team also has the following updates- these are separated from the Design Review materials for ease of reference.

We look forward to sharing further progress as designs for the buildings and associated spaces become available as part of the public review process on what we feel is an exciting proposal.

Sincerely,

Kate Chesebrough
Associate, RLA, Whitham Planning & Design
City of Ithaca  
DESIGN REVIEW APPLICATION

APPLICANT:  
Name: Kathryn Chesebrough  
Title/Role: Landscape Architect

Address 1: 142 E State St  
Ithaca, NY 14850

Address 2: Suite B  
City, State, & Zip Code: Ithaca, NY 14850

Telephone: 607 272 1290  
Phone: 607 279 7658  
E-Mail: chesebrough@whithamdesign.com

— PROJECT DESCRIPTION —

Project Title: Asteri Ithaca – Green Street Garage  
Project Address: 120 Green Street, Ithaca, NY 14850

Project Type (check one): □ Residential  □ Commercial  □ Industrial  □ Institutional  □ Mixed-Use

Project Location (check one): □ Collegetown  □ Downtown  □ Historic District or Landmark  □ Other

Brief Project Description:

Asteri Ithaca will bring 218 units of affordable housing to the heart of downtown. 350 parking spaces will be created, occupying the center garage sections, and 149 existing spaces on the East section. A 49,000 square foot +/- Conference Center on the first thru third floor will address a collective need for meeting space downtown, providing a new venue in a central location. The first-floor participation will activate the street-level and complete the Green Street Corridor of entertainment, shopping, civic life, and public transportation. The plans include inspiring design, green space, community partnerships, new tenants, long time downtown favorites, and more.

— QUICK APPLICATION CHECKLIST —

Item

□ Application Form (completely filled out and signed)  
□ Colored Elevations Keyed to Building Materials  
□ Landscape Plan – if relevant  
□ Information about building materials (samples should be brought to the Design Review meeting)  
□ Detail sheets and/or other materials that provide relevant design information

ELECTRONIC SUBMISSIONS: You must provide electronic versions of ALL submitted documents.

LARGE FILES: Incoming e-mails to the City must be under 10 MB in size (incl. message envelope), so please either provide a CD-ROM, flash/thumb drive, or use a free file-sharing web site, like: www.hightail.com, www.dropbox.com, www.google.com/drive, etc. You can also split documents into smaller parts and send multiple e-mails/files to: lnicholas@cityofithaca.org and aharris@cityofithaca.org.

Applicant's Signature:  
Date: 5/19/20
For properties within the Collegetown Design Guidelines Area, please continue to page 2.
For properties within the Downtown Design Guidelines Area, please skip to page 5.

Collegetown Design Guidelines

Downtown Design Guidelines
Design Review Application

Priority Guidelines

For properties within the Downtown Design Guidelines Area, projects must satisfy each of the priority guidelines noted below. Please indicate how the project has met each of the priority guidelines. The design guidelines are available at http://www.cityofithaca.org/DocumentCenter/Home/View/6924

<table>
<thead>
<tr>
<th>Guideline #</th>
<th>Guideline</th>
<th>Met</th>
<th>Not Met</th>
<th>NA</th>
<th>Brief description of how the guideline is met or why it is not met:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD.1</td>
<td>Orient a building to the public realm.</td>
<td>☒</td>
<td></td>
<td>☑</td>
<td>Storefront / entrances and activity along Green Street, Cinemapolis Plaza, and West façade facing City Hall, with acknowledgement of façade treatments north (Harolds Square)</td>
</tr>
<tr>
<td>SD.2</td>
<td>Provide a physical pedestrian connection between the sigh and the public realm.</td>
<td>☒</td>
<td></td>
<td>☑</td>
<td>Maintained and enhanced the pedestrian connection from Home Dairy Alley to Green Street. Increased availability of daylight, enhanced walking surface and lighting.</td>
</tr>
<tr>
<td>SD.7</td>
<td>Locate a surface parking area to the interior of a site, away from the public street.</td>
<td>☑</td>
<td></td>
<td>☒</td>
<td>No surface parking proposed.</td>
</tr>
<tr>
<td>SD.8</td>
<td>If a surface parking area is visible from a street, screen it from view.</td>
<td>☑</td>
<td></td>
<td>☒</td>
<td>No surface parking proposed.</td>
</tr>
<tr>
<td>SD.9</td>
<td>Minimize the number of vehicular access points to a site.</td>
<td>☒</td>
<td></td>
<td>☑</td>
<td>None added. Existing curb cut for City Hall parking and deliveries maintained, and curb cuts to parking garage maintained.</td>
</tr>
<tr>
<td>SD.11</td>
<td>Locate a service area so that it is not visible from the public street.</td>
<td>☒</td>
<td></td>
<td></td>
<td>Service area is located at NW corner of the building.</td>
</tr>
<tr>
<td>SD.19</td>
<td>If property is located along Six Mile Creek, provide a landscape buffer between a building and the Creek Walk.</td>
<td>☑</td>
<td></td>
<td>☒</td>
<td>Not along Six Mile Creek.</td>
</tr>
</tbody>
</table>
### Building Design

<table>
<thead>
<tr>
<th>Guideline #</th>
<th>Guideline</th>
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<th>NA</th>
<th>Brief description of how the guideline is met or why it is not met:</th>
</tr>
</thead>
<tbody>
<tr>
<td>BD.1</td>
<td>Design the primary entrance to a building to be clearly identifiable.</td>
<td>✗</td>
<td>☐</td>
<td>☐</td>
<td>The conference center will have three primary entrances, and the residential entrance will be more convenient for access to pedestrian walkway and parking garage access.</td>
</tr>
<tr>
<td>BD.2</td>
<td>Use an authentic, functional entry on a street-facing façade.</td>
<td>✗</td>
<td>☐</td>
<td>☐</td>
<td>One of the conference center entrances is axial to the prefabrication space and located on Green Street.</td>
</tr>
<tr>
<td>BD.5</td>
<td>Locate and space windows to express a traditional rhythm and create visual continuity.</td>
<td>✗</td>
<td>☐</td>
<td>☐</td>
<td>See elevations.</td>
</tr>
<tr>
<td>BD.6</td>
<td>Place a window opening to correspond to an actual interior space.</td>
<td>✗</td>
<td>☐</td>
<td>☐</td>
<td>There are no ‘false’ windows.</td>
</tr>
<tr>
<td>BD.7</td>
<td>Size and proportion a window to be in the range of heights and widths of nearby traditional windows.</td>
<td>✗</td>
<td>☐</td>
<td>☐</td>
<td>See elevations.</td>
</tr>
<tr>
<td>BD.8</td>
<td>Design a window to create depth and shadow on a façade.</td>
<td>☐</td>
<td>☐</td>
<td>☐</td>
<td>Variation in materials, shade, shadow, color, and massing all give depth to the Asteri building making it stand out among affordable housing projects. Window setbacks are related to the type of skin material that they are set into. Storefront glazing will be high performance, with a slight grey or green tint. At retail and offices, the glass is set back to provide protection from weather and from the sun. Windows within the stucco system walls are set back approximately 4&quot; - 6&quot;. Windows in fiber cement board panels and metal wall panel systems are flush or only slightly recessed with the material to create an intentionally tight skin. The storefront and window placements, groupings, and setbacks all contribute to the language of the building.</td>
</tr>
<tr>
<td>Guideline #</td>
<td>Guideline</td>
<td>Met</td>
<td>Not Met</td>
<td>NA</td>
<td>Brief Description of how the guideline is met or why it is not met:</td>
</tr>
<tr>
<td>------------</td>
<td>-----------</td>
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<td>----</td>
<td>---------------------------------------------------------------</td>
</tr>
<tr>
<td>BD.9</td>
<td>Design a roof to be architecturally consistent with the overall architectural design and detailing of the structure in terms of form and material.</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>High rise building, will have a flat roof / parapet but with one projecting area for a community room on the 12th floor and artfully placed mechanical screens.</td>
</tr>
<tr>
<td>BD.11</td>
<td>Use materials to convey a sense of human scale and visual interest.</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>Materials for the Asteri building are used to convey a sense of appropriate permanence and quality. At street level, storefront is used wherever possible to help activate the sidewalks and pedestrian alley by allowing the exciting signage and graphics, interior features, furnishings, merchandise, and people to draw the eye through the glass and into the spaces. Brick, stone, special paving, and landscaping are all being used at the ground level to provide a comfortable sense of human scale and important detail.</td>
</tr>
<tr>
<td>BD.12</td>
<td>Use a material that is compatible with the surrounding context.</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>Storefront and masonry base, combination of metal panels, translucent acrylic, fiber cement panels and synthetic stucco. Green Street building styles are cosmopolitan in nature.</td>
</tr>
<tr>
<td>BD.13</td>
<td>Use a high-quality material that is proven durable.</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>The StoPowerwall CI outboard system is not an EIFS system but an extremely durable, impact resistant system that is made up of quality materials that include a high performance color finish over a primer over a Portland cement integrated into a mesh metal lath over drainage mat and a water resistant barrier.</td>
</tr>
</tbody>
</table>

Building Design (Continued)

<table>
<thead>
<tr>
<th>Guideline #</th>
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<th>Met</th>
<th>Not Met</th>
<th>NA</th>
<th>Brief Description of how the guideline is met or why it is not met:</th>
</tr>
</thead>
<tbody>
<tr>
<td>BD.17</td>
<td>Minimize the visual impact of building equipment and equipment affixed to a building.</td>
<td>✗</td>
<td>✗</td>
<td>✗</td>
<td>All equipment is on the roof, with exception of back up generator on the ground will be screened from view.</td>
</tr>
</tbody>
</table>
| BD.21      | Consider including a building design feature that conserves energy. | ✗ | ✗ | ✗ | Conference Center Floors 1 –3  
NYSERDA Commercial New Construction Program  
Performance target not yet established  
• Air source heat pumps for heating/cooling  
• Efficient ventilation system including energy/heat recovery and demand control  
• Efficient lighting design and controls  
Residential Floors 4 –12  
NYSERDA Multifamily New Construction Program
### Energy Star Multifamily High-Rise Program
**Tier 2 Performance Target**
- >25% source energy savings/ ~45% site energy savings
- All electric
- Air source heat pumps for heating/cooling
- Air source heat pumps for domestic hot water
- Improved building envelope (insulation, windows, and air sealing)
- Energy star appliances
- Efficient lighting design and controls

### Parking Garage
**Parksmart Guidelines**
- EV chargers (currently evaluating type/qty)
- Efficient lighting design and controls
- Evaluating feasibility of solar on south façade and above southern row of rooftop parking

<p>| | | | | |</p>
<table>
<thead>
<tr>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>BD.26</td>
<td>Design a ground floor to engage the public realm and provide visual interest for pedestrians.</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>
| The ground level is primarily conference center with multiple entrances along with a lease space intended to serve as a deli / coffee shop that will be open during and outside of conference center hours. The transparency of the façade will show activity inside the conference center.

| BD.27 | Use a combination of “façade articulation” and “massing variation” methods to reduce the perceived and/or actual mass and scale of a building. | ☒ | ☐ | ☐ |
| See notes on axonometric drawings. The “U” shaped Asteri building massing is turned with the open air court facing north respecting Harold’s Square dwelling units with direct views across the alley toward us. Neighbors will be looking down at the community room pavilion and a lovely hardscaped and landscaped roof terrace. The edges of the building have been carved away to visually break down the scale, to add some detail, shade and shadow, and to increase the opportunity for the across the alley neighbors to see around the Asteri building. Stairs are being flooded with daylight. The translucent panel wall system at the landing of the two main exit stairs is a key vertical element which helps to break up the mass of the building. Special attention is given to the prominent southwest corner of the building in terms of storefront glazing, bay windows and the all glass “sky terrace”! Intentional gestures in building massing, materials, colors, and setbacks all add to the architectural expression of this building.

### Secondary Guidelines
Secondary guidelines will also be used in the design review process, and while not all will be relevant to each project, secondary guidelines should be met, if applicable. Please indicate which secondary guidelines have been met by the project and how, and attach additional pages as necessary.
<table>
<thead>
<tr>
<th>Guideline #</th>
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<th>NA</th>
<th>Brief description of how the guideline is met:</th>
</tr>
</thead>
<tbody>
<tr>
<td>SD.5</td>
<td>Through-block connectivity</td>
<td>☒</td>
<td></td>
<td></td>
<td>Site design creates enhanced pedestrian area linking Ithaca Commons to Green Street and Six Mile Creek.</td>
</tr>
<tr>
<td>SD.6</td>
<td>Integrating open space into the site</td>
<td>☒</td>
<td></td>
<td></td>
<td>Cinemapolis plaza enhances space between two buildings to become a unique public plaza that is primary entrance for residents, conference center, Cinema, and garage users. Building overhang creates protected retail patio. Building opens to north for light and air, with roof terrace amenity.</td>
</tr>
<tr>
<td>SD.8</td>
<td>Screening parking</td>
<td>☒</td>
<td></td>
<td></td>
<td>Screening parking with vines, panels, and solar panels while still allowing for ventilation.</td>
</tr>
<tr>
<td>SD.13</td>
<td>Compatible fence material</td>
<td>☒</td>
<td></td>
<td></td>
<td>Perforated metal screens used to screen mechanicals is same or similar perforated metal material as is used at tenant balconies, bridges to garage from building.</td>
</tr>
<tr>
<td>SD.16</td>
<td>Coordinated landscape palette</td>
<td>☒</td>
<td></td>
<td></td>
<td>Street-level plantings on southern and western façades of buildings will be of a coordinated palette of perennials grasses and flowers, shrubs, and/or small ornamental trees. The palette of vines on the façade of the garage will of a harmonious pattern.</td>
</tr>
<tr>
<td>SD.17</td>
<td>Use landscape to highlight building entrance</td>
<td>☒</td>
<td></td>
<td></td>
<td>Street level plantings on the south and west facades will frame entrances to the conference and retail spaces. Paving improvements also highlight entrances.</td>
</tr>
<tr>
<td>SD.21</td>
<td>Native plant species</td>
<td>☒</td>
<td></td>
<td></td>
<td>Native and locally adapted plantings will be used to ensure their hardiness in this urban environment.</td>
</tr>
<tr>
<td>SD.22</td>
<td>Low impact development features</td>
<td>☒</td>
<td></td>
<td></td>
<td>A rainwater harvesting system for project plantings is currently being explored.</td>
</tr>
<tr>
<td>SD.28</td>
<td>Freestanding structures to enhance site</td>
<td>☒</td>
<td></td>
<td></td>
<td>Features such as benches, moveable seating, bike racks, and movie displays will be featured in the ground level plaza spaces.</td>
</tr>
<tr>
<td>SD.29</td>
<td>Integrate freestanding structure in design</td>
<td>☒</td>
<td></td>
<td></td>
<td>The paving materials and concrete scoring patterns in the ground level plaza spaces create consistency and rhythm. Seating and other features are oriented to promote circulation and create comfortable gathering areas, located outside of the direct lines of desire to destinations.</td>
</tr>
<tr>
<td>SD.30</td>
<td>Appropriate lighting</td>
<td>☒</td>
<td></td>
<td></td>
<td>On-building and site lighting will be sized and illuminated to create a comfortable, safe, and inviting atmosphere. All fixtures will be dark sky compliant per city code.</td>
</tr>
<tr>
<td>SD.34</td>
<td>Reuse of existing building</td>
<td>☒</td>
<td></td>
<td></td>
<td>Repurposing and adding on to the existing center garage allows the project to keep the downtown parking amenity open throughout most of the construction process.</td>
</tr>
<tr>
<td></td>
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<td></td>
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<tr>
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<td>---</td>
<td>---</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>SD.35</strong></td>
<td>Rooftop addition to existing building</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
<td>Levels are being added to the existing center garage which will contribute to character of Green Street with façade improvements. The top and bottom materials will be compatible.</td>
</tr>
<tr>
<td><strong>SD.36</strong></td>
<td>Integrating existing instead of demolishing.</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
<td>We are working with our neighbors at 215 East Green Street to integrate the two garage levels so that these are experienced as one continuous parking surface.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>BD.19</strong></td>
<td>Parking Garages- Minimize visibility of cars</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
<td>Landscape and architectural screens are proposed to reduce glare from car headlights and visibility of cars while providing adequate ventilation.</td>
</tr>
<tr>
<td><strong>BD.20</strong></td>
<td>Parking Garages- Fit screening into overall design</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
<td>The proposed landscape and architectural screening contribute to the character of the proposed plaza, which has been called ‘the gorge’ due to the proposed vine plantings. Vine plantings on Green Street will be a living façade that will soften this view of downtown. The proposed architectural panels will add texture and contribute to the design of the overall façade. The proposed solar panels are a unique feature that make a statement on Green Street.</td>
</tr>
<tr>
<td><strong>BD.23</strong></td>
<td>Include features to encourage walking or biking.</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
<td>The Asteri building will include an indoor bike storage area for approximately 54 bikes for residents, as well as space for other active use items such as kayaks. This will include space for bike maintenance. Generous protected bike parking is proposed as part of the plaza design. Parking spaces are not included as part of rent and tenants would need to purchase a parking space at the garage or elsewhere in order to have a car. The site is located immediately across from a primary transit station with buses serving the city and region. The site is walkable to many destinations including restaurants, retail, and work.</td>
</tr>
<tr>
<td><strong>BD.24</strong></td>
<td>Provide electric car charging areas.</td>
<td>☒</td>
<td>☐</td>
<td>☐</td>
<td>The proposed garage improvements will include electric car charging stations.</td>
</tr>
</tbody>
</table>
South Facade and Retail Space

PAV01 - Concrete
Light Grey

PAV02 - Pavers
Hanover Prest Concrete Paver
Charcoal or Matrix #2835

F01-2 - Bench
Tournesol Siteworks
Wally Collection

F02-1 - Planter
Moss Manor
Newport Rectangular Concrete planters

R01 - Railing
Viva Railing
Circa Cable Railing System

Grasses in Planters
Andropogon gerardi
Big Bluestem
Panicum virgatum
Switchgrass

Bulbs in Planters
Tulip Mix
Triumph Purple Fly
Seadov
Catherina Single Late

Shrubs in Planters
Juniperus horizontalis
Trailing Juniper

F02-1 - Planter
Moss Manor
Newport Rectangular Concrete planters
Cinemapolis Plaza

PAV01 - Concrete
Light Grey

PAV02 - Pavers
Hanover Prest Concrete Paver
Charcoal or Matrix #2835

F01-1 - Bench
Maglin Ogden Bench
Backless wooden bench with concrete base

F03 - Bike Rack
Belson Circular Bike Rack
Black Powdercoated

F02-2 - Corten Planter
Nice Planter
Corten Planter Trough

Grasses in Planters
Andropogon gerardi
Big Bluestem
Panicum virgatum
Switchgrass

Bulbs in Planters
Tulip Mix
Triumph Purple Fly
Seadov
Catherina Single Late

Vines in Planters
Campsis radicans
Trumpet Creeper

PAV01  - Concrete
Light Grey

PAV02  - Pavers
Hanover Prest Concrete Paver
Charcoal or Matrix #2835
Garage West Elevation

Garage South Elevation

F02-2 - Corten Planter
Nice Planter
Corten Planter Trough

Vines in Planters
Vines are experientially a part of the cinemapolis plaza

Akebia quinata
Chocolate Vine

Parthenocissus quinquefolia
Virginia Creeper

Campsis radicans
Trumpet Creeper
Asteri project updates for SEQR reference as of May 2020
Draft as of May 19, 2020

• Car ownership of Asteri tenants
  o Based on other projects in comparable settings:
    o 40 supportive housing units at 25% car ownership = appx. 10 spaces
    o 1 car or ½ car for all other units = appx. 133 spaces
    o Total: Appx. 143 spaces (note: anecdotal – could change)

• Conference center – events, attendance, deliveries
  o From Ithaca Conference Center Market and Feasibility report by Hunden Strategic Partners
  o Projected conference center events and attendance:

<table>
<thead>
<tr>
<th>Event Type</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Year 10</th>
</tr>
</thead>
<tbody>
<tr>
<td>Conventions, Conferences</td>
<td>16</td>
<td>20</td>
<td>24</td>
<td>26</td>
<td>26</td>
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<tr>
<td>Consumer Shows</td>
<td>2</td>
<td>4</td>
<td>5</td>
<td>5</td>
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<tr>
<td>Corporate Events</td>
<td>9</td>
<td>12</td>
<td>15</td>
<td>18</td>
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<tr>
<td>Special Events</td>
<td>8</td>
<td>12</td>
<td>16</td>
<td>20</td>
<td>20</td>
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<tr>
<td>Banquets</td>
<td>24</td>
<td>28</td>
<td>32</td>
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<td>37</td>
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<tr>
<td>Meetings Room Events</td>
<td>33</td>
<td>40</td>
<td>48</td>
<td>57</td>
<td>68</td>
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<table>
<thead>
<tr>
<th>Event Type</th>
<th>Year 1</th>
<th>Year 2</th>
<th>Year 3</th>
<th>Year 4</th>
<th>Year 5</th>
<th>Year 7</th>
<th>Year 8</th>
<th>Year 9</th>
<th>Year 10</th>
</tr>
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<tbody>
<tr>
<td>Conventions, Conferences</td>
<td>4,300</td>
<td>5,500</td>
<td>6,700</td>
<td>7,300</td>
<td>7,300</td>
<td>7,300</td>
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<td>3,300</td>
<td>3,300</td>
<td>3,300</td>
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<tr>
<td>Corporate Events</td>
<td>1,700</td>
<td>2,200</td>
<td>2,800</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
<td>3,500</td>
</tr>
<tr>
<td>Special Events</td>
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<td>6,600</td>
<td>9,200</td>
<td>12,000</td>
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<td>12,000</td>
<td>12,000</td>
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<tr>
<td>Banquets/Receptions</td>
<td>10,600</td>
<td>12,100</td>
<td>14,100</td>
<td>16,100</td>
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<td>6,400</td>
<td>7,600</td>
<td>9,400</td>
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<td>43,700</td>
<td>51,200</td>
<td>53,300</td>
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<th>Events/Day</th>
<th>Trucks/Event</th>
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<td>Conventions, Conferences</td>
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<td>0.071</td>
<td>16</td>
<td>1.14</td>
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<tr>
<td>Consumer Shows</td>
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<td>0.101</td>
<td>4</td>
<td>0.41</td>
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<td>Meeting Room Events</td>
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<td>174</td>
<td>events</td>
<td>2.16</td>
<td>truck/day</td>
</tr>
</tbody>
</table>
• The estimate is an average of slightly more than 2 truck deliveries to the conference center per day, with the understanding that not every day will see average truck traffic. These deliveries will likely be primarily made by box trucks, however, there is potential for larger trucks to pull up on Green Street to make deliveries. An Auto-turn analysis is provided as a reference to see the different impacts of differently sized vehicles in this space.

• **Waste coordination**
  - The project team is reaching out to Casella Waste Systems, who currently services many downtown locations, as well as Travis-Hyde, who own the east alley between the center garage and the proposed 215 East State Street project.
  - The current plan is for the conference center waste to be handled separately from Asteri tenants’. As of this writing, the project team is proposing a waste handling area in the same location as many deliveries to the conference center, in the northwest corner of the building’s ground floor. Asteri tenant waste would be carted to the east alley.
  - Note that these figures are subject to change and the project team will provide further information as it becomes available.

• **Foundations**
  - The findings of the ‘stage 1’ geotechnical report conducted by TerraCon Engineers is reflected in the attached PDF. A full geotechnical report is not possible until the existing Western garage structure is removed.
  - As of this writing there is a strong possibility that pile foundations will be used for this site.
  - Note that these figures are subject to change and the project team will provide further information as it becomes available, including for the June Planning Board meeting.
  - The foundation will likely encroach approximately 1.5’ into the City-owned alley on the project’s north side. The project team is working with City Staff on the permitting process.

• **Construction logistics plan**
  - The construction logistics plan is currently in process by the project team. This plan will indicate phases of construction and impacted areas, storage of materials, noise and dust control, and lane closures on Green Street. This plan will be provided for the June Planning Board meeting.

• **SWPPP Narrative**
  - The preliminary stormwater evaluation sent to DEC was provided to City staff by the project team.

• **Project Coordination**
  - The project team and the Ithaca Properties LLC team have been coordinating for the past several months during biweekly project coordination meetings to discuss common issues such as coordination with the NYSDOT, City Staff, and construction timing and logistics.
  - The project team is in conversation with NYSEG regarding existing utilities and utility easements, as well as with NYSDOT regarding the adjacent State Route 79 / Green Street.
  - The project team is in conversation with the Ithaca City Building, Engineering, and Planning Departments. The project team will attend biweekly meeting with City Staff with the Ithaca Properties LLC project team.
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DOS ID#5001632

CONSULTANTS

DRAWN BY:

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PROJECT NUMBER:

DATE:

2/14/2020

REV. DESCRIPTION DATE

C402

PROPOSED AUTOTURN

8 parking stalls @ 9x18'

Note: This was parking layout prior to Harold's Square construction.

4' min walkway width

Proposed tree island / open space area

Notes: Typical proposed layout notes for all drawings on this page.

22' wide drive lane
Proposed Conference Center - Ithaca, NY

Hutchison, John S <John.Hutchison@terracon.com>
Thu 4/30/2020 8:56 AM
To: brent@stand-sei.com <brent@stand-sei.com>
Cc: Guzzetta, Chuck <Chuck.Guzzetta@terracon.com>; Bruce Adib-Yazdi <Bruce@vecinogroup.com>; Fiorillo, Michele A <Michele.Fiorillo@terracon.com>

Hi Brent,

We’ve completed a “Stage 1” report at the referenced site for the Vecino Group, and I understand you are the structural engineer for the project. That report is very preliminary in nature as it is based on subsurface information available in the site locale as opposed to a site/project specific geotechnical investigation.

That said, as stated in the report, we believe a deep foundation system will be necessary to support the foundation loads, or possibly a mat foundation (although a mat foundation becomes less attractive with no basement as substantial fill removal would likely be required under the mat). Based on data from similar projects in the immediate area, we believe that allowable individual pile capacity in the range of 50 to 100 tons may be achievable, depending on pile type and installation depth, and that allowable contact pressure for a mat foundation would be on the order of 1,500 psf or possibly greater. We can update the report to indicate this.

Is there anything else we can provide at this juncture to facilitate preliminary planning, cognizant that no actual subsurface investigation for this project has yet taken place?

Regards,
John

John S. Hutchison, P.E.
Senior Engineer
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john.hutchison@terracon.com I terracon.com

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Private and confidential as detailed here (//www.terracon.com/disclaimer). If you cannot access the hyperlink, please e-mail sender.
RE: pile ranges?

Hutchison, John S <John.Hutchison@terracon.com>
Tue 5/12/2020 2:45 PM
To: Brent Bonham <brent@stand-sei.com>
Cc: Bruce Adib-Yazdi <Bruce@vecinogroup.com>; Guzzetta, Chuck <Chuck.Guzzetta@terracon.com>; Fiorillo, Michele A <Michele.Fiorillo@terracon.com>

Brent,

I would guess that 100 feet would be the practical depth limit. 14 inch dia. piles are what we’ve commonly seen around here, but I see no reason why larger diameters such as 16 or 18 inch wouldn’t also be a possibility. Berkel has done most of the auger cast pile jobs we’ve been associated with locally. Prepakt was another firm that installed auger cast piles in the area, going back some years as I recall.

Regards,
John

From: Brent Bonham <brent@stand-sei.com>
Sent: Thursday, May 7, 2020 3:07 PM
To: Hutchison, John S <John.Hutchison@terracon.com>
Cc: Bruce@vecinogroup.com; Guzzetta, Chuck <Chuck.Guzzetta@terracon.com>; Fiorillo, Michele A <Michele.Fiorillo@terracon.com>
Subject: Re: pile ranges?

John,
That's very very helpful.  Some augercast questions:
What are the depths we can go with augercast piles? Is it possible / practical to go deeper than 80-feet?
And, are both 16" and 18" diameter augercast available in your area?
What's max diameter available in your area? (I think 18 is commonly what we can get here in KC). If you don't know the answers to some of these questions, could you maybe refer me to one or two of the larger augercast companies in your area?
Thank you very much John.

Brent Bonham, PE, SE, LEED AP
Principal

Stand Structural Engineering, Inc.
Stability + Simplicity

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Overland Park, KS 66204
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email: brent@stand-sei.com
http://www.stand-sei.com/
On Thu, May 7, 2020 at 11:31 AM Hutchison, John S <John.Hutchison@terracon.com> wrote:

Hi Brent,

So taking what has been done previously by others at this site and adjacent or nearby sites at face value, the following is indicated:

An HP 12x53 steel H-pile driven to a depth of 70 to 80 feet is expected to develop an allowable capacity of 100 tons, this from a 2005 report on the subject site for the parking garage reconstruction project. That same report cites an actual capacity of 105 tons for an HP 14x73 pile driven to a depth of 50 feet at the Tompkins County Mental Health building (across the street and a little to the east).

Greater capacities may be achieved if the piles are driven to refusal on bedrock. However bedrock depth will apparently be greater than 100 feet. Test borings at Harold’s Square (adjoins site on north side) were advanced to depths upwards of 122 feet without encountering bedrock. I’ve checked with the City building department, and they’ve indicated that the use of driven piles is conceivable from their point of view (that is, would not be dismissed out-of-hand), provided noise and vibration concerns can be adequately addressed.

A 14-inch diameter auger cast pile installed to a depth of 80 feet would be expected to develop an allowable capacity of 59 tons, this from the geotechnical report for the Harold’s Square project. Greater capacity could be achieved with a larger diameter pile or if the piles were extended deeper. An allowable end bearing capacity of 4.0 tons per square foot was given provided the piles extended to a depth of 65 feet or greater. Allowable side frictional resistance was given as 350 psf for depths up to 60 feet (provided the piles extend that deep of greater), and 550 psf for depths below 60 feet. Cobbles and boulders are occasionally present at depth and would be a consideration for any of the deep foundation options.

A mat foundation option was also provided in the Harold’s Square report, with an allowable contact pressure of 1,500 psf, and this is what was ultimately implemented for that project. A somewhat greater allowable contact pressure may be justifiable for the current project. If a mat foundation is considered for the current project, the mat should be seated on native undisturbed soil after total removal/replacement of the existing fill. If further investigation proves the fill to be reasonably suitable, consideration may be given to a limited removal/replacement option to ensure the integrity and uniformity of the fill directly beneath the mat, although the owner would of course need to accept some uncertainty re: the risk of future settlement should unsuitable materials be present and not revealed in the course of the work. Ground improvement beneath the mat may also be a viable option to eliminate the need for fill removal/replacement, depending on actual conditions.

Finally, the means of floor slab support will need to be considered if foundations are supported on a deep foundation system and existing fills are left in-place. This could take the form of a lighter capacity pile (e.g., a micropile or helical pile system) or a ground improvement option such as aggregate piers.

Regards,
John

John S. Hutchison, P.E.
Senior Engineer
Dente Group, A Terracon Company
594 Broadway I Watervliet, NY 12189
p (518) 266-0310 I f (518) 805-6001 I m (518) 366-4403
john.hutchison@terracon.com I terracon.com
From: Brent Bonham <brent@stand-sei.com>
Sent: Thursday, May 7, 2020 11:30 AM
To: Hutchison, John S <John.Hutchison@terracon.com>
Subject: pile ranges?

John,
Have you had a chance to summarize the range of pile types and associated pile capacities on similar local projects?

For driven steel h-piles? Vs. Augercast? (Maybe Augercast is better to avoid vibration + noise with neighbors?)

Do you think budgeting for 100-ton pile capacities now is problematic? Am I aiming too high / unrealistic?

By the way, some column load updates:
1. The columns at the ballroom I mentioned might be in the 2,500 to 3,000 kip range. These are spaced around 26-feet apart in the east-west direction, 30-feet away from other columns N-south.

2. The more typical columns have reactions around 1,300 kips. This might be a "typical" column.

3. We do have some columns with net uplift ... some potentially ?sustained?

4. For some eccentrically loaded pilecaps (due to tight property line), we will have individual piles within a pilegroup that likely have sustained net uplift on them? If this is problematic, we may have to figure out alternatives.

Thanks.

Brent Bonham, PE, SE, LEED AP
Principal

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Stability + Simplicity

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CONCEPTUAL GEOTECHNICAL MODEL

The following opinion of expected geotechnical conditions must be validated with a geotechnical engineering evaluation, fieldwork, and testing. See LIMITATIONS for additional information. This discussion is preliminary in nature and not for design purposes. In no case should the information or opinions provided in this report be utilized for final design.

AREA REPRESENTED: Entire Site

EXPECTED LITHOLOGY

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<th>Depth (Feet)</th>
<th>Lithology Description</th>
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</thead>
<tbody>
<tr>
<td>5-10</td>
<td>Sandy Silt with Gravel</td>
</tr>
<tr>
<td>10-15</td>
<td>Depths variable from 10 to 15 feet</td>
</tr>
</tbody>
</table>

CONFIDENCE

The project geotechnical engineer has assigned confidence estimates for the datasets below. For information regarding the confidence levels below, see CONFIDENCE ESTIMATE.

- LOCAL EXPERIENCE: HIGH
- PUBLIC DATA: MODERATE
- HISTORICAL DATA: HIGH

Overall confidence: HIGH

FOUNDATION DESIGN CONCEPTS

- As foundation loads associated with the proposed 10 to 12 story building are anticipated to be relatively high, perhaps 1,000 kips or more, we anticipate that a deep foundation system will be necessary to satisfy bearing capacity and/or settlement considerations. This might consist of driven steel piles, augercast piles, or drilled-in displacement micropiles (e.g. Stelcor or equivalent). We expect that pile foundations would need to extend to depths of 75 feet or more to support anticipated loads.
- It should be understood that the driven pile option may be undesirable due to the potential for vibration induced damage to adjacent structures and/or objectionable noise. We expect that, at a minimum, vibration monitoring along with pre and post-construction survey(s) would be necessary to address these concerns.
- A mat foundation option may also be feasible. In this case the foundation would of course need to be stepped from the basement level to the unexcavated portion of the building. Shallow foundation support is likely acceptable for ancillary structures or moderate loads only.
- Existing fill is anticipated on the project site, to depths of perhaps 10 to 15 feet. While much of the fill would be removed in excavating for the basement portion of the building, much would apparently remain elsewhere in the building footprint in the absence of efforts to remove it. Existing fill should not be relied upon for foundation or floor slab support; where foundations and floor slabs are not pile supported, the existing fill will likely need to be removed in its entirety and replaced with structural fill.
The project area is usually classified as seismic Site Class D.

SITE AND CONSTRUCTION CONSIDERATIONS

- Based on surrounding projects, groundwater depths between 18 and 20 feet below grade are anticipated. Provided the planned basement level is situated no greater than about 12 feet below existing grade, it is unlikely that appreciable construction dewatering will be necessary in foundation excavations. That said, some perched groundwater may be encountered within the upper soils and existing fill.
- There appears to be insufficient space to lay back the basement excavation slope along East Green Street, and as such, excavation support by means of soldier piles and lagging or sheet piles will likely be required here and possibly elsewhere around the building perimeter.
- As the depth to bedrock is evidently on the order of 100 feet or more in the immediate vicinity of the site, there appears to be no need for rock excavation.
- The overburden soils are expected to be excavatable by conventional earth moving equipment.
- Minimum embedment below finished grade for frost protection purposes for shallow foundations is normally 48 inches in this area.
- Topography on the site itself appears to be relatively flat. As previously noted, Six Mile Creek is located several hundred feet south of the site, while further to the east and west, prominent hillsides rise to elevations several hundred feet higher than those at the project site.
- The available information indicates the site and surrounding area have been previously developed over the past 100 years or more. In our experience, there is an increased risk of encountering deleterious or unsuitable materials on a previously developed site.
TERRACON EXPLORATION PLAN

In order to provide site specific subsurface information, we recommend geotechnical explorations at the site. Geotechnical explorations will provide the necessary sampling and testing to provide design parameter recommendations. The locations of our proposed geotechnical explorations can be viewed on the client portal.

GEOTECHNICAL EXPLORATION

- Based on our experience in the site locale, and the previous subsurface information that is available on and immediately adjacent to the site, we recommend additional geotechnical explorations to include SPT test borings as follows:
  - 5 borings within the proposed building footprint to depths not to exceed approximately 75 to 125 feet. If bedrock is encountered, confirmatory rock coring should be performed as appropriate.

- Laboratory testing of the soils obtained during field exploration will likely also be required. A number of moisture content, grain size distribution and Atterberg limits tests should be anticipated, along with a limited number of organic content tests.

- We recommend completing a Phase I ESA for the site if one has not already been performed.
PROJECT DESCRIPTION
The applicant is proposing to demolish the western section of the existing public parking garage, rebuild two levels of public parking (approx. 130 spaces), construct one ground-level private parking area (approx. 34 spaces) and 10 floors of residential with approximately 200 apartments. The new building will have an interior connection to the existing building and will be accessed through the entrance at 215 E. State Street on the Commons. Likewise, the parking decks will connect to the new proposed decks and garage entrance to the west. The building will also feature a residential lobby on Green St. Portions of the existing two-story Rothschild Building will be renovated to house amenity spaces for tenants. The project is in the CBD-140 zoning district and requires area variances for rear yard setback and number of stories. It is also in the Street Level Active Use Overlay Zone (SLAUOZ). The project will require approval from Common Council for sale of the property (air rights), and

This is a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4 B.(1)(b), (d), (k) and (n) and the State Environmental Quality Review Act (“SEQRA”) §617.4 b. (5)(iii) and (9) and is subject to environmental review, and

The project will require approvals from Common Council of air rights, the NYS Department of Transportation for any modification to the right of way, the Tompkins County Department of Health and the Tompkins County Industrial Development Agency for tax abatements.

The following will be analyzed for cumulative impacts with the adjacent project at 120 Green Street (Asteri). Resolution/mitigation of these impacts will be jointly discussed and coordinated:

Construction Impacts:
• Parking displacement
• Pedestrian/bike/vehicular access - lane closures or reconfiguration
• Construction delivers
• Contractor parking
• Coordination with intercity bus operations
• Demolition and hauling
• Trash & recycling
• Construction noise and vibration
• Business disruption (Cinemapolis, Trader K’s, Green St Pharmacy, etc)
• Disruption to Public Services (City Hall, Library, TC Mental Health, TCAT, etc)

Operational and Post Construction Impacts
• Trash & recycling
• Coordination with intercity busses / deliveries
• Aesthetics & street trees
• Impacts on Historic Resources
IMPACT ON LAND
Site description
- In core, highly developed, describe contents
- % impervious surface

Foundation construction & GeoTech
- Limits of disturbance- see drawing C-004 dated 5-8-20. **Will foundation work require disturbance outside the property boundaries for shoring?**
- Foundation construction – See Structural Design Narrative dated 5-8-20.
- Geotech to be completed after garage demo

IMPACT ON GEOLOGIC TOPOGRAPHIES
The project site is an 1.24 acre parcel in the downtown core and has been extensively developed. It includes a parking deck with two levels of above ground parking and a two story building fronting the Commons with partially below-grade space fronting Green St. There is no undisturbed land or geologic features on the project site.

The Lead Agency has determined that based on the information above, no significant impact to Geologic Features is anticipated.

IMPACT ON SURFACE WATER
The project site is on the Downtown Core - there is no surface water on the site.

Items needed for this section:
- SWPP Narrative
- Is there an outfall to SMC?

Mitigations (if any) Proposed by the Applicant:

The Lead Agency has determined that based on the information above, no significant impact to surface water is anticipated.

IMPACT ON GROUNDWATER

Information needed for this section:
- Geotech, depth to groundwater, depth of foundations. **Groundwater will be determined with Geotech report.**

Mitigations (if any) Proposed by the Applicant:

The Lead Agency has determined that based on the information above, no significant impact to groundwater is anticipated.

IMPACT ON FLOODING
The project site is not located in a 100- or 500-year flood zone, therefore the Lead Agency has determined that, no significant impact on flooding is anticipated.
IMPACTS ON AIR

Existing Conditions
The site is currently does not include facilities that affect air quality.

Proposed Conditions
The project does not include uses that require air quality controls for safe operation. Construction is expected to last 24 months, during which time site preparation activities, including grading, importation of fill and foundation preparation have the potential to create airborne dust.

Impacts and Mitigations
The amount of construction-generated dust depends on several factors, including soil conditions, moisture content, amount of time soils are exposed to the wind and sun, weather-related factors, and construction practices. The Applicant will use dust-control measures, as needed, during construction as described in the stormwater pollution prevention plan.

According to information provided by the applicant, construction is projected to last approximately 24 months. During construction, generators may be required to provide power to the site. Excavation and preparation of foundations additionally create the potential for increased airborne dust and dirt particles. Impacts to air quality will be limited to the period associated with construction activities.

During construction, the applicant will employ the following applicable dust control measures, as appropriate:

- Misting or fog spraying the site to minimize dust;
- Maintaining crushed stone tracking pads at all entrances to the construction site;
- Re-seeding disturbed areas to minimize bare exposed soils;
- Keeping roads clear of dust and debris;
- Requiring construction trucks to be covered; and
- Prohibiting burning of debris on site.

The Lead Agency has determined that with the mitigation measures during construction identified above, no significant impact to air is anticipated.

IMPACT ON PLANTS AND ANIMALS

The site is currently nearly 100% impervious surface. The project includes demolition outside the property boundaries (see Demolition Plan (C-004) dated 5-8-20) including the proposed removal of five mature street trees. Landscaping Plan (C-401) dated 5-8-20 shows replacement of one tree.

- Address EAF Mapper identification of rare and endangered species. The rusty-patched Bumble Bee came up on the EAF mapper because the project is within the vicinity of the six Mile Creek corridor.
City of Ithaca
FULL ENVIRONMENTAL ASSESSMENT FORM – Part III
Project Name: 215 E State St - Apartments & Structured Parking
Date Created: 5-21-20

Describe cumulative impact of street tree removal on Entire Street

IMPACT ON AGRICULTURAL RESOURCES
The project site is not in or adjacent to an agricultural area therefore the Lead Agency has determined no significant impact to agricultural resources is anticipated.

IMPACT ON AESTHETIC RESOURCES
According to the Tompkins County Scenic Resource Views, there are no scenic resources located adjacent to or in vicinity of the Project Site. Additionally, there are no locally identified scenic resources located near the project site.

1. Describe site and surroundings
   1. Prominent site – one primary facade
   2. High visibility on Green Street

2. Describe proposed project:
   4. Will create a more urban fabric- mixed use
   5. Treatment of parking decks
   6. Subject to Design Guidelines and Design Review
      • Insert DG Comments

Describe cumulative impacts

Based on the information above, the Lead Agency has determined that no significant impacts to aesthetic resources is anticipated.

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES
The site is not located within an historic district, and the existing site is not designated at the local or state level as an historic resource.

1. Describe setting
2. Closest Historic Districts and buildings
3. Describe visibility from those districts and buildings
4. Address EAF Mapper identification of archeological sensitivity

Describe cumulative impacts

Mitigations (if any) Proposed by the Applicant:

As a result of historic site use and based on the information provided above, the Lead Agency has determined no significant impact on historic and archaeological resources is anticipated.
IMPACT ON OPEN SPACE AND RECREATION

The project site does not contain any public or private open spaces, nor is any proposed for the project. The project site fronts the Ithaca Commons.

Information needed to complete this section:

- Will any aspect of construction require restricted access or closure of any portion of the Commons?

Based on the information above, the Lead Agency has determined that no significant impact to open space and recreation is anticipated.

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

There are no critical environmental areas located within the City of Ithaca. However, Tompkins County identifies Unique Natural Areas (“UNAs”) throughout the county, which are part of the landscape that has outstanding geological and environmental qualities, such as special natural communities, or plants and animals that are rare or scarce elsewhere in the county or region. A UNA is not a regulatory designation and does not provide legal protection for an area, but signals that special resources may exist that require project modification.

The closest UNAs to the project is UNA 156, Six Mile Creek Valley, which begins in Six Mile Creek at the Aurora St Bridge and encompasses the whole Six Mile Creek watershed. The project site is approximately 375 feet from the downstream border of the natural area.

Is the project connected to an outfall into SMC for stormwater?

As a result of the information provided above and in discussions with the applicant, the Lead Agency has determined no significant impact to Critical Environmental Areas is anticipated.

IMPACT ON TRANSPORTATION

Describe project site & relationship to transportation network

On state route 79, one way street

Describe Parking Garage Rebuild- Replacing and increasing parking capacity.

Describe cumulative impacts:

Construction Impacts:
- Parking displacement
- Pedestrian/bike/vehicular access - lane closures or reconfiguration
- Construction delivers
- Contractor parking
- Coordination with intercity bus operations
- Demolition and hauling
- Trash & recycling
- Construction noise and vibration
- Business disruption (Cinemapolis, Trader K's, Green St Pharmacy, ect)
• Disruption to Public Services (City Hall, Library, TC Mental Health, TCAT, etc)

Operational and Post Construction Impacts
• Trash & recycling
• Coordination with intercity busses / deliveries

IMPACT ON ENERGY

Information needed for this section:
• Response to the Tompkins County Energy Addendum

As a result from the information provided above, the Lead Agency has determined that no significant impact to energy is anticipated.

IMPACT ON NOISE, ODOR, AND LIGHT

The project does not include activities that will produce noise or odors at levels that are out of character with existing surrounding uses. The project includes a commercial kitchen as part of the conference center. Venting should be designed so that noise, odors, air movement and visual impact is minimized at the pedestrian level – and should be placed on the roof, if possible.

Construction is expected to last 24 month, during which time construction noise will impact nearby residents, business and visitors.

Noise producing construction activities will be limited to the hours between 7:30 A.M. and 5:30 P.M., Monday through Friday (or Saturday 9:00 A.M. to 5:30 P.M. with advance notification to and approval by the Director of Planning and Development).

Information needed to complete this section:
• Construction phasing.
• Outdoor lighting plan and specifications In progress.

Describe cumulative impacts

IMPACT ON HUMAN HEALTH

Address EAF Mapper identification of two DEC remediation sites within 2,000’ of the project
• Need updated Phase 1 ESA or equivalent

As a result of the information and mitigation measures provided above, the Lead Agency has determined no significant impact to human health is anticipated.
CONSISTENCY WITH COMMUNITY PLANS

Based on the information described above, the Lead Agency has determined that no significant impact to community plans is anticipated.

CONSISTENCY WITH COMMUNITY CHARACTER

- Describe needed variances
- Describe need to rebuild parking
- Utility Capacity
- Additional services

Based on the information provided above, the Lead Agency has determined no significant impact on community character is anticipated.

Prepared by: Lisa Nicholas, Deputy Director of Planning, AICP
May 8, 2020

Lisa Nicholas
Deputy Director of Planning
Division of Planning & Economic Development
108 E. Green Street, 3rd Floor
Ithaca NY 14850

RE: Site Plan Review Application
215 E. State Street – Rothschild Mixed Use Development Project

Dear Ms. Nicholas:

CHA, on behalf of the applicant, is pleased to submit the revised plans based on your site plan review application checklist dated May 1, 2020. The following repeats the items comments and indicates how each are addressed:

5C. Context map showing property boundaries, general land use, streets, current zoning of the site and zoning boundaries, and significant features within a minimum of 100’ of the site not submitted.

A context map has been included, please see attached figure 1 showing property boundaries, general land use and current zoning boundaries within 100’ of the site.

5D. Zoning analysis describing how the proposed project will conform to Zoning District Regulations and other applicable Zoning requires needs review to confirm variances.

The proposed project has complex components regarding the existing site topography and various floor height elevations intended to connect the active connections between The Commons and East Green Street. This includes various levels of parking to service the downtown public areas. As such, the project will request a variance for the total number of stories to be 14 floors, inclusive of these park deck floor levels and a roof top terrace which is also considered a floor, compared to the maximum allowable of 12 stories, along with a proposed building height of 156’-10” which exceeds the allowed 140’ but the 156’ 10” is measured to the top of the elevator overrun. The roof top is 142’-6” which is significantly closer to the allowed 140’ the 156’-10” portion of the building is centered on the rooftop and is only the elevator lobby it will not alter the perceived skyline of the building and only represents a very small area with respect to the building footprint.

Additionally, the project is unique in that there are two (2) existing street frontages. The CBD-140 district requires a minimum 10’ rear yard setback. However, on this “through lot” configuration, The Commons is defined as the front lot area, while East Green Street is the rear lot area. In an effort to provide consistent street line setback with respect to adjacent buildings fronting on East Green Street, the project will request a variance for the “rear” yard to be reduced to zero feet.

5F(2). Materials of proposed site improvements, such as walls, fences, gates, and major landscape elements not submitted.

The proposed site improvement materials have been labeled on C-101 Site layout plan and C-401 Landscape Plan, please see attached architectural plans for building materials proposed.
5F(3). Design of proposed curb cuts not submitted.

Design of the proposed curb cuts is shown on C-101 “Site Layout”. Proposed are two curb cuts, one as an entrance and the other as an exit for the first level private parking provided for the residential units. Each curb cut is 16’ with flush granite curbing and a concrete driveway with 3’ granite transitional curbing on each side of the respective entrance and exit.

5F(5). Bicycle racks not submitted.

Bicycle racks are proposed within the building because the building occupies the entire property, additional exterior bike parking is proposed along green street within the ROW and will require a ROW permit.

5F(7). Types of existing and proposed lighting not submitted.

Existing and proposed lighting will be building mounted as shown on architectural drawings, cut sheets will be provided under separate cover.

5F(8). Types and dimensions of existing and proposed signs (if available at time of submission), not submitted.

Proposed signage will be submitted at a later date when available.

5F(9). Details sheets for all above-listed items, when applicable not submitted.

Detail sheets have been provided, please see sheet C-601 “Details”.

5G(2). Limits of construction, including removal of vegetation, and survey showing trees over 8 inches Diameter Breast Height (DBH). Does this include utility and foundation construction?

Limits of construction on C-004 “Demolition Plan” have been revised to include utility and foundation construction.

5H. Building Elevations that include architectural elevations with dimensions, and rendered elevations showing all facades keyed to building materials. Building materials and colors should be specified (if available at time of submission) and keyed to rendered drawings. Physical materials samples required, to be presented to Planning Board prior to Final Site Plan Approval, partial submission.

Revised building elevations with building materials, and colors have been included with this submission. Please see the attached architectural elevations with keyed building materials. Physical material samples will be submitted under separate cover prior to planning board meeting.

5J(2). Location of existing and proposed fire hydrants not submitted.

The locations of existing fire hydrants are now shown please see sheet C-301 “Utility Plan”. The project does not propose any new fire hydrants.

5K(2). Types and locations of existing trees within 8” Diameter Breast Height (DBH) and above, and outside dimension and location of any large shrub mass on or within 20’ of the site not submitted.
Existing street trees to be removed are shown on the demolition plan.

5K(3). Planting specifications as per City Standards (see Appendix II, Standard Tree Planting Details, Master Plan, Inventory, & Arboricultural Guidelines for the Public Trees of the City of Ithaca, New York) not submitted.

Planting specifications have been revised to show a typical tree planting pit with structural soil along sidewalk per the City’s Master Plan, Inventory, & Arboricultural Guidelines for the Public Trees of the City of Ithaca, please see sheet C-401 “Landscape Plan”.

5L(2). Construction phasing diagram, if applicable not submitted.

Construction will be completed in one single phase starting with demolition, followed by foundation construction, garage construction and residential floors.

5L(3). Construction staging and parking plan, when available partial submission.

Construction staging and parking plan has been provided please see C-102 “Staging Plan” specifically note 2. Construction staging will be coordinated with the Vecino Group project to ensure safe pedestrian routes and avoid conflict in construction deliveries.

5L(4). Construction plan and related details (e.g. mud maps, fencing) not submitted.

Please see C-004 “Demolition Plan” for erosion control measures and C-102 “Staging Plan” for fencing.

5L(6). Truck routes not submitted.

Please see sheet C-102 with truck routes along East Green Street. All truck traffic entering the site will be along Green Street from route 13 and exit along Seneca way to route 13 or East M.L.K. Jr street route 79 or 366.

5M(1). Any soil study, drainage calculation, and/or other engineering reports deemed necessary by a City Engineer not submitted.

Both existing and proposed condition provide 100% impervious cover on the site, to manage stormwater an underground storage facility will be constructed to discharge at the applicable discharge regulations for the site.

5M(2). Foundation type and construction method (may require geotechnical report) not submitted.

Please refer to the provided structural design narrative and geotechnical report from the Marriot hotel adjacent to the proposed project.

5M(3). Phase 1 Environmental Site Assessment (ESA), or equivalent, if necessary, not submitted.

Please see attached Phase 1 ESA dated November 27, 2002.
5M(4). Vehicular delivery routes.

Proposed deliveries for the proposed deliveries will use the delivery pull off along Green street.

5M(5). Response to each item identified on the Tompkins County Energy Addendum checklist.

Responses will be provided to the TC Energy Addendum under separate cover.

1. Response to the TC Energy Addendum.

Responses will be provided to the TC Energy Addendum under separate cover.

2. Continuous sidewalks through curb cut.

Continuous sidewalks have been provided through the curb cut, please see sheet C-201 “Grading & Drainage Plan” for additional information on sidewalk grading through curb cuts.

3. Status of conversations with DOT re-construction on DOT ROW.

Conversations with DOT are on going and in collaboration with the Vecino Group proposal to ensure proper pedestrian protection, traffic management and reconstruction within the ROW for both projects.

4. Utility capacity analysis.

Utility capacity analysis is still ongoing and required loads are being calculated for the project but in preliminary discussions the existing 16” water main and 8” and 16” sewer mains should have adequate capacity to serve the development. Electrical loads are still being calculated for the proposed development and will be discussed with NYSEG when available.

5. Joint City/ Project Plan for interim parking.

Interim parking will be coordinated with the City and the Vecino Group prior to the start of construction.


Staging will be provided within the ROW as shown on C-102 the applicant is working to develop detailed construction management plans with general contractors.
The enclosed information is a supplement to the previously submitted SPR Application:

- Architectural Floor Plans & Elevations
- Site Plan Drawings
- Context Map
- Phase 1 ESA
- Structural Design Narrative
- Rothschild Engineering Report

If you should require any additional information or have any questions, please do not hesitate to contact our office at 315-257-7220 or jtrashr@chacompanies.com.

Very truly yours,

[Signature]

James F. Trasher, P.E.
Vice President

Enclosures
Cc:
V:\Projects\ANY\K5\059216.000\Corres\Applications\6 - SPR Application-5-8-200 - Cover Letter Narrative-5-8-20.doc
ROTHSCHILD MIXED USE DEVELOPMENT
ITHACA, NY
NDERING VIEW - AT EAST GREEN STREET
SHADOW STUDY

MARCH
12:30 PM

MARCH
3:30 PM

JULY
12:30 PM

JULY
3:30 PM

NOVEMBER
12:30 PM

NOVEMBER
3:30 PM
EAST STATE STREET - "THE COMMONS"  [66 FEET WIDE]
PEDESTRIAN TRAFFIC ONLY

S. AURORA STREET - NYS ROUTE 96B

EAST GREEN STREET - NYS ROUTE 79  [66 FEET WIDE]
ONE WAY TRAFFIC
EAST STATE STREET - "THE COMMONS"  [66 FEET WIDE]
PEDESTRIAN TRAFFIC ONLY

S. AURORA STREET - NYS ROUTE 96B

ONE WAY TRAFFIC

EAST GREEN STREET - NYS ROUTE 79  [66 FEET WIDE]

ONE WAY TRAFFIC
Rothschild Mixed Use Development
Ithaca, NY

Structural Design Narrative

Prepared for:

Ithaca Redevelopment Partners LLC.
669 River Drive, Suite 402, Elmwood Park
NJ 07407

Prepared by:

BSB Design
17855 Dallas Pkwy, Suite 105
Dallas, TX 75287
Introduction:

This Structural Design Narrative has been prepared to summarize the construction methods and foundation recommendations for the Rothschild Mixed Use Development, Ithaca, NY.

The Rothschild Mixed Use Development is a 13-Story building which consists of 10 stories of Type-IB residential over 3 levels of type 1-A structured parking.

New construction will be bound by existing buildings on east, north and west side. Partial demolition of existing structure is required.

Following is the preliminary narrative of the structural systems to be used for the East Green Residential Apartment:

Foundation Recommendations:

The following foundation design recommendation is based on experience, assumptions and considering the soil condition of the existing projects in the area. Geotechnical recommendation for the project site is required to verify the design recommendations.

Structural concrete shall comply with ACI-318.

All concrete strength shall be as follows:

Min. 28-day compressive strength:

<table>
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<th>Slab on grade &amp; walls:</th>
<th>normal weight</th>
<th>4000 psi</th>
</tr>
</thead>
<tbody>
<tr>
<td>Columns</td>
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<td>5000 psi to 7000 psi</td>
</tr>
<tr>
<td>Podium / Deck</td>
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</tbody>
</table>

Foundation loads associated with the proposed 13 story building are anticipated to be relatively high, BSB recommends deep foundation system to satisfy bearing capacity and settlement considerations.

A deep foundation would limit the necessity to remove fill soils and would possibly limit concerns relating to potential undermining of existing foundations.

Auger Cast Friction Piles may be used for this building. Auger cast piles are favorable where loose soil and ground water are present or where hammer impact noise and vibrations are a concern. Auger cast piles are installed by rotating a continuous flight hollow auger into the soil to a specified depth, whereupon a high strength sand- cement grout is pumped through the hollow shaft, displacing spoil and forming a uniform grout column, as the auger is withdrawn. Steel reinforcement is included for seismic resistance. The Typical diameter of auger cast piles ranges from 12 to 24 inches and specified grout strength is generally in range of 3000 psi to 5000 psi.

The piles should be seated within the firm to compact granular soils or medium to stiff consistency cohesive soils.

Auger cast pile foundations are generally designed and installed by specialty contractor qualified and
experienced in such construction method. It is general practice for the engineer to develop a performance specification for the piles and then have the installation contractor provide a suitable pile design, considering the logistics of the installation and subsurface conditions.

In case of insufficient space to lay back the under-ground wall excavation slope, excavation can be supported by sheet piles.

Driven piles maybe undesirable due to the potential to vibration induced noise and damage to the existing adjacent structure.

**Slab on Grade Level P1:**

Slab on grade can be a 5 to 6-inch-thick slab on grade reinforced at mid depth of slab both directions. The existing soil under the slab must be undercut below the slab on grade based on geotechnical recommendations and replaced with compacted structural fill. For exterior slabs we recommend constructing the slab over compacted backfill consisting of at least 12 inches of subbase stone. Adequate subbase and subgrade drainage should be provided to help minimize the potential for frost action.

**Levels P2 and P3:**

8 inch to 10 inch thick concrete post tensioned slab supported on concrete columns may be used for levels P2 and P3.

**Residential Level 1:**

Concrete post tensioned podium flat plate will support the load of upper 10 stories. The thickness of the podium will depend on the upper floor structural system and its weight as well as Live loads. The drop panels will be provided at column locations if required.

**Residential Level 2 to 10:**

The floor system for the residential levels 2 to 10 may consist of a composite deck system with concrete topping supported by load bearing light gauge interior walls. Interior load bearing walls may be panelized as well as sheathed with various finishes. Pre-sheathed, galvanized cold form stud panels can be used for exterior wall construction. Shear wall panels consist of pre-installed diagonal sheet and straps can be used.

Thank you,

05/08/2020

Zahra Ghadimi Khasraghy | Director of Engineering
BSB Design, Inc.
National Perspective. Local Focus.
469.729.2732
To:        Planning and Economic Development Committee
From:      Jennifer Kusznir, Economic Development Planner
Date:      May 8, 2020

Re:  Amendments to the Waterfront Zoning Districts

The purpose of this memo is to provide information regarding several proposed amendments to the Waterfront Zoning Districts.

As was previously discussed at the April Planning Committee meeting, four new zoning districts for the Waterfront Study Area were established in August of 2017. However, this was prior to the completion and adoption of the Waterfront Area Plan. When the zoning was adopted there was general agreement that the zoning would need to be revisited once the plan was completed. After reviewing the plan and pending developments, staff is recommending the following changes to the zoning:

- Add a Definition for a Row House in Section §325-3. This use is defined in the Collegetown Area Form Districts but not in the general zoning definitions section of the zoning ordinance. Staff is recommending that the definition be removed from §325-45, Collegetown Area Form Districts, and be placed in the General Definitions §325-3. In addition, staff recommends that the requirement that each row house maintain a uniform distance from the street be removed. Having a uniform setback is not always desired, as it prevents differentiation in the facades of the individual row houses.

- Update Permitted Primary Uses. In each of the waterfront districts, staff recommends replacing the term townhouse with the term row house as a permitted primary use. Town houses are attached side by side, while row houses can be vertical or side by side. Town houses are a type of row house, so it is not necessary to have both of these as permitted uses.

- Add a Maximum Building Length. When the waterfront zones were established in 2017, a maximum building length was only included for the West End/Waterfront District. However, one of the recommendations of the plan is to maintain frequent visual and physical breaks to allow access to the water. If buildings have no restrictions on length, access to the water, both physically and visually, will be blocked. Staff is recommending updating Section §325-8C to add maximum building lengths in all of the waterfront districts.

- Add a requirement for a minimum 20’ break between buildings in all waterfront zoning districts. Exceptions may be made to allow for a physical break in the building with a
minimum of 24’ in height measured from floor to ceiling, allowing for public access to the waterfront. This would allow for a building to connect on the upper floors while leaving an opening to the water.

- **Front Yard Setback, Sidewalk and Tree Lawn Requirements.** Staff recommends amending the minimum front yard setback requirements in the Cherry Street, West End/Waterfront, Market, and Newman Districts to remove language that states there is no front yard setback requirement except as necessary to provide a minimum 5’ sidewalk and an 8’ tree lawn” and replace it with language requiring a minimum front yard setback of 5’ measured from the inside edge of the sidewalk. In addition, staff recommends amending §325-8C to add minimum sidewalk and tree lawn requirements in all of the waterfront districts.

- **Stepback Requirement.** When the zoning was established in 2017, each of the districts had a stepback requirement for all buildings facing the water to prevent a “canyon” effect. In the review of recent development proposals, it has become clear that this requirement will not achieve the aesthetic goals that were intended, particularly in the Market and Newman Districts where there is already a generous setback from the water and the water way is much wider.

- **Reduce Maximum Lot Coverage from 100% to 75%, with a 10% requirement for greenspace.**

At the request of the Committee, an environmental review of this action has been completed, and the draft Full Environmental Assessment Form and Ordinance are enclosed. The proposed ordinance and environmental assessment have been circulated to the City Planning Board, the Tompkins County Planning Department and various other City staff and departments. No comments have been received at this time. Enclosed is a resolution establishing lead agency and a resolution for environmental significance.

If you have any concerns or questions regarding any of this information, feel free to contact me at 274-6410.
Notice is hereby given, pursuant to Section 325-40. B. (2) (g) of City of Ithaca Zoning Ordinance, that the monthly meeting of the City of Ithaca Board of Zoning Appeals will be held on Tuesday, June 2, 2020 at 6:00 PM. City Hall remains closed to the public. This meeting will be conducted remotely via the online platform Zoom, pursuant to the Governor’s Executive Order 202.1. A live stream is available on the City of Ithaca Public Meetings YouTube Channel at https://www.youtube.com/channel/UC7RtJN1P_RFaFW2IVCnTrDg. The Board will consider the following appeals:

**APPEAL # 3155  
101 PIER ROAD**

Appeal of City Harbor, LLC for an Area Variance from Section 325-8, Column 8 and 9, Maximum Building Height for the Newman District, requirements of the zoning ordinance. The applicant proposes construct two five story buildings at the property located at 101 Pier Road. The proposed buildings will contain 96 residential units and ground level restaurant, retail, and commercial space. The buildings will be positioned along the waterfront and exceed the Newman District waterfront setbacks. The Newman District requires all new construction to meet an additional 12 foot step-back at the second or third floors. The purpose of the step-back was to accommodate a reduced visual crowding along the shoreline. The applicant proposes to construct the buildings without the step-back and mitigate the visual crowding by providing a larger distance between the top of the bank and the building façade. Currently, Common Council is considering an amendment to the zoning ordinance to eliminate the step-back requirement for the Newman District in the near future, but the applicant would like to proceed with the variance to meet their construction deadlines.

The property is located in an ND-Newman use district in which the proposed use is permitted. However, Section 325-38 requires that an area variance be granted before a building permit is issued.

**APPEAL #3161  
129 BLAIR STREET**

Appeal of Christopher Anagnost of Christopher George Corporation for an Area Variance from Section 325-8, Column 4, Off-Street Parking, and Column 13, Side Yard, requirements of the Zoning Ordinance. The applicant proposes to enlarge a third story dormer to provide additional space within an existing bathroom. There are two apartments in the building (one two-bedroom unit and one four-bedroom unit), and the Zoning Ordinance requires three parking spaces for the dwelling. The property has established parking rights and provides no off-street parking. The proposed alteration will not allow additional occupancy or require additional off-street parking; however, Section 325-32C(2) requires that an area variance be obtained to enlarge a nonconforming structure if it does not comply with the parking requirements. The dwelling also has an existing side yard deficiency that will not be exacerbated by the proposal.
The property is located in a CR-3 residential use district in which the proposed use is permitted. However, Section 325-38 requires that an area variance be granted before a building permit is issued.

**APPEAL # 3102**

Appeal of Jagat Sharma on behalf of the owner 209 Hudson Street, LLC for an Area Variance from Section 325-8 Column 13, Side Yard requirements of the zoning ordinance. The applicant presented an appeal on September 4, 2018 for the purpose of subdividing the parcel located at 209 Hudson Street. On November 6, 2018, the Board of Zoning Appeals voted to deny the variance for the existing side yard deficiency. The applicant filed an Article 78 proceeding challenging the Board’s decision. On March 5, 2019, the court ordered the Board to issue an area variance such that the applicant may subdivide the lot. The City appealed the court’s decision, and on April 16, 2020, the appellate court ordered the Board to issue an area variance such that the applicant may subdivide the lot. The Board shall take any and all necessary steps to comply with the order of the court and grant the variance.

**NOTE: There will be no public hearing for Appeal #3102 at this meeting.**

For public hearings, all interested parties will be given an opportunity to be heard respecting the appeal. There are two options to participate in a public hearing:

1. Submit comments by email no later than 4 p.m. on the day of the meeting to zoningdivision@cityofithaca.org and they will be read into the record. Each comment is limited to three minutes. Indicate in your email that the comment is for a public hearing and provide your name and address.

2. To speak at the meeting, sign up and receive instructions by contacting zoningdivision@cityofithaca.org or the Planning Divisions at (607) 274-6550.

Parties interested in reviewing application materials prior to the meeting may visit the City’s website at http://www.cityofithaca.org/368/Board-of-Zoning-Appeals (select “Most Recent Agenda”), beginning one week before the scheduled BZA meeting.

Megan Wilson, Senior Planner
Acting Secretary to the Board of Zoning Appeals
Appeal of City Harbor, LLC for an Area Variance from Section 325-8, Column 8 and 9, Maximum Building Height for the Newman District, requirements of the zoning ordinance. The applicant proposes to construct two five-story buildings at the property located at 101 Pier Road. The proposed buildings will contain 96 residential units and ground level restaurant, retail, and commercial space. The buildings will be positioned along the waterfront and exceed the Newman District waterfront setbacks. The Newman District requires all new construction to meet an additional 12 foot step-back at the second or third floors. The purpose of the step-back was to accommodate a reduced visual crowding along the shoreline. The applicant proposes to construct the buildings without the step-back and mitigate the visual crowding by providing a larger distance between the top of the bank and the building façade. Currently, Common Council is considering an amendment to the zoning ordinance to eliminate the step-back requirement for the Newman District in the near future, but the applicant would like to proceed with the variance to meet their construction deadlines.

The property is located in an ND-Newman use district in which the proposed use is permitted. However, Section 325-38 requires that an area variance be granted before a building permit is issued.
### City of Ithaca Board of Zoning Appeals Worksheet

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<td>ND-Newman District</td>
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<td>Area Variance</td>
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<td>Address</td>
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<td>6/2/2020</td>
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<td>Off-Street Loading</td>
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<td>Number of Stories</td>
<td>Height in Feet</td>
<td>% of Lot Coverage</td>
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<td>Other Side Yard</td>
<td>Rear yard: % of depth or number of feet, whichever is less</td>
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</table>

**NOTES:**
- * The lot width at street indicates the approximate portion of the parcel that abuts Pier Road.
- ** Chapter 325-16, allows buildings to be erected to a height in excess of that specified for the district. Provided that: each required front, side and rear yard is increased one foot for each one foot of such additional height. The applicant is providing an additional 1’ yard setback to meet the requirements of 325-16.
- *** The Newman District groups both columns together in a written requirement for Maximum Building Height. The requirements are: 5-stories, 63 feet in height, and a 12 foot step-back at floors 2-3.
BOARD OF ZONING APPEALS (BZA) APPLICATION

1. TYPE OF APPEAL:
- [ ] Area Variance
- [ ] Special Permit
- [ ] Use Variance
- [ ] Sign Variance
- [ ] Action, Decision, or Interpretation of Zoning Officer

APPEAL #: 3155 (FILLED IN BY STAFF)
HEARING DATE: 5/5/2020
BUILDING PERMIT #: 39097 (REQUIRED)
RECEIPT #: 009360 (FILLED IN BY STAFF)

2. Property Address: 101 Pier Road
Use District: Newman (ND)
Owner's Name: City Harbor, LLC c/o Jessica Edger-Hillman
Owner's Address: 303 East 14th Street
City: Elmira Heights
State: NY
Zip: 14903

3. Appellant's Name: Same
Appellant's Address: Same
City: 
State: 
Zip: 
Telephone: (607)733-9664
E-Mail: jessicaedger@edgerinc.com

4. Attach Reason for Appeal (see “Zoning Appeal Procedure Form”)

5. Appellant Certification: I certify the information submitted with the appeal is true to the best of my knowledge/belief; and I have read and am familiar with City of Ithaca Zoning Ordinance sections that apply to this appeal (incl. Section 323-40, describing the powers and duties of the Board of Zoning Appeals). I also acknowledge the Board of Zoning Appeals may visit the property and I specifically permit such visits.

[ ] I have met/discussed this application with Zoning Division staff prior to submission.

Appellant Signature

STATE OF NEW YORK
COUNTY OF TOMPKINS

Sworn to this 16th day of January, 2020

[Signature]
Notary Public

JASON C. CRANE
Notary Public, State of New York
Steuben County No. 0106223330
Commission Expires April 20, 2023

IMPORTANT: INCOMPLETE applications will be returned to the applicant and the applicant will have to reapply.

If ANOTHER CITY APPROVAL is required (e.g., Site Plan Review, Subdivision Review, Ithaca Landmarks Preservation Commission Review), this application will likely not be considered at the next scheduled BZA meeting date.

If an application is submitted and subsequent CHANGES are made to the proposal/project, a revised application will be required. The original application will not be considered a placeholder for the original BZA hearing date. Zoning Division staff will also not remove contents from earlier applications to complete a revised application. Applicants are responsible for ensuring all information necessary for processing a Zoning Appeal is submitted by the application deadline for a given BZA hearing date.
CITY OF ITHACA BOARD OF ZONING APPEALS
APPLICATION WORKSHEET

1. Ordinance Section(s) for the Appeal:

<table>
<thead>
<tr>
<th>Zoning Ordinance Section Being Appealed</th>
<th>Sign Ordinance Section Being Appealed</th>
</tr>
</thead>
<tbody>
<tr>
<td>§325- 8, Columns 8 and 9</td>
<td>§272-</td>
</tr>
<tr>
<td>§325-</td>
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<td>§325-</td>
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<td>§325-</td>
<td>§272-</td>
</tr>
<tr>
<td>§325-</td>
<td>§272-</td>
</tr>
</tbody>
</table>

2. Application of SEQR determination: ☒ Type 1  ☐ Type 2  ☐ Unlisted

3. Environmental Assessment form used:

- ☐ Short Environmental Assessment Form (SEAF)
- ☐ Full Environmental Assessment Form (FEAF)
- ☒ To be completed by Planning Division at preliminary hearing for Site Plan Review
- ☐ Not Applicable (Type 2 Action)

4. A previous appeal ☐ has / ☒ has not been made for this proposal:

- Appeal No. ________, dated ____________
- Appeal No. ________, dated ____________
- Appeal No. ________, dated ____________
- Appeal No. ________, dated ____________

5. Notes or Special Conditions:
NOTICE OF APPEAL
REGARDING ZONING OR SIGN ORDINANCE
CITY OF ITHACA, NEW YORK

APPEAL NO. 3155

TO: Owners of Property within 200 feet of 101 Pier Road and others interested.

(property address)

FROM: City Harbor c/o Jessica Edger-Hillman applicable to property named above, in a Newman (ND) zone.

(name of person or organization making appeal)

REGARDING: (check appropriate box)

☐ Area Variance  ☐ Use Variance  ☐ Action, Decision, or Interpretation of Zoning Officer

City regulations require you be notified of this appeal to the Board of Zoning Appeals (BZA), as described in the attached letter and provide the opportunity for you to comment on it and/or attend the meetings listed below. Anyone considered an interested party may speak for or against the appeal at the meetings listed below, or submit a written statement to the BZA before its designated meeting. There is a time limit of three (3) minutes for each interested party to address the BZA during the Public Hearing portion of the meeting.

The Board of Zoning Appeals bases its decision primarily on the written evidence submitted and presented to it, the testimony of interested parties, and zoning and legal considerations. The written case record will be available for review on the City’s website (http://www.cityofithaca.org/368/Board-of-Zoning-Appeals) under “Most Recent Agenda,” beginning one week before the scheduled BZA meeting. This case has also been referred to the City’s Planning and Development Board that will advise the BZA, if granting the relief sought by the appellant will affect long-term planning objectives. The date of the Planning Board’s meeting regarding this appeal is also listed below.

The Planning Board will consider this case on 5/26/2020 at 6:00 P.M. via the online platform Zoom. A live stream is available at https://www.youtube.com/channel/UC7RmjN1P_RPaFW21VCnTrDg. To provide comments to the Planning Board on this appeal, please submit written comments to Anya Harris at aharris@cityofithaca.org, and your comments will be forwarded to the Board members for their review.

The Board of Zoning Appeals will consider this case on 6/2/2020 at 6:00 P.M. via the online platform Zoom. Please see the enclosed directions to access the Board of Zoning Appeals meeting. There will be a public hearing on this appeal, and there are two options to participate in the public hearing:

1. Submit comments by email no later than 4 p.m. on the day of the meeting to zoningdivision@cityofithaca.org and they will be read into the record. Each comment is limited to three minutes. Indicate in your email that the comment is for a public hearing.

2. To speak at the meeting, sign up and receive instructions by contacting zoningdivision@cityofithaca.org or Anya Harris at (607) 274-6550 or aharris@cityofithaca.org.

Signature of Appellant

JASON C. CRANE
Notary Public, State of New York
Cayuga County No. 01CR5333380
Commission Expires April 20, 2023

Address

330 East 14th Street, Elmira Heights, NY 14903

Date

May 19, 2020
The Proposed Project Narrative:

The Project will redevelop the sites of the Johnson boatyard and haunt nightclub for a new, mixed use waterfront community consisting of market rate rental housing, full service restaurant, a medical office building, a publicly accessible pedestrian waterfront promenade, improved rental and transient boat docks, and public open spaces. Improvements to the pier road infrastructure will also be completed. The combined land area to be developed as depicted in the master plan is 11.09 acres. Specific improvements within the boundaries of the privately owned development parcels include:

1. (2) five story apartment buildings with a total of 96 residential units occupying approximately 158,000 gross square feet and a ground level restaurant and retail/commercial space of approx. 16,000 gross square feet.
2. A 3-story Guthrie medical office building totaling 60,000 gross square feet.
3. Over 1,570 feet of publicly accessible pedestrian promenade adjoining Cascadilla Creek and the Cayuga inlet.
4. Adequate parking for residents, patrons, patients, and waterfront users.
5. Enhancement of city lands could ultimately include a Newman Community Center with combined golf clubhouse and Marina services kayak/canoe launch and expanded public parking for golf course and waterfront users.

The Phase I project is proposing (2) five-story structures connected with a bridge at the third story. These buildings are located on the western part of the site along the water. The buildings will provide a public promenade along the water that will connect to the Cayuga waterfront trail. Parking for the buildings and the golf course are north of these new structures and a small park will be created east of the new buildings all in Phase I. It is these two buildings that are the subject of the current variance request.

The Phase I buildings have been nicknamed the Point West Building and the Point East Buildings for the time being. The Point West Building, as the name suggests is the structure that is at the southwest corner of the site.

The Point West Building will contain amenity type spaces and a future anchor restaurant that is yet to be determined. The restaurant is proposed in the western wing of the Point West Building, and other amenities on the ground floor will include, a warming pool, fitness room, yoga and multipurpose room. All these spaces are organized around a central atrium. The second floor will have apartment units and a small leasing office that will overlook the atrium. Also, the fifth floor of the building will have an outdoor balcony area for residents on the south side of the building. Floors 2-5 are mainly apartment units.

The Point East Building has its own smaller and more modest elevator lobby and apartment units on the waterside. The golf course side of the east building will have parking spots underneath the building as well. The apartments that are on the ground floor will be on a slightly raised elevation to afford a level of privacy between the public promenade and the tenants.

Another exciting element of this building is the projects goals regarding sustainability. While still in negotiations, the project intends on utilizing the effluent water discharge from the waste water treatment facility to heat and cool the building. The system is similar to a ground source heat pump...
system except that instead of exchanging energy with the ground, the system exchanges energy with the wastewater. While not unprecedented, this is highly unique and exciting green building practice.

**Changes from the Current Condition**

This project will transform what is today largely boat storage and utilitarian metal clad warehouses, including light commercial, into a lively mixed-use community that provides public access to the water. From a zoning standpoint those uses would be considered residential and commercial. This project would also include transformation of the eastern end of the site into a new medical center. Signage will be proposed on Willow Ave in the future to mark the entrance into the development and access to the medical office building. There are no existing yard deficiencies that will remain after the proposed project is complete. All setbacks and yard dimensions are complying with zoning. This variance will be looking for relief for the height requirements of the Newman District, and specifically for the requirement of a stepback after the third floor.

**Why**

The proposed project will conform to all Newman District zoning requirements with the exception of the “stepback” required under the Max. Building Height portions of the code.

There are site challenges, opportunities, and constraints that require the development to need to maximize the amount of leasable square footage and available beds on the upper floors of the project. The 12’ stepback would be a project hardship that causes increased construction cost due to the misalignment of mechanical and plumbing, which include vertical stacked heat pumps, while simultaneously losing leasable area and therefore beds. While not an impossibility, the 12’ stepback is particularly challenging in multifamily multi-story housing since the best approach is to stack all kitchens, bathrooms, etc. A typical multi-bedroom apartment unit in a double loaded corridor building would most likely be about 25’ +/- in depth from exterior wall to interior corridor wall. Carving 12’ of depth out of the top two stories causes greater complications and odd proportions of the apartment units, as well as undesirable unit types.

Other site challenges include the existence of a Wastewater Treatment Facility easement and a separate NYSEG easement, as well a fire truck turn around that will be shared with the municipal golf course. All of these restrict the buildable area and therefore the financial feasibility of the project. The City Harbor building phase 1 buildings also plan on housing mechanical equipment to serve Guthrie and phase 2 within the building footprints relating to the effluent energy system.

In some cases, the project is sacrificing leasable square footage to offer a public benefit. One example of this is the promenade along the water that would be open to the public. By not having our buildings at the minimum setback from the water the project offers a more open and spacious public promenade. There are illustrations attached to this document to show how the proposed project has a similar or lesser visual impact than an as-of-right approach where the buildings maintained the minimum 20ft setback and third story stepback along the water.

We believe that the project as proposed has mitigated any concerns over the proposed lesser stepback mainly through the providing of a greater setback than the required minimum. It may be best to discuss the Point West and Point East buildings separately with regard to this point. The below section is a summary of the discussions had with the planning board. It is the developer team’s understanding from
discussions with the Planning Board that the Planning Board is supportive of this current design and the mitigations described. We understand that a letter from the Planning Board will be transmitted to the BZA.

The Point West Building

It is our understanding that the intention of the Newman Zoning Height Requirements, and specifically the stepback requirement, was generally intended to assure that buildings would not visually crowd the shoreline. The following illustrations and discussion will show how providing a greater than as-of-right setback can effectively mitigate a lack of or lesser stepback.

The attached drawings SK-100 and SK-101, along with the supporting rendered views, illustrate the visual impact of the Point West Building on the water and the differential effect between an as-of-right stepback, and then our proposed design. These drawings show that the visual impact of the building massing with no stepback but a greater setback can in fact create a more spacious waterfront. The plan diagrams show how the Point West Building is in some cases set back as much as three times the zoning required setback or 60’. The section diagrams also show how at all conditions of the Point West Building, the visual angle of incline (by as-of-right) is never exceed. The applicant team would argue that this proposed condition is much more desirable to the applicant and the public than what could be constructed as-of-right. By the granting of this variance we believe that the health, safety, and welfare of the neighborhood is improved and that there is not a detriment. Providing more space between the buildings and the high waterline, in lieu of a zoning required stepback, in our opinion is better for the public, in the form of a spacious promenade.

The Point East Building

The approach of siting of the Point East Building is similar but worth discussing separately. The East Building is constructed of two bar buildings connected by a lobby. The 2 bars are intentionally not parallel to the water, to prevent the feeling of a giant wall along the inlet. They are slightly rotated from the Wastewater treatment facility and the views favor the inlet, as opposed to the WWTF. This move also creates a variety of smaller green spaces along the water.

Illustrations SK-102 – SK-104 overlay the visual impact and massing of an as-of-right building versus our proposed design. It shows that by setting back the building farther, a lesser stepback is not required visually. The massing of the as-of-right building with a step back at the third story, is clearly more impactful regarding massing than the proposed design. The proposed design of the East Building would have a stepback of 3’-6”.

Conclusion

In summary, we would like to ask the BZA to consider the public benefit that is being provided in the form of the promenade along the water as well as the fact that the property neighbors are either the City of Ithaca or commercial properties not really adjacent to the buildings in question. We understand that the BZA will:

“...take into consideration the benefit to the applicant if the variance is granted as weighed against the detriment to the health, safety, and welfare of the neighborhood or community by such grant. “
It is our opinion that the granting of this variance poses little to no detriment to the public and will not only benefit the applicant but also the public if granted.
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<th>Owner</th>
<th>Tax Map Parcel</th>
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<th>Mailing Address</th>
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<td>Third Street</td>
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<tr>
<td></td>
<td>16.-1-3</td>
<td>725-45 Willow Ave</td>
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<td>16.-1-4.2</td>
<td>715-21 Willow Ave</td>
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<td>City Harbor. LLC</td>
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<td>Kendall S &amp; Michelle H Coates</td>
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<td>The Guthrie Clinic</td>
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<td>City Harbor. LLC</td>
<td>17.-1-1.3</td>
<td>101 Pier Road</td>
<td>330 East 14th Street, Elmira Heights, NY 14903</td>
</tr>
</tbody>
</table>
ZONING APPEAL CERTIFICATION OF MAILING

RE: City of Ithaca Board of Zoning Appeals

Zoning Appeal #3155

I, ________________, Jessica Edger-Hillman, affirm all property owners within two hundred (200) feet of the boundaries of the lot(s) under consideration have been mailed a copy of the enclosed notice on or before 5/19/2020. I affirm the notice was mailed to the property owners at the addresses shown on the attached list of owners, by depositing the copy in a post-paid properly addressed envelope, in a post office or an official depository under the exclusive care and custody of the United States Post Office. I further affirm the names and addresses of the property owners are the same as the most recent assessment roll.

(Appellant’s Signature)

PLEASE SUBMIT THIS FORM TO:
City of Ithaca Zoning Division
108 E. Green St., 3rd Fl.
Ithaca, NY 14850

Phone: (607) 274-6550
Fax: (607) 274-6558
To: City of Ithaca Board of Zoning Appeals  
From: JoAnn Cornish, City of Ithaca Planning and Development Director  
Date: April 20, 2020  
RE: Proposed Amendments to the Waterfront Zoning Districts

In 2017, the Waterfront Zoning Districts were amended in order to establish the Cherry, the West End/Waterfront, the Market, and the Newman Districts. However, at the time that the zoning was amended the City had not yet completed the Waterfront Area Plan. The ordinance that was passed acknowledged that once the plan was complete the City would need to revisit the zoning to ensure that it was in line with the goals and recommendations of the plan. In 2019, the City completed and adopted the Waterfront Area Plan. After reviewing the existing waterfront zoning, the City is considering the following change to the zoning:

Stepback Requirement. When the zoning was established, each of the districts had a requirement that all of the buildings facing the water had to have a stepback requirement. The intent of this requirement was to allow for buildings to have a lower profile when they are near the water. However, as development proposals have begun to come in, it has become clear that this requirement will not achieve the aesthetic goals that were intended in the Market and Newman Districts where there is already a generous setback from the water and the water way is much wider.

The Planning Committee reviewed the proposed changes (see additional proposed revisions below) at their April 8, 2020 meeting and agreed to circulate the proposal for comment. A public hearing and follow up discussion will take place at their regularly scheduled meeting on May 13, 2020, for a possible vote to adopt by Common Council on June 3, 2020.

Planning Staff is hopeful that this, along with the other proposed revisions to the Waterfront Zoning Districts, will be adopted. The City Harbor project applicant is seeking a variance for the elimination of the stepback in advance of the Common Council action so that their project can continue to move forward in a timely manner. The Planning Board, after seeing multiple designs, both with and without the stepback, agreed that the aesthetics of the project were better without the stepback and encouraged staff to revise the zoning.

Other revisions being considered include:

Add a definition for a row house in Section 325-3, general definitions, and to remove language requiring that the each row house maintain a uniform distance from the street. Having uniform distance is not always desired, as it prohibits properties from having differentiation in the facades of the individual row houses.

Replace the term townhouse with row house in the permitted primary uses in each of the waterfront districts. (Town houses are attached side by side houses, while row houses can be vertical or side by side.)

Update Section 325-8C to add a maximum building length of 100 feet in all waterfront districts.
Require a minimum 20’ break between buildings in all waterfront zoning districts. Exceptions may be made to allow for a physical break in the building with a minimum of 24’ in height measured from floor to ceiling, allowing for public access to the waterfront.

Require a minimum front yard setback of 5’ measured from the inside edge of the sidewalk and add minimum sidewalk and tree lawn requirements in all waterfront districts.

Change the Maximum lot coverage to 75%, with a 10% requirement for greenspace.

If you have questions or require additional information please feel free to contact me at jcornish@cityofithaca.org or 607-274-6566.
April 22, 2020

Megan Wilson, Senior Planner
City of Ithaca
108 East Green St.
Ithaca, NY 14850

Re: Review Pursuant to §239 -l, -m and -n of the New York State General Municipal Law

Action: Proposed Variance for City Harbor project located at 101 Pier Road, City of Ithaca Tax Parcel #17.-1-1.3 and 17.-1-1.2, City Harbor, LLC, Owner/Appellant.

Dear Ms. Wilson:

This letter acknowledges your referral of the proposal identified above for review and comment by the Tompkins County Department of Planning & Sustainability pursuant to §239 -l, -m and -n of the New York State General Municipal Law. The Department has reviewed the proposal, as submitted, and has determined that it has no negative inter-community, or county-wide impacts.

Please inform us of your decision so that we can make it a part of the record.

Sincerely,

M. Megan McDonald
Deputy Commissioner of Planning and Sustainability
Using the viewing angle developed by the current zoning to about 60° simplifies the setback distance with the building height that would block a person's view from that setback. The current zoning suggests a 20' setback at ground level and an additional 12' at the 3rd floor. With this sectional quality a viewing angle of about 60 degrees is established.
NEWMAN DISTRICT ZONING STUDY OF CITY HARBOR - POINT WEST BUILDING

BUILDING HEIGHT

58'
50'
42'
35'
60°
20' 25' 30' 35'

POINT WEST ROOF

POINT WEST

SETBACK/STEPBACK
A 35' or greater setback allows the entire building to be viewed at the angle developed by the current zoning.

'AS OF RIGHT' ASSUMED BUILDING SECTION BASED ON ZONING
The current zoning suggests a 20' setback at ground level and an additional 12' at the 3rd floor. With this sectional quality a viewing angle of about 60 degrees is established.

POINT WEST BUILDING SECTION
The current siting of Point West graciously complies to the angle developed in the current zoning.

60' SETBACK

35' SETBACK

6,150 SQ.FT.

20' SETBACK

6,150 SQ.FT.

16,000 SQ.FT.
VISUAL IMPACTS RENDERING - PUBLIC BENEFITS
CITY OF ITHACA BOARD of ZONING APPEALS
Area Variance Findings & Decision

Appeal No.: 3155

Applicant: City Harbor, LLC, Owner

Property Location: 101 Pier Road

Zoning District: ND-Newman District

Applicable Section of City Zoning Code: Section 325-8, Column 8 and 9.

Requirement for Which Variance is Requested: 12 Foot Step-Back at Floors 2 or 3.


Summary: Appeal of City Harbor, LLC for an Area Variance from Section 325-8, Column 8 and 9, Maximum Building Height for the Newman District, requirements of the zoning ordinance. The applicant proposes construct two five story buildings at the property located at 101 Pier Road. The proposed buildings will contain 96 residential units and ground level restaurant, retail, and commercial space. The buildings will be positioned along the waterfront and exceed the Newman District waterfront setbacks. The Newman District requires all new construction to meet an additional 12 foot step-back at the second or third floors. The purpose of the step-back was to accommodate a reduced visual crowding along the shoreline. The applicant proposes to construct the buildings without the step-back and mitigate the visual crowding by providing a larger distance between the top of the bank and the building façade. Currently, Common Council is considering an amendment to the zoning ordinance to eliminate the step-back requirement for the Newman District in the near future, but the applicant would like to proceed with the variance to meet their construction deadlines.

The property is located in an ND-Newman use district in which the proposed use is permitted. However, Section 325-38 requires that an area variance be granted before a building permit is issued.


Members present:
Steven Beer, Chair
Suzanne Charles
Teresa Deschanes
Stephanie Egan-Engels
Steven Wolf

Tompkins County Review per Section 239 -l & -m of New York State General Municipal Law: The Tompkins County Department of Planning & Sustainability has reviewed the area variance request and has determined that it has no negative inter-community or county-wide impacts.
Environmental Review: This variance is a component of an action that also includes site plan review. Considered together, this is a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance and the State Environmental Quality Review Act for which the Planning and Development Board, acting as Lead Agency, made a Negative Determination of Environmental Significance on May 26, 2020.

Planning & Development Board Recommendation:
Comments will be provided at the meeting.

Motion: A motion to grant the variance request was made by ________

Deliberations & Findings:

Factors Considered:

1. Whether an undesirable change would be produced in the character of the neighborhood or a detriment to nearby properties: Yes ☐ No ☐

2. Whether the benefit sought by the applicant can be achieved by a feasible alternative to the variance: Yes ☐ No ☐

3. Whether the requested variance is substantial: Yes ☐ No ☐

4. Would the variance have an adverse impact on the physical or environmental conditions in the neighborhood: Yes ☐ No ☐

5. Whether the alleged difficulty was self-created: Yes ☐ No ☐

Second Motion to Grant Variance: Made by__________________

Vote:
Steven Beer, Chair
Suzanne Charles
Teresa Deschanes
Stephanie Egan-Engels
Steven Wolf
APPEAL #3161
129 BLAIR STREET

Appeal of Christopher Anagnost of Christopher George Corporation for an Area Variance from Section 325-8, Column 4, Off-Street Parking, and Column 13, Other Side Yard, requirements of the Zoning Ordinance. The applicant proposes to enlarge a third story dormer to provide additional space within an existing bathroom. There are two apartments in the building (one two-bedroom unit and one four-bedroom unit), and the Zoning Ordinance requires three parking spaces for the dwelling. The property has established parking rights and provides no off-street parking. The proposed alteration will not allow additional occupancy or require additional off-street parking; however, Section 325-32C(2) requires that an area variance be obtained to enlarge a nonconforming structure if it does not comply with the parking requirements. The dwelling also has an existing other side yard deficiency that will not be exacerbated by the proposal.

The property is located in a CR-3 residential use district in which the proposed use is permitted. However, Section 325-38 requires that an area variance be granted before a building permit is issued.
## City of Ithaca Board of Zoning Appeals Worksheet

**Appeal Number:** BZA-3161  
**Use District:** CR-3  
**Date:** 6/2/2020  
**Applicant:** Christopher Anagnost  
**Owner:** Christopher George Corporation

**Address:** 129 Blair Street

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<td><strong>Lot Width (Feet)</strong></td>
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<td>20% or 20' whichever is less</td>
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<td><strong>Proposed Condition and/or Use</strong></td>
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<td>0</td>
<td>4,356</td>
<td>47.08'</td>
<td>3</td>
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<td>32.4%</td>
<td>13.8'</td>
<td>9.7'</td>
<td>2.5'</td>
<td>36.4' or 38.4%</td>
<td>3</td>
<td></td>
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<tr>
<td><strong>District Regulations for Proposed</strong></td>
<td>1-2 Family</td>
<td>3</td>
<td>None Required</td>
<td>3000</td>
<td>30</td>
<td>3</td>
<td>35</td>
<td>40% Bldg. 30% Green</td>
<td>10</td>
<td>5</td>
<td>5</td>
<td>20% or 20' whichever is less</td>
<td>20' Min. 2 Stories Min.</td>
<td></td>
</tr>
</tbody>
</table>

**Note Non-Conforming Conditions for Proposal:** OK Def.* OK OK OK OK OK OK OK OK Def. OK OK

**Notes:**

* 129 Blair Street has established parking rights and there is no off-street parking on the property. Section 325-32C(2) of the Zoning Ordinance requires the property owner to obtain an area variance to enlarge a nonconforming structure if the property does not comply with the off-street parking requirements.
BOARD OF ZONING APPEALS (BZA) APPLICATION

1. TYPE OF APPEAL:

☐ AREA VARIANCE
☐ SPECIAL PERMIT
☐ USE VARIANCE
☐ SIGN VARIANCE
☐ ACTION, DECISION, OR INTERPRETATION OF ZONING OFFICER

APPEAL #: 3161  (FILLED IN BY STAFF)
HEARING DATE: 6/2/2020
BUILDING PERMIT #: 40245  (REQUIRED)
RECEIPT #: 2621  (FILLED IN BY STAFF)

2. Property Address: 129 BALDE STREET, ITHACA, NY  Use District: CR-3

Owner’s Name: Christopher George  Owner’s Address: 418 N. WILKES STREET

City: ITHACA  State: NY  Zip: 14850

3. Appellant’s Name: Christopher George  Appellant’s Address: SAME AS ABOVE

City:  State:  Zip: 

Telephone: 607-272-8213  E-Mail: christopher.george@ithaca.ny.gov

4. Attach Reason for Appeal (see “Zoning Appeal Procedure Form”)

5. Appellant Certification: I certify the information submitted with the appeal is true to the best of my knowledge/belief; and I have read and am familiar with City of Ithaca Zoning Ordinance sections that apply to this appeal (incl. Section 325-40, describing the powers and duties of the Board of Zoning Appeals). I also acknowledge the Board of Zoning Appeals may visit the property and I specifically permit such visits.

☐ I have met/discussed this application with Zoning Division staff prior to submission.

STATE OF NEW YORK
COUNTY OF TOMPKINS

Sworn to this 3 day of April, 2020

Notary Public

THOMAS J. CANNON
Notary Public, State of New York
Reg. No. 01CA6398775
Qualified in Cortland County
Commission Expires 12/31/23

1 Notary Public available at City Hall.

IMPORTANT: INCOMPLETE applications will be returned to the applicant and the applicant will have to reapply.

If ANOTHER CITY APPROVAL is required (e.g., Site Plan Review, Subdivision Review, Ithaca Landmarks Preservation Commission Review), this application will likely not be considered at the next scheduled BZA meeting date.

If an application is submitted and subsequent CHANGES are made to the proposal/project, a revised application will be required. The original application will not be considered a placeholder for the original BZA hearing date. Zoning Division staff will also not remove contents from earlier applications to complete a revised application. Applicants are responsible for ensuring all information necessary for processing a Zoning Appeal is submitted by the application deadline for a given BZA hearing date.
**CITY OF ITHACA BOARD OF ZONING APPEALS**
**APPLICATION WORKSHEET**

******Office Use Only********

1. Ordinance Section(s) for the Appeal:

<table>
<thead>
<tr>
<th>Zoning Ordinance Section Being Appealed</th>
<th>Sign Ordinance Section Being Appealed</th>
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<tbody>
<tr>
<td>§325-8, Columns 4 and 13</td>
<td>§272-</td>
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<tr>
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<td>§272-</td>
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<td>§325-</td>
<td>§272-</td>
</tr>
</tbody>
</table>

2. Application of SEQR determination:  □ Type 1  ☒ Type 2  □ Unlisted

3. Environmental Assessment form used:

- [ ] Short Environmental Assessment Form (SEAF)
- [ ] Full Environmental Assessment Form (FEAF)
- [ ] Completed by Planning Division at preliminary hearing for Site Plan Review
- ☒ Not Applicable (Type 2 Action)

4. A previous appeal □ has / ☒ has not been made for this proposal:

   Appeal No. ________, dated __________
   Appeal No. ________, dated __________
   Appeal No. ________, dated __________
   Appeal No. ________, dated __________

5. Notes or Special Conditions:
CITY OF ITHACA  
108 East Green Street — 3rd Floor  Ithaca, New York  14850-5690  
DEPARTMENT OF PLANNING, BUILDING, ZONING & ECONOMIC DEVELOPMENT  
Gino Leonardi, Board of Zoning Appeals Secretary  
Telephone: 607-274-6550  Fax: 607-274-6538  Email: gleonardi@cityofithaca.org

ONLY SUBMIT THIS FORM IF ZONING APPEAL APPLICATION IS BEING SUBMITTED/SIGNED BY SOMEONE OTHER THAN CURRENT RECORD PROPERTY OWNER.

OWNER'S AUTHORIZATION FORM

ZONING APPEAL #:  3161  
DATE:  4/03/20

TO:  BOARD OF ZONING APPEALS (Ithaca, NY):

CHRISTOPHER J. ANAGNOST, PRESIDENT
I (We) CHRISTOPHER GEORGE CORPORATION of 418 N. ITHACA STREET
(Name)  
ITHACA, NY  14850
(City/Municipality)  (State & Zip Code)

Owner of the property at 129 BLAIR STREET
(Street & Number)

☒ I am the sole owner of the above-mentioned property.
☐ This property is also owned by ________________________________
and I have a Power of Attorney to authorize this appeal (attach POA).

I do hereby authorize CHRISTOPHER J. ANAGNOST to appeal or request a Variance or Special Permit on my (our) behalf. I (we) understand the appeal will be heard at the ________ meeting of the Board of Zoning Appeals.
(Date)

__________________________________________
(Signature)

THOMAS J. CANNON  
Notary Public, State of New York  
Reg. No. 01CA65398775  
Qualified in Cortland County  
Commission Expires 12/31/33  
Notary Public available at City Hall

Note to those signing this form:

(1) Owners authorizing another to present an appeal on their behalf should be aware the Board may, in granting relief, add reasonable conditions which then become binding on the property.

(2) Especially where a Variance is being sought, the owner may be the only person with detailed information about the property that is essential to the appeal. In such a case, authorizing another person to appeal may be detrimental to the appeal, unless the owner is either present at the hearing or sends another person fully prepared to answer questions about the property and the feasibility of using it consistent with the Zoning Ordinance.
NOTICE OF APPEAL

REGARDING ZONING OR SIGN ORDINANCE
CITY OF ITHACA, NEW YORK

APPEAL NO. 3161

TO: Owners of Property within 200 feet of 129 Blair Street and others interested.

FROM: Christopher George Corporation applicable to property named above, in a CR-3 zone.

REGARDING:

☐ Area Variance ☐ Use Variance ☐ Action, Decision, or Interpretation of Zoning Officer

City regulations require you be notified of this appeal to the Board of Zoning Appeals (BZA), as described in the attached letter and provide the opportunity for you to comment on it and/or attend the meetings listed below. Anyone considered an interested party may speak for or against the appeal at the meetings listed below, or submit a written statement to the BZA before its designated meeting. There is a time limit of three (3) minutes for each interested party to address the BZA during the Public Hearing portion of the meeting.

The Board of Zoning Appeals bases its decision primarily on the written evidence submitted and presented to it, the testimony of interested parties, and zoning and legal considerations. The written case record will be available for review on the City’s website (http://www.cityofithaca.org/368/Board-of-Zoning-Appeals) under “Most Recent Agenda,” beginning one week before the scheduled BZA meeting. This case has also been referred to the City’s Planning and Development Board that will advise the BZA, if granting the relief sought by the appellant will affect long-term planning objectives. The date of the Planning Board’s meeting regarding this appeal is also listed below.

The PLANNING BOARD will consider this case on 5/26/2020 at 6:00 P.M. via the online platform Zoom. A live stream is available at https://www.youtube.com/channel/UCC7RtJN1P_RFaFW21VCnTrDg. To provide comments to the Planning Board on this appeal, please submit written comments to Anya Harris at aharris@cityofithaca.org, and your comments will be forwarded to the Board members for their review.

The BOARD OF ZONING APPEALS will consider this case on 6/2/2020 at 6:00 P.M. via the online platform Zoom. Please see the enclosed directions to access the Board of Zoning Appeals meeting. There will be a public hearing on this appeal, and there are two options to participate in the public hearing:

1. Submit comments by email no later than 4 p.m. on the day of the meeting to zoningdivision@cityofithaca.org and they will be read into the record. Each comment is limited to three minutes. Indicate in your email that the comment is for a public hearing.
2. To speak at the meeting, sign up and receive instructions by contacting zoningdivision@cityofithaca.org or Anya Harris at (607) 274-6550 or aharris@cityofithaca.org.

[Signatures and date]
Notice to Property Owners within 200 feet of 129 Blair St, Ithaca, NY 14850

Dear Property Owner,

129 Blair St. is a two unit house with two dwelling units. A two bedroom on the first floor and a four bedroom, two story unit located on the second and third floors of the house. The property has a recent certificate of compliance. There is an existing bathroom on the upper level of the two story unit with a small bathroom. In order to compete with the new luxury housing in Collegetown, I would like to enlarge the bathroom, which is currently 5 feet wide by 9 feet long, by widening an existing dormer which accommodates the existing bathroom. The dormer will be widened approximately another 5 feet by 9 feet and would be created out of an existing attic space. **There will be no change in the footprint of the house and no increase in existing occupancy. Because the house has an existing side yard and parking deficiency, the proposed work requires a variance from the Board of Zoning Appeals. The proposed alterations will not exacerbate the existing zoning deficiencies.**

![Existing bathroom and dormer](image)

The above photos show the existing bathroom and also an exterior view of the third floor dormer which will be enlarged to the south [left side in the photo].

Regards,

Chris
Christopher J. Anagnost, President
Christopher George Corporation, Owner

Please note: Even though we are a Corporation, it is still a small family operation belonging to my brother, George, and myself. My family has been in the business of providing Cornell student housing since 1949. In 1968 we were made to incorporate so that bank could charge a rate of interest that was above the usury rate ceiling that could be charged to individuals.
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<td></td>
<td>Ithaca NY 14850</td>
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</tr>
</tbody>
</table>
ZONING APPEAL CERTIFICATION OF MAILING

RE: City of Ithaca Board of Zoning Appeals

CHRISTOPHER S. ADAMCZEW, Pres.
I, CHRISTOPHER GEORGE CORPORATION, affirm all property owners within two hundred (200) feet of the boundaries of the lot(s) under consideration have been mailed a copy of the enclosed notice on or before May 19, 2020. I affirm the notice was mailed to the property owners at the addresses shown on the attached list of owners, by depositing the copy in a post-paid properly addressed envelope, in a post office or an official depository under the exclusive care and custody of the United States Post Office. I further affirm the names and addresses of the property owners are the same as the most recent assessment roll.

[Signature]
(Appellant’s Signature)

PLEASE SUBMIT THIS FORM TO:
City of Ithaca Zoning Division
108 E. Green St., 3rd Fl.
Ithaca, NY 14850
Phone: (607) 274-6550
Fax: (607) 274-6558
JENNIFER G. UOTILA
DEED BOOK 566 PAGE 971
TAX MAP PARCEL 68-6-17
0.10 ACRES TO STREET LINE

CHRISTOPHER GEORGE CORP. (R.O.)
2016-02823

JAMES HOUSE (R.O.)
452518-003

DEMOJOHNNY LLC (R.O.)
2016-02823

SHEIVE LAND SURVEYING
165 WOOD ROAD
FREDONIA, NY 14736
607-347-9800

DATE: 4/3/2019 FILE NO. 19023 SCALE: 1"=12'

REFERENCE MAPS ENTITLED
1.)SURVEY MAP NO. 132 COLLEGE AVENUE... DATED 11/1/2003 BY T.G. MILLER P.C.
2.)SURVEY MAP NO. 131 BLAIR STREET... DATED 10/27/2015 BY T.G. MILLER P.C.
3.)SURVEY MAP OF 127 BLAIR STREET... DATED 2/3/2019 BY SHEIVE LAND SURVEYING
4.)TAPE CHECK NO. 129 BLAIR STREET... DATED 6/29/1978 BY CLEARANCE W. BOGATSKY JR.

TITILE: SURVEY MAP
NO. 129 BLAIR STREET,
CITY OF ITHACA, TOMPKINS COUNTY, NEW YORK

CERTIFICATION
I hereby certify that I am a licensed land surveyor, New York State License No. 050769, and that this map correctly delineates an actual survey on the ground made by me or under my direct supervision; and that I found no visible encroachments either way across property lines, except as shown herein.

SIGNED: 4/3/2019

STATE OF NEW YORK
LICENSED LAND SURVEYOR
050769
CITY OF ITHACA BOARD of ZONING APPEALS
Area Variance Findings & Decision

Appeal No.: 3161

Applicant: Christopher Anagnost, Christopher George Corporation

Property Location: 129 Blair Street

Zoning District: CR-3 (Collegetown Residential 3)

Applicable Section of City Zoning Code: Section 325-8, Columns 4 and 13

Requirement for Which Variance is Requested: Off-Street Parking and Other Side Yard.


Summary: Appeal of Christopher Anagnost of Christopher George Corporation for an Area Variance from Section 325-8, Column 4, Off-Street Parking, and Column 13, Other Side Yard, requirements of the Zoning Ordinance. The applicant proposes to enlarge a third story dormer to provide additional space within an existing bathroom. There are two apartments in the building (one two-bedroom unit and one four-bedroom unit), and the Zoning Ordinance requires three parking spaces for the dwelling. The property has established parking rights and provides no off-street parking. The proposed alteration will not allow additional occupancy or require additional off-street parking; however, Section 325-32C(2) requires that an area variance be obtained to enlarge a nonconforming structure if it does not comply with the parking requirements. The dwelling also has an existing other side yard deficiency that will not be exacerbated by the proposal.

The property is located in a CR-3 residential use district in which the proposed use is permitted. However, Section 325-38 requires that an area variance be granted before a building permit is issued.


Members present:
Steven Beer, Chair
Suzanne Charles
Teresa Deschanes
Stephanie Egan-Engels
Steven Wolf

Tomkins County Review per Section 239 -l & -m of New York State General Municipal Law:
Not applicable to this appeal.
Environmental Review: This is a Type 2 Action under the City of Ithaca Environmental Quality Review Ordinance ("CEQRO"), and State Environmental Quality Review Act ("SEQRA"), and is not subject to Environmental Review.

Planning & Development Board Recommendation:
Comments will be provided at the meeting.

Motion: A motion to grant the variance request was made by ________

Deliberations & Findings:

Factors Considered:

1. Whether an undesirable change would be produced in the character of the neighborhood or a detriment to nearby properties: Yes □ No □

2. Whether the benefit sought by the applicant can be achieved by a feasible alternative to the variance: Yes □ No □

3. Whether the requested variance is substantial: Yes □ No □

4. Would the variance have an adverse impact on the physical or environmental conditions in the neighborhood: Yes □ No □

5. Whether the alleged difficulty was self-created: Yes □ No □

Second Motion to Grant Variance: Made by______________

Vote:
Steven Beer, Chair
Suzanne Charles
Teresa Deschanes
Stephanie Egan-Engels
Steven Wolf
Appeal of Jagat Sharma on behalf of the owner 209 Hudson Street, LLC for an Area Variance from Section 325-8 Column 13, Side Yard requirements of the zoning ordinance. The applicant presented an appeal on September 4, 2018 for the purpose of subdividing the parcel located at 209 Hudson Street. On November 6, 2018, the Board of Zoning Appeals voted to deny the variance for the existing side yard deficiency. The applicant filed an Article 78 proceeding challenging the Board’s decision. On March 5, 2019, the court ordered the Board to issue an area variance such that the applicant may subdivide the lot. The City appealed the court’s decision, and on April 16, 2020, the appellate court ordered the Board to issue an area variance such that the applicant may subdivide the lot. The Board shall take any and all necessary steps to comply with the order of the court and grant the variance.
CITY OF ITHACA BOARD of ZONING APPEALS
Area Variance Findings & Decision

Appeal No.: 3102

Applicant: Jagat Sharma on behalf of property owner 209 Hudson Street LLC

Property Location: 209 Hudson Street

Zoning District: R-2a

Applicable Section of City Zoning Code: Section 325-8, Column 13

Requirement for Which Variance is Requested: Side Yard

Publication Dates: Legal ads published for September 2018 public hearing.

Meeting Held On: June 2, 2020

Summary:
Appeal of Jagat Sharma on behalf of the owner 209 Hudson Street, LLC for an Area Variance from Section 325-8 Column 13, Side Yard requirements of the zoning ordinance. The applicant presented an appeal on September 4, 2018 for the purpose of subdividing the parcel located at 209 Hudson Street. On November 6, 2018, the Board of Zoning Appeals voted to deny the variance for the existing side yard deficiency. The applicant filed an Article 78 proceeding challenging the Board’s decision. On March 5, 2019, the court ordered the Board to issue an area variance such that the applicant may subdivide the lot. The City appealed the court’s decision, and on April 16, 2020, the appellate court ordered the Board to issue an area variance such that the applicant may subdivide the lot. The Board shall take any and all necessary steps to comply with the order of the court and grant the variance.

Public Hearing Held On: September 26, 2018

Members present:
Steven Beer, Chair
Teresa Deschanes
Steven Wolf

Tompkins County Review per Section 239 -l & -m of New York State General Municipal Law:
Not applicable

Environmental Review: Type: Unlisted
This variance is a component of an action that also includes site plan and subdivision review. Considered together, this is an Unlisted Action under the City of Ithaca Environmental Quality Review Ordinance and the State Environmental Quality Review Act for which the Planning and Development Board, acting as Lead Agency, made a Negative Determination of Environmental Significance on July 24, 2018.
Planning & Development Board Recommendation:
Not applicable

Motion: A motion to grant the variance request was made by ________

Deliberations & Findings:
This area variance is granted per court order.

Second Motion to Grant Variance: Made by______________

Vote:
Steven Beer, Chair
Suzanne Charles
Teresa Deschanes
Stephanie Egan-Engels
Steven Wolf
CITY OF ITHACA BOARD of ZONING APPEALS
Area Variance Findings & Decision

Appeal No.: 3102

Applicant: Jagat Sharma for 209 Hudson Street, LLC, Owner

Property Location: 209 Hudson Street

Zoning District: R-2a

Applicable Section of City Zoning Code: Section 325-8, Column 13.

Requirement for Which Variance is Requested: Side Yard.


Meeting Held On: November 6, 2018.

Summary: Appeal of Jagat Sharma on behalf of the owner 209 Hudson Street, LLC for an Area Variance from Section 325-8 Column 13, Side Yard requirements of the zoning ordinance. The applicant proposes to subdivide the existing parcel into two lots at the property located at 209 Hudson Street. The existing two family dwelling will be located on Lot #1 and Lot #2 will be a buildable lot where the applicant proposes to construct a new two family dwelling. In order to subdivide the parcel, the applicant is requesting a variance for an existing side yard deficiency for the 209 Hudson Street dwelling. The existing side yard is 5'-6" of the 10' required by the ordinance.

The property is located in an R-2a residential use district in which the proposed use is permitted. However, General City Law Article 3, Section 33, states that a subdivided plat must comply with a Municipality’s Zoning Ordinance. Therefore, compliance can be achieved provided the BZA grants this variance for the side yard deficiency.


Interested parties that spoke in opposition:
John Graves, 319 Pleasant Street
Kenneth Young, 228 Columbia Street
Carl Pillemer, 135 Hudson Street
Beverly Beer, 211 Hudson Street
George McGonigal, 518 Hudson Street
Gabriel Borden, 144 Giles Street
Pamela Mackesey, 323 Pleasant Street

Letters submitted in opposition:
Marin Clarkberg, 150 Giles Street
Karl Pillemer & Clare McMillan, 135 Hudson St
Janet Fortress, 225 Columbia Street
Beverly Beer, 211 Hudson Street
Interested parties that spoke in support:
Linda Schutt, 134 Hudson Street

Members present:
Steven Beer, Chair: Recused himself on record after reading opening statement.
Teresa Deschanes
Steven Wolf
Marshall McCormick

Motion: A motion was made by Teresa Deschanes to continue the public hearing and allow the property owners that did not receive the Notice of Appeal, to submit comments in writing or speak at the next meeting. The motion was seconded by Steven Wolf.

Vote:
Teresa Deschanes  Yes
Steven Wolf  Yes
Marshall McCormick  Yes

Meeting Held On: September 26, 2018.

Continuation of the Public Hearing from September 4th: The Board voted on September 4, 2018 to continue the public hearing to allow the property owners that did not receive the Notice of Appeal, to submit comments in writing or speak.

Interested parties that spoke in opposition:
David Beer, 311 Hudson Street
Marin Clarkberg, 150 Giles Street
Nancy Pollak, 125 Giles Street
George McGonigal, 518 Hudson Street

Public hearing closed by unanimous vote.

Vote:
Teresa Deschanes  Yes
Steven Wolf  Yes
Marshall McCormick  Yes

Deliberations & Findings:

Motion was made by Marshall McCormick to consult with the City Attorney prior to making a motion to move forward with a formal decision on the appeal. The motion was seconded by Steven Wolf.

Meeting Held On: November 6, 2018.

Members present:
Steven Beer, Chair: Recused himself on record after reading opening statement.
Teresa Deschanes
Steven Wolf
Marshall McCormick
Tompkins County Review per Section 239 -l & -m of New York State General Municipal Law:
N/A

Environmental Review: This variance is a component of an action that also includes site plan and subdivision review. Considered together, this is an Unlisted Action under the City of Ithaca Environmental Quality Review Ordinance and the State Environmental Quality Review Act for which the Planning and Development Board, acting as Lead Agency, made a Negative Determination of Environmental Significance on July 24, 2018.

Planning & Development Board Recommendation:
Comments from PB Meeting 7/24/2018: The Planning Board is unsure whether this variance and the subdivision it will allow is in the spirit of the South Hill Overlay District. The Board is conflicted about this appeal because there is not yet a South Hill neighborhood plan, and therefore no specific guidance on this issue.
Comments from PB Meeting 8/28/2018: The Planning Board is unsure whether this variance and the subdivision it will allow is in the spirit of the South Hill Overlay District. The Board is conflicted about this appeal because there is not yet a South Hill neighborhood plan, and therefore no specific guidance on this issue. However, the Board also appreciates the applicant’s recent revisions to the floor plans that make the project more appealing to families.

Motion: A motion to deny the variance request was made by Steven Wolf

Deliberations & Findings:
Steven Wolf outlined his rational for the motion. In review of the guidelines for evaluating applications for appeals: the Board of Appeals must balance the benefit to be realized by the applicant against the potential detriment to the health, safety and general welfare of the neighborhood or community if the variance were to be granted. It is important to note that the balancing test is explicit.

Factors Considered:

1. Whether an undesirable change would be produced in the character of the neighborhood or a detriment to nearby properties: Yes ☒ No ☐
   Inserting a rental duplex into this property will create a significant and explicit undesirable change in the neighborhood. There was abundant testimony and evidence, written and oral, to support these findings.

2. Whether the benefit sought by the applicant can be achieved by a feasible alternative to the variance: Yes ☒ No ☐
   I am unclear of the alternative. If we were to suggest that the objective of the applicant is to generate rental income, the applicant can achieve that with the existing structure or use the capital that they were going to put into constructing the duplex and invest that elsewhere. The need for the variance was not concerning their lifestyle or the pleasure of their property. It was concerning a revenue generating scheme for the property. If the question is; are there other revenue generating methods? The answer is yes. *If the question is if they can construct the new duplex without the variance, the answer is no. (* last statement was amended; see below)

3. Whether the requested variance is substantial: Yes ☒ No ☐
   The side yard variance is not substantial. Although the proposed project, the construction of the duplex, is substantial. The project will most likely attract college students, or any other renter, is clearly substantial given what was heard concerning the noise and character of the neighborhood.

4. Would the variance have an adverse impact on the physical or environmental conditions in the neighborhood: Yes ☒ No ☐
   The answer is overwhelmingly yes. As the neighbors expressed, in numbers and consistency, the noise and the aesthetics associated with the proposed project would be quite significant.
5. Whether the alleged difficulty was self-created: Yes ☑ No ☐
The property was purchased with the premise that the property could be developed and therefore the difficulty was self-created.

Second Motion to Deny Variance: Made by Marshall McCormick with an amendment concerning Factor # 2. The amendment is that the applicant can achieve a feasible alternative, by removing the extending portion of the building that is causing the side yard deficiency, and proceed with the proposed subdivision.

Vote:
Teresa Deschanes    No
Steven Wolf         Yes
Marshall McCormick Yes

The resulting vote caused the Motion to Deny to fail.

Second Motion:
A second motion was made by Teresa Deschanes to Grant the variance request.

Deliberations & Findings:
Teresa Deschanes expressed that she cannot trace the neighborhood harm to the granting of this variance. In addition, in the view of the applicant, the amount of money that would be incurred to correct the deficiency is not feasible. But, at the same time, the likely outcome of denying the variance is that the applicant would have to remove the portion of the building to bring the structure into compliance. This would be an expensive procedure and ruin the historic integrity of the house. This would also add to the premise that it is too expensive to develop in the City of Ithaca. Also, the remedy for this area of the neighborhood, should have been to designate a pocket historic district for these grand homes in this block, which would have had a more restrictive criteria for what could be done on this lot.

Factors Considered:

1. Whether an undesirable change would be produced in the character of the neighborhood or a detriment to nearby properties: Yes ☐ No ☑
   An undesirable change in the character of the neighborhood, this might well be true. But, it is difficult to attribute that the undesirable change in the neighborhood, would be the result of this very small area variance on the other side of the property.

2. Whether the benefit sought by the applicant can be achieved by a feasible alternative to the variance: Yes ☐ No ☑
   It depends on what is considered feasible. Again, in relation to removing a portion of the building which would be an expensive procedure and ruin the historic integrity of the house.

3. Whether the requested variance is substantial: Yes ☐ No ☑
   The variance itself is small, although it does unlocks a substantial amount of change and potential harm, but that is a separate issue.

4. Would the variance have an adverse impact on the physical or environmental conditions in the neighborhood: Yes ☐ No ☑
   The environment will be harmed, as stated in the previous motion. One can see a nexus where this one area variance can lead to that environmental harm. But, that connection to the adverse impacts, is not strong enough and I would argue that the variance itself does not have an adverse impact.
5. Whether the alleged difficulty was self-created: Yes ☐ No ☒

In order to make any improvements in the deficient side yard on this lot, the applicant would have to request a variance.

**Second Motion to Grant Variance:** Made by Marshall McCormick to allow the motion to move forward to be voted on.

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<th>Name</th>
<th>Vote</th>
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<tr>
<td>Teresa Deschanes</td>
<td>Yes</td>
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<tr>
<td>Steven Wolf</td>
<td>No</td>
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<tr>
<td>Marshall McCormick</td>
<td>No</td>
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The motion to Grant the variance failed.

The appeal was denied with a vote of one (1) in favor and two (2) opposed.

Sincerely,

Gino Leonard, Zoning Administrator
Secretary, Board of Zoning Appeals

November 19, 2018
Date