PLANNING & DEVELOPMENT BOARD AGENDA

The regular meeting of the PLANNING & DEVELOPMENT BOARD will be held at 6:00 p.m. on TUESDAY, AUGUST 25, 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_RFaFW2lVCnTrDg.

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 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.

AGENDA ITEM

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<td>2 Public Comments</td>
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<td>3 Board Response to Public Comment</td>
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<td>4 Subdivision Review</td>
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<td>A Project: Minor Subdivision</td>
<td>Board Q&amp;A 6:30</td>
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<td>Location: 620 S Aurora St Parcel #106.-1-8</td>
<td>Board Discussion 6:35</td>
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<td>Applicant: Francis L Goram of Harris Beach PLLC for Emersub 15 LLC</td>
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<td>Actions: ☐ Public Hearing ☐ Consideration of Preliminary &amp; Final Subdivision Approval</td>
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Project Description: The applicant proposes to subdivide the 96-acre parcel into two parcels: Parcel OU-1, measuring .897 acres (39,057 SF) with approximately 240 feet of frontage on S Cayuga Street and containing two underground storage tanks, a treatment building, and a portion of an asphalt parking lot; and Parcel OU-2, measuring 95.04 acres in both the City and the Town of Ithaca and containing all existing buildings, roads, and parking areas of the former factory site. The owner intends to retain OU-1 to continue remediation work and to convey OU-2 to L Enterprises, LLC, for mixed-use development. The proposed subdivision plats include easements for one primary and two alternative routes of a future trail that will connect S Aurora Street to Stone Quarry Road, and, ultimately, to the planned Gateway Trail. The portion of the property in the City of...
Ithaca, which includes all of the proposed OU-1 and a portion of OU-2 is in the Chain Works Planned Unit Development District (PUD). The portion of OU-2 in the Town of Ithaca is currently in the Industrial Zoning District but will be in a newly-formed Planned Development Zone (PDZ) that will be adopted by the Town Board before development can begin. This proposal is consistent with the environmental review of the larger development project that was determined to be a Type I Action under the City of Ithaca Code, Environmental Quality Review Ordinance, §174-6 (B)(1)(i),(j),(k),(n), (2), (6), (7),(8)(a)and (b) and the State Environmental Quality Review Act §617.4 (b)(2),(3), (5)(iii), (6)(i), and (iv), for which the City of Ithaca Planning Board as Lead Agency issued a Positive Declaration of Environmental Significance on October 28, 2014. The Lead Agency held Public Scoping on November 18, 2014. The Lead Agency deemed the Draft GEIS adequate for public review on March 8, 2016, held the public hearing on March 29, 2016, and accepted comments until May 10, 2016. The Lead Agency filed a Notice of Completion for the FGEIS on March 5, 2019. The Board adopted findings on March 26, 2019.

Project materials are available for download from the City website and are updated regularly: https://www.cityofithaca.org/DocumentCenter/Index/1109

5 Site Plan Review

**A Project:** City Harbor

**Location:** 101 Pier Road

**Applicant:** Jessica Edger-Hillman

**Actions:** ☐ Consideration of Final Approval

**Project Description:** The 10.35-acre project site consists of 8.33 acres of privately-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 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) for which the Lead Agency issued a Negative Declaration of Environmental Significance on May 25, 2020.

Project materials are available for download from the City website and are updated regularly: https://www.cityofithaca.org/DocumentCenter/Index/783
Out of consideration for the health of other individuals, please try to refrain from using perfume/cologne and other scented personal care products at City of Ithaca meetings. Thank you for your cooperation and understanding.

“An Equal Opportunity Employer with a commitment to workforce diversification.”
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### Project: Dwyer Dam Replacement and Associated Site Improvements

**Location:** Hoy Road at Cascadilla Creek, Cornell University Campus

**Applicant:** Tammi Aiken for Cornell University

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<td>Project Presentation</td>
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<td>Declaration of Lead Agency</td>
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<td>Public Hearing</td>
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**Project Description:** The applicant proposes to replace the existing bridge structure, reconstruct and repair abutments, install means restriction and associated surveillance equipment, reconstruct and improve the approach roads, sidewalks and pedestrian crossing, install new lighting, and replace the stairs, railing and retaining walls that ascend from Hoy Road at the bridge the Crescent Parking Lot. A temporary pedestrian bridge will be installed during construction, and a 1.1 mile vehicular detour will be established. The project is U-1 Zoning District. This is a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4 B.(1)(h)(2)and(3) and (m) and the State Environmental Quality Review Act (“SEQRA”) §617.4 b. (10) 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/1199](https://www.cityofithaca.org/DocumentCenter/Index/1199)

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<tr>
<th>Zoning Appeals</th>
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<tr>
<td>Appeal #3164,</td>
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<th>September fifth Tuesday</th>
<th>10:00</th>
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#### Reports

A. Planning Board Chair
B. BPW Liaison
C. Director of Planning & Development

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<th>Adjournment</th>
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If you have a disability & would like specific accommodation to participate, please contact the City Clerk at 274-6570 by 12:00 p.m., 2-3 business days (not including weekends/holidays) before the meeting.

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"An Equal Opportunity Employer with a commitment to workforce diversification."
WHEREAS: an application has been submitted for review and approval to the City of Ithaca Planning and Development Board for a minor subdivision of 620-640 S Aurora St Tax Parcel # 106.-1-8 in the City and Town of Ithaca by Francis Gorman III of Harris Beach for Emersub 15 LLC, owner, and

WHEREAS: the applicant is proposing to subdivide the 96-acre parcel into two parcels: Parcel OU-1, measuring .897 acres (39,057 SF) with approximately 240 feet of frontage on S Cayuga Street and containing two underground storage tanks, a treatment building, and a portion of an asphalt parking lot; and Parcel OU-2, measuring 95.04 acres in both the City and the Town of Ithaca and containing all existing buildings, roads, and parking areas of the former factory site. The owner intends to retain OU-1 to continue remediation work and to convey OU-2 to L Enterprises, LLC, for mixed-use development, and

WHEREAS: the portion of the property in the City of Ithaca, which includes all of the proposed OU-1 and a portion of OU-2 is in the Chain Works Planned Unit Development District (PUD) adopted by Common Council on September 3, 2019. The portion of OU-2 in the Town of Ithaca is currently in the Industrial Zoning District but will be in a newly-formed Planned Development Zone (PDZ) that will be adopted by the Town Board before development can begin, and

WHEREAS: the subdivision incorporates trail easements on both proposed parcels for the development of a future trail that will ultimately run from S Aurora Street, through the property, and connect to Buttermilk Falls State Park and the Black Diamond trail, and

WHEREAS: the terms of such easements are laid out in two Trail Easement Agreements and associated Exhibits to be executed and filed with the subdivision plats, and

WHEREAS: the subdivision proposal is consistent with the environmental review of the larger development project that was determined to be a Type I Action under the City of Ithaca Code, Environmental Quality Review Ordinance, §174-6 (B)(1)(i)(j)(k)(n), (2), (6), (7), (8)(a)and (b) and the State Environmental Quality Review Act §617.4 (b)(2),(3), (5)(iii), (6)(i), and (iv), for which the City of Ithaca Planning Board as Lead Agency issued a Positive Declaration of Environmental Significance on October 28, 2014. The Lead Agency held Public Scoping on November 18, 2014. The Lead Agency deemed the Draft GEIS adequate for public review on March 8, 2016, held the public hearing on March 29, 2016, and accepted comments until May 10, 2016. The Lead Agency filed a Notice of Completion for the FGEIS on March 5, 2019. The Board adopted findings on March 26, 2019, and

WHEREAS: the Board granted final site plan approval for Phase 1 of the proposed project on August 27, 2019, 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 creation of one additional buildable lot, and

WHEREAS: legal notice was published and property posted in accordance with Chapters 276-6 (B) (4) and 176-12 (A) (2) (c) of the City of Ithaca Code, and

WHEREAS: a Public Hearing for the proposed action was held on August 25, 2020, and
WHEREAS: this Board, has, on August 25, 2020 reviewed and accepted as adequate three preliminary plats titled “Preliminary Plan, Lands of Emersub 15 LLC” with a latest revision date of 7/13/20 and prepared by LEHR Land Surveyors and other application materials, and

WHEREAS: the City of Ithaca Parks, Recreation, and Natural Resources Commission, Tompkins County Department of Planning & Sustainability, 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 Planning and Development Board recognizes that information received and reviewed for this Subdivision indicates that, the resultant parcels will conform to area requirements in the Chainworks PUD District, now, therefore, be it

RESOLVED: that the Planning and Development Board does hereby grant preliminary & final subdivision approval to the project subject to the following conditions:

i. Submission of three (3) paper copies of the final approved plat showing new boundary line resulting from purchased land, all having a raised seal and signature of a registered licensed surveyor, and

ii. Execution of the two trail easements to the City prior to City execution of the subdivision plats, as follows: one easement over the OU-1 parcel, the other over much of the OU-2 parcel, each to be substantially similar to the versions included as exhibits hereto, and any deviations therefrom to be satisfactory to the Director of Planning.

iii. Recording of both said executed easements concurrently with the subdivision plat, and in no event later than 124 days after subdivision approval.

Moved by:
Seconded by:
In favor:
Against:
Abstain:
Absent:
Vacancies: None
The Trail Easements and associated exhibits referenced in the Resolution of Subdivision Approval for 620 A Aurora Street are available on the City Website.

Click on the link below to access the documents

https://www.cityofithaca.org/DocumentCenter/Index/1206
THE GATEWAY TRAIL (planned)
(part of the Buttermilk Falls Corridor Trail)

"...completing this connector trail is frequently cited as a priority by State and County officials when discussing the Black Diamond Trail because of the connection to the heavily used South Hill Recreation Way." - Wikipedia
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

WHEREAS: the Planning Board did, on May 26, 2020 grant Preliminary Site Plan Approval to the project.
Such approval applied 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

WHEREAS: Preliminary Approval for this project was 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
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, and


WHEREAS: The Planning Board found that, based on the above drawings, as well as other application materials, the project is in compliance with the Waterfront Design Guidelines, and

WHEREAS: NYSDOT Region 7 has submitted comments dated June 30, 2020 requiring three additional mitigations for City Harbor and Carpenter Circle projects: 1) modification of existing lane configuration in the west end, 2) enhanced overhead signage and 3) Post- study and or traffic counts before full build out, and

WHEREAS: The Planning Board has, on August 25, 2020 reviewed new and revised drawings titled “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)”, “Details (C801, C802, C802 & C803)” and “Concept Plan” (showing proposed future Emergency Access route), all with the latest revision date of 07-14-20 and all prepared by T.G. Miller P.C.; “Site Plan L100”, “Site Materials and Plans Schedule L-100-A”, “Site Materials and Plans Schedule – The Point L100-A-1”, “Site Materials and Plans Schedule-Center L100-A-2”, “Site Materials and Plans Schedule – Guthrie L100B” and “Site Materials and Plans Schedule- GMG L100B-1 all dated 6-16-20; and “Site Planting Plan and Schedule- City Harbor L200-A”, “Site Planting Plan and Schedule-The Point L200-A-1”, “Site Planting Plan and Schedule – Center L200A-2”, “Site Planting Plan and Schedule- Guthrie L200B”, “Site Planting Plan and Schedule- GMG L200B-1”, “Section L-PW-S01 L300-1”, “Section L-PW-S02 L300-2”, “Section L-PW-S03 L300-3”, “Section L-PE-S01 L300-4”, “Section L-PE-S02 L300-5”, “Details L400-1 and L400-2” and “Planting Details L500” all dated 7-14-20 and prepared by Holt Architecture et al; and “Concept Plan B – City Harbor Roadway Improvements” dated 7-13-20 and prepared by SFR Associates and a Final Transportation Demand Management Program dated 7-16-20 and submitted by TG Miller P.C. , and a cover memo prepared by David Herrick and dated August 18, 2020 outlining how conditions have been met, and other application materials, and

WHEREAS: the Planning Board has determined that the following conditions listed above have been satisfied: i, ii, iii, iv, v, vi, and ix, and the following conditions listed above have been partially satisfied: vii and viii, and

WHEREAS: the Director of Planning and Building as requested a Letter of Commitment from the Project Sponsor stating that they shall:

- Work (in collaboration with the City and another local partners, if necessary) to identify and secure funding for the implementation of off-site improvements on Rte. 13.
- Understand and acknowledge that the Project Sponsor(s) has the sole responsibility to permit, finance and install the improvements if outside funding is not identified and secured.
• Identify and commit to a reasonable and mutually agreed upon timeframe for completing the improvements.
• Understand and acknowledge that the project must be implemented in conformance with the approved site plan and must include any mitigations identified in the FEAF Part 3 of the Neg. Dec. dated May 26, 2020.
• Understand and acknowledge that any changes to the approved site plan must be approved by the Planning and Development Board (or staff, as allowed) before such changes can be implemented.
• Understand and acknowledge that any changes to the approved site plan will be reviewed for consistency with the Neg. Dec. Any changes that create impacts that where not analyzed in the Neg. Dec. will require reopening of the environmental review.
• Understand and acknowledge that a CO will not be granted until these issues have been resolved.
• Understand that other conditions must be satisfied in the sequence outlined in the final approval resolution now therefore be it

RESOLVED: that the Planning Board does hereby grant final approval to the project subject to the following re-ordered and new conditions:

Before issuance of a Building Permit
i. Submission of an updated Phasing Plan, including all site work, roads and offsite improvements, if the project will be constructed in multiple phases, and,
ii. Development by the applicant and acceptance by the City of a plan and schedule for the 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,
iii. Approval by Common Council of NYSDOT’s proposed West End couplet concept,
iv. Submission and approval of a Letter of Commitment as requested by the Director of Planning and Building,
v. With the exception of issuance of the building permit for the MOB, execution of required utility easement agreements with the City of Ithaca and Ithaca Area Waste Water Facility owners,
vi. With the exception of issuance of the building permit for the MOB, execution of an MOU with the City of Ithaca for installation and maintenance of improvements to Pier Road,
vii. 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).
viii. 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,
ix. Documentation from Ithaca Fire Department emergency access issues have been satisfied, and

Before Issuance of Certificate of Occupancy
x. The applicant shall submit documentation that public access to the promenade will be permanently maintained via easement,
xi. Installation of bike racks/parking in accordance with approved site plans,
xii. 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.
xiii. Any damage done to City Property including roads, utilities, etc shall be corrected by the applicant to the satisfaction of the Director of Engineering,
xiv. 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.

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

Additional Conditions

xvi. 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.

xvii. Submission of detailed plans for the proposed kayak launch.

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

xix. 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.

xx. Acceptance of the SWPPP by the City Stormwater Management Officer.

xxi. 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
Jessica Edger-Hillman  
303 E 14th Street  
Elmira Heights, NY 

August 13, 2020  

RE: Letter of Commitment – City Harbor Project  

Dear Ms. Edger:  

The Planning and Development Board granted preliminary site plan approval for the City Harbor project on May 26, 2020. The resolution of approval listed several conditions to be satisfied before final site plan approval would be granted, including the following:  

*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.*  

This condition is not yet satisfied. We cannot, therefore, recommend final approval as it results in an unacceptable amount of uncertainty for the City. At the same time, we understand that resolving this condition could take time, and that a long delay in construction may imperil the project’s feasibility and funding. The City needs assurance that the project will be constructed as proposed and that the improvements to Rte. 13 will be implemented. These are required mitigations for the impacts to transportation, as documented in the SEQR Negative Declaration of Environmental Significance (Neg. Dec.) issued on May 26, 2020. A Certificate of Occupancy (CO) will not be granted without resolution of this issue.  

We are requesting a binding letter of commitment from the project sponsor(s) in order to advance the project to final site plan approval. An acceptable letter needs to explicitly detail acknowledgement and commitment to full implementation of the entire project, both on and off the property. Specifically it would state, at a minimum, that the Project Sponsor shall:  

- Work (in collaboration with the City and another local partners, if necessary) to identify and secure funding for the implementation of off-site improvements on Rte. 13.  
- Understand and acknowledge that the Project Sponsor(s) has the sole responsibility to permit, finance and install the improvements if outside funding is not identified and secured.  
- Identify and commit to a reasonable and mutually agreed upon timeframe for completing the improvements.
• Understand and acknowledge that the project must be implemented in conformance with the approved site plan and must include any mitigations identified in the FEAF Part 3 of the Neg. Dec. dated May 26, 2020.

• Understand and acknowledge that any changes to the approved site plan must be approved by the Planning and Development Board (or staff, as allowed) before such changes can be implemented.

• Understand and acknowledge that any changes to the approved site plan will be reviewed for consistency with the Neg. Dec. Any changes that create impacts that were not analyzed in the Neg. Dec. will require reopening of the environmental review.

• Understand and acknowledge that a CO will not be granted until these issues have been resolved.

• Understand that other conditions must be satisfied in the sequence outlined in the final approval resolution.

Since early 2018, Planning and other City staff, elected officials and the Planning and Development Board have been working with you and your project team to realize the City Harbor Project. We have invested these countless hours because of the belief that this project will transform the waterfront and add incredible value to our community. We hope that this is an acceptable solution to move the project forward.

Very truly yours,

JoAnn Cornish
Director of Planning and Development
City of Ithaca
108 East Green Street
Ithaca TIS Review by DOT Region 3
June 30, 2020

Background Information:

City Harbor Development site is currently serving as a boat storage area, surrounded by Willow Ave to the north and east, Cascadilla Creek to the south, and Cayuga Inlet to the west.

The proposed development includes: 60,000 SF medical office building
156 units of multifamily housing
4,500 SF restaurant
Redevelop of 115 existing marina berths

Trip Generation (100%): 179 AM peak trips and 275 PM peak trips.
Trip Generation (75%): 135 AM peak trips and 206 PM peak trips.

Access to the site will be via the existing Willow Ave/Dey St/N Meadow St intersection.

Carpenter Park development site is currently vacant, surrounded by Third St to the north, N Meadows St to the east, commercial development to the south, and railroad tracks to the west.

The proposed development includes: 64,000 SF medical office building
2 mixed-use bldgs. (23,000 SF retail) & 166 apart. units
42-unit affordable housing building

Trip Generation (100%): 185 AM peak trips and 331 PM peak trips.
Trip Generation (75%): 139 AM peak trips and 249 PM peak trips.

Existing access to the site is via Third St to N Meadow St. BIA to Route 13 via a simple “west side” driveway.

General Comments:

• The trip generation (75%) were the rates used in the Synchro files for LOS and queue analysis.

• The above trip generation numbers were reduced from initial TIS based on information provided by the project sponsors that is more consistent with these ITE daily trip estimates. Seems reasonable.

• The analysis takes a 25% reduction using various TDM strategies (previously 15%). This seems high and needs to be defined in detail and monitored. The city has provided a lot of input in the TDM strategies and requested the following:

  1. Verifying parking numbers to make sure parking is not in excess on what they need for site.
  2. Submission of parking pricing plan.
  3. Have someone fulltime manage the TDM Program - hire someone or local group “Go Ithaca”
  4. Submission of the hours and operation plan for medical offices.
  5. Plan for how buses will connect between Carpenter Park and the Greenstar site.
  6. Purchase a license for probe travel time data to monitor traffic on Route 13 during the phases of development.
  7. Permanent Counting station at the site accesses to help monitor how the TDM strategy is functioning. Both NYDOT and city should have access to this information.
As of 6/11/20, the city traffic engineer feels (22%) could be reasonable reduction rate if committed to properly. Staggered work hours (2%) • Promotion and education (2%) • Transit facilities (4%) • Roadway/multi-modal improvements (4%) • Bicycle storage (1 vehicle trip for every 5-bike parking in excess of local requirements) • Unbundled parking (10%)

LOS Analysis

The changes from SimTraffic to Synchro LOS, trip generation methodology, and increase from 15% to 25% TDM reduction rate reduced the LOS impact at the signalized intersections in comparison to the original submission. Based on these changes, the net result for the combined developments is a reduction of 189 trips in AM and 189 in the PM peak hour from the original TIS. In general, since the signal system is at capacity and highly sensitive to any additional volume, they are making some of the existing locations worse, but not as bad as the original analysis indicated. The following are three areas of concern:

Route 13 (N. Meadow St.) @ Dey & Willow (PM Peak)
- Overall LOS C (32s) to LOS D (46s) / LOS E (62s).
- Dey Street NWB left turn is LOS D (53s) to LOS E (64s) / LOS F (82s).
- Route 13 SB Thru/Right is LOS C (26s) to LOS D (44) / LOS E (75s).
- Route 13 NB Thru/Right is LOS D (35s) to LOS E (62s) / LOS E (58s).

Route 13 (N. Fulton) @ W. Buffalo St. (AM Peak)
- EB Thru on Buffalo goes from E (69s) to F (85s) / LOS F (92s)
- Storage across bridge to Buffalo @ Tauchannock is 400’, queues goes from #688’ to #750’. This in-turn impacts EB on Buffalo and SB on Tauchannock at the Buffalo at Tauchannock intersection.
- 100% volumes, Buffalo EB Thru goes from 659 to 701 & EB Right Turns stay same at 373.

Route 13 (N. Meadow) @ Buffalo St. (PM Peak)
- EB Left on Buffalo goes to D (41.1) to E (63s) / E (75s).
- 100% volumes, 348 go to 412 left turns, this is metered by signal to west on Fulton St.

Summary of proposed mitigation by SRF Associates:

City Harbor Development
1. Intersection improvements at Route 13/Willow Avenue/Dey Street:
   - Two lanes exiting Willow Ave.
     *(NYSDOT has concerns on the geometry for right turning trucks, radiii and width needs to be designed for proper turning vehicle, this could impact signal. (Comment sent on 6/4/20)*
   - Lengthen Route 13 NB and SB left turn lanes.
   - Share responsibility for installing raised median refuge.
2. TDM strategies to reduce vehicle trips

Carpenter Park Development
3. Replace existing signal equipment at Route 13 at Third Street.
4. Install new signalized three-way intersection at proposed driveway location along Route 13 with pedestrian crossing hardware and crosswalks.
5. TDM strategies to reduce vehicle trips
Additional mitigation considered by SRF Associates:

- Consider reversible travel lanes along Buffalo St. between Taughannock and N. Meadow St. SRF Associates proposed this idea in their latest submission but is not tying it to the permit mitigation by stating the proposed project adds a small amount (3%) of traffic to the intersection. SRF also suggested:
  - Coordinate with ITCTC to development regional TDM strategies
  - Divert eastbound right turn traffic on Buffalo at Fulton to use Taughannock to W. State.
  - Stated no benefit from restricting Fulton SB left turns or Buffalo WB left turns.

Additional mitigation required by NYSDOT:

6. Modify existing lane configuration to create a couplet for Buffalo St. and Court Street between Fulton and Meadow using the existing pavement section. Minimum widening is required (if any). This concept has been simulated and shows some merit and that it does function. It involves:

   a. Buffalo St. becomes one-way eastbound with two eastbound receiving lanes at Fulton, then opens to three lanes (dual left turn and thru) at N. Meadow St. A short section of the north side of Buffalo could be converted to a parking lane (if desired).
   b. Meadow @ Buffalo: all movements head north. The westbound thru/right lane on Buffalo is converted to a right turn only.
   c. Court St. gets converted to a three-lane section (2- lanes westbound/1- lane eastbound). A parking lane would need to be removed and possibly some minor widening on the north side of Court St. (might not be needed though). Court St. would have two westbound left turn lanes @ Fulton and a single eastbound left/thru lane @ Meadow.
   d. Fulton @ Buffalo: The westerly leg would have one receiving lane for the southbound right turns, two eastbound thru lanes, and an eastbound right turn lane (no widening). Signal phasing can be changed so the southbound right turn lane never stops and always has a green at this intersection. This will improve southbound progression along Fulton St.
   e. Buffalo @ Tauchannock Blvd: The eastbound and westbound left turns need to be restricted at this intersection due to the very high east/west thru volumes. The eastbound left turns are very low (3 and 18 vph) during the peak hours. The westbound left turners are a little heavier but have other options to turn at, specifically W. Seneca St. if they stayed on Fulton St.
   f. This concept also addresses the various crash patterns by eliminating the westbound movement at Fulton and Buffalo. Operations improve as well along Buffalo St.
   g. Additional enhanced signing (ground mounted and/or overhead) would be required on Fulton & Meadow to provide guidance for motorists that want to utilize the couplet.
   h. Overall cost is low since it does not require major widening.

7. Enhanced Overhead Signing/Sign Structure(s) on Route 13 (Fulton St.) and at location(s) north of Court St. & Eitsy St. Crash diagrams shows a pattern of southbound sideswipe crashes with motorists changing lanes in advance of these intersections. Reducing the weaving movements within the congestion area should improve progression and safety along Route 13 (Fulton St.). (This is in addition to enhanced overhead/ground mounted signing needed for No. 6 above).

8. Require a post-study and/or traffic counts to ensure site development matches the TIS projected trips as part of the phased of full build development.
Questions For Additional Analysis - DOT Couplet Proposal for Buffalo & Court Sts

- What lane configurations, signal phasings/timings will be proposed at:
  - Court/Fulton
  - Court/Meadow
  - Buffalo/Taughannock
  - Buffalo/Fulton
  - Buffalo Meadow

- How will the above lane configuration and lane length impact parking? For instance, does the westbound approach of Court at Fulton actually require dual lefts, or is one sufficient?

- Impact of changes on emergency response turning movements (IFD can provide specific questions)

- How would the state number route connections be signed (guidance signs), for example, how would Rt 13 N be guided to Rt 89 N or Rt 96 N (which are currently on an overlap)? Similarly for Rt 13 NB & SB to Rt 89, 96 and 79.

- What, if any, impact is there from existing curblines?

- What were the redistribution assumptions? What percentage of NB Rt 13 would be expected to use State St, Seneca St or Court St to reach Rt 89 or Rt 96? Add NB dedicated left for Buffalo & Taughannock?

- How would traffic from downtown and East Hill get pulled differently through the downtown? Can we model the impact of Cornell or even ICSD related traffic on streets like Court Street past GIAC & BJM Elementary?

- What opportunities might be included for pedestrian or bicycle improvements, particularly along Buffalo Street or Court Street as connections to the Cayuga Waterfront Trail? For example, if Court Street was WB only, could a protected two-way bikeway fit?

- What are the efficiencies gained with the new configuration?

- What are the expected costs?

- What is the impact on emergency response and access/travel times to the hospital?

- Are there any impacts on highway/railroad pre-emption systems?
August 18, 2020

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

Re: City Harbor Development, Phase 1
Willow Avenue and Pier Road
Final Site Plan Approval Submission

Dear Lisa,

The Owners and Design Teams have made significant progress in fulfilling the conditions listed in the May 26, 2020 Preliminary Site Plan approval resolution. In an effort to streamline the review of this progress, I’ve reprinted the conditions for Final Site Plan approval and describe how each have been completed.

i. Granting of the required variances by the board of Zoning Appeals,
   **Completed:** The required area variance for the Point West and Point East buildings was granted by the BZA on June 2, 2020. The findings and decision letter was issued by Megan Wilson on June 5, 2020.

ii. Completion of Design Review in accordance with the City Code and the Waterfront Design Guidelines,
    **Completed:** The Design Review for the Development was conducted on June 23, 2020 with the Planning and Development Board.

iii. Submission of colored and keyed building elevations of all facades with building materials samples sheet,
    **Completed:** All colored and keyed building elevations for the Phase 1 buildings were submitted on June 16, 2020 and reviewed by the Planning and Development Board concurrently with the Design Review on June 23, 2020.

iv. Submission of a final Landscape Plan with planting schedule and planting specifications and details, including final selection of street trees on Pier Road
    **Completed:** Street trees and other proposed vegetation along Willow Avenue and Pier Road were reviewed with Jeanne Grace, City Forester on June 17, 2020. The final Landscape Plans enclosed with this submission, inclusive of planting schedules and details, reflect the review and input by the City Forester.

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
    **Completed:** The enclosed Civil and Landscape site drawings have been updated to reflect the final selection of site materials and include the associated details. Manufacturer ‘cut sheets’ for exterior furnishings, railing, bicycle racks, light poles/fixtures, benches and marina utility bollards are provided in the attached Exhibit A.
vi. Plans, drawings and/or visualizations showing all proposed exterior mechanicals and associated equipment including heat pumps, ventilation, etc, including appropriate screening if necessary.

Completed: As illustrated by the exterior building elevations submitted for the June 23, 2020 Design Review, there are no exterior roof-top mechanical systems on the buildings that will be visible from ground level or that would otherwise require screening from any other elevated vantage point. Emergency back-up electric generators are essential for both the Guthrie Medical Office Building (MOB) and City Harbor Point West-East buildings. The location of the two generators continue to be identified on drawings C301 and C302. The Guthrie MOB generator is immediately adjacent to the rear service entrance and not proximate to any public street or pedestrian walk. Therefore, no additional screening is considered necessary. The City Harbor generator will be adjacent to a pedestrian sidewalk and landscaping in combination with an opaque wood framed fence will be used to screen the views of the generator unit.

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.

Completed: There are two distinct and independent criteria conjoined in this condition. First, “transportation” improvements and second, “emergency access” improvements.

The development and implementation of a “transportation plan” addresses physical changes, or mitigations, determined to be necessary in the near-term at the NYS Route 13 and Willow Avenue/Dey Street intersection to retain functional vehicular capacity and concurrently enhance access for pedestrians and bicyclists. With recent direction from NYSDOT Region 3 officials, the design criteria for vehicle capacity have been defined. Coupled with an understanding of the City’s goal to enhance pedestrian/bicycle safety and transform this segment of an arterial corridor into an urban boulevard, the applicant’s transportation consultant (SRF Associates) has developed an appropriate and responsive conceptual transportation plan enclosed herewith titled Concept Plan B and dated July 13, 2020. The estimated cost of this transportation plan is approximately $500,000. We learned on June 30th the NYSDOT is requiring additional Route 13 corridor mitigation known as the Buffalo Street/Court Street “couplet”. As described by NYSDOT in a July 2nd conference call with the City and SRF Associates, the couplet could provide congestion relief and crash reduction for the present traffic conditions. In response to NYSDOT, we understand the City is proposing to undertake the planning, design and funding necessary to facilitate construction of the couplet mitigation concurrently with a 2023 NYSDOT corridor pavement rehabilitation project. With respect to the Willow Avenue/Dey Street intersection, the applicants agree to provide the City with appropriate financial assurances to fund the construction cost and further agree to undertake the design and permitting of Concept B with NYSDOT in order to meet a similar 2023 construction completion schedule.

“Emergency access” improvements, as defined by the City, will facilitate a second means of emergency ingress and egress to the benefit all properties within the Newman District should the Willow Avenue railroad crossing be temporarily blocked or out of service for an extended period of time. Relative to Phase 1 of the City Harbor project, an “emergency access plan” involves identifying, at a conceptual level, viable access corridors and needed infrastructure to establish the secondary access. To this end, the enclosed Concept Plan titled Secondary Emergency Access was prepared and reviewed on July 9, 2020 with representatives of the City Planning and Fire Departments. The key piece of infrastructure needed to facilitate the secondary access is a new vehicular bridge over Cascadilla Creek. Whether a stand-alone emergency apparatus structure or in combination with the CWT, the preferable location for a bridge is adjacent to the current Haunt building on Willow Avenue.
The proposed City Harbor Development site plan, following removal of the Haunt building, will afford sufficient real estate to align a new bridge between Willow Avenue and the south shore of Cascadilla Creek. The submission of the Concept Plan is deemed to fulfill this aspect of the condition. It is understood that subsequent planning, design, construction and funding will be initiated by the City which will involve negotiations with private landowners along the waterfront and other municipal entities, namely the SJC (governing body of the IAWWTF), to secure emergency apparatus access rights. A concept phase cost estimate for the preferred emergency access plan will initially be prepared for the City by the applicant’s transportation consultant. Implementation of a detailed design and construction of the emergency access improvements would be triggered by any future development application in the Newman District that would result in a total of 100 or more residential dwelling units being accessed from Willow Avenue.

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,

**Completed:** A draft TDM Program was submitted to the City Planning Department on June 22, 2020. Based on initial feedback from the City, the Program was revised to address the role of the applicant in implementing and monitoring the effectiveness of the proposed TDM Program. As stated in the attached July 16, 2020 document, the Guthrie Medical Group is committed to assigning the role of TDM Coordinator to a Staff member who will oversee Program implementation, management and reporting. In addition, specific details of the annual status reports and the involvement of the applicant’s transportation consultant have been provided.

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

**Completed:** As identified between drawings C301 and C302, there is a total of 31 exterior bike racks distributed amongst 6 convenient locations within the Development site. The selected locations support Staff and Patient entrances to the Guthrie Medical Office Building as well as dismount zones for bicyclists on the Cayuga Waterfront Trail who access the pedestrian Promenade. An image of the stainless steel “U” rack is included in Exhibit A. In addition, tenants of the City Harbor Point West and Point East buildings will have access to 80 interior racks in a secure Bike Room located on the ground floor level of the Point East building.

With respect to conditions for issuance of a Building Permit, the ability of the Development to fund the Willow Avenue/Dey Street Intersection mitigation cost is predicated on starting the foundation construction for the Guthrie Medical Office Building at the earliest opportunity in September 2020. Therefore, we request the following amendments be adopted to reflect the legal relationships that are specific to the City of Ithaca and City Harbor, LLC and do not otherwise affect foundation construction for the Guthrie Medical Office Building:

x. Execution of required utility easement agreements with the City of Ithaca and Ithaca Area Waste Water Facility owners before issuance of a Building Permit for the City Harbor Point West or Point East buildings,

xi. Execution of an MOU with the City of Ithaca for installation and maintenance of improvements to Pier Road before issuance of a Building Permit for the City Harbor Point West or Point East buildings,
If you agree the conditions of Final Site Plan Approval listed above have been adequately addressed, we respectfully request the amendments to Conditions x and xi as suggested above and consideration of Final Site Plan approval on August 25, 2020. Please contact me at the earliest opportunity with any questions or comments. Thank you.

Respectfully,

David A. Herrick, P.E.

Enclosures:
(14) Civil Drawings dated July 14, 2020 (23 sheets)
(14) Landscape Drawings dated July 14, 2020 (19 sheets)
(14) Concept Plan B, City Harbor Roadway Improvements dated July 13, 2020 (1 sheet)
(14) Concept Plan, Secondary Emergency Access dated July 14, 2020 (1 sheet)
(1) Exhibit A – Manufacturer Details (25 pages)
(1) Transportation Demand Management Program dated July 16, 2020 (6 pages)

Cc: J. Edger, City Harbor
    C. Lambrou, City Harbor
    J. Hawley, Guthrie
    T. Collins, Guthrie
    K. Chesebrough, WPD
    S. Hugo, HOLT
    S. Hemenway, HBT
    D. Kruse, SRF
WARNING: It is a violation of New York State Law for any person, unless acting under the direction of a licensed Architect, to alter this document in any way. If a document bearing the seal of an Architect is altered, the altering Architect shall affix to such document his seal and the notation "altered by" followed by his signature, the date of such alteration, and a specific description of the alteration.
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GUTHRIE MOB CONSTRUCTION PHASE

GUTHRIE MOB STABILIZATION PHASE

STORMWATER MANAGEMENT AND EROSION CONTROL NOTES

INLET PROTECTION

C702
WARNING: It is a violation of New York State Law for any person, unless acting under the direction of a licensed Architect, to alter this document in any way. If a document bearing the seal of an Architect is altered, the altering Architect shall affix to such document his seal and the notation "altered by" followed by his signature, the date of such alteration, and a specific description of the alteration.
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GENERAL NOTES:
1. SEE SITE PLANS FOR LAYOUT OF UNDERGROUND UTILITIES, GRADING AND DRAINAGE, PAVING DETAILS.
2. SEE ELECTRICAL DRAWINGS FOR LAYOUT OF UNDERGROUND ELECTRICAL AND LIGHTING.
3. SEE STRUCTURAL ENGINEERING DRAWINGS FOR FOUNDATION DETAILS.
4. SEE ARCHITECTURAL DRAWINGS FOR INTERIOR DETAILS.
5. SEE SOIL TESTING REPORT FOR FOUNDATION DESIGN.
6. SEE ARCHITECTURAL DRAWINGS FOR FLOOR PLAN, ELEVATIONS, AND SECTION DETAILS.
7. ALL DETAILED CONSTRUCTION DRAWINGS REQUIRED TO BE SUBMITTED TO THE CITY OF ITHACA FOR REVIEW AND APPROVAL PRIOR TO INSTALLATION.
8. ALL PLANS AND DRAWINGS TO BE缙INZED PRIOR TO CONSTRUCTION.
9. ALL IMPROVEMENTS TO BE PERFORMED IN CONFORMITY WITH THE CITY OF ITHACA ZONING LAWS AND REGULATIONS.
10. THE SITE PLANS HAVE BEEN PREPARED FOR ILLUSTRATIVE PURPOSES ONLY.

AGREED UPON IMPROVEMENTS BOUNDARY:
BETWEEN CITY HARBOR AND GUTHRIE MEDICAL GROUP, SEE CIVIL PLANS.

NOTE: IMPROVEMENTS INCLUDED AS PART OF GMG PROJECT & RELATED PLANS.
WALKWAYS, DRIVE AREAS, AND PARKING AREAS SHOWN FOR ILLUSTRATIVE PURPOSES; SEE CIVIL DRAWINGS.
VERIFY DIMENSIONS AND LAYOUT OF ALL PAVING, PLANTING, AND FURNISHINGS PRIOR TO INSTALLATION. REPORT DISCREPANCIES TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
ALL FREESTANDING STONE AND PLANTING MATERIALS TO BE INSPECTED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT APPROVAL PRIOR TO INSTALLATION.
ALL PLANTERS AND SEATING FURNITURE TO BE LAID OUT WITH LANDSCAPE ARCHITECT.

WATER ACCESS & PUBLIC SPACE IMPROVEMENTS TO BE DETAILED AS PART OF PHASE 2 OF CITY HARBOR PROJECT.
NOTE: IMPROVEMENTS INCLUDED AS PART OF GMG PROJECT & RELATED PLANS.

GUTHRIE MEDICAL GROUP AT CITY HARBOR IS A SEPARATE PROJECT AND IS INCLUDED FOR ILLUSTRATIVE REFERENCE. ALL SITE AND LANDSCAPE CONSTRUCTION COORDINATION BETWEEN THESE PROJECTS TO BE DETERMINED DURING A PRE-CONSTRUCTION MEETING WITH THE PARTICIPATION OF OWNERS, CONTRACTORS, CIVIL ENGINEER, AND LANDSCAPE ARCHITECT.

NOTES:
1. L000 IS FOR ILLUSTRATIVE PURPOSES ONLY.
2. SEE L-100 AND L-200 FOR MATERIALS PLAN AND PLANTING PLAN.

DATE: PROJECT: SCALE: DRAWN BY:

WARNING: It is a violation of New York State Law for any person, unless acting under the direction of a licensed Architect, to alter this document in any way. If a document bearing the seal of an Architect is altered, the altering Architect shall affix to such document his seal and the notation "altered by" followed by his signature, the date of such alteration, and a specific description of the alteration.
NOTE: ON 5TH FLOOR

1. PAV03-1

ANY MATERIAL SUBSTITUTIONS OR ALTERNATIVES TO THOSE INDICATED IN THE MATERIALS SCHEDULE TO BE APPROVED BY LANDSCAPE ARCHITECT.

6. SEE L-300-3

5. L100A-1

ALL FINAL LIGHTING FIXTURES, CONNECTION DETAILS, AND INSTALLATION DETAILS TO BE APPROVED BY MANUFACTURER AND CONTRACTOR.

3. SEE CIVIL ENGINEERING DRAWINGS FOR GRADING, LAYOUT, AND UTILITY CONNECTION.

2. SEE CIVIL DRAWINGS FOR LAYOUT OF UNDERGROUND UTILITIES, GRADING, AND PAVING DETAILS.

1. SEE SITE DEVELOPMENT DRAWINGS FOR LAYOUT OF ALL FREESTANDING STONE AND PLANTING MATERIALS TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

GENERAL NOTES:

1. ALL PLANS MUST BE CLOSER TO LANDSCAPE ARCHITECT APPROVAL PRIOR TO INSTALLATION.

2. ALL DRAWINGS ARE TENTATIVE AND SUBJECT TO CHANGE. AS PREPARED WITH ASSISTANCE BY T. MILLER.

3. ALL DRAWINGS ARE TENTATIVE AND SUBJECT TO CHANGE. AS DRAWN.

4. DRAWINGS BASED ON SITE BASE OF 1/2 SCALE. DRAWINGS BASED ON SITE PROJECTS FOR REVISIONS. SEE CIVIL DRAWINGS FOR LAYOUT OF FOUNDATION DETAILS.

5. SEE STRUCTURAL ENGINEERING DRAWINGS FOR FOUNDATION DETAILS.

6. SEE SITE DEVELOPMENT DRAWINGS FOR LAYOUT OF ALL FREESTANDING STONE AND PLANTING MATERIALS TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

7. VERIFY DIMENSIONS AND LAYOUT OF ALL PAVING, PLANTING, AND FURNISHINGS PRIOR TO INSTALLATION. REPORT DISCREPANCIES TO LANDSCAPE ARCHITECT.

8. VERIFY DIMENSIONS AND LAYOUT OF ALL FREESTANDING STONE AND PLANTING MATERIALS TO BE APPROVED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

9. ALL IMPROVEMENTS ON CITY LAND PER AGREEMENTS BETWEEN CLIENT AND CITY OF ITHACA, AS PREPARED WITH ASSISTANCE BY T.G.MILLER.

10. ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT APPROVAL PRIOR TO INSTALLATION.

11. SUCCUR MEDICAL GROUP AT CITY HARBOR IS A SEPARATE PROJECT AND IS INCLUDED FOR ILLUSTRATIVE REFERENCE. ALL SITE AND LANDSCAPE IMPROVEMENTS ARE INCLUDED FOR ILLUSTRATIVE REFERENCE.

12. IT IS A VIOLATION OF NEW YORK STATE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED ARCHITECT, TO ALTER THIS DOCUMENT IN ANY WAY. IF A DOCUMENT IS AMENDED, A LAMINATED COPY OF THE AMENDED DOCUMENT AND AN AFFIDAVIT STATING THE AMENDMENTS MADE MUST BE AFFIXED TO THE DOCUMENT.

DATE: 6-16-20

REVISION SCHEDULE:

1. Initial
2. Revision 1
3. Revision 2
4. Revision 3
5. Revision 4
6. Revision 5
7. Revision 6
8. Revision 7
9. Revision 8
10. Revision 9
11. Revision 10
12. Revision 11

DRAWN BY:

YY

SCALE: 1" = 20' - 0"

101 Pier Road, Ithaca, New York

City Harbor Development
Phase I

DATE: 7/17/2020

7/17/2020

Design Review

GUTHRIE MEDICAL GROUP AT CITY HARBOR IS A SEPARATE PROJECT AND IS INCLUDED FOR ILLUSTRATIVE REFERENCE. ALL SITE AND LANDSCAPE IMPROVEMENTS ARE INCLUDED FOR ILLUSTRATIVE REFERENCE.
GENERAL NOTES:
1. SEE CIVIL ENGINEERING DRAWINGS FOR LAYOUT OF UNDERGROUND UTILITIES, GRADING AND DRAINAGE, PAVEMENT DETAILS.
2. SEE STRUCTURAL ENGINEERING DRAWINGS FOR FOUNDATION AND BUILDING DETAILS.
3. SEE ELECTRICAL ENGINEERING DRAWINGS FOR ELECTRICAL AND LIGHTING DETAILS.
4. SEE MECHANICAL ENGINEERING DRAWINGS FOR MECHANICAL DETAILS.
5. SEE MECHANICAL & PLUMBING ENGINEERING DRAWINGS FOR PLUMBING DETAILS.
6. SEE SITE MATERIALS SCHEDULE FOR MATERIALS SCHEDULE TO BE APPROVED BY LANDSCAPE ARCHITECT.
7. SEE SPECIFICATION SHEETS FOR SOILS SPECIFICATIONS.
8. ALL FREESTANDING STONE AND PLANTING MATERIALS TO BE INSPECTED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
9. ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT APPROVAL PRIOR TO INSTALLATION.
10. VERIFY DIMENSIONS AND LAYOUT OF ALL PAVING, PLANTING, AND FURNISHINGS PRIOR TO INSTALLATION. REPORT DISCREPANCIES TO LANDSCAPE ARCHITECT.
11. ALL TRANSFORMER LOCATIONS TO BE APPROVED BY ELECTRICAL ENGINEER, CIVIL ENGINEER, AND LANDSCAPE ARCHITECT.
12. SEE L-100 FOR PLANTING PLAN.
13. SEE L-100A FOR FULL MATERIALS SCHEDULE.
14. MEDICAL GROUP - SEE CIVIL PLANS.
15. SEE L-200 FOR PLANTING PLAN.
16. SEE CIVIL PLANS FOR GRADING, LAYOUT, AND UTILITY CONNECTION.
17. BUILDING FOOTPRINTS FROM THOSE PLANS ARE SHOWN IN THESE DRAWINGS FOR REFERENCE, SEE CIVIL PLANS FOR FINAL DIMENSIONS.
**GENERAL NOTES:**

1. THIS SITE PLAN IS AN APPROXIMATE LAYOUT OF UNDERGROUND UTILITIES, GRADING AND LANDSCAPE DETAILS, AND LAYOUT.
2. SEE STRUCTURAL ENGINEERING DRAWINGS FOR POINT WEST PLAZA FOUNDATION DETAILS.
3. SEE CIVIL ENGINEERING DRAWINGS FOR POINT WEST PLAZA FOUNDATION DETAILS.
4. SEE ELECTRICAL DRAWINGS FOR LAYOUT OF UNDERGROUND ELECTRICAL AND LIGHTING DETAILS.
5. SEE CIVIL DRAWINGS FOR LAYOUT OF UNDERGROUND UTILITIES, GRADING AND DRAINAGE, PAVING DETAILS.
6. ALL FINAL LIGHTING FIXTURES, CONNECTION DETAILS, AND INSTALLATION DETAILS TO BE APPROVED BY MANUFACTURER AND CONTRACTOR.

**SCHEDULE PLAN & SITE MATERIALS**

**PROJECT:**
- GUTHRIE
- WATER ACCESS & PUBLIC SPACE IMPROVEMENTS TO BE BETWEEN CITY HARBOR AND GUTHRIE

**NOTE:**
- IMPROVEMENTS INCLUDED AT CITY HARBOR
- SEE ARCHITECTURE PLAN
- NOTE: IMPROVEMENTS INCLUDED AT CITY HARBOR
- NOTE: IMPROVEMENTS INCLUDED AT CITY HARBOR
- NOTE: IMPROVEMENTS INCLUDED AT CITY HARBOR

**COMPANY TO BE NOTIFIED:**
- GUTHRIE MEDICAL GROUP
- AT CITY HARBOR
- 607 273 7600     www.holt.com
- Syracuse, New York 13202
- 619 West State Street
- Ithaca, New York 14850

**NOTES:**
- DATE
- DESIGN REVIEW
- DATE
- OF OWNERS, CONTRACTORS, CIVIL ENGINEER, AND LANDSCAPE ARCHITECT.

**SPECIFICATIONS:**
- SEE SPECIFICATION SHEETS FOR SOILS SPECIFICATIONS.
- SEE CIVIL ENGINEERING DRAWINGS FOR GRADING, LAYOUT, AND UTILITY CONNECTION.
- SEE ELECTRICAL DRAWINGS FOR LAYOUT OF UNDERGROUND ELECTRICAL AND LIGHTING DETAILS.
- SEE STRUCTURAL ENGINEERING DRAWINGS FOR POINT WEST PLAZA FOUNDATION DETAILS.

**PLANTINGS:**
- ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
- ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.

**CONSTRUCTION:**
- ALL FINAL LIGHTING FIXTURES, CONNECTION DETAILS, AND INSTALLATION DETAILS TO BE APPROVED BY MANUFACTURER AND CONTRACTOR.

**ARCHITECTURE PLAN:**
- GUTHRIE MEDICAL GROUP AT CITY HARBOR
-赚取 CIVIL ENGINEERING DRAWINGS FOR GRADING, LAYOUT, AND UTILITY CONNECTION.
-赚取 ELECTRICAL DRAWINGS FOR LAYOUT OF UNDERGROUND ELECTRICAL AND LIGHTING DETAILS.
-赚取 STRUCTURAL ENGINEERING DRAWINGS FOR POINT WEST PLAZA FOUNDATION DETAILS.
GENERAL NOTES:
1. SEE CIVIL DRAWINGS FOR LAYOUT OF UNDERGROUND UTILITIES, GRADING AND DRAINAGE, PAVING DETAILS
2. SEE STRUCTURAL ENGINEERING DRAWINGS FOR FOUNDATION DETAILS
3. SEE SITE MATERIALS PLAN & SCHEDULE - GMG
4. SEE ELECTRICAL AND LIGHTING DETAILS
5. SEE PLUMBING DETAILS
6. WALKWAYS, DRIVE AREAS, AND PARKING AREAS SHOWN FOR ILLUSTRATIVE PURPOSES; SEE CIVIL DRAWINGS.
7. VERIFY DIMENSIONS AND LAYOUT OF ALL PAVING, PLANTING, AND FURNISHINGS PRIOR TO INSTALLATION. REPORT DISCREPANCIES TO LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
8. ALL FREESTANDING STONE AND PLANTING MATERIALS TO BE INSPECTED BY LANDSCAPE ARCHITECT PRIOR TO INSTALLATION.
9. ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT APPROVAL PRIOR TO INSTALLATION.
10. ALL IMPROVEMENTS ON CITY LANDS FOR AGREEMENTS BETWEEN CLIENT AND CITY OF ITHACA, AS PREPARED WITH ASSISTANCE BY T.G. MILLER ENGINEERS.
1. LANDSCAPE INSTALLATION AND MAINTENANCE NOTES

- Installation of plants and materials shall be done in accordance with the approved landscape architect's plans.
- All plantings shall be placed according to the plans, as approved by the landscape architect.
- Site plants shall be laid out with landscape architect approval prior to installation.
- ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT APPROVAL PRIOR TO INSTALLATION.

2. GENERAL NOTES:

- Maintain all native plant materials in good condition.
- Inspect all native plants for signs of disease or pest damage.
- Remove any dead or damaged plants immediately.
- Continue routine maintenance as needed.

3. SITE PLANTING NOTES:

- Site plants shall be laid out with landscape architect approval prior to installation.
- ALL PLANTINGS TO BE LAID OUT WITH LANDSCAPE ARCHITECT APPROVAL PRIOR TO INSTALLATION.

4. PLAN & SITE PLANTING

- Drawn by:

5. WATER ACCESS & PUBLIC SPACE IMPROVEMENTS TO BE

- SEE CIVIL DRAWINGS FOR LAYOUT OF UNDERGROUND UTILITIES, GRADING AND DRAINAGE, PAVING DETAILS.

6. GENERAL NOTES:

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- Drawn by:

10. GENERAL NOTES:

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11. PLAN & SITE PLANTING

- Drawn by:

12. GENERAL NOTES:

- Maintain all native plant materials in good condition.
- Inspect all native plants for signs of disease or pest damage.
- Remove any dead or damaged plants immediately.
- Continue routine maintenance as needed.
NY13 NORTHBOUND IMPROVEMENTS:
1. LEFT TURN LANE
   - LEFT TURN STORAGE EXTENDED FROM 160' TO 325' WITH STANDARD 75' TAPER.
2. MEDIAN REFUGE ISLAND
   - INSTALL CENTER RAISED ISLAND, 8' WIDE, ALONG FULL LENGTH OF LEFT TURN LANE.
   - ROADWAY WIDENING TO ACCOMMODATE THE CENTER ISLAND, USING 4' FROM EACH SHOULDER ON BOTH SIDES OF THE ROADWAY.
   - NORTHBOUND LANE SHIFT OF 107', BASED ON THE 40 MPH SPEED AND 4' LANE SHIFT.
   - SOUTHBOUND LANE SHIFT OF 107' (RETURN TAPER).

CONCEPT PLAN "B"
CITY HARBOR ROADWAY IMPROVEMENTS
NORTH MEADOW (NY13) @ WILLOW AVENUE & DEY STREET

DATE: JULY 15, 2020

DRAWN TO SCALE: 1/2" = 20'
EXHIBIT A - MANUFACTURER DETAILS

Exterior Site Furnishings 3 pg
Bicycle Rack 1 pg
Site Light Fixtures and Poles 4 pg
Nautical Pole/Mast 2 pg
Plaza Railing 3 pg
Exterior Furniture 11 pg
Marina Utility Pedestal 1 pg
RCPMC6 — Madison Recycled Plastic Contour Bench

6’ contour bench with recycled plastic seat and back planks and steel armrests and legs

Material
The 6’ contour bench is composed of .50” thick formed steel armrests and legs with 1.5” x 3.5” (2" x 4" nominal dimensions) recycled plastic planks for the seat and back rest. The armrests are 3.5” wide and have individual right end and left end orientations. The bench is 79.25” long and will support 200 lbs per linear foot.

The bench is designed to be portable for flexibility in placement or surface mounted using predrilled .5" diameter holes in feet to prevent movement. Mounting hardware is not included.

The planks are made of 95% recycled content by weight and are impervious to moisture and corrosion, do not require the application of sealants or preservatives, and will never need painting or staining throughout the product’s life.

Finish
Fade-resistant, powder coated steel components feature a state-of-the art primer proven to prevent rusting. Treated components exceed the industry standard by 34% in testing by independent sources.

Color
See website or sales representative for color choices.

Assembly
Some assembly is required. Assembly hardware is included.

Maintenance
The product is virtually maintenance-free and requires only periodic cleaning with a sponge and a solution of mild detergent and water to remove surface dirt. Do not clean with solvent or petroleum base products.

Warranty
20-year limited structural warranty on recycled plastic from the date of purchase. See full details on multi-year warranties for components at www.anovafurnishings.com/warranty.asp.

<table>
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<tr>
<th>Unit Weight</th>
<th>Unit Shipping Wt. UPS</th>
<th>Unit Shipping Wt. Truck (1+ Units)</th>
<th>Unit Ship Size w/Pallet</th>
<th>Max Units Per Pallet</th>
<th>Pallet Size/Wt. (33&quot; x 48&quot;)</th>
<th>Total No. Pkgs.</th>
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<td>244lbs.</td>
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<td>254 lbs/unit</td>
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<td>100 lbs.</td>
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1/23/2017 Copyright 2017 ANOVA® Made in U.S.A
THMC6 — Madison Thermory® Contour Bench

6’ contour bench with Thermory seat and back planks and steel armrests and legs

Material
The 6’ contour bench is composed of .50” thick formed steel armrests and legs with 1.5” x 3.5” (2” x 4” nominal dimensions) Thermory planks for the seat and back rest. The armrests are 3.5” wide and have individual right end and left end orientations. The bench is 79.25” long and will support 200 lbs. per linear foot.

The bench is designed to be portable for flexibility in placement or surface mounted using pre-drilled .50” diameter holes in feet to prevent movement. Mounting hardware is not included.

Low-maintenance Thermory is made from thermally-modified North American White Ash—a sustainably-harvested and renewable temperate hardwood. It is an environmentally-friendly hardwood and a great alternative to commonly used tropical rainforest hardwoods because of its dimensional stability and Class 1 durability (25+ years). Thermory has a lower carbon footprint than tropical hardwoods.

Finish
Fade-resistant, powder coated steel components feature a state-of-the-art primer proven to prevent rusting. Treated components exceed the industry standard by 34% in testing by independent sources.

Thermory is a lustrous chocolate brown color when new and will naturally age to uniform silver/gray over time. The color-changing process begins immediately and varies with the amount of UV-exposure.

Color
See website or sales representative for color choices.

Assembly
Some assembly is required. Stainless steel assembly hardware is included.

Maintenance
Clean with mild soap and water. Let dry thoroughly. To maintain original color, regularly apply standard deck oil, such as Cutek® Extreme Wood Protection Oil.

Warranty
10-year limited structural warranty from the date of purchase. See full details on multi-year warranties for components at www.anovafurnishings.com/warranty.aspx.

<table>
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<tr>
<th>Unit Weight</th>
<th>Unit Shipping Wt. UPS</th>
<th>Unit Shipping Wt. Truck (1+ Units)</th>
<th>Unit Ship Size w/Pallet</th>
<th>Max Units Per Pallet</th>
<th>Pallet Size/Wt. (33” x 48”)</th>
<th>Total No. Pkgs.</th>
<th>Shipping Class</th>
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<td>214 lbs.</td>
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<td>15 cu. ft.</td>
<td>5</td>
<td>100 lbs.</td>
<td>4</td>
<td>70</td>
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1/16/2018  Copyright 2018 ANOVA®  Made in USA of US and imported parts.
TT350T — Madison Thermory® Receptacle with Open Top

35-gallon receptacle with Thermory slats, open top, plastic liner and rubber feet

Material
The receptacle is 31.57” tall and is composed of 5” x 2.5” Thermory slats and 12-gauge steel side panels. The Thermory slats are attached to three inner steel bands for maximum support.

The top is made of 15-gauge galvanealed spun steel and features a 15” diameter center waste opening and includes a 14” web security strap and lift off for easy waste disposal.

The receptacle is designed to be portable for flexibility in placement or surface mounted using pre-drilled .50” diameter holes inside base to prevent movement. The rubber feet are adjustable to assist in leveling the receptacle. The reusable plastic liners are made of high-density polyethylene. Mounting hardware is not included.

Low-maintenance Thermory is made from thermally-modified North American White Ash—a sustainably-harvested and renewable temperate hardwood. It is an environmentally-friendly hardwood and a great alternative to commonly used tropical rainforest hardwoods because of its dimensional stability and Class 1 durability (25+ years). Thermory has a lower carbon footprint than tropical hardwoods.

Finish
Fade-resistant, powder coated steel components feature a state-of-the-art primer proven to prevent rusting. Treated components exceed the industry standard by 34% in testing by independent sources.

Thermory is a lustrous chocolate brown color when new and will naturally age to uniform silver/gray over time. The color-changing process begins immediately and varies with the amount of UV-exposure.

Color
See website or sales representative for color choices.

Assembly
The receptacle ships fully assembled and ready for use.

Maintenance
Clean with mild soap and water. Let dry thoroughly. To maintain original color, regularly apply standard deck oil, such as Cutek® Extreme Wood Protection Oil.

Warranty
10-year limited structural warranty from the date of purchase. See full details on multi-year warranties for components at www.anovafurnishings.com/warranty.aspx.

Replacement Parts
Black Plastic Liner R-DOM1015
Open Top R-5625

Accessories
Ash/Trash Top R-5518
Bonnet Top F3202
Bonnet Ash Top F3203
Open Hood Top F3207
Visor Hood Top F3209
Dome Recycler Top F3205
Visor Recycler Top F3206

SHIPPING INFORMATION

<table>
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<tr>
<th>Unit Weight</th>
<th>Unit Shipping Wt. UPS</th>
<th>Unit Shipping Wt. Truck (1=Units)</th>
<th>Unit Ship Size</th>
<th>Max Units Per Pallet</th>
<th>Pallet Size/Wt.</th>
<th>Total No. Pkgs.</th>
<th>Shipping Class</th>
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<td>60 lbs.</td>
<td>N/A</td>
<td>70 lbs./unit</td>
<td>12 cu. ft.</td>
<td>N/A</td>
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<td>2</td>
<td>125</td>
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1/16/2018 Copyright 2018 ANOVA® Made in USA of US and imported parts.
DESCRIPTION

LED technology combined with the Icon luminaires unique form creates the choice solution for modern site lighting applications. The Icon luminaires gentle curves and sleek profile create a shape that is beyond common. Two unique arm choices combined with structural element options provide no limitations in bridging to the architectural application.

SPECIFICATION FEATURES

Construction

HOUSING: Heavy-wall, one-piece, die-cast aluminum housing has precise tolerance control and repeatability in manufacturing. Integral aluminum heat sink provides superior heat transfer in -40°C ambient environment. DOOR: One-piece, die-cast aluminum construction with tool-less release latch. Door swings down and is retained on heavy duty leafpin hinge. GASKET: Continuous gasket provided to seal housing to door. HARDWARE: Tool-less release button latches are stainless steel/aluminum construction, painted to match housing and allow access to internal housing and electrical components.

Optics

Choice of twelve patented, high-efficiency AccuLED Optics™ distributions. Optics are precisely designed to shape the light output, maximizing efficiency and application spacing. AccuLED Optics technology creates consistent distributions with the scalability to meet customized application requirements. Offered Standard in 4000K (+/- 275K) CCT and minimum 70 CRI. Optional 3000K CCT, 70 or 80 CRI. For the ultimate level of spill light control, functions in conjunction with the flowing lines from pole to luminaire provide a dramatic form where excitement in architectural design is desired. Arm weldment assembly manufactured of 6061, 6063 cast aluminum subcomponents. The medium Icon arm (SDM) assembly mounts to a 5” O.D. round straight pole equipped with a 4” O.D. by 10” tall tenon. The Small Icon Arm (SDS) fits 4” O.D. tenon or slipfits over 4” round straight pole. Arm secures to pole with provided stainless steel hex head fasteners and includes a removable side cap for wire access and inspection.

Finish

Housing is finished in five-stage super TGIC polyester powder coat paint, 2.5 mil nominal thickness for superior protection against fade and wear. LightBAR cover plates are standard white and may be specified to match finish of luminaire housing. Standard colors include black, bronze, grey, white, dark platinum and graphite metallic. RAL and custom color matches available. Consult Outdoor Architectural Colors brochure for a complete selection.

Warranty

Five-year warranty.

DIMENSIONS

<table>
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<th>ICS</th>
<th>ICM</th>
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<tbody>
<tr>
<td>21-3/16” [538mm]</td>
<td>27-11/16” [703mm]</td>
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<tr>
<td>6-3/16” [157mm]</td>
<td>7-1/16” [178mm]</td>
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<td>6-5/8” [166mm]</td>
<td>8-1/2” [216mm]</td>
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<tr>
<td>6-1/2” [163mm]</td>
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</tr>
</tbody>
</table>

ICS Icon Small: 37 lbs. (16.82 kgs.)
ICS Icon Medium: 50 lbs. (22.73 kgs.)
**0-10V (DIM)**

The DIM option provides 0-10V a dimming driver and dimming wire leads for use with a lighting control panel or other control method.

**Photocontrol (PC, PER and PER7)**

Optional button-type photocontrol (PC) and photocontrol receptacles (PER and PER7) provide a flexible solution to enable “dusk-to-dawn” lighting by sensing light levels. Advanced control systems compatible with NEMA 7-pin standards can be utilized with the PER7 receptacle.

**Dimming Occupancy Sensor (MS/DIM-LXX, MS/X-LXX and MS-LXX)**

These sensors are factory installed in the luminaire housing. When the MS/DIM-LXX sensor option is selected, the occupancy sensor is connected to a dimming driver and the entire luminaire dims when there is no activity detected. When activity is detected, the luminaire returns to full light output. The MS/DIM sensor is factory preset to dim down to approximately 50 percent power with a time delay of five minutes. The MS-LXX sensor is factory preset to turn the luminaire off after five minutes of no activity. The MS/X-LXX is also preset for five minutes and only controls the specified number of light engines to maintain steady output from the remaining light engines.

These occupancy sensors includes an integral photocell that can be activated with the FSIR-100 accessory for “dusk-to-dawn” control or daylight harvesting - the factory preset is OFF. The FSIR-100 is a wireless tool utilized for changing the dimming level, time delay, sensitivity and other parameters.

A variety of sensor lens are available to optimize the coverage pattern for mounting heights from 8’-40’.

**LumaWatt Wireless Control and Monitoring System (LWR-LW and LWR-LN)**

The LumaWatt Pro system is a peer-to-peer wireless network of luminaire-integral sensors for any sized project. Each sensor is capable of motion and photo sensing, metering power consumption and wireless communication. The end-user can securely create and manage sensor profiles with browser-based management software. The software will automatically broadcast to the sensors via wireless gateways for zone-based and individual luminaire control. The LumaWatt Pro software provides smart building solutions by utilizing the sensor to provide easy-to-use dashboard and analytic capabilities such as improved energy savings, traffic flow analysis, building management software integration and more.

For additional details, refer to the LumaWatt Pro product guides.
Round Straight Aluminum Pole
No Arm — 4-Bolt Base

Pole Cap - Aluminum
With Stainless Steel Screws
(Tenon Option Available - See Mounting Designation)

Wall Thickness
Straight Aluminum Tube
Alloy 6063-T6

Handhole
4-Bolt Base
With Bolt Covers

Finish
01 = Satin Aluminum
BA = Black Powder Coat
BH = White Powder Coat
BM = Dark Bronze Powder Coat
BV = Dark Green Powder Coat
GC = Gray Powder Coat
** = Specify Finish

Dimensions in Inches

A Mounting Height

B Wall Thickness
Straight Aluminum Tube
Alloy 6063-T6

C Butt Diameter
4-Bolt Base
With Bolt Covers

D Top Diameter

EPA Notes:
Effective Projected Area (EPA) in square feet. EPA's calculated using wind velocity (mph) indicated in accordance with 2009 AASHTO LTS-5 using a 25 year design life. Maximum EPA is based on the luminaire weight shown. Increased luminaire weight may reduce the maximum EPA. If weight is exceeded, or if other design life or code is required, please consult the factory.

Vibration Damper
When determined necessary by Hapco, a Vibration Damper will be factory-installed inside the pole shaft. Customer specification of the damper is available.

Mounting Designation
Side Drill Mount - For Side Drill Mount applications specify luminaire type, quantity and orientation. A luminaire drilling template must be supplied at time of order.

Tenon Mount
For Tenon Mount applications specify both Tenon diameter (2.375", 2.875", 3.5", etc.) and length (3", 4", etc.).

Catalog Number
RSA14B4-4

Finish per Customer Specification.

WARNING:
Do not install light pole without luminaire.
RSA Round Straight Aluminum Pole
No Arm — 4-Bolt Base

Wall Thickness
Straight Aluminum Tube
Alloy 6063-T6

Finish
- O1 = Satin Aluminum
- BA = Black Powder Coat
- BH = White Powder Coat
- BM = Bronze Powder Coat
- BV = Dark Green Powder Coat
- GC = Gray Powder Coat
- ** = Specify Finish

Top Diameter

Butt Diameter

Dimensions in Inches

<table>
<thead>
<tr>
<th>B</th>
<th>WALL THICKNESS</th>
<th>C</th>
<th>BUTT DIAMETER</th>
<th>TOTAL LUM. WEIGHT</th>
<th>MAXIMUM EPA</th>
<th>OLd CAT. NUMBER</th>
<th>CATALOG NUMBER</th>
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<tr>
<td>6</td>
<td>0.156&quot;</td>
<td>6</td>
<td>100</td>
<td>7.4</td>
<td>5.6</td>
<td>5.2</td>
<td>4.1</td>
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</tbody>
</table>

Handhole

Anchorage
- Anchorage Kit will include four (4) L-shaped Steel Anchor Bolts conforming to AASHTO M314-90 Grade 55. Ten inches (10") of threaded end will be galvanized per ASTM A153.
- Kits will contain four (4) Hex Nuts, four (4) Lock Washers, and four (4) Flat Washers (all components Galvanized Steel). A bolt circle template will be provided.

Vibration Damper
- When determined necessary by Hapco, a Vibration Damper will be factory-installed inside the pole shaft. Customer specification of the damper is available.

Mounting Designation
- Side Drill Mount - For Side Drill Mount applications specify luminaire type, quantity and orientation. A luminaire drilling template must be supplied at time of order.
- Tenon Mount - For Tenon Mount applications specify both Tenon diameter (2.375", 2.875", 3.5", etc.) and length (3", 4", etc.).

EPA Notes: Effective Projected Area (EPA) in square feet. EPA is calculated using wind velocity (mph) indicated in accordance with 2009 AASHO LRFD-5 using a 25 year design life. Maximum EPA is based on the luminaire weight shown. Increased luminaire weight may reduce the maximum EPA. If weight is exceeded, or if other design life or code is required, please consult the factory.

WARNING: Do not install light pole without luminaire.

Finish per Customer Specification.

26252 Hillman Highway
Avington, VA 24210
800.368.7171
www.hapco.com
The **Nautical Double Mast Series** from Concord American Flagpole uses high strength aluminum brackets to produce an offset, double shaft nautical design. Available in heights from **30' to 80'**, these flagpoles include both the yardarm and gaff, authenticating the look of the mast and rigging design from historic sailing vessels.

### Standard Specifications
- Patented, Heavy-Duty Gold Anodized Aluminum Ball
- Cast Aluminum Double Revolving Truck Assembly with Aluminum Pulleys
- Extruded Aluminum Flagpole Bands with Stainless Steel Attaching Hardware
- Three (3) Eye Hook mounted Single Pulleys *(Yardarm and Gaff)*
- Complete External Halyard Assembly
  - Five (5) Rope Halyards - 5/16" #10 Polyester
  - Ten (10) Stainless Steel Swivel Flagsnaps
  - Ten (10) Neoprene Flagsnap Covers
- Five (5) 9" Heavy-Duty Aluminum Cleats
- Spun Aluminum FC-11 Flash Collar
- Galvanized 16-Gauge Corrugated Steel Ground Sleeve with Steel Grounding Spike

### Standard Upgrades – 10" and 12" Butt Diameters
- Heavy-Duty Truck with Dual SEALED Bearing Assemblies
- Five (5) Rope Halyards - Heavy-Duty 3/8" #12 Polyester
- Ten (10) Heavy-Duty Stainless Steel Flagsnaps with Covers
- Heavy-Duty 5/8" Ball Stem
- Heavy-Duty Cast Aluminum Collar
### Nautical Double Mast Series - NDM

**External Double Revolving with Yardarm and Gaff - Rope Halyard**

<table>
<thead>
<tr>
<th>Mtg. Ht.</th>
<th>Butt Dia.</th>
<th>Wall Thickness</th>
<th>Pole Sections*</th>
<th>Set Depth</th>
<th>Top Dia.</th>
<th>Yard Arm Length</th>
<th>Gaff Length</th>
<th>Catalog Number</th>
<th>Specify Finish</th>
<th>Satin</th>
<th>Clear</th>
<th>Dark Bronze</th>
<th>Black</th>
<th>White</th>
<th>BronzeTone</th>
<th>Black, White or Clear Powdercoat</th>
</tr>
</thead>
<tbody>
<tr>
<td>30'</td>
<td>6&quot; .188&quot;</td>
<td>1</td>
<td>3'0&quot;</td>
<td>3.5&quot;</td>
<td>8'0&quot;</td>
<td>5'0&quot;</td>
<td>NDM30D61-***</td>
<td>***SPECIFY FINISH</td>
<td>$3,677</td>
<td>$3,929</td>
<td>$3,980</td>
<td>$3,811</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>6&quot; .188&quot;</td>
<td>2</td>
<td>3'0&quot;</td>
<td>3.5&quot;</td>
<td>8'0&quot;</td>
<td>5'0&quot;</td>
<td>NDM30D62-***</td>
<td>***SPECIFY FINISH</td>
<td>$4,037</td>
<td>$4,290</td>
<td>$4,340</td>
<td>$3,741</td>
<td></td>
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<tr>
<td>35'</td>
<td>7&quot; .188&quot;</td>
<td>1</td>
<td>3'6&quot;</td>
<td>3.5&quot;</td>
<td>9'6&quot;</td>
<td>6'0&quot;</td>
<td>NDM35D71-***</td>
<td>***SPECIFY FINISH</td>
<td>$4,297</td>
<td>$4,643</td>
<td>$4,715</td>
<td>$4,500</td>
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<tr>
<td></td>
<td>7&quot; .188&quot;</td>
<td>2</td>
<td>3'6&quot;</td>
<td>3.5&quot;</td>
<td>9'6&quot;</td>
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<td>NDM35D72-***</td>
<td>***SPECIFY FINISH</td>
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<td>$5,147</td>
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<td>40'</td>
<td>8&quot; .188&quot;</td>
<td>1</td>
<td>4'0&quot;</td>
<td>4&quot;</td>
<td>10'9&quot;</td>
<td>7'0&quot;</td>
<td>NDM40D81-***</td>
<td>***SPECIFY FINISH</td>
<td>$5,200</td>
<td>$5,600</td>
<td>$5,674</td>
<td>$5,448</td>
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<tr>
<td></td>
<td>8&quot; .188&quot;</td>
<td>2</td>
<td>4'0&quot;</td>
<td>4&quot;</td>
<td>10'9&quot;</td>
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<td>NDM40D82-***</td>
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<td>$6,193</td>
<td>$6,251</td>
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<td>50'</td>
<td>10&quot; .188&quot;</td>
<td>3</td>
<td>5'0&quot;</td>
<td>4&quot;</td>
<td>13'6&quot;</td>
<td>9'0&quot;</td>
<td>NDM50D13-***</td>
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<td>$8,075</td>
<td>$8,262</td>
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<tr>
<td>60'</td>
<td>12&quot; .250&quot;</td>
<td>3</td>
<td>6'0&quot;</td>
<td>4&quot;</td>
<td>16'0&quot;</td>
<td>10'9&quot;</td>
<td>NDM60F23-***</td>
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<td>$11,500</td>
<td>$12,285</td>
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<tr>
<td>80'</td>
<td>12&quot; .375&quot;</td>
<td>4</td>
<td>8'0&quot;</td>
<td>4&quot;</td>
<td>18'9&quot;</td>
<td>12'9&quot;</td>
<td>NDM80H24-***</td>
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<td>$18,882</td>
<td>$17,796</td>
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</tr>
</tbody>
</table>

*Excludes Single Piece Upper Mast*

*** - Finish Options

- SAT = Satin
- ACL = Anodized - Clear
- ADB = Anodized - Dark Bronze
- ABL = Anodized - Black
- BZT = Powder Coat - BronzeTone
- BLK = Powder Coat - Black
- WHT = Powder Coat - White
- CLR = Powder Coat - Clear

**Quantity Discounts**

- 5+ = 5%
- 8+ = 10%
- 15+ = 12%

*Flagpoles From All Flagpole Series May Be Combined To Achieve Quantity Discounts.

---

**Shoe Base Designs for Surface Mount Installations are available with all Nautical Double Mast Series – NDM Flagpoles.**

- 6"-8" Butt Diameters ........ Add $250
- 10" Butt Diameters .......... Add $500
- 12" Butt Diameters .......... Add $1,000

---

**Nautical Flagpoles are distinctive in their style, providing a “full sail” appearance perfect for projects requiring nautical themes, multiple flags or when restrictive sign ordinances can limit messaging opportunities.**
The Jessie rail is a stand-up performer. With the 3” top it is the perfect leaning rail at transit stops. With the 12” top it becomes a convenient café or bar counter. Standing alone, it stakes out space. With mesh infill, it provides separation and enclosure for restaurants with sidewalk seating.

**Railing**

- Basic rail configuration is an 8 foot unit as shown in graphic.
- Any number of rail segments can be ordered in 4’ units to make an indefinite length of rail.
- Extrusion end pieces with cast aluminum end caps are 5” long.
- Rail is 42” high with 8” of supports embedded or surface mounted.

**Railing System Components**

- Listed below are the minimum amount of components needed for a basic configuration, see coded illustrations for reference.

  - **A**: x2 Rail top aluminum extrusion
  - **B**: x3 Cast aluminum splice lock
  - **C**: x2 Rail top end aluminum extrusion
  - **D**: x1 Cast aluminum right and left hand end caps
  - **E**: x1 Inside steel support
  - **F**: x2 Outside steel right and or left hand end support depending on infill specification
  - **G**: x2 Back rest (optional)
  - **H**: x2 Mesh infill (optional)

12” wide bar top configuration shown. Can be configured with 3” wide rail top.
Configuration Options

Railing System with 12" wide bar top
• The Jessie railing system with 12" wide top consists of 4-foot long units having a 12" wide aluminum extrusion top supported by double legs at the ends and a single leg in the center.
• The rail can be surface mounted or embedded.
• A minimum length of two units are required, after which single 4-foot expansion units can be added to achieve virtually any length.
• Typical applications include; defining the edges of spaces intended for gathering, socializing or waiting; and, when used with the Bernie bar stool, creating counters for outdoor restaurants or cafés.

Railing System with 3" wide rail top
• Construction and materials are the same as the railing system with 12" bar top, except the end legs are single rather than double.
• The many applications for the system with 3" rail top include defining safe play areas, creating safety barriers between pedestrian walkways and busy streets, and providing leaning surfaces for passengers waiting at bus stops and train stations.

Options
• Mesh infill to create a barrier and privacy surround.
• Back rest to create a leaning surface for the back when used with a planter with a seating insert.
• The graphics on page 2 show some sample configurations.
Materials

- Steel supports.
- Aluminum extrusions with cast aluminum splice locks and end caps.

Installation

- Rail can be embedded or surface mounted.

To Specify

- Specify rail or bar top.
- Specify infill selection.
- Specify mounting option.
- Specify number of expansion units.
- Select powdercoat color for rail supports, infill selection, and top color.

Designed by Gustafson Guthrie Nichol, Ltd
Jessie design is protected by U.S. Patent Nos. D685,922; D692,580.
BISTRO

SEATS - dining height

5001 - CLASSIQUE CHAIR
Steel frame
Curved lacquered natural beech slats
Plastic clips for slow, safe folding and unfolding
Electro-galvanized one-piece steel cross-beams
Available colours:
- 01 Cotton White
- 02 Cedar Green

Accessories: Basics Bistro p.133 & Color Mix p.137
NEW Product improvement: new one-piece pads for improved hold and easier fitting

6301 - DURAFLON® CHAIR
Steel frame
High-quality Duraflon® resin curved slats
Plastic clips for slow, safe folding and unfolding
Electro-galvanized one-piece steel cross-beams
Available colours:
- 01 Cotton White
- 02 Cedar Green

Accessories: Basics Bistro p.133 & Color Mix p.137
NEW Product improvement: new one-piece pads for improved hold and easier fitting

5107 - NATURAL CHAIR
Steel frame
Natural beech curved slats, treated with Textrol®
Plastic clips for slow, safe folding and unfolding
Electro-galvanized one-piece steel cross-beams

Accessories: Basics Bistro p.133 & Color Mix p.137
NEW Product improvement: new one-piece pads for improved hold and easier fitting

0101 - METAL CHAIR
Steel frame
Curved slats made from galvanized steel
Plastic clips for slow, safe folding and unfolding
Electro-galvanized one-piece steel cross-beams

Accessories: Basics Bistro p.133 & Color Mix p.137
NEW Product improvement: new one-piece pads for improved hold and easier fitting
BISTRO (continued)

CHAISE LONGUE (designed by Patrice Hardy)

1601 - CHAISE LONGUE
Steel frame
Curved slats
Adjustable backrest (3 positions)

Accessories: Basics Bistro cushion p.133

HIGH seat

5113 - STOOL
Steel frame
Curved slats made from galvanised steel
Plastic clips for slow, safe folding and unfolding
One-piece cross-beams.

Accessories: Basics Bistro p.133
NEW Product improvement: new one-piece pads for improved hold and easier fitting.

HIGH table

0250 - HIGH TABLE 71 X 71 CM
Steel frame
Sheet steel table top

NEW Product improvement: new one-piece pads for improved hold and easier fitting.

BALCONY TABLE (designed by Studio Fermob)

0270 - BALCONY TABLE 57 X 77 CM
Steel frame
Fold-away sheet steel table top
Adjustable stainless steel attachment system, can be attached to a balustrade or against a wall
BISTRO (continued)

2-8 PEOPLE, 10 STANDARD TABLE FORMATS THAT CAN BE COMBINED

SQUARE TABLES - dining height

6042 - TABLE 57 X 57 CM
Steel frame
Sheet steel table top

NEW Product improvement; new one-piece pads for improved hold and easier fitting.

0244 - TABLE 71 X 71 CM
Parasol hole Ø 41 mm
Steel frame
Sheet steel table top

NEW Product improvement; new one-piece pads for improved hold and easier fitting.
BISTRO (continued)

RECTANGULAR TABLES - dining height

6034 - TABLE 37 X 57 CM
Steel frame
Sheet steel table top
NEW Product improvement: new one-piece pads for improved hold and easier fitting

0243 - TABLE 77 X 57 CM
Parasol hole Ø 41 mm
Steel frame
Sheet steel table top
NEW Product improvement: new one-piece pads for improved hold and easier fitting

0239 - TABLE 97 X 57 CM
Parasol hole Ø 41 mm
Steel frame
Sheet steel table top
NEW Product improvement: new one-piece pads for improved hold and easier fitting

0240 - TABLE 117 X 77 CM
Parasol hole Ø 41 mm
Steel frame
Sheet steel table top
NEW Product improvement: new one-piece pads for improved hold and easier fitting

Very High Protection treatment recommended for Contract use
ROUND TABLES - dining height

**0245 - TABLE Ø 60 CM**
- Steel frame
- Sheet steel table top
- **NEW** Product improvement: new one-piece pads for improved hold and easier fitting

**0233 - TABLE Ø 77 CM**
- Parasol hole Ø 41 mm
- Steel frame
- Sheet steel table top
- **NEW** Product improvement: new one-piece pads for improved hold and easier fitting

**0235 - TABLE Ø 96 CM**
- Parasol hole Ø 41 mm
- Steel frame
- Sheet steel table top
- **NEW** Product improvement: new one-piece pads for improved hold and easier fitting

**0237 - TABLE Ø 117 CM**
- Parasol hole Ø 41 mm
- Steel frame
- Sheet steel table top
- **NEW** Product improvement: new one-piece pads for improved hold and easier fitting
COSTA

SEATS - dining height

7901 - CHAIR
Aluminium frame
Batyline® OTF outdoor fabric seat and backrest: tearproof, stain-resistant, mould-resistant, deformation-resistant
Stacking: x 10 (stacked height: 1210 mm)
Available colours p. 1a

7902 - ARMCHAIR
Aluminium frame
Batyline® OTF outdoor fabric seat and backrest: tearproof, stain-resistant, mould-resistant, deformation-resistant
Stacking: x 7 (stacked height: 1140 mm)
Available colours p. 1a

7904 - LOW ARMCHAIR
Aluminium frame
Batyline® OTF outdoor fabric seat and backrest: tearproof, stain-resistant, mould-resistant, deformation-resistant
Stacking: x 5 (stacked height: 920 mm)
Available colours p. 1a

7903 - HIGH STOOL
Aluminium frame
Batyline® OTF outdoor fabric seat and backrest: tearproof, stain-resistant, mould-resistant, deformation-resistant
Available colours p. 1a
COSTA (continued)

LOW table

7960 - LOW TABLE 100 X 80 CM
Aluminium frame and table top
Stainless steel screws

TABLES - dining height

8143 - TABLE 80 X 80 CM
Aluminium frame and table top
Stainless steel screws

8160 - TABLE 160 X 80 CM
Aluminium frame and table top
Stainless steel screws

8147 - TABLE WITH EXTENSION 160/240 X 90 CM
Aluminium frame and table top
Stainless steel screws
COSTA (continued)

HIGH table

7950 - HIGH TABLE 80 X 80 CM
Aluminium frame and table top
Stainless steel screws
Iris Outdoor 4 Seater Acacia Wood Chat Set with Cushions

Item #: 310205
Availability: In stock
Product Type: Outdoor Sofa Set

$550.67

Color *

Quantity:

Subtotal: $550.67

ADD TO CART

 hj

ADD TO WISH LIST

125 customers are viewing this product

Tags:
把这些尺寸作为参考。

Material:  
fiber-cement/concrete

Sizes:  
- 14" x 14" / 13 lbs. / 6 gal.
- 17" x 17" / 18 lbs. / 13 gal.
- 21" x 22" / 30 lbs. / 24 gal.
- 28" x 21" / 44 lbs. / 42 gal.
- 35" x 28" / 117 lbs. / 106 gal.
- 47" x 35" / 194 lbs. / 250 gal.

Colors:  
- anthracite
- gray
- custom
Tavola 3 | Fire Table

The Tavola 3 Fire Table provides an outdoor retreat of warmth and ambiance. Each Table has been hand-crafted using our custom patina finishing process, guaranteeing a one-of-a-kind creation with subtle variation. The 48”x48” table provides a beautiful and functional centerpiece for any backyard, patio or lounging area. The ambient heat provides plenty of warmth for multiple people. The 65,000 BTU unit operates with both a standard propane tank or Natural Gas hookup.

**SHOW DIMENSIONS**

- 48”W / 48”L / 16”H
- 12” Surface
- 26½” / 26½” Burner Plate
- 15” ‘Cross’ Burner
- 450lbs.

**SHOW SPECIFICATIONS**

- Glass Fiber Reinforced Cement
- Hand Crafted Pewter Finish
- 65,000 BTU Orifice
- Propane / Natural Gas Compatible
- 50lbs Lava Rock Included
- Stainless Steel Burner Insert
- Key Valve Ignition

The key valve housing is easily accessed from the side of the unit. The controls are clearly labeled and simple to use. Turn the key to the on position and use a match lighter to light and enjoy.

The fire pit comes complete with one 50lbs. bag of ¾” lava rock. The naturally occurring volcanic rock creates a stunning contrast to the beautiful flames of any gas fire feature while the lava rock is heat resistant.

**SAFETY & INSTRUCTIONS MANUAL**

**DIAGRAMS**

**COLOR OPTIONS**
Eaton Corp. - Marina Power and Lighting, Inc.
General Specifications for Lighthouse-SS Power Pedestals

All Power Pedestals Must Meet the Following:

Part I. General:

1.1 General Requirements:
A. Shall be tested and certified to be in compliance with ANSI/UL 231 entitled “power outlets.”
B. If a laboratory other than U.L. is used that laboratory must certify, in writing, that the power outlet has been tested and meets all of the requirements of ANSI/UL 231, including 746C polymeric materials, and that the unit will pass the 94VO-5V flame test.
C. Shall be certified to meet all sections of NFPA 303 DTD “2011 Marinas and Boatyards.”
D. Shall meet 406.8 (B)(2)(a) of the national electric code NFPA 70, i.e. “A receptacle installed in a wet location shall be installed in a weatherproof enclosure, the integrity of which is not affected when the attachment plug cap is inserted.”

Part II. Products:

2.1 Acceptable Manufacturers - Power Pedestal / Distribution Equipment:
A. Eaton - Marina Power and Lighting
   149 Warwick Court, Williamsburg, VA 23185
   Toll Free: 1-800-723-8009

2.2 Power Pedestal - General Specification
A. Main Housing:
   a. The housing shall be constructed of 16 gauge, 316L low carbon stainless steel and shall be coated with UV-resistant polyester resin powder coating. It shall be UL listed as a type 3R weatherproof enclosure.
July 16, 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
Final Transportation Demand Management Program

Dear Lisa,

In response to your preliminary comments received on June 25th and subsequent discussions regarding program monitoring, we have made several revisions to the City Harbor Transportation Demand Management (TDM) Program. In brief, the revisions include:

1. Removed Bikeshare from the near-term strategies as a result of Lime Bike’s departure from the City.
2. Add the City as a Responsible Entity to the implementation of Roadway/Multimodal Improvements.
3. Add a TDM Coordinator who will be a Guthrie Staff member familiar with the Program strategies and capable of producing status reports on an annual basis.

The following list of TDM strategies have been developed and accepted by the Project Sponsors in order to achieve, at minimum, a 15% trip reduction in projected vehicle trips. These strategies, with the associated credits, are stratified by implementation timeframe – near-term and long-term. Near-term represents those that will be implemented for Phase 1 within six (6) months of occupancy. Long-term represents those that will be planned for implementation within 2-5 years of Phase 1 completion. All percentages are based upon the TDM Policy Guide for the City of Buffalo.

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<thead>
<tr>
<th>STRATEGY</th>
<th>DETAILED DESCRIPTION</th>
<th>CREDIT</th>
<th>TIMEFRAME</th>
<th>RESPONSIBLE ENTITIES</th>
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<tbody>
<tr>
<td>Near-term Strategies</td>
<td></td>
<td></td>
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<tr>
<td>Carpool</td>
<td>The Project Sponsor will encourage its employees to utilize carpooling.</td>
<td>2%</td>
<td>Within six (6) months of Phase 1 completion</td>
<td>Guthrie</td>
</tr>
<tr>
<td>Carshare</td>
<td>The Project Sponsors will partner with Ithaca Carshare to retain a minimum of one fleet vehicle, with flexibility to increase the number of fleet vehicles based on actual usage.</td>
<td>2 trips per carshare space</td>
<td>Within six (6) months of Phase 1 completion</td>
<td>City Harbor, Ithaca Carshare</td>
</tr>
<tr>
<td>Promotion &amp; Education</td>
<td>The Project Sponsors will provide materials tailored to the TDM opportunities and incentives available at project site to increase awareness of alternate transportation choices. Such materials will include bus</td>
<td>2%</td>
<td>At time of Phase 1 completion</td>
<td>City Harbor, Guthrie</td>
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<tr>
<td>STRATEGY</td>
<td>DETAILED DESCRIPTION</td>
<td>CREDIT</td>
<td>TIMEFRAME</td>
<td>RESPONSIBLE ENTITIES</td>
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<td>--------------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Roadway/Multimodal Improvements</td>
<td>The Project Sponsors, in coordination with the City, will construct multimodal improvements adjacent the project site, such as connections to the Cayuga Waterfront Trail, the Cascadilla Creek Promenade, sidewalks along Pier Road, and potential intersection improvements at Route 13/Willow Avenue/Dey Street.</td>
<td>4%</td>
<td>At time of Phase 1 completion</td>
<td>City Harbor, Guthrie, City</td>
</tr>
<tr>
<td>Bicycle Parking</td>
<td>The Project Sponsors will provide ample bicycle parking above local requirements in a combination of short-term and long-term storage facilities.</td>
<td>1 trip for each 5 bike spaces</td>
<td>At time of Phase 1 completion</td>
<td>City Harbor, Guthrie</td>
</tr>
<tr>
<td>Shower Facilities and Lockers</td>
<td>The Project Sponsor will provide shower and locker facilities accessible to Staff commuting to the site by bike.</td>
<td>4%</td>
<td>At time of Phase 1 completion</td>
<td>Guthrie</td>
</tr>
<tr>
<td>Transit Facilities</td>
<td>The Project Sponsors will construct two on-site bus stop shelters and one bus drop off for convenient access by all site users.</td>
<td>4%</td>
<td>At time of Phase 1 completion</td>
<td>City Harbor, Guthrie, TCAT</td>
</tr>
<tr>
<td>Shared Parking</td>
<td>The Project Sponsors will execute cross easement agreements to share available parking spaces between their Staff, tenants, employees and customers.</td>
<td>NA¹</td>
<td>At time of Phase 1 completion</td>
<td>City Harbor, Guthrie</td>
</tr>
<tr>
<td>Banked Parking</td>
<td>The Project Sponsor will defer construction of 37 Phase 1 parking spaces.</td>
<td>NA²</td>
<td>At time of Phase 1 completion</td>
<td>City Harbor</td>
</tr>
<tr>
<td>Unbundled Parking</td>
<td>The Project Sponsor will separate the cost of parking spaces from the residential unit rent.</td>
<td>10%</td>
<td>At time of Phase 1 completion</td>
<td>City Harbor</td>
</tr>
<tr>
<td>TDM Coordinator</td>
<td>The Project Sponsor will assign a Staff member to oversee the implementation and management of the associated TDM strategies. Annual status reports will be made available to the City upon request³.</td>
<td>2%</td>
<td>Within six (6) months of Phase 1 completion</td>
<td>Guthrie</td>
</tr>
</tbody>
</table>

¹ NA: Not Applicable
² NA: Not Applicable
³ Within six (6) months of Phase 1 completion
**“Telemedicine”**

The Project Sponsor anticipates an expansion of their telemedicine program in the delivery of primary care and specialty-based medicine.

- **Credit**: 250 visits per month
- **Timeframe**: Within 3-5 years of Phase 1 completion
- **Responsible Entities**: Guthrie

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**“Live Near Your Work” Program**

- **Detailed Description**: The Project Sponsors will encourage Staff to reside within City Harbor limits or up to 1 mile from the project site.
- **Credit**: 1 trip for each employee residing within limits
- **Timeframe**: Within 2-5 years of Phase 1 completion
- **Responsible Entities**: City Harbor, Guthrie

Notes:

1. Shared parking when implemented as a TDM strategy is more appropriate when a project will be constructed adjacent to existing parking facilities utilized by nearby employees, residents, and visitors to commercial properties. It is noted that the City of Buffalo allows a credit up to 10% for this strategy. In the sense of City Harbor, shared parking is credited prior to additional TDM strategies given the type and mix of land uses proposed.
2. Additional parking, if needed, can be constructed based upon demand. However, fewer spaces are initially proposed to reduce environmental impacts.
3. Status reports will be generated annually and within 30 days of request for up to 5 years. The reports will include:
   a. A performance summary of all TDM strategies included in the TDM Program.
   b. A comparison, performed by a traffic consultant, of estimated trip generation from the City Harbor Tech Memo with actual trip generation.
   c. Based upon the performance summary and comparison of estimated versus actual vehicle trips, the report will document if adjustments are needed to the TDM strategies to ensure mode share compliance.

As we’ve noted previously, commitments to almost all of the near-term strategies are inherently incorporated in the site and building designs already approved by the City. With these revisions, the TDM Program is being submitted for final consideration and to fulfill Condition viii of the May 26, 2020 Preliminary Site Plan Approval.

Please contact me at the earliest opportunity with any questions or comments. Thank you.

Respectfully,

David A. Herrick, P.E.

Enclosures:
- Guthrie letter dated June 19, 2020
- Connectivity Diagram, dated 6/16/20
- Shared Parking Diagram, dated 6/16/20

Cc: J. Edger
    C. Lambrou
    J. Hawley
    S. Karney
    D. Kruse
June 19, 2020

City of Ithaca Planning and Development Board
108 East Green Street
Ithaca, New York 14850

Dear Members of the Board:

We would like to thank you for your continued support for our proposed new Medical Office Building at Willow Avenue. The purpose of this document is to outline our commitment to implementing a variety of strategies as a part of the overall Transportation Demand Management program for the proposed City Harbor Development.

**Telemedicine Strategy: Current State and Future State**

The key component of our commitment is based on our current and anticipated expansion of Tele-Medicine. The Guthrie Clinic began our telemedicine program several years ago and during the recent pandemic emergency rapidly accelerated overall utilization of this modality in the delivery of primary care and specialty-based medicine. It is anticipated that of the providers proposed to work in the new facility that all of them would continue to engage virtual medicine as a regular part of their practice. The overall net impact of these providers using telemed cine significantly reduces the total number of trips being made to the facility by approximately 250 visits per month with growth expected for the next 3 to 5 years.

**Provider Regionalization: Residency, Carpool**

We anticipate most clinicians and staff working in this facility will maintain residency locally and avail themselves of alternative transportation choices such as carshare, bikeshare and public transportation. The availability of housing options at City Harbor is an attractive option for candidates that are exploring employment with Guthrie at this facility. Guthrie is committed to promotion and education, such as our recruitment team highlighting the “Live Near Your Work” program during candidate visits.

For the limited number of providers that will come from other locations, it is a regular practice of our regionalizing providers and accompanying staff to utilize carpooling. Promotional efforts and education will be undertaken to continue to support carpooling for those traveling to the facility.

As one of the Project Sponsors of the proposed City Harbor Development we remain committed to the strategies proposed and appreciate the opportunity to outline for you our current utilization of some of those strategies. If you should have any questions or require further information, please feel free to contact us. Again, we appreciate your continued support for the proposed development.

Sincerely,

Shawn M. Karney
Associate Vice President, Regional Operations
Guthrie Medical Group – Northern Region
Dear Lisa and Ithaca Planning Board,

Please accept my comments regarding the 120 Green Street Asteri project.

Building separation between Harold’s Square and Vecino

- I appreciate the changes brought forward by Asteri in July to increase the separation between the buildings in the upper residential floors, and strongly urge that similar separation be extended down to the ground level in floors 1-4.
  - Zoning Code requires first floor active use and Harold’s Square has provided for this requirement by having a significant portion of its first floor facing the ally filled with windows and an entrance. Its 2nd - 4th floors similarly has windows facing the alley.
  - Harold’s design is intended to bring vibrancy and personal engagement to this alley, and spatial distance from the facing building as well as collaborative active use from Asteri will make this an inviting and successful public space.

Include design elements to avoid a “service alley” feel

- I urge the addition of windows, elements, uses and features to create the first floor active use environment as envisioned by zoning. The current design (including adding artwork) does not adequately address the either the letter or the spirit of the code.

Conference Center

At a recent Planning Board meeting I observed several board members expressing that they were glad to hear that the decision on the Conference Center was made by Council after COVID. I must correct the record to say that Council's decision to approve the Conference Center was made on March 11th, the day COVID was declared a pandemic by the WHO. Cornell suspended classes on March 13th. March 14th was our first COVID case in Tompkins County. March 22nd all non-essential services in NYS were closed.

On March 9th a worst-case analysis was provided to Council assuming the City would have reserve bundles from occupancy tax and hotel and other contributions (which are now questionable), increased expenses of +9%, reduced revenues of -20%, and 0, 1% and 2% of increased occupancy tax revenues.

On April 1st a second worst-case analysis was provided to Council with varying assumptions, discussion only.

All of this is to say, that the decision to proceed with the Conference Center was made at the very outset of COVID, too early in the process to understand the long term impacts of COVID and its potential impacts on the City general fund, downtown property tax base (should a new property tax be initiated), and parking demand. In April, many people were thinking this would all be over by the fall. I do believe that if we were to make the decision to proceed with the Conference Center with current information on travel patterns, hotel use, anticipated conference attendance (or lack thereof), and revenues, the City and public may not support proceeding with a conference center at this time. Are downtown property owners aware that the City intends to institute a new Tourism Improvement District property tax to cover up to $1,900,000 annually for the Conference Center?

Parking

The decision to support the Conference Center was made prior to the release of the parking study, and its approval did not consider the resulting impact on parking resources. I have not received any analysis of how many parking spaces would be needed by drive-in attendees. I also anticipate that given COVID’s impact on air travel and hotel usage, that attendees for the next few years would be dominated by local or in-state visitors who would rely on driving in for events.

Thank you for your consideration,
August 18, 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 – August 25, 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, with particular attention to how these affect the SEQR process. Further updated design materials will be presented following a SEQR action. The materials included in this submission are as follows:

• Updated Architectural Drawings
  o These reflect updated façade materials
    • Decreased the percentage of stucco on each elevation
    • Change from fiber-cement panel to Versa-lok metal paneling on all 4 facades, up to the 7th floor.
    • Lowered the height of the roof screen.
  o Perspective rendering of the north alley showing potential mural locations;

• Lighting drawings for the north alley;
• Renderings of the project as seen from Aurora Street and Green Street; these were show during previous meetings.

We anticipate that the draft FEAF Part 3 will be the focus of our August meeting and look forward to a conversation with the Board.

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
### MATERIAL PERCENTAGES

<table>
<thead>
<tr>
<th>Material Type</th>
<th>North Elevation</th>
<th>East Elevation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Synthetic Stucco</td>
<td>12,706 sf (30.6%)</td>
<td>6,038 sf (15.7%)</td>
</tr>
<tr>
<td>Metal Vertical Panel</td>
<td>2,321 sf (5.7%)</td>
<td>665 sf (1.8%)</td>
</tr>
<tr>
<td>Metal Perforated Panel</td>
<td>1,000 sf (2.4%)</td>
<td>1,394 sf (3.8%)</td>
</tr>
<tr>
<td>Metal Roof</td>
<td>1,668 sf (4.3%)</td>
<td>4,134 sf (11.5%)</td>
</tr>
<tr>
<td>Glass</td>
<td>6,080 sf (15.7%)</td>
<td>8,670 sf (23.9%)</td>
</tr>
<tr>
<td>Total Area</td>
<td>40,800 sf (100%)</td>
<td>40,800 sf (100%)</td>
</tr>
<tr>
<td>Not Glazing</td>
<td>18,880 sf (46.7%)</td>
<td>12,800 sf (31.7%)</td>
</tr>
<tr>
<td>Glazing</td>
<td>1,920 sf (4.7%)</td>
<td>5,800 sf (14.3%)</td>
</tr>
</tbody>
</table>

### MATERIAL LEGEND

- **Black**: Metal Vertical Panel
- **Green**: Metal Panel System
- **Clear**: Metal Perforated Panel
- **Gray**: Metal Roof
- **Blue**: Glass
- **Red**: Metal Stucco

### NOT IN SCOPE

- Adjuster portions of equipment not in scope of work.

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**Building Information:**

- **Name:** Asteri Ithaca
- **Address:** 120 East Green Street, Ithaca, New York 14850
- **Date:** 8/5/2020 9:43:05 AM
TYP. DETAILS AT GLAZING AND MATERIAL CHANGE

1. HEAD DETAIL - STUCCO AT MTL. STUD
2. SF HEAD - METAL PANEL
3. HEAD DETAIL - METAL PANEL
4. SILL DETAIL - METAL PANEL
5. STUCCO TO METAL PANEL DETAIL
6. SILL DETAIL - STUCCO AT METAL PANEL
7. NORTH WALL REVEAL SECTION
8. METAL PANEL TO BRICK SILL
9. GLAZING TO STUCCO WALL DETAIL
10. METAL SIDING @ COMM. ROOM
Perspective Sketch 1
Home Dairy & North Asteri Alley looking west

Perspective Sketch 2
North Asteri Alley looking east
WHEREAS: 6 NYCRR Part 617 of the State Environmental Quality Review Law and Chapter 176.6 of the
City Code, Environmental Quality Review, require that a lead agency be established for conducting
environmental review of projects in accordance with local and state environmental law, and

WHEREAS: State Law specifies that for actions governed by local environmental review, the lead agency
shall be that local agency which has primary responsibility for approving and funding or carrying out the
action, and

WHEREAS: the City of Ithaca Planning and Development Board has one pending application for site plan
approval for a mixed-use project by Ithaca Properties, LLC, project sponsor, and

WHEREAS: 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 Street. 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

WHEREAS: 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.
(3)(iii) and (9) and is subject to environmental review, and

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

WHEREAS: this Board, acting as Lead Agency in Environmental Review, has on August 25, 2020, reviewed
and accepted as adequate: a Full Environmental Assessment Form (FEAF) Part 1, submitted by the applicant,
Part 2 prepared by Planning staff, and Part 3 prepared by Planning staff and amended by the Board, drawings
titled “Existing Conditions (C-003)”, “Demolition Plan (C004)”, “Site Layout Plan (C101)”, “Grading and
Drainage Plan (C201)”, “Utility Plan (C301)”, “Landscaping Plan (C401)”, “Details (C601 & 602)”, “Multi
Lane Shift – Long Term Plan (C701)”, “Single Lane Closure- Short Term Plan (C702)”, “Pedestrian Traffic
Control Plan (C703)”, and “MPT Details (C704 & 705)”, all prepared by CHA with latest revision date of 08-
“Building Section –South Aurora Street”, “Building Elevation – East Green Street”, “Building Section –
Home Dairy Alley/West Elevation”, “Building Elevation – Ithaca Commons”, “ Rendering Vignette at East
Green Street – Transformer Screening”, “Rendering View-at East Green Street”, “ Rendering Vignette at East
Green Street – Main Entrance”, “Rendering Vignette – Rooftop Terrace (Commons Side)”, “Rendering View-
At the Commons”, “Scene 1 Aerial View at East Green Street and South Aurora Street”, “ Scene 2 Aerial
View at East Green Street and South Cayuga Street Intersection”, “Scene 3 – Street View at East Green Street
and South Cayuga Street Intersection”, “Shadow Study”, and “Material Board”, all prepared by BSB Design and dated July 28, 2020 and other application materials, and

WHEREAS: 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, now, therefore, be it

RESOLVED: that the City Planning Board determined 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
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. 35 spaces) and 10 floors of residential with approximately 200 apartments, 20 of which will be permanently affordable. The new building will have an interior connection to the existing building that can 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 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).

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 and the Ithaca Urban Renewal Agency (IURA) for purchase of air rights, the Board of Zoning Appeals (BZA) for area variances, 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 as appropriate:

Construction Impacts:
- Parking displacement
- Pedestrian/bike/vehicular access - lane closures or reconfiguration
- Construction delivers
- Contractor parking
- Coordination with intercity bus operations
- Demolition and hauling
- Construction noise and vibration

Operational and Post Construction Impacts
- Coordination with intercity busses / deliveries

IMPACT ON LAND

The project site is a 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 and Green Street. There is no undisturbed land on the project site.

Based on information provided by the applicant, a full geotechnical investigation will be performed after the garage has been demolished. A final decision about foundation system will be determined at that time. However,
subsurface conditions and likely foundation types can reasonably be deduced from the studies done for recent
development near the site.

The applicant has submitted a Structural Design Narrative dated 5-8-20 and prepared by Zarah Ghadimi Khasraghy,
Director of Engineering, for BSB Design Inc. It summarizes the construction methods and foundation
recommendations for the project based on professional experience, assumptions, and known soil conditions in the
area. The narrative states that a deep foundation system is recommended to achieve bearing capacity and address
settlement considerations. Deep foundations would also limit the significant removal of fill soils needed for a slab
on grade foundation that may and pose a risk to existing adjacent foundations.

The narrative further recommends auger cast friction piles, which are called for when groundwater is present or
when higher impact noise and vibration are a concern. Hollow auger piles are installed into the soil to a specified
depth whereupon a high strength sand cement grout is pumped through the shaft, displacing soil and forming a
uniform grout column. The narrative also states that sheet pile shoring may be needed.

Impacts
Foundation construction will create noise, dust and potentially vibration. It will likely require shoring that may
extend beyond the property lines and potentially impact Green Street and other properties. Vibration has the
potential to damage nearby structures and noise and dust will impact downtown residents, businesses, visitors and
workers.

Cumulative impacts with the adjacent project may result by intensity if both foundations are installed
simultaneously and by duration if not.

Mitigations for Pile Driving:
• Pre and post construction building surveys and vibration monitoring will be required for any type of site
  preparation or foundation construction that involves vibrations that could result in damage.
• If piles are used, the applicant will choose the installation method that minimizes vibration
• Foundation construction for both projects should be coordinated to address surveys and monitoring both
  for cumulative intensity and duration
• 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).

The Lead Agency has determined that based on the mitigation measures identified above, no significant impact to
Land is anticipated.

IMPACT ON GEOLOGIC FEATURES
The project site is a 1.24 acre parcel in the downtown core and has been extensively developed. It includes a parking
deck with two levels 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, therefore the Lead Agency has determined that 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. The applicant has submitted a stormwater narrative and product specifications for a vortex separator in submission materials dated August 3, 2020. The narrative states the project must provide water quality treatment as it will feed into the NYSDOT-owned storm sewer on Green Street. The vortex separator removes sediments, suspended solids, trash and hydrocarbons and will treat roof runoff. Based on information provided by the applicant, the selected model is capable of treating a 10 year storm event. The Lead Agency recognizes that NYSDOT has jurisdiction over the stormwater and therefore is responsible for approval of this aspect of the project.

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

**IMPACT ON GROUNDWATER**

Based on information provided by the applicant, a full geotechnical investigation will be performed after the garage has been demolished. The project does not include activities that will impact groundwater. However, if deep excavation is done, groundwater may be encountered. If groundwater is encountered, any handling of wet soils will be done in accordance with the New York Guidelines for Urban Erosion and Sediment Control. If groundwater is encountered during excavation,

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, possible importation of fill and foundation preparation have the potential to create airborne dust. During construction, generators may be required to provide power to the site.
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

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

The Lead Agency will 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 in the downtown core and is nearly 100% impervious surface. The project includes the removal of two mature trees (see Demolition Plan (C-004) dated 6-15-20) and all other vegetation to the north of the sidewalk.

The EAF Mapper identified the site as potential habitat for the endangered rusty-patched Bumble Bee due to the proximity to Six Mile Creek corridor. The site is completely urbanized and contains no habitat.

The applicant has submitted a Landscaping Plan, C401 with a latest revision date of 7/28/20 showing one street tress and other landscaping. The applicant will work with the City Forester to ensure the plantings, particularly the proposed tree are given appropriate soil volumes.

The Lead Agency will has determined that based on the information above, 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 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.

The project site is in the downtown core and extends from the Commons to E Green Street. The current building is tucked between the Marriot Hotel and the garage and has a weak street presence. The façade fronting Green Street is 1.5 stories with two parking decks and has no entrances or pedestrian level windows. Both this and the adjacent project will transform the north side of Green Street from primarily a service area behind the Commons to an active and vibrant area that will complement the south side of the street.
The project will remove the existing building and parking deck facing Green Street and replace them with ground floor parking with separate entrance and exit drives, a 1 1/2-story residential lobby, two parking decks and a residential tower above. The area between the building and the curb line will include benches, landscaping and other amenities. The Commons façade of the building will receive a new entrance treatment.

The building is designed to enliven the street, enhance the visual interest of the parking decks and create attractive and varied facades for the residential tower. The applicant submitted building elevations and renderings in the Design Review Application dated June 17, 2020. The lobby has ample glazing allowing views into the space. The parking decks are architecturally integrated into the façade using the same exterior material as the residential floors above and also include accent channel lighting to provide interest. The residential tower has varied massing featuring multiple façade planes, balconies and a rooftop terrace. The Planning Board conducted Design Review on June 23, 2020 and had the following comments and requests:

All felt that building design had progressed significantly, continually improves and is a big improvement over existing conditions

- Garage openings/ façade looks plain and needs more development
- Larger street trees would soften garage façade
- Like canopy light
- Like sill detail showing window offset
- There is concern about the design and safety of the entrance/ exit of the ground floor parking area
  - Planter may block visibility
  - Look into bollards signage, speed bumps etc
- Need to see views of buildings from different points: e.g. Green St traveling east, State St traveling west.
- Commons entrance needs more interest – possibly raise the parapet
- Concern about location and screening of transformer
- Need to see signage package
- Proposed integrated canopy lighting should be dimmable

The applicant submitted responses to Board comments in drawings dated July 10, 2020 and July 28, 2020. The Board determined that design development continues to move in a good direction. Design of the façade and pedestrian area fronting Green Street will continue to evolve during site plan review.

The applicant has also submitted visualizations of the building within the downtown context in submission materials dated August 3, 2020. The visualizations demonstrate that, although the building is large, its position tucked between the Marriott and the new parking decks diminish its prominence. The residential tower and lobby filsl in an architectural gap in the urban fabric and improve the pedestrian experience on Green Street. The new entrance at the Commons facing side of the building improves the overall appearance on the commons façade.
Based on the information above, the Lead Agency has determined that no significant impacts to aesthetic resources is anticipated. On the contrary the project greatly improves the aesthetics of Green Street.

**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, however, the State/MLK St-facing façade is directly across from a portion of the Downtown Ithaca National Historic District. As mentioned in a previous section, the project site on Green Street serves primarily parking and service functions. The south side has been redeveloped in the last 20 years and contains new buildings of various heights and styles. The project site is in close proximity to several historic districts in the downtown area including the following:

- Downtown Ithaca National Historic District
- Henry St John Local Historic District
- Dewitt Nation and Local Historic District
- East Hill National and Local Historic District
- What are closest designated buildings?
- City Hall, although not a designated structure, is a unique historic structure.

The applicant has submitted visualizations of the building within the downtown context in submission materials dated August 3, 2020. As mentioned above the location of the building, tucked between other large buildings diminishes its visual prominence. The new entrance at the Commons facing side of the building improves the overall appearance on this façade and is contextual to the existing and nearby buildings. It does not include elements that would detract from the enjoyment or character of the Downtown Ithaca National Historic District.

The NYS DEC EAF mapper identified the project site as potentially sensitive for archeological resources, however, the site has been developed for many decades and demolition will not impact any historic structures or sites.

In summary, the project will be different than the historic architecture of downtown but not negatively impact the enjoyment of character of downtown historic resources. It will not be highly visible from within the Commons and most of the national register district.

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 and there are proposed changes to the Commons-facing entrance. Construction of this portion of the project will require temporary access restriction to a small part 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 boarder of the natural area.

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 is in the downtown core and the central hub of the City’s multi-modal transportation network. In the last decade, the City removed minimum parking requirements from the Central Business District to encourage increased density and more residential development. The area is identified in City’s 2015 Comprehensive Plan as a high growth area for dense mixed-use development where the activities of daily life can be carried out without a car.

The site is on Green St/NYS Rte 79. Rte 79 is a major east-west regional highway connecting Ithaca to Route 88 to the east and the NYS throughway via Trumansburg to the west. Within the Ithaca Area, NYS 79 connects to the hospital, waterfront area, downtown and Cornell (via several roads on East Hill). Green Street is one-way for its entire length from S. Meadow to State/ MKL Streets.

The project site contains the western section of the Green St Parking Garage which has total 396 spaces, of which 340 are currently usable, including nine accessible spaces. The garage is built in three interconnecting sections. The center section, contains the garage entrance and two parking decks with 120 above. Anticipating the redevelopment potential along Green St, the City rebuilt this section in 2010 so that additional decks could be added in the future. The western section, closest to City Hall contains one ground level parking area with 11 spaces, two parking decks with 136 spaces, a snow storage structure and a storage area for City Public Works. The eastern section of the garage is above Cinemopolis. It contains 140 places and has direct connections to apartments at Center Ithaca, the Marriot Hotel and a stairway leading down to the Commons. Monitoring of the eastern section of the garage over the last several years has revealed that the structure has a limited remaining lifespan without major repairs or rebuilding.

Other public parking adjacent to the project site includes loading spaces for nearby downtown businesses in front of the site on Green St.

The south side of Green St serves as the main downtown hub for both TCAT and Intercity bus services. TCAT occupies most of the curb space for drop-off and pick-up from the corner of Cayuga St to the signalized mid-block pedestrian crossing and operates an office on the ground floor of 131 W Green St. The intercity busses have a designated pick-up and drop -off area to the east of the mid-block crossing. There is also a passenger drop-off area in front the west end of the garage.
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The site_fonts a public sidewalk on Green Street and the Commons. There is a bike lane on the south side of Green Street. There is currently no bike parking on the site but covered bike parking is provided in front of Cinemopolis.

Proposed Conditions
Parking Garage & Off Street Parking
The adjacent Asteri project will remove the western section of the garage and add four parking decks to the center section. The vehicular entrance will be maintained in its current location. This project will demolish and rebuild the eastern portion of the garage. It will replace the two existing parking decks with 122 spaces and add 36 spaces of ground floor parking for tenants. It is expected that sometime during the construction period the new eastern parking decks will be connected to the new central decks. At the completion of both projects and reopening of the public garage, there will be 470 public parking spaces, which the City will lease back for the projects sponsors, and 36 ground-floor private spaces, a total increase of 165 spaces over existing conditions.

On Street Parking
There is no proposed change to on-street parking

Deliveries and Loading
The applicant is proposing to restore the loading area on Green Street as a shared loading/rideshare space to accommodate one vehicle. According to the applicant, additional loading for maintenance and operations will occur at the service area adjacent to the Marriot Hotel.

Transit
No changes are proposed to the northern side of the street. Transit ridership may increase due to the new residents units and adjacent conference center use.

Pedestrian
The project will maintain and improve pedestrian access and amenity. The applicant has submitted revised street renderings dated August 3, 2020 showing how the pedestrian zone will be activated. The applicant proposes to enliven the pedestrian zone with a 2 story building transparent lobby/entrance, with decorative lighting and colorful murals/art wider sidewalks, seating and lighting. The project will also include two curb cuts for ground floor parking entrance/egress. At the completion of both projects, the north side of Green Street will be transformed from primarily a service area to a vibrant pedestrian environment.

Bikes
Once complete the Green Street bike lane will be reestablished (see Construction Impacts below). As shown on Site Layout Plan, C101 dated 6-15-20 the project will provide four outdoor bike racks as well as a bike parking space for sixty-three bikes in the ground floor parking area.

Project Impacts and Mitigations
The project is located in the downtown core in the hub of the City’s multimodal transportation network. There is ample access to transit, rideshare and carshare as well as intercity bus service. The projects will create demand for all transportation modes and increase the need for delivery and loading.
The City in the process of a larger downtown parking study being prepared by Stantec. The study’s goal is to develop effective methods for managing the downtown parking supply in light of rapid development trends. Stantec has concluded a parking inventory, measured occupancy rates and has developed a model to project potential near future scenarios. This information is contained in a completed a draft inventory and analysis of downtown parking supply dated July 2020 and prepared by Stantec. City staff in coordination with the Downtown Ithaca Alliance (DIA) are using data and analysis completed by Stantec, as well as other sources to better understand, predict and mitigate the construction and post construction parking impacts of this and the adjacent project for downtown residents, businesses, employers workers and visitors.

Parking
The rebuilding of the parking garage will add an additional 165 spaces to the downtown parking supply, 135 of which will be available to public. The project will replace the two existing parking decks with 122 spaces and add 36 spaces of ground floor parking for tenants.

New residential units will also create more parking demand. However, parking demand for housing units in the downtown core is highly variable for several reasons.

1. First, the project is in the center of the City and County multimodal transportation network. The dense mixed use nature of the downtown core provides access to housing, services, jobs and transit. It is a place where the activities of daily life can be carried out without a car.
2. The City removed parking requirements in the downtown area several years ago to encourage this type of development. As a result many projects have been built without parking or with only limited parking to meet or partially their anticipated demand. The continued brisk pace and success of residential development in the core is a strong indication that the downtown housing market attracts an abundance car free residents.

As part the City’s Comprehensive Downtown Parking Study, Stantec completed a draft inventory and analysis of downtown parking supply dated July 2020 which includes both private and public parking as well as pricing and restrictions for all parking in the downtown area. A diagram titled Downtown Inventory in a summarizing PowerPoint presentation dated July 16, 2020 shows the type and location of the 4,300 downtown spaces, 1,064 of which are on-street and 3,243 of which are off-street. A diagram titled Downtown Occupancy – 12 pm shows peak hour occupancy rates for all types of spaces. In addition to spaces within the garages, the data showed there are approximately 1,173 available spaces of all other types at the 12 pm peak hour. The analysis indicates a large available supply of parking within the downtown area even when considering new demand from these and other near-future uses.
Stantec analyzed data collected for week-day occupancy of the public garages in October and November of 2019. The table below summarizes the average peak hour occupancy of the three downtown garages, showing an overall average of 361 unoccupied spaces.

**Table 1: Average Peak Occupancy and Utilization – Downtown Public Parking**

<table>
<thead>
<tr>
<th>Public Parking Facility</th>
<th>2019 Supply</th>
<th>2019 Average Peak Occupancy</th>
<th>Weekday Ave. Peak Mid-Day Utilization</th>
<th>Spaces Available</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seneca Garage</td>
<td>439</td>
<td>73%</td>
<td>320</td>
<td>119</td>
</tr>
<tr>
<td>Green Garage*</td>
<td>340</td>
<td>83%</td>
<td>282</td>
<td>58</td>
</tr>
<tr>
<td>Green Garage - Surface</td>
<td>11</td>
<td>100%</td>
<td>11</td>
<td>0</td>
</tr>
<tr>
<td>Cayuga Garage</td>
<td>685</td>
<td>65%</td>
<td>445</td>
<td>240</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1475</strong></td>
<td><strong>72%</strong></td>
<td><strong>1058</strong></td>
<td><strong>417</strong></td>
</tr>
</tbody>
</table>

Data Source: Stantec Draft Report July 2020, 2020 garage data

Stantec also is also developing a model to look at overall parking demand under near-future build-out conditions that include both projects at the Green St Garage as well as two other large downtown projects. The model will looks at occupancy and demand under different management’s scenarios that include pricing, education, and participation in downtown Ithaca’s TDP program, as well as other strategies. Preliminary results indicate that with appropriate management and monitoring, supply is sufficient to accommodate demand.

**Mitigations to Parking Impacts**

1. The primary mitigation to manage parking demand caused by the new projects is implementing the recommendations of the Downtown Parking Study, which will be completed before the projects are open. Through the results of the study, the City will develop and implement strategies to proactively monitor and manage the parking supply for greatest efficiency under the direction of the City’s Director of Parking and Transportation and staff. Based on the completed inventory, it appears that there is ample parking to serve the needs of downtown residents, workers and visitors. Strategies to manage this supply may include adjusting pricing to reduce demand at peak hours, working with the DIA to enroll downtown employees in the Downtown TMA, and other methods.

2. Go Ithaca ([www.goithaca.org](http://www.goithaca.org)) is downtown’s Transportation Management Authority (TMA) hosted by the Downtown Ithaca Alliance. It is a transportation benefits program that provides free and discounted transportation services and resources to employees, employers, and residents within the Downtown Ithaca area. The goal of the organization is to reduce single occupancy vehicle trips and parking demand. The project is funded in part by The Climate Smart Community Grant Program, Title 15 of the Environmental Protection Fund through the NYS Department of Environmental Conservation and has two full time staff.

3. Mange Conference Center Demand. Because a successful conference center will be a large driver of parking demand, additional measures will be taken to insure that periodic high demand from conference events is appropriately
managed. The applicant has provided a letter from Peggy Coleman, VP of Tourism with the Tompkins County Convention and Visitors Bureau dated July 15, 2020 describing how conference parking will be managed.

4. The City’s goal for Downtown Ithaca is a thriving mixed use district where the activities of daily life can be carried out without a car. Parking demand will be reduced by the synergy of locating housing, jobs and services in a walkable core that is proximate to transit. Residential development continues to grow and thrive to the downtown despite the fact that many units to not provide parking.

On Street Parking
There is no proposed change to on-street parking, therefore no impacts are anticipated.

Deliveries and Loading
Higher intensity of land use will create more demand for all types of deliveries and loading. The new housing is expected to create significant demand for residential delivery. The following will be implemented to accommodate this demand:

- The applicant is proposing to restore the loading area on Green Street as a shared loading/rideshare space to accommodate one vehicle.
- According to the applicant, additional loading for maintenance and operations will occur at the service area adjacent to the Marriot Hotel

Transit
No changes are proposed to the bus stops on the northern side of the street. City staff will continue to monitor and reevaluate passenger drop-off needs to determine the best location for the permanent drop-off area before construction is completed. Based on this information, no negative impact to TCAT or intercity bus services are anticipated as a result of these projects.

Pedestrian
The projects will maintain and improve pedestrian access and amenity. The design of the pedestrian area on Green Street will be further developed during site plan review to insure a safe interface between pedestrians and entering/exiting vehicles. Based on this information, the Lead Agency has determined that no negative impact to pedestrians is anticipated.

Bikes
The applicant is provided four outdoor bike racks in addition to covered bike parking on the ground floor to accommodate sixty-three spaces. The project will increase demand for public bike parking. It is a challenge to provide ample and conveniently located bike parking in the downtown core due to the competing desire for unobstructed pedestrian space. City staff is continually evaluating bike parking needs and will identify appropriate locations for additional parking to serve the growing need. Therefore no negative impact to bike parking is expected as a result of these projects.

Construction Impacts & Mitigations to Transportation
Construction for both projects is expected to begin in late 2020 early 2021 and to last approximately 24 months. During this time there will be fluctuating temporary, but potentially significant impacts to all modes of transportation, including pedestrians, cyclers, transit, delivery vehicles and personal vehicles. The evaluation of construction impacts and the selection of appropriate mitigations are being done in two primary ways. First, the applicants are developing a construction access and mitigation plans in coordination with NYSDOT and the City. Second, City staff, in coordination with the Downtown
Ithaca Alliance (DIA) are using data and analysis completed by Stantec, as well as other sources to better understand, predict and mitigate the construction parking impacts of both developments.

The Project sponsors are developing a coordinated construction plan for the south side of Green Street from the corner of Cayuga to the east side of the Aurora St Bridge to provide a unified predictable circulation pattern during the entire construction period. The latest plan is shown in three drawings titled ‘Multi-Lane Shift, Long Term Plan (C701)’, “Single Lane Closure- Short Term Plan (C-702)” and “Pedestrian Traffic Control Plan (C703)” dated 6-15-20 and prepared by CHA. The plan includes removal of the bike lane, shifting the travel lanes to the south and using the sidewalk and parking lanes on the north side of the street for a construction zone. The entrance to the garage will remain accessible when parking decks are open to the public and the mid-block crossing will be maintained to access Cinemopolis and Home Dairy Alley. Creating a temporary crossing near the bridge has been deemed unsafe due to limited line of sight and will be discouraged through signage and installation of a barricade along the curb blocking access to the north sidewalk. The sidewalk will reopen east of the Aurora St Bridge.

Construction Impacts and Mitigations to Parking – Green St Garage Removal
During the approximately two-year construction period for both Green Street projects, the number of available parking in the Green St Garage will fluctuate. The expected scenario is shown in the table below. Although, actual availability of parking may differ depending on several factors including start date, unanticipated construction delays, building code issues the effects of Covid-19, and other factors, some portion of the garage is expected to be open during most of the construction period.

<table>
<thead>
<tr>
<th>Phase</th>
<th>Projected Start Date</th>
<th>Est. Duration Calendar Days</th>
<th>Change in Parking</th>
<th>Green St. Parking Available</th>
<th>Change From 2019</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>0</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>1/1/2021</td>
<td>60</td>
<td>-291</td>
<td>49</td>
<td>-291</td>
<td>Demolish west and east sections</td>
</tr>
<tr>
<td>2</td>
<td>3/2/2021</td>
<td>60</td>
<td>-49</td>
<td>0</td>
<td>-340</td>
<td>Commence construction</td>
</tr>
<tr>
<td>3</td>
<td>5/1/2021</td>
<td>60</td>
<td>0</td>
<td>0</td>
<td>-340</td>
<td>Continue construction</td>
</tr>
<tr>
<td>4</td>
<td>6/30/2021</td>
<td>60</td>
<td>107</td>
<td>107</td>
<td>-233</td>
<td>Reopen levels 2 &amp; 3 center section</td>
</tr>
<tr>
<td>5</td>
<td>8/29/2021</td>
<td>60</td>
<td>124</td>
<td>231</td>
<td>-109</td>
<td>Open levels 4 &amp; 5 center section</td>
</tr>
<tr>
<td>6</td>
<td>10/28/2021</td>
<td>30</td>
<td>178</td>
<td>409</td>
<td>69</td>
<td>Open level 6 and levels 2 and 3 east section</td>
</tr>
<tr>
<td>7</td>
<td>11/27/2021</td>
<td>30</td>
<td>60</td>
<td>469</td>
<td>129</td>
<td>Open level 7</td>
</tr>
<tr>
<td>8</td>
<td>12/27/2021</td>
<td>330</td>
<td>0</td>
<td>469</td>
<td>129</td>
<td>Complete tower</td>
</tr>
<tr>
<td>End</td>
<td>11/22/2022</td>
<td>36</td>
<td>505</td>
<td>165</td>
<td></td>
<td>Open ground floor private parking</td>
</tr>
</tbody>
</table>

Source: data compiled from Stantec Draft Report July 2020 and Project Sponsor’s anticipated construction schedules

Based on information in Table 1, Average Peak Occupancy and Utilization – Downtown Public Parking, above, as many as 293 actual parkers are likely to be displaced at the weekday peak hour ([340 x 80%] + 11=293). This will have a 6-18 month temporary impact on these transient parkers, permit holders and hotel parkers, including patrons who use its nine
accessible spaces. As the closest public parking to many of the Commons and downtown businesses, its temporary loss will require that users relocate to potentially less convenient locations in and around the downtown area.

In addition to the needs of existing parkers, new peak hour demand may be added in the near future and before the Green Garage begins to significantly reopen in November of 2021. Several adjacent projects will soon open, adding up to 78 housing units, 67,000 SF of office and 27,000 SF of ground floor commercial or restaurant. The amount and timing of this new demand is difficult to predict as it is largely depends on lease-up of office space, which will add demand to the peak hour. Preliminary estimates suggest that new demand could be up to 100 spaces through 2021.

Two mitigating factors should be considered when evaluating potential parking impacts during construction:

First, the project is located in the downtown core in the hub of the City’s multimodal transportation network. There is ample access to transit, rideshare and carshare, intercity bus service as well as participation in the downtown TMA, Go Ithaca. For those who must drive into the City and are able to walk, here is ample 24 hour on-street parking within ½ mile of the downtown core.

Second, the effects of COVID-19 are likely to continue through the early phases of construction when the Green Street Garage is completely closed and the parking supply is at its lowest level. As of July 2020, there is an approximately 50% decrease in peak-hour downtown parking demand in downtown garages based on reports from City staff. The pandemic has caused a shift to remote work, limited capacity at bars restaurants, lack of travel and tourism, and affected people’s normal daily routines and behaviors. These changes are likely to continue in one form or another well into 2021 or until an effective vaccine is widely available.

Construction Mitigations to Parking:
1. Relocate existing Green Street Parkers to the Seneca and Cayuga Garages.
   Seneca and Cayuga Street Garages have sufficient capacity to absorb the estimated 293 parkers (in November 2019) at the peak hour. If all 293 parkers relocated to these garages, there would still be sufficient capacity to maintain a 10% vacancy rate with a small surplus of spaces.

2. Relocate Accessible Spaces to the Cayuga St Garage
   Based on information provided by Eric Hathaway, Director of Transportation and Parking, six of the nine accessible spaces in the Green St Garage are used on a regular basis. Fred Huante, manager of the Cayuga St Garage reports that eight of its fourteen accessible spaces are used on a regular basis and that four additional spaces can be added if needed. The Cayuga Garage has an excess of six spaces with the ability to increase capacity by four additional spaces. Therefore Cayuga Garage can absorb the demand for six accessible spaces. The City’s mitigation plan will include outreach and/or signage to direct parkers needing accessible spaces to the Cayuga Garage and will monitor occupancy to determine when/if additional spaces should be implemented.

3. Use Underutilized On-Street Parking for Long-Term Parking
   To give commuters and other long-term parkers more options, the City is also considering converting underutilized short-term metered parking to long term parking. Based on information from Stantec this could shift up to 145 spaces in the garage. Alternatively, these spaces could be designated for City Hall employees.
4. The City Director of Parking and Transportation will monitor parking demand and occupancy monthly during garage closure and implement policies and practices to increase supply as appropriate or needed. These may include leasing and downtown surface lot, adjusting pricing at garages education parkers to the location of available parking. Etc

   The Planning Board will require remote construction parking as a condition of Site Plan approval. Parking for workers must be outside the downtown core and must not conflict with the increased capacity created by re-designated underused on street spaces. Exceptions may be made if monitoring conducted by the Director of Parking and Transportation concludes that there is sufficient capacity to accommodate some workers. The project sponsor for Asteri has stated that they will provide remote parking at 950 N Danby Road.

6. The City and the DIA will conduct outreach and provide information to affected parties

7. The City will evaluate nearby private surface parking lots and identify/select feasible lots for lease.

8. The City will work with the DIA to encourage City Hall workers to participate in Go Ithaca (www.goithaca.org) programs.

Construction Impacts to Non—Garage Parking
There are no on-street parking spaces related to this project.

Construction Impacts to Loading and Deliveries
Based on the construction plan drawings referenced above, the two on-street loading/delivery spaces will be removed during the 24 month construction period. The removal of the loading spaces may impact some Commons businesses as well as the new residents and businesses in Harold Square. The City will identify an alternative loading area on Green or Cayuga for the duration of construction.

Construction Impacts to Transit Passenger Drop Off and Car Share
Based on the construction plan drawings referenced above, transit drop off and carshare spaces will be removed for the 24 month construction period. The City will work with Carshare to identify an alternative space. The City will also identify and appropriate area for passenger drop off. The proposed lane shift may impeded bus movements, particularly for the larger inter-city busses. The City will work with TCAT and intercity bus providers to determine if any bus stops should be relocated.

Construction Impacts to Bike Parking
There is no existing bike parking associated with this project, however, the City will work with the DIA and other interested parties to identify an appropriate site to install up to 13 temporary racks to replace those that will be removed west of the site.

Construction Impacts to Pedestrians
Pedestrian circulation will be altered during the 24 month construction period. Pedestrians will be inconvenienced as they are forced to take longer and less direct routes from Green Street to the Commons. While convenience is important, a larger concern is maintaining safe circulation and building egress in and around the construction zone. The
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City will ease the inconvenience by working with the project sponsors and the DIA to design and install attractive wayfinding in appropriate locations

Based on the information provided above, the Lead Agency has determined that the applicants working with the City have mitigated any impacts to the maximum extent practicable. Therefore, no negative impacts to transportation are anticipated as a result of these projects.

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 exterior lighting as well as lighting inside the garage decks. The applicant has stated in materials dated August 3, 2020 that:

- There will be streetscape appropriate light levels to accommodate pedestrian safety using building mounted lighting at the entrance locations.
- There will be no spillage over property lines.
- Dark sky compliant lighting.

Upper floor garage lighting should be designed in coordination with the adjacent project. Proposed garage lighting should be modeled and ultimately selected based the following:

- Not overlit – minimize brightness
- No spillage
- Should not be directly visible or create glare at night for pedestrians or residents in surrounding buildings

Chanel lighting should be dimmable so as not to create glare or light spillage and not be overly bright to nearby residents or distant views.

Foundation construction will create noise, dust and potentially vibration. It may require shoring that may impact Green Street and other properties. Vibration has the potential to damage nearby structures and noise and dust will impact downtown residents, businesses, visitors and workers. In addition, generators may be required to provide power to the site during construction.

Cumulative impacts with the adjacent project may result by intensity if both foundations are installed simultaneously and by duration if not.
Mitigations Proposed by the Applicant:

- Pre and post construction building surveys and vibration monitoring will be required for any type of site preparation or foundation construction that involves vibrations that could result in damage.
- If piles are used, the applicant will choose the installation method that minimizes vibration.
- Foundation construction for both projects should be coordinated to address surveys and monitoring both for cumulative intensity and duration.
- 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).

**IMPACT ON HUMAN HEALTH**

The mapper identified NYSDEC Site ID 755010 as the Morse Industrial Corporation site located at 620 South Aurora Street and approximately 1500 ft south of the proposed project site. The proposed project site construction is not anticipated to be impacted by the Remediated site, given the proximity and topography which is bisected by the Six Mile Creek.

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 is in the downtown core where residential development is allowed and highly desirable. The project is consistent with the 2015 Comprehensive plan and the Downtown Design Guidelines. It is consistent with plans to locate housing close to employment, services and transportation. The project will bring 200 units of housing, 20 of which will be affordable to the heart of downtown. The amenities and design of the first floor will activate the street-level and help transform Green Street to a corridor of entertainment, gathering, civic life, and public transportation. This project also preserves all the existing parking.

The project site is subject to the Downtown Design Guidelines. The Applicant submitted a Design review application dated June 17, 2020 which the Board reviewed at their 6-23-20 meeting. As outlined above, the Board found the project in substantial compliance with the Guidelines and will continue to develop the design during site plan review.

The project is in the CBD-140 zoning district and requires area variances for rear yard setback and number of stories. The building site extends from the Commons to E Green Street. The proposed building will be 14 stories and will exceed the 12 stories allowed by the zoning ordinance. The proposed building will also exceed the maximum height of 140’, with a height of 156’ 10’ at the top of the elevator tower. The applicant seeks the additional building height to accommodate the parking decks, connect to the existing commercial building for pedestrian access, and provide a rooftop terrace for residential tenants. The additional stories are to accommodate a rooftop terrace (considered a story under the City’s zoning code) and to allow for a smaller floor-to-floor height. The height of the building does not appear to be 14 stories as only 13 are visible, and the tallest portion of the building (the elevator tower) is in the center of the building and not highly visible.
In addition, the applicant proposes to construct the building at the rear property line on E. Green Street, providing 0’ of the required 10’ rear yard. Rear yard setbacks are established to preserve space, light, and air between properties. A rear yard setback is not needed in this case because the 1) the building extends through the block therefore there is no need to provide space, light, and air between two buildings and 2) because the residential entrance is on Green St, it is more desirable to bring the building closer to the sidewalk to create a consistent street edge than to push it back ten feet to provide the required setback.

The project is also in the Street Level Active Use Overlay Zone (SLAUOZ) in which all properties that have a street-facing storefront must contain an active use on the street level. Non-active uses include, but are not limited to, any residential uses or commercial activities that have blocked windows. The code gives a list of permitted active uses and also gives discretion to the Planning Board to permit grant special approval for additional uses they determine to be active uses. The street level use on Green Street is a residential lobby flanked by the vehicular entrance and exit to the ground floor parking and service area. The applicant has designed the building to activate the street by providing ample glazing and multiple entrances to the residential lobby. The lobby and visible hallways contain decorative lighting, furnishings, and large scale hanging art to further enliven the space. The applicant has proposed design interventions to mitigate the entrance/driveways and the ground floor parking, which would not normally be considered and active use. These include channel lighting to activate the walls of the parking area, continuous sidewalks to slow cars, and a generous sidewalk with benches and other public amenities in front of the lobby area. The design of this space will continue to evolve during site plan approval. The Board has determined that as a whole, the street level is an active use because the design transforms the street level from its current form (described elsewhere in this document) which has no activation, pedestrian interest, or amenity into a bright and active area that is shared by vehicles and pedestrians.

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

**CONSISTENCY WITH COMMUNITY CHARACTER**

The project is in the downtown core, which as described elsewhere in this document, is characterized by dense mixed use development. The project provides an appropriate urban response to providing parking while also enhancing the urban fabric. The parking decks are a public-private partnership. The decks will be built by the project sponsor then leased back to the City for public use. This allows the City to continue to provide and manage this public amenity while not increasing the tax burden on property owners.

Based on information provided by NYSDOT, NYSEG and City staff, there is sufficient capacity in existing systems to provide utilities to the project.

Based on information provided in the August 3, 2020 application materials, the building contains an interior centralized trash collection area. The trash area will collect refuse from the project and transport via totes to the pickup location. The pickup location is directly adjacent to the hotel service area. The existing service area will be available for the proposed project to utilize, allowing for the private waste removal contractor to access the dumpsters. This area is located off of Green Street, to mitigate any potential traffic conflicts.
As describes elsewhere in this document, the building design and materials are contextual to the downtown area.

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
WHEREAS: the City of Ithaca Planning and Development Board has one pending application for site plan approval for a commercial renovation at 323-325 Elmira Road by Christian Brunelle for Sonbyrne Sales Inc, and

WHEREAS: The applicant proposes to renovate the existing building, to construct a new fuel canopy and to install associated site improvements at the 1-acre project site (formerly a Denny's Restaurant). The site is currently occupied with a 4,686 SF building, associated paving and parking for 60+ vehicles. The applicant will replace the existing roof with a peaked roof and install new exterior finishes to all (4) sides of the building. A freestanding fuel canopy will be added with (6) fuel pumps. The site will utilize the (2) existing curb cuts (driveways). Site improvements will include reorganization of the parking area resulting in a reduction of 30 spaces, landscaping, lighting, signage, bike racks, and a new sidewalk connecting the front of the building to the existing sidewalk along Elmira Road. The project site is in the Southwest District (SW-2), and

WHEREAS: This is an Unlisted Action under the City of Ithaca Environmental Quality Review Ordinance and the State Environmental Quality Review Act and is subject to environmental review, 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 July 28, 2020 declare itself Lead Agency for the environmental review of the project, and

WHEREAS: this Board, acting as Lead Agency in Environmental Review, has on August 25, 2020, reviewed and accepted as adequate: a Full Environmental Assessment Form (FEAF) Part 1, submitted by the applicant, and Part 2 prepared by Planning staff, Drawings titled “Boundary and Topographic Map, 323-325 Elmira Road, City of Ithaca, County of Tompkins, State of New York” dated 02-14-2020 and prepared by CNY Land Surveying, and “Final Site Plan (C201)” dated 08-19-20, and “Existing Conditions and Demolition Plan (C101)”, “Landscaping Plan and Details (C202)”, “Erosion and Sediment Control Plan (C301)”, “Paving, Grading & Dimensions Plan (C401)” and “Landscape Plan and Details (C202) all with a latest revision date of 8-13-20 and prepared by Plumley Engineering P.C., and “Plans and Elevations (A-3)”, dated 3-13-20 and prepared by Donahue Group, and “Ithaca Byrne Dairy Fuel Canopy” and Fuel Canopy Dimensions” “Ithaca Fence” and Ithaca Byrne Dairy Sign Package all unattributed and hand dated 8-18-20 and other application materials, and

WHEREAS: 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, now, therefore, be it

RESOLVED: that the City Planning Board determined 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 & Final Approval

City of Ithaca Planning & Development Board
323-325 Elmira Road
Commercial Renovation
August 25, 2020

WHEREAS: the City of Ithaca Planning and Development Board has one pending application for site plan approval for a commercial renovation at 323-325 Elmira Road by Christian Brunelle for Sonbyme Sales Inc, and

WHEREAS: The applicant proposes to renovate the existing building, to construct a new fuel canopy and to install associated site improvements at the 1-acre project site (formerly a Denny’s Restaurant). The site is currently occupied with a 4,686 SF building, associated paving and parking for 60+ vehicles. The applicant will replace the existing roof with a peaked roof and install new exterior finishes to all (4) sides of the building. A freestanding fuel canopy will be added with (6) fuel pumps. The site will utilize the (2) existing curb cuts (driveways). Site improvements will include reorganization of the parking area resulting in a reduction of 30 spaces, landscaping, lighting, signage, bike racks, and a new sidewalk connecting the front of the building to the existing sidewalk along Elmira Road. The project site is in the Southwest District (SW-2), and

WHEREAS: This is an Unlisted Action under the City of Ithaca Environmental Quality Review Ordinance and the State Environmental Quality Review Act and is subject to environmental review, 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 July 28, 2020 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 July 28, 2020, and

WHEREAS: this Board, acting as Lead Agency in Environmental Review, has on August 25, 2020, reviewed and accepted as adequate: a Full Environmental Assessment Form (FEAF) Part 1, submitted by the applicant, and Part 2 prepared by Planning staff, Drawings titled “Boundary and Topographic Map, 323-325 Elmira Road, City of Ithaca, County of Tompkins, State of New York” dated 02-14-2020 and prepared by CNY Land Surveying, and “Final Site Plan (C201)” dated 08-19-20, and “Existing Conditions and Demolition Plan (C101)”, “Landscaping Plan and Details (C202)”, “Erosion and Sediment Control Plan (C301)”, “Paving, Grading & Dimensions Plan (C401)” and “Landscape Plan and Details (C202) all with a latest revision date of 8-13-20 and prepared by Plumley Engineering P.C., and “Plans and Elevations (A-3)”, dated 3-13-20 and prepared by Donahue Group, and “Ithaca Byrne Dairy Fuel Canopy” and “Fuel Canopy Dimensions” “Ithaca Fence” and Ithaca Byrne Dairy Sign Package all unattributed and hand dated 8-18-20 and other application materials, and

WHEREAS: 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 of Ithaca Planning and Development Board did, on August 25, 2020 determine the proposed project would will result in no significant impact on the environment and did make a Negative Declaration of Environmental Significance, now, therefore, be it
RESOLVED: that the Planning Board does hereby grant Preliminary and Final Site Plan Approval to the project subject to the following conditions:

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

ii. Submission to Planning Staff for review and approval of all site details including but not limited to exterior furnishings, dumpster enclosure, walls, railings, bollards, paving, signage, lighting, etc., and

iii. Submission of colored and keyed building elevations of all façades with building materials samples sheet, and

iv. Plans, drawings and/or visualizations showing all proposed exterior mechanicals and associated equipment including heat pumps, ventilation, etc. including appropriate screening if necessary, and

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

vi. Confirmation from the City Transportation Engineer any transportation concerns have been addressed.

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

viii. Bike racks must be installed before a certificate of occupancy is granted.

Moved by: 
Seconded by: 
In favor: 
Against: 
Abstain: 
Absent: 
Vacancies: None
**Full Environmental Assessment Form**

**Part 3 - Evaluation of the Magnitude and Importance of Project Impacts and Determination of Significance**

Part 3 provides the reasons in support of the determination of significance. The lead agency must complete Part 3 for every question in Part 2 where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.

Based on the analysis in Part 3, the lead agency must decide whether to require an environmental impact statement to further assess the proposed action or whether available information is sufficient for the lead agency to conclude that the proposed action will not have a significant adverse environmental impact. By completing the certification on the next page, the lead agency can complete its determination of significance.

**Reasons Supporting This Determination:**

To complete this section:

- Identify the impact based on the Part 2 responses and describe its magnitude. Magnitude considers factors such as severity, size or extent of an impact.
- Assess the importance of the impact. Importance relates to the geographic scope, duration, probability of the impact occurring, number of people affected by the impact and any additional environmental consequences if the impact were to occur.
- The assessment should take into consideration any design element or project changes.
- Repeat this process for each Part 2 question where the impact has been identified as potentially moderate to large or where there is a need to explain why a particular element of the proposed action will not, or may, result in a significant adverse environmental impact.
- Provide the reason(s) why the impact may, or will not, result in a significant adverse environmental impact.
- For Conditional Negative Declarations identify the specific condition(s) imposed that will modify the proposed action so that no significant adverse environmental impacts will result.
- Attach additional sheets, as needed.

---

**Determination of Significance - Type 1 and Unlisted Actions**

| SEQR Status: | Type 1 | | Unlisted | ✔ |
| Identify portions of EAF completed for this Project: | ✔ Part 1 | ✔ Part 2 | | Part 3 |

FEAF 2019
Upon review of the information recorded on this EAF, as noted, plus this additional support information

and considering both the magnitude and importance of each identified potential impact, it is the conclusion of the
City of Ithaca Planning Board as lead agency that:

☑ A. This project will result in no significant adverse impacts on the environment, and, therefore, an environmental impact
statement need not be prepared. Accordingly, this negative declaration is issued.

☐ B. Although this project could have a significant adverse impact on the environment, that impact will be avoided or
substantially mitigated because of the following conditions which will be required by the lead agency:

There will, therefore, be no significant adverse impacts from the project as conditioned, and, therefore, this conditioned negative
declaration is issued. A conditioned negative declaration may be used only for UNLISTED actions (see 6 NYCRR 617.7(d)).

☐ C. This Project may result in one or more significant adverse impacts on the environment, and an environmental impact
statement must be prepared to further assess the impact(s) and possible mitigation and to explore alternatives to avoid or reduce those
impacts. Accordingly, this positive declaration is issued.

<table>
<thead>
<tr>
<th>Name of Action:</th>
<th>323 Elmira Road- Commercial Renovation</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Name of Lead Agency:</th>
<th>City of Ithaca Planning Board</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Name of Responsible Officer in Lead Agency:</th>
<th>Lisa Nicholas</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Title of Responsible Officer:</th>
<th>Deputy Director of Planning &amp; Development</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Signature of Responsible Officer in Lead Agency:</th>
<th>Date: 8-25-20</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Signature of Preparer (if different from Responsible Officer)</th>
<th>Date:</th>
</tr>
</thead>
</table>

**For Further Information:**

Contact Person: Lisa Nicholas
Address: 108 E Green St, Ithaca NY
Telephone Number: 607-274-6557
E-mail: lnicholas@cityofithaca.org

**For Type 1 Actions and Conditioned Negative Declarations, a copy of this Notice is sent to:**

Chief Executive Officer of the political subdivision in which the action will be principally located (e.g., Town / City / Village of)
Other involved agencies (if any)
Applicant (if any)
Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency’s reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency and the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:
- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer “Yes” to a numbered question, please complete all the questions that follow in that section.
- If you answer “No” to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box “Moderate to large impact may occur.”
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the “whole action”.
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. **Impact on Land**
   Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
   If “Yes”, answer questions a - j. If “No”, move on to Section 2.

<table>
<thead>
<tr>
<th>Question</th>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may involve construction on land where depth to water table is less than 3 feet.</td>
<td>E2d</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may involve construction on slopes of 15% or greater.</td>
<td>E2f</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.</td>
<td>E2a</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.</td>
<td>D2a</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may involve construction that continues for more than one year or in multiple phases.</td>
<td>D1e</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).</td>
<td>D2e, D2q</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>g. The proposed action is, or may be, located within a Coastal Erosion hazard area.</td>
<td>B1i</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>h. Other impacts:</td>
<td></td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>
2. **Impact on Geological Features**
   The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)
   *If “Yes”, answer questions a - c. If “No”, move on to Section 3.*

<table>
<thead>
<tr>
<th>Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Identify the specific land form(s) attached:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. Other impacts:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

3. **Impacts on Surface Water**
   The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)
   *If “Yes”, answer questions a - l. If “No”, move on to Section 4.*

<table>
<thead>
<tr>
<th>Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may create a new water body.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s).</td>
<td></td>
<td></td>
</tr>
<tr>
<td>h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>j. The proposed action may involve the application of pesticides or herbicides in or around any water body.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
4. Impact on groundwater

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. (See Part 1. D.2.a, D.2.c, D.2.d, D.2.p, D.2.q, D.2.t)

If “Yes”, answer questions a - h. If “No”, move on to Section 5.

<table>
<thead>
<tr>
<th>Question(s)</th>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.</td>
<td>D2c</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source:</td>
<td>D2c</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may allow or result in residential uses in areas without water and sewer services.</td>
<td>D1a, D2c</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may include or require wastewater discharged to groundwater.</td>
<td>D2d, E2l</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated.</td>
<td>D2c, E1f, E1g, E1h</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.</td>
<td>D2p, E2l</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.</td>
<td>E2h, D2q, E2l, D2c</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>h. Other impacts: __________________________________________________________</td>
<td></td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

5. Impact on Flooding

The proposed action may result in development on lands subject to flooding. (See Part 1. E.2)

If “Yes”, answer questions a - g. If “No”, move on to Section 6.

<table>
<thead>
<tr>
<th>Question(s)</th>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may result in development in a designated floodway.</td>
<td>E2i</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in development within a 100 year floodplain.</td>
<td>E2j</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may result in development within a 500 year floodplain.</td>
<td>E2k</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may result in, or require, modification of existing drainage patterns.</td>
<td>D2b, D2e</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may change flood water flows that contribute to flooding.</td>
<td>D2b, E2i, E2j, E2k</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?</td>
<td>E1e</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>
### 6. Impacts on Air

The proposed action may include a state regulated air emission source. (See Part 1. D.2.f., D.2.h, D.2.g)  
*If “Yes”, answer questions a - f. If “No”, move on to Section 7.*

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
</table>
| a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:  
  i. More than 1000 tons/year of carbon dioxide (CO₂)  
  ii. More than 3.5 tons/year of nitrous oxide (N₂O)  
  iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)  
  iv. More than .045 tons/year of sulfur hexafluoride (SF₆)  
  v. More than 1000 tons/year of carbon dioxide equivalent of hydrochlorofluorocarbons (HFCs) emissions  
  vi. 43 tons/year or more of methane | D2g ✔ | ☐ |
| b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants. | D2g ✔ | ☐ |
| c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU’s per hour. | D2f, D2g ✔ | ☐ |
| d. The proposed action may reach 50% of any of the thresholds in “a” through “c”, above. | D2g ✔ | ☐ |
| e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour. | D2s ✔ | ☐ |
| f. Other impacts: Construction impacts and fueling | ✔ | ☐ |

### 7. Impact on Plants and Animals

The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.)  
*If “Yes”, answer questions a - f. If “No”, move on to Section 8.*

<table>
<thead>
<tr>
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<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.</td>
<td>E2o ☐</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.</td>
<td>E2o ☐</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.</td>
<td>E2p ☐</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.</td>
<td>E2p ☐</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.</td>
<td>E3c</td>
<td>☐</td>
</tr>
<tr>
<td>f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community. Source:</td>
<td>E2n</td>
<td>☐</td>
</tr>
<tr>
<td>g. The proposed action may substantially interfere with nesting/breeding, foraging, or over-wintering habitat for the predominant species that occupy or use the project site.</td>
<td>E2m</td>
<td>☐</td>
</tr>
<tr>
<td>h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat. Habitat type &amp; information source:</td>
<td>E1b</td>
<td>☐</td>
</tr>
<tr>
<td>i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.</td>
<td>D2q</td>
<td>☐</td>
</tr>
<tr>
<td>j. Other impacts:</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>

### 8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.)

If “Yes”, answer questions a - h. If “No”, move on to Section 9.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.</td>
<td>E2c, E3b</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).</td>
<td>E1a, E1b</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.</td>
<td>E3b</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.</td>
<td>E1b, E3a</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may disrupt or prevent installation of an agricultural land management system.</td>
<td>E1a, E1b</td>
<td>☐</td>
</tr>
<tr>
<td>f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.</td>
<td>C2c, C3, D2c, D2d</td>
<td>☐</td>
</tr>
<tr>
<td>g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.</td>
<td>C2c</td>
<td>☐</td>
</tr>
<tr>
<td>h. Other impacts:</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>
9. **Impact on Aesthetic Resources**
   The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)
   *If “Yes”, answer questions a - g. If “No”, go to Section 10.*

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.</td>
<td>E3h</td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.</td>
<td>E3h, C2b</td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may be visible from publicly accessible vantage points:</td>
<td>E3h</td>
<td>☐</td>
</tr>
<tr>
<td>i. Seasonally (e.g., screened by summer foliage, but visible during other seasons)</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>ii. Year round</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>d. The situation or activity in which viewers are engaged while viewing the proposed action is:</td>
<td>E3h, E2q, E1c</td>
<td>☐</td>
</tr>
<tr>
<td>i. Routine travel by residents, including travel to and from work</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>ii. Recreational or tourism based activities</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.</td>
<td>E3h</td>
<td>☐</td>
</tr>
<tr>
<td>f. There are similar projects visible within the following distance of the proposed project:</td>
<td>D1a, E1a, D1f, D1g</td>
<td>☐</td>
</tr>
<tr>
<td>0-1/2 mile</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>½ -3 mile</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>3-5 mile</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>5+ mile</td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>g. Other impacts:</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>

10. **Impact on Historic and Archeological Resources**
   The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)
   *If “Yes”, answer questions a - e. If “No”, go to Section 11.*

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.</td>
<td>E3e</td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.</td>
<td>E3f</td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td></td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory.</td>
<td>E3g</td>
<td>☐</td>
</tr>
<tr>
<td>Source:</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>
d. Other impacts: __________________________________________________________

If any of the above (a-d) are answered “Moderate to large impact may
occur”, continue with the following questions to help support conclusions in Part 3:

   i. The proposed action may result in the destruction or alteration of all or part
      of the site or property.  
      E3e, E3g, E3f
   ii. The proposed action may result in the alteration of the property’s setting or
        integrity.
      E3e, E3f, E3g, E1a, E1b
   iii. The proposed action may result in the introduction of visual elements which
        are out of character with the site or property, or may alter its setting.
      E3e, E3f, E3g, E3h, C2, C3

11. Impact on Open Space and Recreation

If “Yes”, answer questions a - e. If “No”, go to Section 12.

<table>
<thead>
<tr>
<th>Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may result in an impairment of natural functions, or “ecosystem services”, provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.</td>
<td>D2e, E1b E2h, E2m, E2o, E2n, E2p</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in the loss of a current or future recreational resource.</td>
<td>C2a, E1c, C2c, E2q</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may eliminate open space or recreational resource in an area with few such resources.</td>
<td>C2a, C2c E1c, E2q</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may result in loss of an area now used informally by the community as an open space resource.</td>
<td>C2c, E1c</td>
<td>☐</td>
</tr>
<tr>
<td>e. Other impacts: ___________________________________________________________________________________</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>

12. Impact on Critical Environmental Areas

If “Yes”, answer questions a - c. If “No”, go to Section 13.

<table>
<thead>
<tr>
<th>Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.</td>
<td>E3d</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.</td>
<td>E3d</td>
<td>☐</td>
</tr>
<tr>
<td>c. Other impacts: ___________________________________________________________________________________</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>
13. Impact on Transportation
The proposed action may result in a change to existing transportation systems. (See Part 1. D.2.j)
If “Yes”, answer questions a - f. If “No”, go to Section 14.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Projected traffic increase may exceed capacity of existing road network.</td>
<td>D2j</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.</td>
<td>D2j</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action will degrade existing transit access.</td>
<td>D2j</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action will degrade existing pedestrian or bicycle accommodations.</td>
<td>D2j</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may alter the present pattern of movement of people or goods.</td>
<td>D2j</td>
<td>☐</td>
</tr>
<tr>
<td>f. Other impacts: ________________________________</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>

The proposed action may cause an increase in the use of any form of energy. (See Part 1. D.2.k)
If “Yes”, answer questions a - e. If “No”, go to Section 15.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action will require a new, or an upgrade to an existing, substation.</td>
<td>D2k</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</td>
<td>D1f, D1q, D2k</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.</td>
<td>D2k</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.</td>
<td>D1g</td>
<td>☐</td>
</tr>
<tr>
<td>e. Other Impacts: ________________________________</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

15. Impact on Noise, Odor, and Light
The proposed action may result in an increase in noise, odors, or outdoor lighting. (See Part 1. D.2.m., n., and o.)
If “Yes”, answer questions a - f. If “No”, go to Section 16.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may produce sound above noise levels established by local regulation.</td>
<td>D2m</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.</td>
<td>D2m, E1d</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may result in routine odors for more than one hour per day.</td>
<td>D2o</td>
<td>☐</td>
</tr>
<tr>
<td></td>
<td>Relevant Part I Question(s)</td>
<td>No, or small impact may occur</td>
</tr>
<tr>
<td>---</td>
<td>-----------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>d.</td>
<td>D2n</td>
<td>✓</td>
</tr>
<tr>
<td>e.</td>
<td>D2n, E1a</td>
<td>□</td>
</tr>
<tr>
<td>f.</td>
<td></td>
<td>✓</td>
</tr>
</tbody>
</table>

### 16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. f. g. and h.)

If “Yes”, answer questions a - m. If “No”, go to Section 17.

<table>
<thead>
<tr>
<th></th>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a.</td>
<td>E1d</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>b.</td>
<td>E1g, E1h</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>c.</td>
<td>E1g, E1h</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>d.</td>
<td>E1g, E1h</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>e.</td>
<td>E1g, E1h</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>f.</td>
<td>D2t</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>g.</td>
<td>D2q, E1f</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>h.</td>
<td>D2q, E1f</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>i.</td>
<td>D2r, D2s</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>j.</td>
<td>E1f, E1g, E1h</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>k.</td>
<td>E1f, E1g</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>l.</td>
<td>D2s, E1f, D2r</td>
<td>✓</td>
<td>□</td>
</tr>
<tr>
<td>m.</td>
<td></td>
<td>✓</td>
<td>□</td>
</tr>
</tbody>
</table>
17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans. (See Part 1. C.1, C.2, and C.3.)

If “Yes”, answer questions a - h. If “No”, go to Section 18.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action’s land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).</td>
<td>C2, C3, D1a E1a, E1b</td>
<td>✔</td>
</tr>
<tr>
<td>b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.</td>
<td>C2</td>
<td>✔</td>
</tr>
<tr>
<td>c. The proposed action is inconsistent with local land use plans or zoning regulations.</td>
<td>C2, C2, C3</td>
<td>✔</td>
</tr>
<tr>
<td>d. The proposed action is inconsistent with any County plans, or other regional land use plans.</td>
<td>C2, C2</td>
<td>✔</td>
</tr>
<tr>
<td>e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.</td>
<td>C3, D1c, D1d, D1f, D1d, E1b</td>
<td>✔</td>
</tr>
<tr>
<td>f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.</td>
<td>C4, D2c, D2d D2j</td>
<td>✔</td>
</tr>
<tr>
<td>g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)</td>
<td>C2a</td>
<td>✔</td>
</tr>
<tr>
<td>h. Other: Action requires area variances</td>
<td></td>
<td>✔</td>
</tr>
</tbody>
</table>

18. Consistency with Community Character

The proposed project is inconsistent with the existing community character. (See Part 1. C.2, C.3, D.2, E.3)

If “Yes”, answer questions a - g. If “No”, proceed to Part 3.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.</td>
<td>E3e, E3f, E3g</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)</td>
<td>C4</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.</td>
<td>C2, C3, D1f D1g, E1a</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.</td>
<td>C2, E3</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action is inconsistent with the predominant architectural scale and character.</td>
<td>C2, C3</td>
<td>☐</td>
</tr>
<tr>
<td>f. Proposed action is inconsistent with the character of the existing natural landscape.</td>
<td>C2, C3 E1a, E1b E2g, E2h</td>
<td>☐</td>
</tr>
<tr>
<td>g. Other impacts:</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>
Instructions for Completing Part 1

Part 1 is to be completed by the applicant or project sponsor. Responses become part of the application for approval or funding, are subject to public review, and may be subject to further verification.

Complete Part 1 based on information currently available. If additional research or investigation would be needed to fully respond to any item, please answer as thoroughly as possible based on current information; indicate whether missing information does not exist, or is not reasonably available to the sponsor; and, when possible, generally describe work or studies which would be necessary to update or fully develop that information.

Applicants/sponsors must complete all items in Sections A & B. In Sections C, D & E, most items contain an initial question that must be answered either “Yes” or “No”. If the answer to the initial question is “Yes”, complete the sub-questions that follow. If the answer to the initial question is “No”, proceed to the next question. Section F allows the project sponsor to identify and attach any additional information. Section G requires the name and signature of the applicant or project sponsor to verify that the information contained in Part 1 is accurate and complete.

A. Project and Applicant/Sponsor Information.

<table>
<thead>
<tr>
<th>Name of Action or Project:</th>
<th>ITHACA BYRNE DAIRY- SITE PLAN REVIEW &amp; APPROVAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Location (describe, and attach a general location map):</td>
<td>323-25 ELMIRA ROAD IN THE CITY OF ITHACA</td>
</tr>
<tr>
<td>Brief Description of Proposed Action (include purpose or need):</td>
<td>THE PROJECT INVOLVES THE REMODELING OF THE EXISTING BUILDING WITH A NEW ROOF INTO A CONVENIENCE STORE. IN ADDITION, THE CONSTRUCTION OF FUELING FACILITIES (SIX FUELING PUMPS, FUEL CANOPY AND UNDERGROUND PETROLEUM STORAGE TANKS), ALONG WITH ASSOCIATED PARKING LOT AND UTILITY IMPROVEMENTS ARE PLANNED.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name of Applicant/Sponsor:</th>
<th>SONBYRNE SALES, INC.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telephone:</td>
<td>(315) 214-6455</td>
</tr>
<tr>
<td>E-Mail:</td>
<td><a href="mailto:CHRISTIAN.BRUNELLE@BYRNEDAIRY.COM">CHRISTIAN.BRUNELLE@BYRNEDAIRY.COM</a></td>
</tr>
<tr>
<td>Address:</td>
<td>171 NY-5 WEST</td>
</tr>
<tr>
<td>City/PO:</td>
<td>WEEDSPORT</td>
</tr>
<tr>
<td>State:</td>
<td>NEW YORK</td>
</tr>
<tr>
<td>Zip Code:</td>
<td>13166</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Contact (if not same as sponsor; give name and title/role):</th>
<th>Telephone:</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-Mail:</td>
<td></td>
</tr>
<tr>
<td>Address:</td>
<td></td>
</tr>
<tr>
<td>City/PO:</td>
<td></td>
</tr>
<tr>
<td>State:</td>
<td></td>
</tr>
<tr>
<td>Zip Code:</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Property Owner (if not same as sponsor):</th>
<th>CUTTING HOLDING CORP.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telephone:</td>
<td>(607) 273-5080</td>
</tr>
<tr>
<td>E-Mail:</td>
<td></td>
</tr>
<tr>
<td>Address:</td>
<td>19 BUTLER DRIVE</td>
</tr>
<tr>
<td>City/PO:</td>
<td>SOUTH BURLINGTON</td>
</tr>
<tr>
<td>State:</td>
<td>VERMONT</td>
</tr>
<tr>
<td>Zip Code:</td>
<td>05403</td>
</tr>
</tbody>
</table>
### B. Government Approvals

**B. Government Approvals, Funding, or Sponsorship.** (“Funding” includes grants, loans, tax relief, and any other forms of financial assistance.)

<table>
<thead>
<tr>
<th>Government Entity</th>
<th>If Yes: Identify Agency and Approval(s) Required</th>
<th>Application Date (Actual or projected)</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. City Counsel, Town Board, or Village Board of Trustees</td>
<td>☐ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td>b. City, Town or Village Planning Board or Commission</td>
<td>☑ Yes ☐ No</td>
<td>PLANNING BOARD- SITE PLAN APPROVAL</td>
</tr>
<tr>
<td>c. City, Town or Village Zoning Board of Appeals</td>
<td>☐ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td>d. Other local agencies</td>
<td>☑ Yes ☐ No</td>
<td>ITHACA CITY BUILDING DEPARTMENT-BUILDING PERMIT</td>
</tr>
<tr>
<td>e. County agencies</td>
<td>☑ Yes ☐ No</td>
<td>TOMPKINS COUNTY DOH- PLUMBING PERMIT</td>
</tr>
<tr>
<td>f. Regional agencies</td>
<td>☐ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td>g. State agencies</td>
<td>☑ Yes ☐ No</td>
<td>NYSDEC- PBS REGISTRATION</td>
</tr>
<tr>
<td>h. Federal agencies</td>
<td>☐ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td>i. Coastal Resources.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>i. Is the project site within a Coastal Area, or the waterfront area of a Designated Inland Waterway?</td>
<td>☑ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td>ii. Is the project site located in a community with an approved Local Waterfront Revitalization Program?</td>
<td>☑ Yes ☐ No</td>
<td></td>
</tr>
<tr>
<td>iii. Is the project site within a Coastal Erosion Hazard Area?</td>
<td>☑ Yes ☐ No</td>
<td></td>
</tr>
</tbody>
</table>

### C. Planning and Zoning

**C.1. Planning and zoning actions.**

Will administrative or legislative adoption, or amendment of a plan, local law, ordinance, rule or regulation be the only approval(s) which must be granted to enable the proposed action to proceed? ☑ Yes ☐ No

- If Yes, complete sections C, F and G.
- If No, proceed to question C.2 and complete all remaining sections and questions in Part 1

**C.2. Adopted land use plans.**

- a. Do any municipally-adopted (city, town, village or county) comprehensive land use plan(s) include the site where the proposed action would be located? ☑ Yes ☐ No
  If Yes, does the comprehensive plan include specific recommendations for the site where the proposed action would be located? ☑ Yes ☐ No

- b. Is the site of the proposed action within any local or regional special planning district (for example: Greenway; Brownfield Opportunity Area (BOA); designated State or Federal heritage area; watershed management plan; or other?)? ☑ Yes ☐ No
  If Yes, identify the plan(s):
  
  [List of plans]

- c. Is the proposed action located wholly or partially within an area listed in an adopted municipal open space plan, or an adopted municipal farmland protection plan? ☑ Yes ☐ No
  If Yes, identify the plan(s):
  
  [List of plans]
C.3. Zoning

a. Is the site of the proposed action located in a municipality with an adopted zoning law or ordinance. ☑ Yes ☐ No
   If Yes, what is the zoning classification(s) including any applicable overlay district?
   SOUTHWEST ZONE DISTRICT (SW-2)
                                      ☑ Yes ☐ No

b. Is the use permitted or allowed by a special or conditional use permit? ☑ Yes ☐ No

c. Is a zoning change requested as part of the proposed action?
   If Yes,
   i. What is the proposed new zoning for the site? ____________________________

C.4. Existing community services.

a. In what school district is the project site located? ITHACA CITY SCHOOL DISTRICT

b. What police or other public protection forces serve the project site?
   ITHACA POLICE DEPARTMENT, NEW YORK STATE POLICE, TOMPKINS COUNTY SHERIFF'S OFFICE

c. Which fire protection and emergency medical services serve the project site?
   ITHACA FIRE DEPARTMENT

d. What parks serve the project site?
   NEGUNDO WOODS SOUTHWEST SUBSTITUTE PARKLAND, BUTTERMILK FALLS STATE PARK

D. Project Details

D.1. Proposed and Potential Development

a. What is the general nature of the proposed action (e.g., residential, industrial, commercial, recreational; if mixed, include all components)? COMMERCIAL

b. a. Total acreage of the site of the proposed action? ________ 0.993 acres
   b. Total acreage to be physically disturbed? ________ ±0.75 acres
   c. Total acreage (project site and any contiguous properties) owned or controlled by the applicant or project sponsor? ________ 0.993 acres

c. Is the proposed action an expansion of an existing project or use? ☑ Yes ☐ No
   i. If Yes, what is the approximate percentage of the proposed expansion and identify the units (e.g., acres, miles, housing units, square feet)? % __________________ Units: __________________

d. Is the proposed action a subdivision, or does it include a subdivision? ☑ Yes ☐ No
   If Yes,
   i. Purpose or type of subdivision? (e.g., residential, industrial, commercial; if mixed, specify types)
   ii. Is a cluster/conservation layout proposed? ☑ Yes ☐ No
   iii. Number of lots proposed? ________
   iv. Minimum and maximum proposed lot sizes? Minimum ________ Maximum ________

e. Will the proposed action be constructed in multiple phases? ☑ Yes ☐ No
   i. If No, anticipated period of construction: ________ 3 months
   ii. If Yes:
      • Total number of phases anticipated
      • Anticipated commencement date of phase 1 (including demolition) ________ month ________ year
      • Anticipated completion date of final phase ________ month ________ year
      • Generally describe connections or relationships among phases, including any contingencies where progress of one phase may determine timing or duration of future phases: ____________________________________________________________
                                                                                   ____________________________________________________________
f. Does the project include new residential uses?  
If Yes, show numbers of units proposed.  

<table>
<thead>
<tr>
<th></th>
<th>One Family</th>
<th>Two Family</th>
<th>Three Family</th>
<th>Multiple Family (four or more)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Initial Phase</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>At completion of all phases</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

If Yes, show numbers of units proposed.

- One Family
- Two Family
- Three Family
- Multiple Family (four or more)

- Yes
- No

g. Does the proposed action include new non-residential construction (including expansions)?  
If Yes,  

- i. Total number of structures: 1 (Existing)
- ii. Dimensions (in feet) of largest proposed structure: 28.5 height; 65.5 width; and 70 length
- iii. Approximate extent of building space to be heated or cooled: 4,686 square feet

h. Does the proposed action include construction or other activities that will result in the impoundment of any liquids, such as creation of a water supply, reservoir, pond, lake, waste lagoon or other storage?  
If Yes,  

- i. Purpose of the impoundment:
- ii. If a water impoundment, the principal source of the water:  
  - Ground water
  - Surface water streams
  - Other specify:

D.2. Project Operations  

a. Does the proposed action include any excavation, mining, or dredging, during construction, operations, or both?  
(Not including general site preparation, grading or installation of utilities or foundations where all excavated materials will remain onsite)  
If Yes,  

- i. What is the purpose of the excavation or dredging?  
- ii. How much material (including rock, earth, sediments, etc.) is proposed to be removed from the site?  
  - Volume (specify tons or cubic yards):
  - Over what duration of time?  
- iii. Describe nature and characteristics of materials to be excavated or dredged, and plans to use, manage or dispose of them.

- iv. Will there be onsite dewatering or processing of excavated materials?  
  - Yes
  - No  

- v. What is the total area to be dredged or excavated?  
- vi. What is the maximum area to be worked at any one time?  
- vii. What would be the maximum depth of excavation or dredging?  
- viii. Will the excavation require blasting?  
  - Yes
  - No  

- ix. Summarize site reclamation goals and plan:

b. Would the proposed action cause or result in alteration of, increase or decrease in size of, or encroachment into any existing wetland, waterbody, shoreline, beach or adjacent area?  
If Yes,  

- i. Identify the wetland or waterbody which would be affected (by name, water index number, wetland map number or geographic description):
ii. Describe how the proposed action would affect that waterbody or wetland, e.g. excavation, fill, placement of structures, or alteration of channels, banks and shorelines. Indicate extent of activities, alterations and additions in square feet or acres:

________________________________________________________________________________________________________

iii. Will the proposed action cause or result in disturbance to bottom sediments? ☐ Yes ☐ No

If Yes, describe:

iv. Will the proposed action cause or result in the destruction or removal of aquatic vegetation? ☐ Yes ☐ No

If Yes:

- acres of aquatic vegetation proposed to be removed:
- expected acreage of aquatic vegetation remaining after project completion:
- purpose of proposed removal (e.g. beach clearing, invasive species control, boat access):

- proposed method of plant removal:
- if chemical/herbicide treatment will be used, specify product(s):

v. Describe any proposed reclamation/mitigation following disturbance: __________________________________________________________

vi. What is the proposed source(s) of supply for new district? ☐ Yes ☐ No

If Yes:

- Name of district or service area: CITY OF ITHACA WATER SYSTEM
- Does the existing water supply have capacity to serve the proposal? ☐ Yes ☐ No
- Is the project site in the existing district? ☐ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No
- Do existing lines serve the project site? ☐ Yes ☐ No

i. Total anticipated water usage/demand per day: 1,500 gallons/day

ii. Will the project site obtain water from an existing public water supply? ☐ Yes ☐ No

If Yes:

- Name of district or service area: CITY OF ITHACA WATER SYSTEM
- Does the existing public water supply have capacity to serve the proposal? ☐ Yes ☐ No
- Is the project site in the existing district? ☐ Yes ☐ No
- Is expansion of the district needed? ☐ Yes ☐ No
- Do existing lines serve the project site? ☐ Yes ☐ No

iii. Will line extension within an existing district be necessary to supply the project? ☐ Yes ☐ No

If Yes:

- Describe extensions or capacity expansions proposed to serve this project:

- Source(s) of supply for the district:

iv. Is a new water supply district or service area proposed to be formed to serve the project site? ☐ Yes ☐ No

If Yes:

- Applicant/sponsor for new district:
- Date application submitted or anticipated:
- Proposed source(s) of supply for new district:

v. If a public water supply will not be used, describe plans to provide water supply for the project: ________________________________________________

vi. If water supply will be from wells (public or private), what is the maximum pumping capacity: N/A gallons/minute.

d. Will the proposed action generate liquid wastes? ☐ Yes ☐ No

If Yes:

i. Total anticipated liquid waste generation per day: 1,500 gallons/day

ii. Nature of liquid wastes to be generated (e.g., sanitary wastewater, industrial; if combination, describe all components and approximate volumes or proportions of each):

- SANITARY WASTEWATER

iii. Will the proposed action use any existing public wastewater treatment facilities? ☐ Yes ☐ No

If Yes:

- Name of wastewater treatment plant to be used: ITHACA AREA WASTEWATER TREATMENT FACILITY (IAWTF)
- Name of district: DISTRICT WITHIN IAWTF SERVICE AREA
- Does the existing wastewater treatment plant have capacity to serve the project? ☐ Yes ☐ No
- Is the project site in the existing district? ☐ Yes ☐ No
- Is expansion of the district needed?
iv. Will a new wastewater (sewage) treatment district be formed to serve the project site?  
If Yes:  
• Applicant/sponsor for new district: ____________________________  
• Date application submitted or anticipated: ___________________  
• What is the receiving water for the wastewater discharge?  

v. If public facilities will not be used, describe plans to provide wastewater treatment for the project, including specifying proposed receiving water (name and classification if surface discharge or describe subsurface disposal plans):  
N/A

vi. Describe any plans or designs to capture, recycle or reuse liquid waste:  
N/A

e. Will the proposed action disturb more than one acre and create stormwater runoff, either from new point sources (i.e. ditches, pipes, swales, curbs, gutters or other concentrated flows of stormwater) or non-point source (i.e. sheet flow) during construction or post construction?  
If Yes:  
i. How much impervious surface will the project create in relation to total size of project parcel?  
____ Square feet or ____ acres (impervious surface)  
____ Square feet or ____ acres (parcel size)  

ii. Describe types of new point sources.  

iii. Where will the stormwater runoff be directed (i.e. on-site stormwater management facility/structures, adjacent properties, groundwater, on-site surface water or off-site surface waters)?  

• If to surface waters, identify receiving water bodies or wetlands:  

• Will stormwater runoff flow to adjacent properties?  

iv. Does the proposed plan minimize impervious surfaces, use pervious materials or collect and re-use stormwater?  

f. Does the proposed action include, or will it use on-site, one or more sources of air emissions, including fuel combustion, waste incineration, or other processes or operations?  
If Yes, identify:  
i. Mobile sources during project operations (e.g., heavy equipment, fleet or delivery vehicles)  

ii. Stationary sources during construction (e.g., power generation, structural heating, batch plant, crushers)  

iii. Stationary sources during operations (e.g., process emissions, large boilers, electric generation)  

g. Will any air emission sources named in D.2.f (above), require a NY State Air Registration, Air Facility Permit, or Federal Clean Air Act Title IV or Title V Permit?  
If Yes:  
i. Is the project site located in an Air quality non-attainment area? (Area routinely or periodically fails to meet ambient air quality standards for all or some parts of the year)  

ii. In addition to emissions as calculated in the application, the project will generate:  
• _______ Tons/year (short tons) of Carbon Dioxide (CO₂)  
• _______ Tons/year (short tons) of Nitrous Oxide (N₂O)  
• _______ Tons/year (short tons) of Perfluorocarbons (PFCs)  
• _______ Tons/year (short tons) of Sulfur Hexafluoride (SF₆)  
• _______ Tons/year (short tons) of Carbon Dioxide equivalent of Hydrofluorocarbons (HFCs)  
• _______ Tons/year (short tons) of Hazardous Air Pollutants (HAPs)
h. Will the proposed action generate or emit methane (including, but not limited to, sewage treatment plants, landfills, composting facilities)?
   Yes ☐ No ☑

i. Estimate methane generation in tons/year (metric):

ii. Describe any methane capture, control or elimination measures included in project design (e.g., combustion to generate heat or electricity, flaring):

i. Will the proposed action result in the release of air pollutants from open-air operations or processes, such as quarry or landfill operations?
   Yes ☐ No ☑

   If Yes: Describe operations and nature of emissions (e.g., diesel exhaust, rock particulates/dust):

j. Will the proposed action result in a substantial increase in traffic above present levels or generate substantial new demand for transportation facilities or services?
   Yes ☐ No ☑

   If Yes:
   i. When is the peak traffic expected (Check all that apply):
      ☐ Morning ☑ Evening ☐ Weekend
      ☐ Randomly between hours of ______ to ______.
   ii. For commercial activities only, projected number of truck trips/day and type (e.g., semi trailers and dump trucks):

   iii. Parking spaces:  Existing ___________ Proposed ___________ Net increase/decrease ___________

   iv. Does the proposed action include any shared use parking?
       Yes ☐ No ☑

   v. If the proposed action includes any modification of existing roads, creation of new roads or change in existing access, describe:

   vi. Are public/private transportation service(s) or facilities available within ½ mile of the proposed site?
       Yes ☐ No ☑

   vii. Will the proposed action include access to public transportation or accommodations for use of hybrid, electric or other alternative fueled vehicles?
        Yes ☐ No ☑

   viii. Will the proposed action include plans for pedestrian or bicycle accommodations for connections to existing pedestrian or bicycle routes?

k. Will the proposed action (for commercial or industrial projects only) generate new or additional demand for energy?
   Yes ☑ No ☐

   If Yes:
   i. Estimate annual electricity demand during operation of the proposed action:
       856,430 KWH
   ii. Anticipated sources/suppliers of electricity for the project (e.g., on-site combustion, on-site renewable, via grid/local utility, or other):
       LOCAL UTILITY
   iii. Will the proposed action require a new, or an upgrade, to an existing substation?
        Yes ☐ No ☑

l. Hours of operation. Answer all items which apply.
   i. During Construction:
      • Monday - Friday: 7 AM - 5 PM
      • Saturday:  ☐
      • Sunday:  ☐
      • Holidays: ☐
   ii. During Operations:
      • Monday - Friday: 24 HOURS
      • Saturday: 24 HOURS
      • Sunday: 24 HOURS
      • Holidays: 24 HOURS
m. Will the proposed action produce noise that will exceed existing ambient noise levels during construction, operation, or both? ☐ Yes ☑ No
   If yes:
   i. Provide details including sources, time of day and duration:

   ii. Will the proposed action remove existing natural barriers that could act as a noise barrier or screen? ☐ Yes ☑ No
       Describe:

n. Will the proposed action have outdoor lighting? ☑ Yes ☐ No
   If yes:
   i. Describe source(s), location(s), height of fixture(s), direction/aim, and proximity to nearest occupied structures:
      RECESSED LED CANOPY LIGHTING, BUILDING LIGHTING (LED WALL PACKS WITH 9’ MOUNTING HEIGHT), POLE LIGHTING (17’ POLE W/ LED FIXTURES), ALL DARK-SKY FRIENDLY COMPLIANT. REFER TO SITE PLAN FOR FURTHER INFORMATION.
   ii. Will proposed action remove existing natural barriers that could act as a light barrier or screen? ☐ Yes ☑ No
       Describe:

o. Does the proposed action have the potential to produce odors for more than one hour per day? ☑ Yes ☐ No
   If Yes, describe possible sources, potential frequency and duration of odor emissions, and proximity to nearest occupied structures:

p. Will the proposed action include any bulk storage of petroleum (combined capacity of over 1,100 gallons) or chemical products 185 gallons in above ground storage or any amount in underground storage? ☑ Yes ☐ No
   If Yes:
   i. Product(s) to be stored GASOLINE & DIESEL
   ii. Volume(s) ___________ 30K GAL. per unit time ___________ WEEK (e.g., month, year)
   iii. Generally, describe the proposed storage facilities:
      20,000 GALLON & 10,000 GALLON (SPLIT COMPARTMENT) DOUBLE WALLED FIBERGLASS UNDERGROUND STORAGE TANKS.

q. Will the proposed action (commercial, industrial and recreational projects only) use pesticides (i.e., herbicides, insecticides) during construction or operation? ☑ Yes ☐ No
   If Yes:
   i. Describe proposed treatment(s):

   ii. Will the proposed action use Integrated Pest Management Practices? ☐ Yes ☑ No

r. Will the proposed action (commercial or industrial projects only) involve or require the management or disposal of solid waste (excluding hazardous materials)? ☑ Yes ☐ No
   If Yes:
   i. Describe any solid waste(s) to be generated during construction or operation of the facility:
      • Construction: ____________________________ <0.5 tons per ___________ MONTH (unit of time)
      • Operation : ____________________________ <2 tons per ___________ MONTH (unit of time)
   ii. Describe any proposals for on-site minimization, recycling or reuse of materials to avoid disposal as solid waste:
      • Construction: MINIMAL CONSTRUCTION MATERIAL WILL BE DISPOSED OF AS SOLID WASTE.
      • Operation: RECYCLING FACILITIES ARE INTENDED TO BE USED.
   iii. Proposed disposal methods/facilities for solid waste generated on-site:
      • Construction: MINIMAL CONSTRUCTION MATERIAL WILL BE DISPOSED OF AS SOLID WASTE.
      • Operation: RECYCLING FACILITIES ARE INTENDED TO BE USED.
s. Does the proposed action include construction or modification of a solid waste management facility? □ Yes ☑ No
   If Yes:
   i. Type of management or handling of waste proposed for the site (e.g., recycling or transfer station, composting, landfill, or other disposal activities):
   ii. Anticipated rate of disposal/processing:
      • ________ Tons/month, if transfer or other non-combustion/thermal treatment, or
      • ________ Tons/hour, if combustion or thermal treatment
   iii. If landfill, anticipated site life: ________________________________ years

t. Will the proposed action at the site involve the commercial generation, treatment, storage, or disposal of hazardous waste?
   □ Yes ☑ No
   If Yes:
   i. Name(s) of all hazardous wastes or constituents to be generated, handled or managed at facility:
   ii. Generally describe processes or activities involving hazardous wastes or constituents:
   iii. Specify amount to be handled or generated _____ tons/month
   iv. Describe any proposals for on-site minimization, recycling or reuse of hazardous constituents:
   v. Will any hazardous wastes be disposed at an existing offsite hazardous waste facility?
      □ Yes ☑ No
      If Yes: provide name and location of facility:
      If No: describe proposed management of any hazardous wastes which will not be sent to a hazardous waste facility:

E. Site and Setting of Proposed Action

E.1. Land uses on and surrounding the project site

a. Existing land uses.
   i. Check all uses that occur on, adjoining and near the project site.
      ☑ Urban  □ Industrial  ☑ Commercial  ☑ Residential (suburban)  □ Rural (non-farm)
      ☑ Forest  □ Agriculture  □ Aquatic  □ Other (specify): __________________________________
   ii. If mix of uses, generally describe:
      SITE IS SURROUNDED BY COMMERCIAL AND RESIDENTIAL DEVELOPMENT. BUTTERMILK FALLS STATE PARK IS LOCATED APPROXIMATELY 3/4 MILES TO THE SOUTHWEST OF THE SITE.

b. Land uses and covertypes on the project site.

<table>
<thead>
<tr>
<th>Land use or Covertype</th>
<th>Current Acreage</th>
<th>Acreage After Project Completion</th>
<th>Change (Acres +/-)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads, buildings, and other paved or impervious surfaces</td>
<td>±0.78</td>
<td>±0.76</td>
<td>-0.02</td>
</tr>
<tr>
<td>Forested</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meadows, grasslands or brushlands (non-agricultural, including abandoned agricultural)</td>
<td>±0.21</td>
<td>±0.23</td>
<td>+0.02</td>
</tr>
<tr>
<td>Agricultural (includes active orchards, field, greenhouse etc.)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Surface water features (lakes, ponds, streams, rivers, etc.)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Wetlands (freshwater or tidal)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Non-vegetated (bare rock, earth or fill)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>Describe: ________________________________</td>
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</tr>
</tbody>
</table>
c. Is the project site presently used by members of the community for public recreation?  Yes ☐ No ☑
   
i. If Yes: explain:
   


d. Are there any facilities serving children, the elderly, people with disabilities (e.g., schools, hospitals, licensed
   day care centers, or group homes) within 1500 feet of the project site?  Yes ☐ No ☑
   If Yes,
   
   i. Identify Facilities:


e. Does the project site contain an existing dam?  Yes ☐ No ☑
   If Yes:
   
   i. Dimensions of the dam and impoundment:
      • Dam height: _________________________________ feet
      • Dam length: _________________________________ feet
      • Surface area: _________________________________ acres
      • Volume impounded: _______________________________ gallons OR acre-feet

   ii. Dam's existing hazard classification: 


   iii. Provide date and summarize results of last inspection:


f. Has the project site ever been used as a municipal, commercial or industrial solid waste management facility,  Yes ☐ No ☑
   or does the project site adjoin property which is now, or was at one time, used as a solid waste management facility?
   If Yes:
   
   i. Has the facility been formally closed?  Yes ☐ No ☑
      • If yes, cite sources/documentation: 

   ii. Describe the location of the project site relative to the boundaries of the solid waste management facility:


   iii. Describe any development constraints due to the prior solid waste activities:


g. Have hazardous wastes been generated, treated and/or disposed of at the site, or does the project site adjoin property which is now or was at one time used to commercially treat, store and/or dispose of hazardous waste?  Yes ☐ No ☑
   If Yes:
   
   i. Describe waste(s) handled and waste management activities, including approximate time when activities occurred:


h. Potential contamination history. Has there been a reported spill at the proposed project site, or have any remedial actions been conducted at or adjacent to the proposed site?  Yes ☐ No ☑
   If Yes:
   
   i. Is any portion of the site listed on the NYSDEC Spills Incidents database or Environmental Site Remediation database?  Check all that apply:
      • Yes – Spills Incidents database
      • Yes – Environmental Site Remediation database
      • Neither database

   Provide DEC ID number(s): 9414390, 327 ELMIRA RD (NEXT DOOR)

   ii. If site has been subject of RCRA corrective activities, describe control measures:
      5 GALLONS OF GASOLINE SPILLED ON 1/31/95. CLEAN UP AND REMOVAL COMPLETED AND SPILL CLOSED ON 4/4/95.

   iii. Is the project within 2000 feet of any site in the NYSDEC Environmental Site Remediation database?  Yes ☐ No ☑
      If yes, provide DEC ID number(s): C755012A, 755010

   iv. If yes to (i), (ii) or (iii) above, describe current status of site(s):

      SPILL AT 327 ELMIRA ROAD CLOSED AS STATED ABOVE. VOLUNTARY CLEANUP PROGRAM AT STAR OIL COMPANY. NO OTHER INFORMATION PROVIDED BY DEC.
v. Is the project site subject to an institutional control limiting property uses? □ Yes ☑ No
   • If yes, DEC site ID number: _______________________________
   • Describe the type of institutional control (e.g., deed restriction or easement): __________________________________________________________
   • Describe any use limitations: __________________________________________________________
   • Describe any engineering controls: __________________________________________________________
   • Will the project affect the institutional or engineering controls in place? □ Yes ☑ No
   • Explain: ____________________________________________________________________________

E.2. Natural Resources On or Near Project Site

a. What is the average depth to bedrock on the project site? □ Yes ☑ No
   Average: ______________ feet

b. Are there bedrock outcroppings on the project site? □ Yes ☑ No
   If Yes, what proportion of the site is comprised of bedrock outcroppings? __________________%

c. Predominant soil type(s) present on project site:  
   MADE LAND ___________________ 100 %
   ____________________________________________  __________%
   ____________________________________________  __________%
   ____________________________________________  __________%

d. What is the average depth to the water table on the project site? Average: ____________________ feet

e. Drainage status of project site soils: ☑ Well Drained: __________% of site
   □ Moderately Well Drained: __________% of site
   □ Poorly Drained __________% of site

f. Approximate proportion of proposed action site with slopes:  
   ☑ 0-10%: __________% of site
   ☑ 10-15%: __________% of site
   □ 15% or greater: __________% of site

g. Are there any unique geologic features on the project site? □ Yes ☑ No
   If Yes, describe: ____________________________________________________________________________________________

h. Surface water features.
   i. Does any portion of the project site contain wetlands or other waterbodies (including streams, rivers, ponds or lakes)? □ Yes ☑ No
   ii. Do any wetlands or other waterbodies adjoin the project site? ☑ Yes □ No
   iii. Are any of the wetlands or waterbodies within or adjoining the project site regulated by any federal, state or local agency? ☑ Yes □ No
   iv. For each identified regulated wetland and waterbody on the project site, provide the following information:
      • Streams: Name __________________ Classification __________________
      • Lakes or Ponds: Name __________________ Classification __________________
      • Wetlands: Name __________________ Approximate Size N/A
            Wetland No. (if regulated by DEC) ___________________________

v. Are any of the above water bodies listed in the most recent compilation of NYS water quality-impaired waterbodies? □ Yes ☑ No
   If yes, name of impaired water body/bodies and basis for listing as impaired: _______________________________________________

i. Is the project site in a designated Floodway? □ Yes ☑ No

j. Is the project site in the 100-year Floodplain? □ Yes ☑ No

k. Is the project site in the 500-year Floodplain? □ Yes ☑ No

l. Is the project site located over, or immediately adjoining, a primary, principal or sole source aquifer? □ Yes ☑ No
   If Yes:
   i. Name of aquifer: ____________________________________________
m. Identify the predominant wildlife species that occupy or use the project site:  MINIMAL WILDLIFE PRESENT

n. Does the project site contain a designated significant natural community?
   If Yes:  ✔ Yes □ No
   i. Describe the habitat/community (composition, function, and basis for designation):  Floodplain Forest
   ii. Source(s) of description or evaluation: EAF MAPPER
   iii. Extent of community/habitat:
      - Currently: _______________ 20.0 acres
      - Following completion of project as proposed: _______________ acres
      - Gain or loss (indicate + or -): _______________ acres

o. Does project site contain any species of plant or animal that is listed by the federal government or NYS as endangered or threatened, or does it contain any areas identified as habitat for an endangered or threatened species?
   If Yes:  □ Yes ✔ No
   i. Species and listing (endangered or threatened):

p. Does the project site contain any species of plant or animal that is listed by NYS as rare, or as a species of special concern?
   If Yes:  □ Yes ✔ No
   i. Species and listing:

q. Is the project site or adjoining area currently used for hunting, trapping, fishing or shell fishing?
   If yes, give a brief description of how the proposed action may affect that use:

E.3. Designated Public Resources On or Near Project Site

a. Is the project site, or any portion of it, located in a designated agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304?
   If Yes, provide county plus district name/number:
   □ Yes ✔ No

b. Are agricultural lands consisting of highly productive soils present?
   If Yes:  □ Yes ✔ No
   i. If Yes: acreage(s) on project site? _______________
   ii. Source(s) of soil rating(s):


c. Does the project site contain all or part of, or is it substantially contiguous to, a registered National Natural Landmark?
   If Yes:
   i. Nature of the natural landmark:  □ Biological Community  □ Geological Feature
   ii. Provide brief description of landmark, including values behind designation and approximate size/extent:


d. Is the project site located in or does it adjoin a state listed Critical Environmental Area?
   If Yes:
   i. CEA name:
   ii. Basis for designation:
   iii. Designating agency and date:
e. Does the project site contain, or is it substantially contiguous to, a building, archaeological site, or district which is listed on the National or State Register of Historic Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places?
   - Yes
   - No

   If Yes:
   i. Nature of historic/archaeological resource: □ Archaeological Site □ Historic Building or District
   ii. Name:
   iii. Brief description of attributes on which listing is based:

f. Is the project site, or any portion of it, located in or adjacent to an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory?
   - Yes
   - No

   NO IMPACT LETTER RECEIVED 6/25/20 FROM OPRHP

   BUTTERMILK FALLS STATE PARK, NEGUNDO WOODS
   STATE AND LOCAL PARK
   ±0.75 miles.

   i. Is the project site located within a designated river corridor under the Wild, Scenic and Recreational Rivers Program 6 NYCRR 666?
   - Yes
   - No

   If Yes:
   i. Identify the name of the river and its designation:
   ii. Is the activity consistent with development restrictions contained in 6NYCRR Part 666?
   - Yes
   - No

F. Additional Information
Attach any additional information which may be needed to clarify your project.

If you have identified any adverse impacts which could be associated with your proposal, please describe those impacts plus any measures which you propose to avoid or minimize them.

G. Verification
I certify that the information provided is true to the best of my knowledge.

Applicant/Sponsor Name CHRISTIAN BRUNELLE Date JULY 1, 2020
Signature [Signature] Title SENIOR EXECUTIVE VICE PRESIDENT
Disclaimer: The EAF Mapper is a screening tool intended to assist project sponsors and reviewing agencies in preparing an environmental assessment form (EAF). Not all questions asked in the EAF are answered by the EAF Mapper. Additional information on any EAF question can be obtained by consulting the EAF Workbooks. Although the EAF Mapper provides the most up-to-date digital data available to DEC, you may also need to contact local or other data sources in order to obtain data not provided by the Mapper. Digital data is not a substitute for agency determinations.

<table>
<thead>
<tr>
<th>Question</th>
<th>Answer</th>
</tr>
</thead>
<tbody>
<tr>
<td>B.i.i [Coastal or Waterfront Area]</td>
<td>No</td>
</tr>
<tr>
<td>B.i.ii [Local Waterfront Revitalization Area]</td>
<td>No</td>
</tr>
<tr>
<td>C.2.b. [Special Planning District]</td>
<td>Digital mapping data are not available or are incomplete. Refer to EAF Workbook.</td>
</tr>
<tr>
<td>E.1.h [DEC Spills or Remediation Site - Potential Contamination History]</td>
<td>Digital mapping data are not available or are incomplete. Refer to EAF Workbook.</td>
</tr>
<tr>
<td>E.1.h.i [DEC Spills or Remediation Site - Listed]</td>
<td>Digital mapping data are not available or are incomplete. Refer to EAF Workbook.</td>
</tr>
<tr>
<td>E.1.h.i [DEC Spills or Remediation Site - Environmental Site Remediation Database]</td>
<td>Digital mapping data are not available or are incomplete. Refer to EAF Workbook.</td>
</tr>
<tr>
<td>E.1.h.iii [Within 2,000' of DEC Remediation Site]</td>
<td>Yes</td>
</tr>
<tr>
<td>E.1.h.iii [Within 2,000' of DEC Remediation Site - DEC ID]</td>
<td>C755012A, 755010</td>
</tr>
<tr>
<td>E.2.g [Unique Geologic Features]</td>
<td>No</td>
</tr>
<tr>
<td>E.2.h.i [Surface Water Features]</td>
<td>No</td>
</tr>
<tr>
<td>E.2.h.ii [Surface Water Features]</td>
<td>Yes</td>
</tr>
<tr>
<td>E.2.h.iii [Surface Water Features]</td>
<td>Yes - Digital mapping information on local and federal wetlands and waterbodies is known to be incomplete. Refer to EAF Workbook.</td>
</tr>
<tr>
<td>E.2.h.v [Impaired Water Bodies]</td>
<td>No</td>
</tr>
<tr>
<td>E.2.i. [Floodway]</td>
<td>Digital mapping data are not available or are incomplete. Refer to EAF Workbook.</td>
</tr>
<tr>
<td>E.2.j. [100 Year Floodplain]</td>
<td>Digital mapping data are not available or are incomplete. Refer to EAF Workbook.</td>
</tr>
<tr>
<td>E.2.k. [500 Year Floodplain]</td>
<td>Digital mapping data are not available or are incomplete. Refer to EAF Workbook.</td>
</tr>
<tr>
<td>E.2.l. [Aquifers]</td>
<td>No</td>
</tr>
<tr>
<td>E.2.n. [Natural Communities]</td>
<td>Yes</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>E.2.n.i [Natural Communities - Name]</td>
<td>Floodplain Forest</td>
</tr>
<tr>
<td>E.2.n.i [Natural Communities - Acres]</td>
<td>20.0</td>
</tr>
<tr>
<td>E.2.o. [Endangered or Threatened Species]</td>
<td>No</td>
</tr>
<tr>
<td>E.2.p. [Rare Plants or Animals]</td>
<td>No</td>
</tr>
<tr>
<td>E.3.a. [Agricultural District]</td>
<td>No</td>
</tr>
<tr>
<td>E.3.c. [National Natural Landmark]</td>
<td>No</td>
</tr>
<tr>
<td>E.3.d [Critical Environmental Area]</td>
<td>No</td>
</tr>
<tr>
<td>E.3.e. [National or State Register of Historic Places or State Eligible Sites]</td>
<td>Digital mapping data are not available or are incomplete. Refer to EAF Workbook.</td>
</tr>
<tr>
<td>E.3.f. [Archeological Sites]</td>
<td>Yes</td>
</tr>
<tr>
<td>E.3.i. [Designated River Corridor]</td>
<td>No</td>
</tr>
</tbody>
</table>
Hi Christian,

Upon completing my review of the additional materials you submitted as part of your BZA application, I have revised my previous determination that the proposed project requires an area variance. The proposed use is allowed in the SW-2 district, and the area deficiencies associated with the project (front setback and parking setback) are existing deficiencies. While the new Byrne Dairy project will add a covered porch, the existing structure, as shown on the submitted survey dated 2/14/20, currently has a roof overhang that is a similar depth, and this information was not included in my original analysis. Additionally, the project meets the off-street parking requirement. Parking will be reconfigured on site, and while the new configuration does not meet the parking setback requirement, the submitted survey and site plan dated June 2020 show that it will be in the same location as (or even somewhat further from the road than) the existing. Given that the proposed use is allowed under current zoning, the project will not exacerbate any existing deficiencies, and the required off-street parking will be provided, I have determined that the project as currently proposed is allowed under the existing zoning and no area or use variances are required.

I appreciate you taking the time to submit a complete BZA application. While you no longer need to proceed with the application, the information included was very useful in my review. We have not yet received your fee for the BZA application but will return it to you upon receipt. Please contact me with any questions, and I hope the renovations go smoothly.

Best,
Megan

Megan Wilson
Senior Planner
City of Ithaca Planning Division
108 E. Green Street
Ithaca, NY 14850
Phone: (607) 274-6560
Email: mwilson@cityofithaca.org

---

From: Christian Brunelle [Christian.Brunelle@byrnedairy.com]
Sent: Wednesday, July 29, 2020 8:32 AM
To: Megan Wilson
Cc: Lisa Nicholas; Anya Harris
Subject: RE: Byrne Dairy BZA application and info

Megan,

Please confirm receipt of email below with attachments.

LMK if complete and I will throw hard copies in the mail.

Thx

Christian Brunelle
Senior Executive Vice President
Sonbyrne Sales, Inc.
RE: Byrne Dairy project new tree's

Jeanne Grace

Sent: Tuesday, August 11, 2020 12:55 PM
To: Christian Brunelle [Christian.Brunelle@byrnedairy.com]  
Cc: Julian F. Clark [jclark@plumleyeng.com]; Lisa Nicholas

The red maple seems fine as a selection. I think the Calvary pear should be replaced. A crab apple selection (like Adirondack or Prof Spranger) or a hawthorne (like winter king) would be fine there.

I would like to see a detail for how soil will be replaced on the Eastern side of the parking lot, and teh one at the western edge near the driveway, where previously paved area becomes tree planting area. The 3x root ball width in the planting detail will not be enough soil for the trees to thrive and reach the design intent. For large mature trees we suggest approx 700 cubic feet of planting soil, for small maturing trees 240 cubic feet of soil is needed. Soil should be replaced at a 2ft-3ft depth.

Also looking at page 5 of the plan, you show snow storage areas in the same place and planted trees. That usually results in the death of the tree, with added salt being pushed to those areas as well as physical damage to the trunks and low branches as snow and ice are plowed onto the trees.

One of the red maples could be moved slightly S to give more space from the snow piles and the 2 trees in the S corner, should maybe just be one tree moved to the corner of the property line to make more space for snow storage away from the tree.

Jeanne

Jeanne Grace
City Forester
City of Ithaca
Department of Public Works
Division of Parks and Forestry
245 Pier Rd
Ithaca NY 14850
607-272-1718
fax 607-272-4374

From: Christian Brunelle [Christian.Brunelle@byrnedairy.com]
Sent: Tuesday, August 11, 2020 12:25 PM
To: Jeanne Grace
Cc: Julian F. Clark
Subject: Byrne Dairy project new tree's

Jeanne,

Hoping you can give some suggestion for types of trees we should use for our Byrne Dairy project on 323 Elmira Road (former Denny's).

This project is a remodel of the existing bldg. and we are using the existing basic concept for parking on the site.

You reviewed the plans before and made initial comments.

I have cc'd Julian Clark form Plumley Engineering on this email as he is the design engineer.

We are getting real real close for Final approval and this is one of the last remaining items to wrap up for the planning board. I think they want shade trees but I figure you could tell us exact species that the City prefers to save time.

I have attached plans for your review

Thx
Ithaca Byrne Dairy
Signage Package

#1. Free Standing Sign:
   48.75 sq. ft., 20’ High

#2. Building Sign: 3’ 6” X 14’ = 49 sq. ft.
   Internally Illuminated

Canopy Graphics: #1—#3
   20.5 sq. ft. each
   (3) sides of canopy—Total 61.5 sq.ft.
Sign #1
Free Standing Sign:
48.75 sq. ft. each side
Internally Illuminated

Total: 48.75 sq ft
Sign #2

Building Sign:
3’ 6” x 14’ = 49 sq ft.
Internally Illuminated
Fuel Canopy
Fuel Canopy Dimensions

[Diagram of Fuel Canopy Dimensions]

- Dimensions: (measurements provided in the diagram)
- Notes: 'Fascia to be vinyl wrapped with vibrant green design. Does not include fascia above doors.'
Ithaca Fence
Custom wooden privacy fence
Western Red Cedar Dog Ear
Ithaca Fence

PLAN VIEW

FRONT VIEW

SIDE VIEW

“DOG EAR” SOLID BOARD FENCE DETAIL
STYLE: FACE NAIL
SPECIFICATIONS

<table>
<thead>
<tr>
<th>COMPONENT</th>
<th>DIMENSIONS</th>
<th>MATERIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>BACK RAILS</td>
<td>2 x 4 x 8</td>
<td>W.C.</td>
</tr>
<tr>
<td>POSTS</td>
<td>4 x 4 x 10</td>
<td>P.T.</td>
</tr>
<tr>
<td>PICKETS</td>
<td>1 x 6 x 6</td>
<td>W.C.</td>
</tr>
<tr>
<td>FOOTING</td>
<td>10” dia x 3/4 deep</td>
<td>W.C.</td>
</tr>
<tr>
<td>NAILS</td>
<td>SS 134”</td>
<td></td>
</tr>
<tr>
<td>TOP DESIGN</td>
<td>DOG EAR</td>
<td></td>
</tr>
</tbody>
</table>
Dear Lisa and Planning Board members:

The proposed project at 430-444 W State/MLK Street will involve the demolition of two of the four exterior walls of the current Mama Goose brick building and the neighboring buildings in order to allow for new construction. As part of project approval and prior to demolition, we would like the Planning Board to recommend that the developer and project team require that a certain percentage of the demolition debris be designated for construction recycling at an approved facility. Historic Ithaca can also aid in waste diversion by salvaging the buildings and recycling architectural and building components. We offer our support to the developer/project team to make this a reality.

We expect that this new proposed building will aim for energy efficiency and green building practices that are in keeping for the city's sustainability goals. The removal and demolition of the existing buildings should also aim for similar sustainability goals.

We also hope to hear about how the proposed building is meeting the Downtown Design Guidelines approved by the City of Ithaca in 2017 and fits into the goals for the West State Street Character Area.

Thank you for the consideration,

-Susan
Susan Holland
Executive Director
Historic Ithaca
212 Center Street
Ithaca, NY 14850
607*273*6633/518*466*6015
www.historicithaca.org
Part 2 is to be completed by the lead agency. Part 2 is designed to help the lead agency inventory all potential resources that could be affected by a proposed project or action. We recognize that the lead agency’s reviewer(s) will not necessarily be environmental professionals. So, the questions are designed to walk a reviewer through the assessment process by providing a series of questions that can be answered using the information found in Part 1. To further assist the lead agency in completing Part 2, the form identifies the most relevant questions in Part 1 that will provide the information needed to answer the Part 2 question. When Part 2 is completed, the lead agency will have identified the relevant environmental areas that may be impacted by the proposed activity.

If the lead agency is a state agency and the action is in any Coastal Area, complete the Coastal Assessment Form before proceeding with this assessment.

Tips for completing Part 2:
- Review all of the information provided in Part 1.
- Review any application, maps, supporting materials and the Full EAF Workbook.
- Answer each of the 18 questions in Part 2.
- If you answer “Yes” to a numbered question, please complete all the questions that follow in that section.
- If you answer “No” to a numbered question, move on to the next numbered question.
- Check appropriate column to indicate the anticipated size of the impact.
- Proposed projects that would exceed a numeric threshold contained in a question should result in the reviewing agency checking the box “Moderate to large impact may occur.”
- The reviewer is not expected to be an expert in environmental analysis.
- If you are not sure or undecided about the size of an impact, it may help to review the sub-questions for the general question and consult the workbook.
- When answering a question consider all components of the proposed activity, that is, the “whole action”.
- Consider the possibility for long-term and cumulative impacts as well as direct impacts.
- Answer the question in a reasonable manner considering the scale and context of the project.

1. Impact on Land

Proposed action may involve construction on, or physical alteration of, the land surface of the proposed site. (See Part 1. D.1)
If “Yes”, answer questions a - j. If “No”, move on to Section 2.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may involve construction on land where depth to water table is less than 3 feet.</td>
<td>E2d</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may involve construction on slopes of 15% or greater.</td>
<td>E2f</td>
<td>☑</td>
</tr>
<tr>
<td>c. The proposed action may involve construction on land where bedrock is exposed, or generally within 5 feet of existing ground surface.</td>
<td>E2a</td>
<td>☑</td>
</tr>
<tr>
<td>d. The proposed action may involve the excavation and removal of more than 1,000 tons of natural material.</td>
<td>D2a</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may involve construction that continues for more than one year or in multiple phases.</td>
<td>D1e</td>
<td>☑</td>
</tr>
<tr>
<td>f. The proposed action may result in increased erosion, whether from physical disturbance or vegetation removal (including from treatment by herbicides).</td>
<td>D2e, D2q</td>
<td>☑</td>
</tr>
<tr>
<td>g. The proposed action is, or may be, located within a Coastal Erosion hazard area.</td>
<td>B1i</td>
<td>☑</td>
</tr>
<tr>
<td>h. Other impacts: Need Geotech or Equivalent, Amount of Excavation Pile Foundation</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
2. Impact on Geological Features

The proposed action may result in the modification or destruction of, or inhibit access to, any unique or unusual land forms on the site (e.g., cliffs, dunes, minerals, fossils, caves). (See Part 1. E.2.g)

*If "Yes", answer questions a - c. If "No", move on to Section 3.*

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Identify the specific land form(s) attached: ________________________________ E2g</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may affect or is adjacent to a geological feature listed as a registered National Natural Landmark. Specific feature: ________________________________ E3c</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>c. Other impacts: ________________________________</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

3. Impacts on Surface Water

The proposed action may affect one or more wetlands or other surface water bodies (e.g., streams, rivers, ponds or lakes). (See Part 1. D.2, E.2.h)

*If "Yes", answer questions a - l. If "No", move on to Section 4.*

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may create a new water body. D2b, D1h</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in an increase or decrease of over 10% or more than a 10 acre increase or decrease in the surface area of any body of water. D2b</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may involve dredging more than 100 cubic yards of material from a wetland or water body. D2a</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may involve construction within or adjoining a freshwater or tidal wetland, or in the bed or banks of any other water body. E2h</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may create turbidity in a waterbody, either from upland erosion, runoff or by disturbing bottom sediments. D2a, D2h</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>f. The proposed action may include construction of one or more intake(s) for withdrawal of water from surface water. D2c</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>g. The proposed action may include construction of one or more outfall(s) for discharge of wastewater to surface water(s). D2d</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>h. The proposed action may cause soil erosion, or otherwise create a source of stormwater discharge that may lead to siltation or other degradation of receiving water bodies. D2e</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>i. The proposed action may affect the water quality of any water bodies within or downstream of the site of the proposed action. E2h</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>j. The proposed action may involve the application of pesticides or herbicides in or around any water body. D2q, E2h</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>k. The proposed action may require the construction of new, or expansion of existing, wastewater treatment facilities. D1a, D2d</td>
<td>✓</td>
<td>☐</td>
</tr>
</tbody>
</table>
4. **Impact on groundwater**

The proposed action may result in new or additional use of ground water, or may have the potential to introduce contaminants to ground water or an aquifer. 


*If “Yes”, answer questions a - h. If “No”, move on to Section 5.*

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may require new water supply wells, or create additional demand on supplies from existing water supply wells.</td>
<td>D2c</td>
<td>☐</td>
</tr>
<tr>
<td>b. Water supply demand from the proposed action may exceed safe and sustainable withdrawal capacity rate of the local supply or aquifer. Cite Source:</td>
<td>D2c</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may allow or result in residential uses in areas without water and sewer services.</td>
<td>D1a, D2c</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may include or require wastewater discharged to groundwater.</td>
<td>D2d, E2l</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may result in the construction of water supply wells in locations where groundwater is, or is suspected to be, contaminated. Cite Source:</td>
<td>D2c, E1f, E1g, E1h</td>
<td>☐</td>
</tr>
<tr>
<td>f. The proposed action may require the bulk storage of petroleum or chemical products over ground water or an aquifer.</td>
<td>D2p, E2l</td>
<td>☐</td>
</tr>
<tr>
<td>g. The proposed action may involve the commercial application of pesticides within 100 feet of potable drinking water or irrigation sources.</td>
<td>E2h, D2q, E2l, D2c</td>
<td>☐</td>
</tr>
<tr>
<td>h. Other impacts: ______________________________________________________</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

5. **Impact on Flooding**

The proposed action may result in development on lands subject to flooding. 

(See Part 1. E.2)

*If “Yes”, answer questions a - g. If “No”, move on to Section 6.*

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may result in development in a designated floodway.</td>
<td>E2i</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in development within a 100 year floodplain.</td>
<td>E2j</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may result in development within a 500 year floodplain.</td>
<td>E2k</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may result in, or require, modification of existing drainage patterns.</td>
<td>D2b, D2e</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may change flood water flows that contribute to flooding.</td>
<td>D2b, E2i, E2j, E2k</td>
<td>☐</td>
</tr>
<tr>
<td>f. If there is a dam located on the site of the proposed action, is the dam in need of repair, or upgrade?</td>
<td>E1e</td>
<td>☐</td>
</tr>
</tbody>
</table>
6. Impacts on Air
The proposed action may include a state regulated air emission source.
(See Part 1. D.2.f., D.2.h, D.2.g)  
If “Yes”, answer questions a - f. If “No”, move on to Section 7.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
</table>
| a. If the proposed action requires federal or state air emission permits, the action may also emit one or more greenhouse gases at or above the following levels:  
  i. More than 1000 tons/year of carbon dioxide (CO₂)  
  ii. More than 3.5 tons/year of nitrous oxide (N₂O)  
  iii. More than 1000 tons/year of carbon equivalent of perfluorocarbons (PFCs)  
  iv. More than .045 tons/year of sulfur hexafluoride (SF₆)  
  v. More than 1000 tons/year of carbon dioxide equivalent of hydrochlorofluorocarbons (HFCs) emissions  
  vi. 43 tons/year or more of methane | D2g | D2g |
| b. The proposed action may generate 10 tons/year or more of any one designated hazardous air pollutant, or 25 tons/year or more of any combination of such hazardous air pollutants. | D2g | D2g |
| c. The proposed action may require a state air registration, or may produce an emissions rate of total contaminants that may exceed 5 lbs. per hour, or may include a heat source capable of producing more than 10 million BTU’s per hour. | D2f, D2g | D2f, D2g |
| d. The proposed action may reach 50% of any of the thresholds in “a” through “c”, above. | D2g | D2g |
| e. The proposed action may result in the combustion or thermal treatment of more than 1 ton of refuse per hour. | D2s | D2s |
| f. Other impacts: Construction impacts | | |

7. Impact on Plants and Animals
The proposed action may result in a loss of flora or fauna. (See Part 1. E.2. m.-q.)  
If “Yes”, answer questions a - f. If “No”, move on to Section 8.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may cause reduction in population or loss of individuals of any threatened or endangered species, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.</td>
<td>E2o</td>
<td>E2o</td>
</tr>
<tr>
<td>b. The proposed action may result in a reduction or degradation of any habitat used by any rare, threatened or endangered species, as listed by New York State or the federal government.</td>
<td>E2o</td>
<td>E2o</td>
</tr>
<tr>
<td>c. The proposed action may cause reduction in population, or loss of individuals, of any species of special concern or conservation need, as listed by New York State or the Federal government, that use the site, or are found on, over, or near the site.</td>
<td>E2p</td>
<td>E2p</td>
</tr>
<tr>
<td>d. The proposed action may result in a reduction or degradation of any habitat used by any species of special concern and conservation need, as listed by New York State or the Federal government.</td>
<td>E2p</td>
<td>E2p</td>
</tr>
</tbody>
</table>
e. The proposed action may diminish the capacity of a registered National Natural Landmark to support the biological community it was established to protect.

f. The proposed action may result in the removal of, or ground disturbance in, any portion of a designated significant natural community.
   Source: __________________________

h. The proposed action requires the conversion of more than 10 acres of forest, grassland or any other regionally or locally important habitat.
   Habitat type & information source: ____________________________________________

i. Proposed action (commercial, industrial or recreational projects, only) involves use of herbicides or pesticides.

j. Other impacts: ____________________________________________________________

8. Impact on Agricultural Resources

The proposed action may impact agricultural resources. (See Part 1. E.3.a. and b.)

If “Yes”, answer questions a - h. If “No”, move on to Section 9.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may impact soil classified within soil group 1 through 4 of the NYS Land Classification System.</td>
<td>E2c, E3b</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may sever, cross or otherwise limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc).</td>
<td>E1a, E1b</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may result in the excavation or compaction of the soil profile of active agricultural land.</td>
<td>E3b</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may irreversibly convert agricultural land to non-agricultural uses, either more than 2.5 acres if located in an Agricultural District, or more than 10 acres if not within an Agricultural District.</td>
<td>E1b, E3a</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may disrupt or prevent installation of an agricultural land management system.</td>
<td>E1a, E1b</td>
<td>☐</td>
</tr>
<tr>
<td>f. The proposed action may result, directly or indirectly, in increased development potential or pressure on farmland.</td>
<td>C2c, C3, D2c, D2d</td>
<td>☐</td>
</tr>
<tr>
<td>g. The proposed project is not consistent with the adopted municipal Farmland Protection Plan.</td>
<td>C2c</td>
<td>☐</td>
</tr>
<tr>
<td>h. Other impacts: ____________________________________________________________</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>
9. Impact on Aesthetic Resources

The land use of the proposed action are obviously different from, or are in sharp contrast to, current land use patterns between the proposed project and a scenic or aesthetic resource. (Part 1. E.1.a, E.1.b, E.3.h.)

If “Yes”, answer questions a - g. If “No”, go to Section 10.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Proposed action may be visible from any officially designated federal, state, or local scenic or aesthetic resource.</td>
<td>E3h</td>
<td>☑</td>
</tr>
<tr>
<td>b. The proposed action may result in the obstruction, elimination or significant screening of one or more officially designated scenic views.</td>
<td>E3h, C2b</td>
<td>☑</td>
</tr>
<tr>
<td>c. The proposed action may be visible from publicly accessible vantage points:</td>
<td>E3h</td>
<td>☑</td>
</tr>
<tr>
<td>i. Seasonally (e.g., screened by summer foliage, but visible during other seasons)</td>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>ii. Year round</td>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>d. The situation or activity in which viewers are engaged while viewing the proposed action is:</td>
<td>E3h, E2q, E1c</td>
<td>☑</td>
</tr>
<tr>
<td>i. Routine travel by residents, including travel to and from work</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ii. Recreational or tourism based activities</td>
<td>☑</td>
<td></td>
</tr>
<tr>
<td>e. The proposed action may cause a diminishment of the public enjoyment and appreciation of the designated aesthetic resource.</td>
<td>E3h</td>
<td>☑</td>
</tr>
<tr>
<td>f. There are similar projects visible within the following distance of the proposed project:</td>
<td>D1a, E1a, D1f, D1g</td>
<td>☑</td>
</tr>
<tr>
<td>0-1/2 mile</td>
<td></td>
<td></td>
</tr>
<tr>
<td>½ - 3 mile</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3-5 mile</td>
<td></td>
<td></td>
</tr>
<tr>
<td>5+ mile</td>
<td></td>
<td></td>
</tr>
<tr>
<td>g. Other impacts:</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

10. Impact on Historic and Archeological Resources

The proposed action may occur in or adjacent to a historic or archaeological resource. (Part 1. E.3.e, f. and g.)

If “Yes”, answer questions a - e. If “No”, go to Section 11.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may occur wholly or partially within, or substantially contiguous to, any buildings, archaeological site or district which is listed on the National or State Register of Historical Places, or that has been determined by the Commissioner of the NYS Office of Parks, Recreation and Historic Preservation to be eligible for listing on the State Register of Historic Places.</td>
<td>E3e</td>
<td>☑</td>
</tr>
<tr>
<td>b. The proposed action may occur wholly or partially within, or substantially contiguous to, an area designated as sensitive for archaeological sites on the NY State Historic Preservation Office (SHPO) archaeological site inventory.</td>
<td>E3f</td>
<td>☑</td>
</tr>
<tr>
<td>c. The proposed action may occur wholly or partially within, or substantially contiguous to, an archaeological site not included on the NY SHPO inventory.</td>
<td>E3g</td>
<td>☑</td>
</tr>
</tbody>
</table>
### 11. Impact on Open Space and Recreation

The proposed action may result in a loss of recreational opportunities or a reduction of an open space resource as designated in any adopted municipal open space plan. (See Part 1. C.2.c, E.1.c., E.2.q.)

*If “Yes”, answer questions a - e. If “No”, go to Section 12.*

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may result in an impairment of natural functions, or “ecosystem services”, provided by an undeveloped area, including but not limited to stormwater storage, nutrient cycling, wildlife habitat.</td>
<td>D2e, E1b, E2h, E2m, E2o, E2n, E2p</td>
<td>□</td>
</tr>
<tr>
<td>b. The proposed action may result in the loss of a current or future recreational resource.</td>
<td>C2a, E1c, C2c, E2q</td>
<td>□</td>
</tr>
<tr>
<td>c. The proposed action may eliminate open space or recreational resource in an area with few such resources.</td>
<td>C2a, C2c, E1c, E2q</td>
<td>□</td>
</tr>
<tr>
<td>d. The proposed action may result in loss of an area now used informally by the community as an open space resource.</td>
<td>C2c, E1c</td>
<td>□</td>
</tr>
<tr>
<td>e. Other impacts: ______________________________________________________</td>
<td></td>
<td>□</td>
</tr>
</tbody>
</table>

### 12. Impact on Critical Environmental Areas

The proposed action may be located within or adjacent to a critical environmental area (CEA). (See Part 1. E.3.d)

*If “Yes”, answer questions a - c. If “No”, go to Section 13.*

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may result in a reduction in the quantity of the resource or characteristic which was the basis for designation of the CEA.</td>
<td>E3d</td>
<td>□</td>
</tr>
<tr>
<td>b. The proposed action may result in a reduction in the quality of the resource or characteristic which was the basis for designation of the CEA.</td>
<td>E3d</td>
<td>□</td>
</tr>
<tr>
<td>c. Other impacts: ______________________________________________________</td>
<td></td>
<td>□</td>
</tr>
</tbody>
</table>
13. Impact on Transportation
The proposed action may result in a change to existing transportation systems.  
(See Part 1. D.2.j)
If “Yes”, answer questions a - f. If “No”, go to Section 14.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Projected traffic increase may exceed capacity of existing road network.</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in the construction of paved parking area for 500 or more vehicles.</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action will degrade existing transit access.</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action will degrade existing pedestrian or bicycle accommodations.</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>e. The proposed action may alter the present pattern of movement of people or goods.</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>f. Other impacts: Increased trip generation and demand for pedestrian, bike, delivery, transit etc.</td>
<td>✓</td>
<td>☐</td>
</tr>
</tbody>
</table>

The proposed action may cause an increase in the use of any form of energy.  
(See Part 1. D.2.k) 
If “Yes”, answer questions a - e. If “No”, go to Section 15.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action will require a new, or an upgrade to an existing, substation.</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two-family residences or to serve a commercial or industrial use.</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may utilize more than 2,500 MWhrs per year of electricity.</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may involve heating and/or cooling of more than 100,000 square feet of building area when completed.</td>
<td>☐</td>
<td>☐</td>
</tr>
<tr>
<td>e. Other Impacts: Need information about energy demand</td>
<td>☐</td>
<td>☐</td>
</tr>
</tbody>
</table>

15. Impact on Noise, Odor, and Light
The proposed action may result in an increase in noise, odors, or outdoor lighting.  
(See Part 1. D.2.m., n., and o.)
If “Yes”, answer questions a - f. If “No”, go to Section 16.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may produce sound above noise levels established by local regulation.</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>b. The proposed action may result in blasting within 1,500 feet of any residence, hospital, school, licensed day care center, or nursing home.</td>
<td>✓</td>
<td>☐</td>
</tr>
<tr>
<td>c. The proposed action may result in routine odors for more than one hour per day.</td>
<td>✓</td>
<td>☐</td>
</tr>
</tbody>
</table>
d. The proposed action may result in light shining onto adjoining properties. | D2n | ✔ | ☐

e. The proposed action may result in lighting creating sky-glow brighter than existing area conditions. | D2n, E1a | ✔ | ☐

f. Other impacts: Temporary Construction impacts | ✓ | ☐

16. Impact on Human Health

The proposed action may have an impact on human health from exposure to new or existing sources of contaminants. (See Part 1.D.2.q., E.1. d. g. and h.)

If “Yes”, answer questions a - m. If “No”, go to Section 17.

<table>
<thead>
<tr>
<th>Relevance</th>
<th>No, small impact may occur</th>
<th>Moderate to large impact may occur</th>
</tr>
</thead>
</table>
| a. The proposed action is located within 1500 feet of a school, hospital, licensed day care center, group home, nursing home or retirement community. | E1d | ✔ | ☐
| b. The site of the proposed action is currently undergoing remediation. | E1g, E1h | ☐ | ☑
| c. There is a completed emergency spill remediation, or a completed environmental site remediation on, or adjacent to, the site of the proposed action. | E1g, E1h | ☐ | ☑
| d. The site of the action is subject to an institutional control limiting the use of the property (e.g., easement or deed restriction). | E1g, E1h | ☐ | ☑
| e. The proposed action may affect institutional control measures that were put in place to ensure that the site remains protective of the environment and human health. | E1g, E1h | ☐ | ☑
| f. The proposed action has adequate control measures in place to ensure that future generation, treatment and/or disposal of hazardous wastes will be protective of the environment and human health. | D2t | ☐ | ☑
| g. The proposed action involves construction or modification of a solid waste management facility. | D2q, E1f | ✔ | ☐
| h. The proposed action may result in the unearthing of solid or hazardous waste. | D2q, E1f | ☐ | ☑
| i. The proposed action may result in an increase in the rate of disposal, or processing, of solid waste. | D2r, D2s | ✔ | ☐
| j. The proposed action may result in excavation or other disturbance within 2000 feet of a site used for the disposal of solid or hazardous waste. | E1f, E1g E1h | ☐ | ☑
| k. The proposed action may result in the migration of explosive gases from a landfill site to adjacent off site structures. | E1f, E1g | ☑ | ☐
| l. The proposed action may result in the release of contaminated leachate from the project site. | D2s, E1f, D2r | ✔ | ☐
| m. Other impacts: Need Phase 1 & 2 ESAs | ☐ | ☐
### 17. Consistency with Community Plans

The proposed action is not consistent with adopted land use plans.  
(See Part 1. C.1, C.2. and C.3.)

If “Yes”, answer questions a - h.  If “No”, go to Section 18.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
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</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action’s land use components may be different from, or in sharp contrast to, current surrounding land use pattern(s).</td>
<td>C2, C3, D1a E1a, E1b</td>
<td>✔</td>
</tr>
<tr>
<td>b. The proposed action will cause the permanent population of the city, town or village in which the project is located to grow by more than 5%.</td>
<td>C2</td>
<td>✔</td>
</tr>
<tr>
<td>c. The proposed action is inconsistent with local land use plans or zoning regulations.</td>
<td>C2, C2, C3</td>
<td>✔</td>
</tr>
<tr>
<td>d. The proposed action is inconsistent with any County plans, or other regional land use plans.</td>
<td>C2, C2</td>
<td>✔</td>
</tr>
<tr>
<td>e. The proposed action may cause a change in the density of development that is not supported by existing infrastructure or is distant from existing infrastructure.</td>
<td>C3, D1c, D1d, D1f, D1g, E1b</td>
<td>✔</td>
</tr>
<tr>
<td>f. The proposed action is located in an area characterized by low density development that will require new or expanded public infrastructure.</td>
<td>C4, D2c, D2d D2j</td>
<td>✔</td>
</tr>
<tr>
<td>g. The proposed action may induce secondary development impacts (e.g., residential or commercial development not included in the proposed action)</td>
<td>C2a</td>
<td>✔</td>
</tr>
<tr>
<td>h. Other: Action requires area variances</td>
<td></td>
<td>✔</td>
</tr>
</tbody>
</table>

### 18. Consistency with Community Character

The proposed project is inconsistent with the existing community character.  
(See Part 1. C.2, C.3, D.2, E.3)

If “Yes”, answer questions a - g.  If “No”, proceed to Part 3.

<table>
<thead>
<tr>
<th>Relevant Part I Question(s)</th>
<th>No, or small impact may occur</th>
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</tr>
</thead>
<tbody>
<tr>
<td>a. The proposed action may replace or eliminate existing facilities, structures, or areas of historic importance to the community.</td>
<td>E3e, E3f, E3g</td>
<td>✔</td>
</tr>
<tr>
<td>b. The proposed action may create a demand for additional community services (e.g. schools, police and fire)</td>
<td>C4</td>
<td>✔</td>
</tr>
<tr>
<td>c. The proposed action may displace affordable or low-income housing in an area where there is a shortage of such housing.</td>
<td>C2, C3, D1f D1g, E1a</td>
<td>☐</td>
</tr>
<tr>
<td>d. The proposed action may interfere with the use or enjoyment of officially recognized or designated public resources.</td>
<td>C2, E3</td>
<td>✔</td>
</tr>
<tr>
<td>e. The proposed action is inconsistent with the predominant architectural scale and character.</td>
<td>C2, C3</td>
<td>✔</td>
</tr>
<tr>
<td>f. Proposed action is inconsistent with the character of the existing natural landscape.</td>
<td>C2, C3 E1a, E1b E2g, E2h</td>
<td>✔</td>
</tr>
<tr>
<td>g. Other impacts:</td>
<td></td>
<td>☐</td>
</tr>
</tbody>
</table>
PROPOSED RESOLUTION
Declaration of Lead Agency
City of Ithaca Planning & Development Board
Dwyer Dam Replacement
Hoy Road at Cascadilla Creek
August 25, 2020

WHEREAS: 6 NYCRR Part 617 of the State Environmental Quality Review Law and Chapter 176.6 of the City Code, Environmental Quality Review, require that a lead agency be established for conducting environmental review of projects in accordance with local and state environmental law, and

WHEREAS: State Law specifies that for actions governed by local environmental review, the lead agency shall be that local agency which has primary responsibility for approving and funding or carrying out the action, and

WHEREAS: the City of Ithaca Planning and Development Board has one pending application for site plan approval for the replacement of Dwyer Dam at Cornell University, and

WHEREAS: The applicant proposes to replace the existing bridge structure, reconstruct and repair abutments, install means restriction and associated surveillance equipment, reconstruct and improve the approach roads, sidewalks and pedestrian crossing, install new lighting, and replace the stairs, railing and retaining walls that ascend from Hoy Road at the bridge to the Crescent Parking Lot. A temporary pedestrian bridge will be installed during construction, and a 1.1 mile vehicular detour will be established. The project is on Cornell University campus in in the U-1 Zoning District, and

WHEREAS: this is a Type 1 Action under the City of Ithaca Environmental Quality Review Ordinance §176-4 B.(1)(h)(2)and(3) and (m) and the State Environmental Quality Review Act (“SEQRA”) §617.4 b. (10) and is subject to environmental review, now, therefore be it

RESOLVED: that the City of Ithaca Planning and Development Board does, by way of this resolution, declare itself Lead Agency in Environmental Review for the proposed project.

Moved by:  
Seconded by:  
In favor:  
Against:  
Abstain:  
Absent:  
Vacancies: None
Appeal of property owner Ithaca Properties, LLC for an Area Variance from Section 325-8, Column 8, Number of Stories, Column 9, Height in Feet, and Column 14/15, Rear Yard, requirements of zoning ordinance. The applicant proposes to construct a new mixed-use building at 215 E. State Street. The property is a through-parcel with frontage on both the Commons (E. State Street) and E. Green Street and is currently occupied by a commercial building on the Commons side and the eastern third of the Green Street Parking Garage on the E. Green Street side. The applicant proposes to demolish the eastern third of the Green Street Parking Garage and construct a new building on the portion of the site currently occupied by the garage. The existing commercial building on the Commons will be retained. The new building will provide 200 residential units and three levels of structured parking. The new parking decks will connect to the center section of the Green Street Parking Garage, and the new building will connect to the existing commercial structure to provide an interior pedestrian corridor between E. Green Street and the Commons. The proposed building will be 14 stories and will exceed the 12 stories allowed by the zoning ordinance. The proposed building will also exceed the maximum height of 140’, with a height of 156’ 10’ at the top of the elevator tower. The applicant seeks the additional building height to accommodate the parking decks, connect to the existing commercial building for pedestrian access, and provide a rooftop terrace for residential tenants.

In addition, the applicant proposes to construct the building at the rear property line on E. Green Street, providing 0’ of the required 10’ rear yard. The elimination of the rear yard on this site is intended to create a consistent street line among existing and other proposed buildings on E. Green Street and to activate the streetscape.

The property is located in the CBD-60 and CBD-140 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** 3164  
**Address** 215 E. State Street  
**Use District** CBD-60 & CBD-140*  
**Date** 9/1/2020  
**Applicant** Ithaca Properties, LLC  
**Owner** Ithaca Properties, LLC  
**Application Type:** Area Variance

<table>
<thead>
<tr>
<th>Column Number</th>
<th>Column Title</th>
<th>Existing Condition and Use</th>
<th>District Regulations for Existing</th>
<th>Note Non-Conforming Conditions</th>
<th>Proposed Condition and/or Use</th>
<th>District Regulation for Proposed</th>
<th>Note Non-Conforming Conditions for Proposal</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Use</td>
<td>Retail, Office, Parking</td>
<td>None</td>
<td>OK</td>
<td>Retail, Office, Residential, Parking</td>
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<tr>
<td>3</td>
<td>Accessory Use</td>
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<td>OK</td>
<td>OK</td>
<td>OK</td>
<td>None</td>
<td>OK</td>
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<tr>
<td>4</td>
<td>Off-Street Parking</td>
<td>146</td>
<td>None</td>
<td>OK</td>
<td>OK</td>
<td>OK</td>
<td>OK</td>
</tr>
<tr>
<td>5</td>
<td>Off-Street Loading</td>
<td>0</td>
<td>None</td>
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<td>OK</td>
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<td>OK</td>
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<tr>
<td>6</td>
<td>Lot Area (Sq. Feet)</td>
<td>53,805</td>
<td>No Min.</td>
<td>10</td>
<td>12</td>
<td>140'</td>
<td>100% except as required for rear yard</td>
</tr>
<tr>
<td>7</td>
<td>Lot Width (Feet)</td>
<td>204.65'</td>
<td>33' 8&quot;</td>
<td>100%</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>8</td>
<td>Number of Stories</td>
<td>3</td>
<td>12</td>
<td>140'</td>
<td>100% except as required for rear yard</td>
<td>None</td>
<td>None</td>
</tr>
<tr>
<td>9</td>
<td>Height in Feet</td>
<td>140'</td>
<td>100%</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>10</td>
<td>% of Lot Coverage</td>
<td>100%</td>
<td>100%</td>
<td>0</td>
<td>0</td>
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<td>0</td>
</tr>
<tr>
<td>11</td>
<td>Front Yard</td>
<td>None</td>
<td>None</td>
<td>No Min.</td>
<td>10</td>
<td>12</td>
<td>140'</td>
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<tr>
<td>12</td>
<td>Side Yard</td>
<td>None</td>
<td>None</td>
<td>No Min.</td>
<td>10</td>
<td>12</td>
<td>140'</td>
</tr>
<tr>
<td>13</td>
<td>Other Side Yard</td>
<td>None</td>
<td>None</td>
<td>No Min.</td>
<td>10</td>
<td>12</td>
<td>140'</td>
</tr>
<tr>
<td>14/15</td>
<td>Rear yard: % of depth or number of feet, whichever is less</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>16</td>
<td>Minimum Building Height</td>
<td>3 stories</td>
<td>25' feet and a min. of 2 stories</td>
<td>14 stories</td>
<td>25' feet and a min. of 2 stories</td>
<td>14 stories</td>
<td>25' feet and a min. of 2 stories</td>
</tr>
</tbody>
</table>

**Notes:** *The Commons side of this parcel is located in the CBD-60 zone. It is currently occupied by a commercial building (shown in the plans and renderings) and that structure will remain. The new building will be constructed on the Green Street portion of the parcel that is located in the CBD-140 zone and currently the location of the eastern third of the Green Street Parking Garage. The heights in this table are for the existing parking garage and proposed new building only.*

**Existing deficiencies noted in blue; new or exacerbated deficiencies noted in red.**

*There is one loading/service area off of Green Street, just south of the hotel, that will be shared with the project.*
BOARDS OF ZONING APPEALS (BZA) APPLICATION

1. TYPE OF APPEAL:

☐ AREA VARIANCE  APPEAL #: 3164 (FILLED IN BY STAFF)
☐ SPECIAL PERMIT
☐ USE VARIANCE
☐ SIGN VARIANCE
☐ ACTION, DECISION, OR INTERPRETATION OF ZONING OFFICER

2. Property Address: 215 E. State Street Use District: CBD-140

Owner’s Name: Ithaca Properties, LLC Owner’s Address: 1721 - D North Ocean Ave
City: Medford State: NY Zip: 11763

3. Appellant’s Name: Ithaca Properties, LLC Appellant’s Address: 1721 - D North Ocean Ave

City: Medford State: NY Zip: 11768

Telephone: 631-207-5730 x 202 E-Mail: jrimland@northop.com

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

5. Appellant Certification: I certify the information submitted with the appeal is [redacted].

☐ I have met/disussed this application with Zoning Division staff [redacted].

Appellant Signature

STATE OF NEW YORK
COUNTY OF TOMPKINS

Sworn to this 19th day of June 2030

Notary Public

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.
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, 9, 14/15</td>
<td>§272-</td>
</tr>
<tr>
<td>§325-</td>
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<tr>
<td>§325-</td>
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<td>§272-</td>
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<tr>
<td>§325-</td>
<td>§272-</td>
</tr>
<tr>
<td>§325-</td>
<td>§272-</td>
</tr>
</tbody>
</table>

2. Application of SEQR determination: [X] Type 1  [ ] Type 2  [ ] Unlisted

3. Environmental Assessment form used:

- [ ] Short Environmental Assessment Form (SEAF)
- [X] Full Environmental Assessment Form (FEAF)
- [X] Completed by Planning Division at preliminary hearing for Site Plan Review
- [ ] Not Applicable (Type 2 Action)

4. A previous appeal [X] 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:
August 5, 2020

Megan Wilson
Senior Planner
Division of Planning & Economic Development
108 E. Green Street, 3rd Floor
Ithaca NY 14850

RE: Board of Zoning Appeals Application
215 E. State Street – Rothschild Mixed Use Development Project

Dear Ms. Wilson:

CHA, on behalf of the applicant, is pleased to submit the enclosed Board of Zoning Appeals application related to the above referenced project. The application is submitted in support of certain area variances which are necessary to implement the redevelopment project in conjunction with the ongoing Site Plan Review process.

Project Summary

Ithaca Properties, LLC is proposing a redevelopment project on the site bounded by East Green Street, the Marriott Hotel, The Rothschild Building and the center section of the City Owned Parking Deck. Currently, the site is an existing parking deck that has reached the end of its useful life and needs to be replaced. This project will demolish and rebuild the three (3) levels of parking in the eastern section of the deck. Vehicular connections will remain between the existing center section on levels 2 & 3. The upper two (2) levels of parking will provide continued public use. The Green Street façade will be provide a residential lobby and access to the proposed building, including a pedestrian connection through the building to the Commons. Ten (10) levels of residential units, each about 16,300 sf, will be constructed above the parking levels. The project will feature 200 apartment units, including in studio, 1- & 2-bedroom configurations. Portions of the existing two-story Rothschild Building will be renovated to house amenity spaces alongside the existing tenants that will remain within the building. It will also feature an interior, conditioned pedestrian connection from the new building lobby at Green Street to the Commons, which will serve as the building’s front door.

Area Variance Request Summary

The proposed project has complex components regarding the existing site topography and various floor height elevations intended to connect the active pedestrian corridors between The Commons and East Green Street. This includes accommodating 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 level, compared to the maximum allowable of 12 stories. The proposed overall building height of 156’-10” exceeds the allowed 140’ height. The 156’ 10” height is measured to the top of the elevator overrun and represents a small portion of the rooftop footprint to minimize its visibility. The majority of the roof top elevation is 142’-6” compared to the allowed 140’ height and therefore will not significant alter the perceived skyline of the building when compared to the surrounding areas of downtown.
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.

The following information is enclosed:

- Zoning Appeal Application
- Fee = $150.00 (provided under separate cover)
- Owner’s Authorization Form
- Property Owner List – 200’ Adjacent to the site per TC Assessor
- Notice of Appeal Form
  - Letter to Neighbors
- Full EAF – (in conjunction with the SRP application coordinated review)
- Property Survey
- Architectural Plan & Elevations
- Site Plan Drawings

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

Very truly yours,

[Signature]

James F. Trasher, P.E.
Vice President

Enclosures
Cc:
V:\Projects\ANY\K5\059216.000\Corres\Applications\14 - ZBA Resubmission-8-5-20\0 - BZA Cover Letter - 8-5-20.doc
OWNER'S AUTHORIZATION FORM

ZONING APPEAL #: 3164  DATE: 6/19/2020

TO: BOARD OF ZONING APPEALS (Ithaca, NY):

I (We) Ithaca Properties, LLC    of 1721-D North Ocean Ave
(Name)                                                                 (Street Address)

Medford                                                  NY 11763       (City/Municipality)         (State & Zip Code)

Owner of the property at 215 E. State 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 CHA Consulting, Inc to appeal or request a Variance or Special Permit on my (our) behalf. I (we) understand the appeal will be heard at the 9/1/2020 meeting of the Board of Zoning Appeals.

(Date)

(Signature)

KATHLEEN ROWDE
Notary Public - State of New York
NO. 01R6198626
Qualified in Suffolk County
My Commission Expires Dec 29, 2020

STATE OF NEW YORK)
COUNTY OF TOMPKINS)

Sworn to this 19th day of June, 2020

Notary Public

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. 3164

TO: Owners of Property within 200 feet of 215 E. State Street and others interested.

(property address)

FROM: Ithaca Properties, LLC applicable to property named above, in CBD-140 zone.

(name of person or organization making appeal)

REGARDING: (check appropriate box)

[X] Area Variance [ ] Use Variance [ ] Sign Variance

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 August 25 at 6:00 P.M. via the online platform Zoom. A live stream is available at https://www.youtube.com/channel/UC7RtJN1P_RFaFW2tVcnTrDg. 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 Sept. 1 at 6:00 P.M. via the online platform Zoom. 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. You must provide your name and address.

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. You must provide your name and address.

Signature of Appellant

1721-D North Ocean Ave
Medford NY 11768

Address

8/5/2020

Date
August 5, 2020

RE: Board of Zoning Appeals Application
215 E. State Street – Rothschild Mixed Use Development Project

To Whom It May Concern,

CHA, on behalf of the applicant, is pleased to provide the following information related to the above referenced application to the City of Ithaca Board of Zoning Appeals for the proposed redevelopment project.

Ithaca Properties, LLC is proposing redevelopment project on the site bounded by East Green Street, the Marriott Hotel, The Rothschild Building and the center section of the City Owned Parking Deck. Currently, the site is an existing parking deck that has reached the end of its useful life and needs to be replaced. This project will demolish and rebuild the three (3) levels of parking in the eastern section of the deck. Vehicular connections will remain between the existing center section on levels 2 & 3. The upper two (2) levels of parking will provide continued public use. The Green Street façade will be provide a residential lobby and access to the proposed building, including a pedestrian connection through the building to the Commons. Ten (10) levels of residential units, each about 16,300 sf, will be constructed above the parking levels. The project will feature 200 apartment units, including in studio, 1- & 2-bedroom configurations. Portions of the existing two-story Rothschild Building will be renovated to house amenity spaces alongside the existing tenants that will remain within the building. It will also feature an interior, conditioned pedestrian connection from the new building lobby at Green Street to the Commons, which will serve as the building’s front door.

The proposed project has complex components regarding the existing site topography and various floor height elevations intended to connect the active pedestrian corridors between The Commons and East Green Street. This includes accommodating 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 level, compared to the maximum allowable of 12 stories. The proposed overall building height of 156’-10” exceeds the allowed 140’ height. The 156’ 10” height is measured to the top of the elevator overrun and represents a small portion of the rooftop footprint to minimize its visibility. The majority of the roof top elevation is 142’-6” compared to the allowed 140’ height and therefore will not significant alter the perceived skyline of the building when compared to the surrounding areas of downtown.

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.

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

Very truly yours,

[Signature]
James F. Trasher, P.E.
Vice President

One Park Place, 300 South State Street, Suite 600, Syracuse, NY 13202-2024
T 315.471.3920  F 315.471.3569  www.chacompanies.com
<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>City, State, Zip</th>
<th>Tax Code</th>
<th>Street, Apt</th>
<th>Ag Exempt?</th>
<th>Notes</th>
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<tbody>
<tr>
<td>COUNTY OF TOMPKINS</td>
<td>125 E Court St</td>
<td>Ithaca , NY, 14850</td>
<td>500700</td>
<td>70.-2-11</td>
<td>106-12 TIOGA ST N</td>
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<td>MDLD FAMILY LTD PARTNERSHIP</td>
<td>1140 Washington Ave</td>
<td>Winterpark , FL, 32789</td>
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<td>208-10 STATE ST E</td>
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<td>D &amp; S PARTNERSHIP</td>
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<td>DALEY, JOSEPH</td>
<td>306 E State St</td>
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<td>500700</td>
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<td>142 AURORA ST S</td>
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<tr>
<td>DEIN, ROBERT H</td>
<td>4000 Wailea Alanui Dr, #2304</td>
<td>Kihei , HI, 96753</td>
<td>500700</td>
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<tr>
<td>PHILIPSON, PAUL P</td>
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<td>500700</td>
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<tr>
<td>CAYUGA GREEN APT, LLC</td>
<td>1527 Madison Road, Suite B</td>
<td>Cincinnati , OH, 45206</td>
<td>500700</td>
<td>70.-8-10.2</td>
<td>131-135 GREEN ST E</td>
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<td>DALEY, JOSEPH</td>
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<td>ITHACA PROPERTIES LLC</td>
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<td>POND, MARSHA R</td>
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<td>FANE, JASON</td>
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<td>Ithaca , NY, 14850</td>
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<td>COUNTY OF TOMPKINS</td>
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<td>DICO PARTNERSHIP</td>
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<td>CAREY BUILDING ASSOCIATES LLC</td>
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<td>WRISLEY, DAVID E</td>
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ROTHSCHILD MIXED-USE DEVELOPMENT

215 E. STATE STREET

ITHACA, NEW YORK

SITE LOCATION MAP

DRAWING INDEX

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<td>C-004</td>
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<td>C-101</td>
<td>SITE LAYOUT</td>
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<td>CRASHING &amp; DRAINAGE PLAN</td>
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<td>C-301</td>
<td>UTILITY PLAN</td>
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<td>LANDSCAPING PLAN</td>
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<tr>
<td>C-701</td>
<td>Multi Lane Shift Long Term Plan</td>
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<td>C-702</td>
<td>Single Lane Closure Short Term Plan</td>
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<td>C-703</td>
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<td>MPT DETAILS</td>
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<td>C-705</td>
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JUNE 2020
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ROTHSCHILD MIXED USE DEVELOPMENT
JULY 28, 2020 | SH200014.00

MEZZANINE
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LEVEL 11
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ROTHSCHILD MIXED USE DEVELOPMENT

STUDIO UNIT

1 BEDROOM UNIT

2 BEDROOM UNIT

STUDIO UNIT
### Building Code

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<th>Jurisdiction</th>
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<tbody>
<tr>
<td>402</td>
<td>Ithaca</td>
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</table>

### Height

- 237'0" (Table 1505.1)
- 180'0" (Table 503)
- 13 Stories

### Sprinklers

- Yes

### Fire Protection

- NFPA 13D

### Energy

- See plumbing drawings for building drain size

### Mechanical Summary

- Minimum # of Exits
- Number and Arrangement of Exits

### Special Inspections - Chapter 17

- Ithaca Redevelopment Partners LLC

---

### General Information

- 257,615 SF
- 2,677
- 24,525
- 15 GSF

---

### Site Requirements

- Party/Fire Wall Separation
- U-2079
- U-1479

### Special Occupancies

- Multi-Family Residential (R-2)

### Building Height

- 13 Stories with roof terrace

### Occupancy

- Public

---

### Stairs

- Arrangement of Means of Egress
- Minimum # of Exits
- Number and Arrangement of Exits

---

### SMOKE DETECTION

- SEE PLUMBING DRAWINGS FOR BUILDING DRAIN SIZE

---

### Building Code

- 2020 New York Fire Code
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SCENE 1 - AERIAL VIEW AT EAST GREEN STREET AND SOUTH AURORA STREET
SCENE 3 - STREET VIEW AT EAST GREEN STREET AND SOUTH CAYUGA STREET INTERSECTION
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