

Chapter 1: Introduction

CHAPTER 1: INTRODUCTION

UnChained Properties, LLC (Project Sponsor) has prepared this Draft Generic Environmental Impact Statement (DGEIS) pursuant to the State Environmental Quality Review Act (SEQR), and City of Ithaca's Environmental Quality Review Ordinance (CEQR) (collectively, hereinafter "SEQR") to assess the social, economic, and environmental effects of undertaking the proposed Chain Works District Redevelopment Project, a 1.7 million square-foot mixed-use redevelopment of the former Morse Chain / Emerson Power Transmission industrial facility to be known as the Chain Works District (CWD) (collectively, the Project). The Project will transform 821,200 square feet of vacant former industrial space on a 95-acre parcel into a revitalized mixed-use "live, work, play" district, i.e., CWD. The Conceptual Site Layout Plan for the Project (see Figure 2.1-2) involves both well-defined elements, such as adaptively reusing many of the existing buildings, and less defined components such as a market-based build out of future new buildings projected for later phases of the Project anticipated to span approximately 10 years. Consistent with the "live, work, play" theme for the district, uses within the CWD are anticipated to include residential, office, commercial, retail, restaurants, warehousing, distribution, and manufacturing. Figure 1-1 illustrates the overall vision for the CWD.

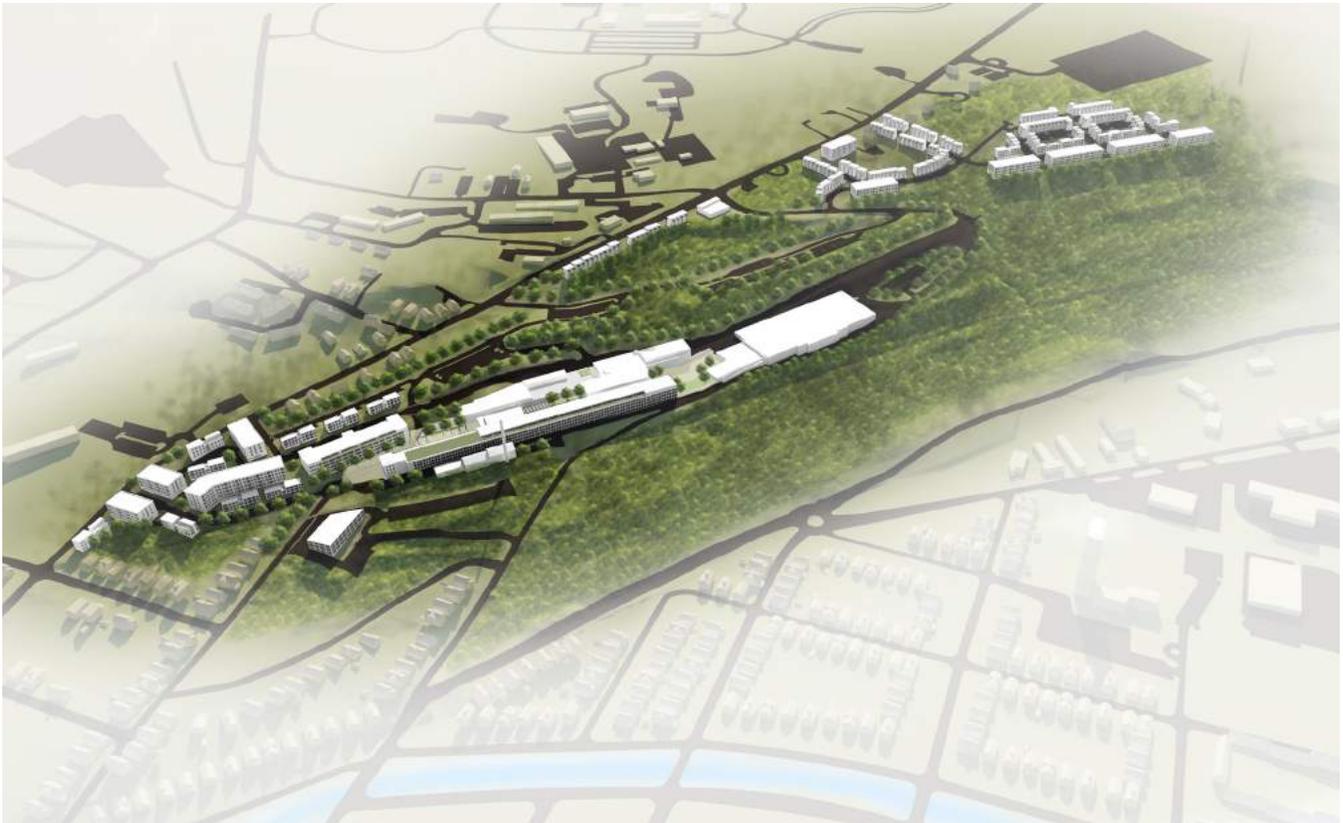


Figure 1-1: Bird's Eye View of the Chain Works District (CJS)

The 95-acre parcel to be redeveloped is located along the New York State (NYS) Route 96B corridor and where Turner Street and South Cayuga Street meet the northern edge of South Hill (Site). The Site traverses the municipal boundary of the City of Ithaca (City) and Town of Ithaca (Town).

Since the Site is zoned predominantly for industrial use, the Project will require rezoning the Site in the form of a Planned Unit Development (PUD) for that portion of the Site in the City and a Planned Development Zone (PDZ) for that portion of the Site in the Town (hereinafter "PUD / PDZ Zoning Code"). A list of those and other approvals required for the Project and the agencies that issue those approvals (Lead and Involved Agencies) may be found in Section 2.9.

The Project Sponsor is pursuing the U.S. Green Building Council's (USGBC) Leadership in Energy and Environmental Design for Neighborhood Development (LEED ND) certification, which will impact many resources positively, such as land use, land, visual and aesthetic, historic and archaeological, and open space. Design Standards developed for the Project positively impact many resources described in Chapter 5. The Design Standards set forth thresholds and standards for development across the Site—both adaptive reuse and proposed new development—to maintain consistency across the Site and to implement the positive impacts previously mentioned. The Design Standards are incorporated by reference into the PUD / PDZ Zoning Code.

Redevelopment of the overall Site is anticipated to occur over a period of seven to ten years. Phase I will encompass the redevelopment of four existing buildings (21, 24, 33, & 34) (see Figure 2.1-2). Subsequent phasing will be determined as the Project develops. Further development of the Site comprises of selective demolition and repurposing of the remaining existing structures, and potential future development on the remainder of the Site, which will be designed and developed in much greater detail as part of a market-based build out.

A Generic Environmental Impact Statement (GEIS) was chosen to be prepared because the Project involves rezoning of a large area to allow for a sequence of actions by the Project Sponsor that are projected to span many years resulting in the proposed development. The GEIS approach is also warranted because the Project is based on a Conceptual Site Layout Plan that involves well-defined elements, such as redeveloping the existing factory buildings, and less defined components that will be designed and developed in future phases. Thus, while some analyses will be specific in nature, other analyses will be more general or conceptual in nature, particularly as related to the proposed new build out. The use of a GEIS at the planning level addresses cumulative impacts and adopts mitigation measures for future development and actions upfront, establishes thresholds and conditions that would trigger the supplemental need for determinations of significance and/or EISs as further described in Chapter 10, aids in the establishment of a framework that fully addresses potential environmental impacts, and may substantially reduce SEQRA documentation requirements as new construction begins. Subsection 2.8.2 further describes why a GEIS is being prepared rather than an EIS. Potential significant adverse environmental impacts examined in Chapter 5 of this DGEIS include impacts to land, water, vegetation and fauna, public health and environment, historic and archeological resources, transportation, utilities, air, aesthetic resources, community services, and open space, as well as construction impacts.

Chapter 2: Project Description

CHAPTER 2: PROJECT DESCRIPTION

2.0 Introduction

This Chapter provides a comprehensive description of the proposed CWD and serves as the basis for assessing potential environmental effects. It describes the background and industrial history of the Site, the central purpose of the Project, the public need and benefits of the Project, and the Project Sponsor’s objectives. The proposed rezoning of the Site as a PUD and PDZ with the creation of Sub Areas is also presented. Intended renovation of existing Site structures and proposed construction of new buildings are set forth in Section 2.7 – Site Program and Layout; specifically, locations, layouts, sizes, heights, dimensions, configurations, and architectural and landscape themes. Utilization of LEED ND as a guideline, including its influence on the number and type of dwelling units, office, commercial, and industrial spaces proposed for the Project, is described in Section 2.5 – Sustainable Design and LEED ND. Recreational resources, proposed parking configurations, and road details are provided. Additionally, elements of sustainable design implemented in the renovation of the existing architecture, the proposed architecture, and in the landscape are also described.

2.1 Overall Project Description

Utilizing elements of sustainable design, the Project Sponsor seeks to redevelop and rehabilitate the existing architecture and landscape of the 821,200 sf former Morse Chain / Emerson Power Transmission facility (see Figure 2.1-1 for existing buildings on Site), located on a 95-acre parcel traversing the City and Town’s municipal boundary, into a 1.7 million square-foot mixed-use district (Figure 2.1-2 Conceptual Site Layout Plan). The Site is located along the NYS Route 96B corridor, South Aurora Street / Danby Road, and where Turner Street and South Cayuga Street meet the northern edge of South Hill. The Site is currently predominantly zoned as an Industrial Zone District in the City and as Industrial in the Town. The Project Sponsor has applied for a PUD in the City and a PDZ in the Town to rezone the Site to

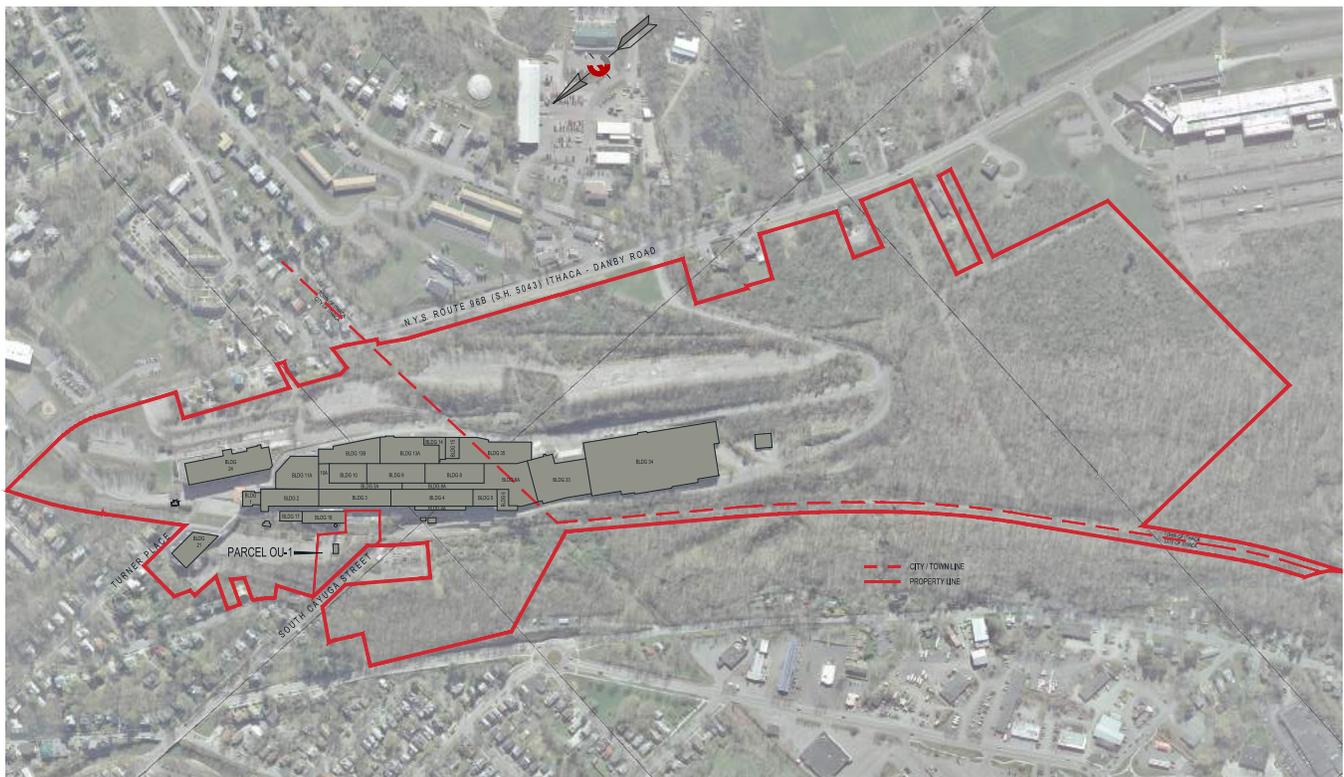


Figure 2.1-1: Existing Site and Factory Buildings (FE) *



Figure 2.1-2: Overall Conceptual Site Layout Plan (Project Team) *

accommodate the development of a mixed-use district. This PUD / PDZ will be called the Chain Works District, which includes residential, commercial, office, retail, restaurant / café, warehousing / distribution, and industrial uses. The completion of the Project is estimated to be over a seven-to-ten year period. The first phase will consist of the redevelopment of four existing buildings (21, 24, 33, and 34). Subsequent phases of development will be determined as the Project proceeds and will include new structures with the proposed full buildout of 1,706,150 sf.

Related infrastructure work for the Project will include: (1) removing selected buildings to create courtyards and a network of open spaces and roads as described in Subsections 2.7.3.4 and 2.7.5; (2) creating pedestrian, bicycle, and vehicular connections through the Site from South Hill to Downtown Ithaca as described in Section 5.7; (3) improving the existing roads / drives within the Site while creating new access points into and within the Site as described in Subsection 2.7.5; (4) mitigating existing environmental challenges as described in Section 5.5; (5) fostering the development of a link, the Gateway Trail, to the Black Diamond Trail network as described in Section 5.12; and (6) installing stormwater management facilities, lighting, utilities, and plantings as described in Section 5.8.

Design Standards for the CWD are set forth in the proposed PUD / PDZ Zoning Code (Appendix C1), and utilize LEED ND principles where appropriate as a framework. By rezoning the Site, it will be divided into four (4) Sub Areas (Figure 2.1-3) defined as:

- Natural Sub Area (CW1)
- Neighborhood General Sub Area (CW2)
- Neighborhood Center Sub Area (CW3)
- Industrial Sub Area (CW4)

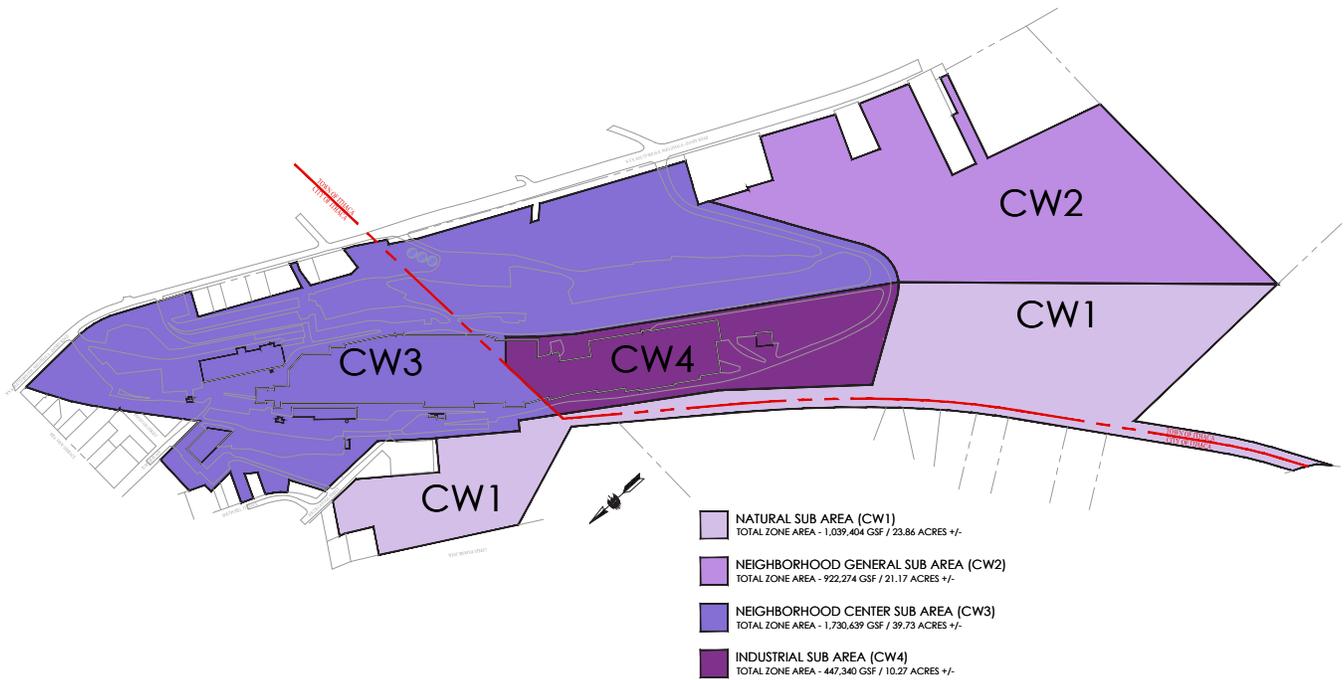


Figure 2.1-3: PUD / PDZ Sub Area Boundary Map (CJS and STREAM) *

Of the 821,200 sf of existing buildings located within the CW3 and CW4 Sub Areas, 92,350 sf will be removed leaving 728,850 sf of buildings to be redeveloped. Additions to these existing buildings totaling 70,600 sf will be constructed to increase the total Gross Floor Area (GFA) of the repurposed buildings to 799,450 sf. The 906,700 sf of new buildings are located in the CW2 and CW3 Sub Areas. The following Table 2.1-1 summarizes the 1,706,150 sf of anticipated development within each Sub Area:

Sub Area	Approx. Acreage	Existing Buildings	Existing Building Areas Removed	Existing Building Redevelopment	Additions to Existing Buildings	New Building Development	Total Development
CW1	23.86 acres	0 sf	0 sf	0 sf	0 sf	0 sf	0 sf
CW2	21.17 acres	0 sf	0 sf	0 sf	0 sf	568,400 sf	568,400 sf
CW3	39.73 acres	572,800 sf	58,850 sf	513,950 sf	86,600 sf	322,300 sf	922,850 sf
CW4	10.27 acres	248,400 sf	33,500 sf	214,900 sf	0 sf	0 sf	214,900 sf
Total	95.03 acres	821,200 sf	92,350 sf	728,850 sf	86,600 sf	890,700 sf	1,706,150 sf

Table 2.1-1: Development Summary by Sub Area (FE)

Each Sub Area will have its own set of Design Standards (Appendix C2) and will serve as one mechanism to mitigate potential adverse impacts of significance. The Design Standards provide standards for new and renovated buildings at the Site including, but not limited to, buffer areas, compact development, multimodal circulation network, public lighting, setbacks, building lot coverage rates, building heights, building disposition, frontage build out, allowable usage, signage, parking layouts, common areas and plazas, conservation plan(s) for natural areas, and other typical development aspects.

The initial Project application to the City and Town included the following:

- PUD Zoning Amendment for the City portion of the parcel.
- PDZ Zoning Amendment for the Town portion of the parcel.
- Full Environmental Assessment Form dated 05/30/2014
- Site Plan Approval for Phase I including Buildings 21 and 24 in the City and Buildings 33 and 34 in the Town. See Figure 2.1-1 for building locations.

The Phase I Site Plan includes the following:

- Building 21: Office Use - 43,340 sf (Redevelopment)
- Building 24: Residential / Office Use - 111,050 sf (Redevelopment) with 18,520 sf (New Development) for 129,570 sf (Total)
- Building 33: Industrial Use - 22,000 sf (Redevelopment)
- Building 34: Industrial Use - 148,600 sf (Redevelopment)
- All subsequent development will require Site Plan approvals in the corresponding jurisdiction following the local zoning process, and a threshold review in accordance with the GEIS process outlined in Chapter 10.

The Project Sponsor will also submit the Conceptual Site Layout Plan for preliminary Site Plan approval by the City and Town.

2.1.1 Project Phasing

The scale of the Project dictates that the development will be phased over a period of seven to ten years. Phase I (see Appendix B2 for Site plans) is defined as the redevelopment of four existing buildings that are easily accessed and separated from the remainder of the property so that continuous construction during the development period does not interrupt the use of these buildings. Phase I is defined as follows:

- Repurposing of Buildings 21, 24, 33 and 34 including the construction of an additional floor for Building 24. Providing 96,300 sf of residential (approximately 71 units), 82,550 sf of office/commercial and 170,600 sf of manufacturing for a total space of 349,450 sf.
- Rehabilitation of Driveways I, II, and IV on NYS Route 96B as well as the Building 21 access to Turner Place and South Cayuga Street. (See Figure 2.1-4 for Driveway Locations)
- Rehabilitation of the parking areas for Buildings 21 and 24 for approximately 115 spaces.
- Construction of new parking areas for Buildings 33 and 34 for approximately 109 spaces.
- Connection of the utility services for Buildings 21, 24, 33 and 34.

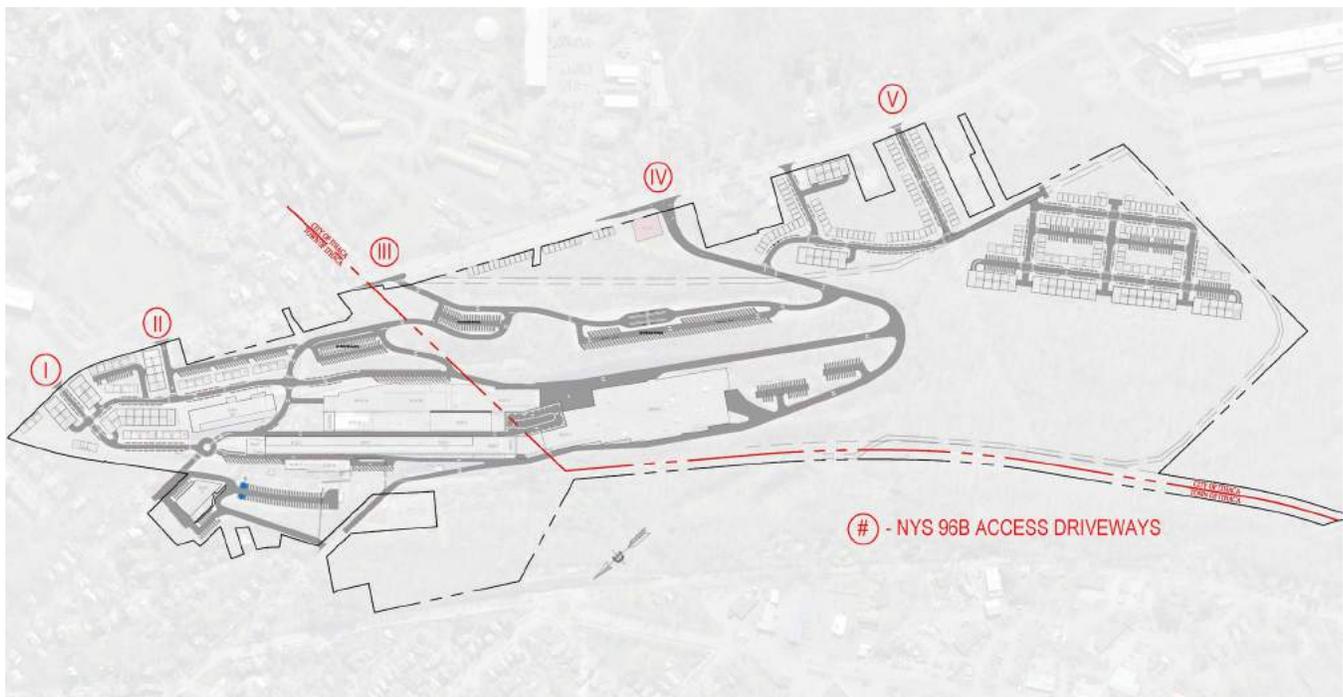


Figure 2.1-4: Overall Conceptual Site Layout Plan Indicating Proposed Parking Locations and Driveways (CJS + FE) *

Phase I and subsequent phases will be driven by two factors: 1) market conditions dictating need, and 2) New York State Department of Environmental Conservation (NYSDEC) clearance of the development areas in accordance with the Project Sponsor's anticipated usage. Each subsequent phase will require updated phasing for the demolition and traffic circulation plans. It is anticipated that the selective demolition of the core buildings (Buildings 3A, 4A, 8A, 9, 10A, 11A, 14, and portions of 6 and 6A) will occur prior to the redevelopment of core buildings other than Phase I.

Future phases will be detailed during subsequent Site Plan approvals. It is anticipated that the shared parking area in the CW3 Sub Area directly east of Building 34 in CW4 will be developed last to allow that area to be utilized for construction staging throughout the development of the Project as described in Section 5.13 – Construction Activities.

2.2 Location

The Project is located on approximately 95 contiguous acres of land in central NYS, South of Cayuga Lake in the Finger Lakes Region, and straddles the City and Town border in Tompkins County. Figure 2.2-1 illustrates the Site's location in relationship to NYS, Tompkins County, South and East Hills, and Downtown Ithaca.

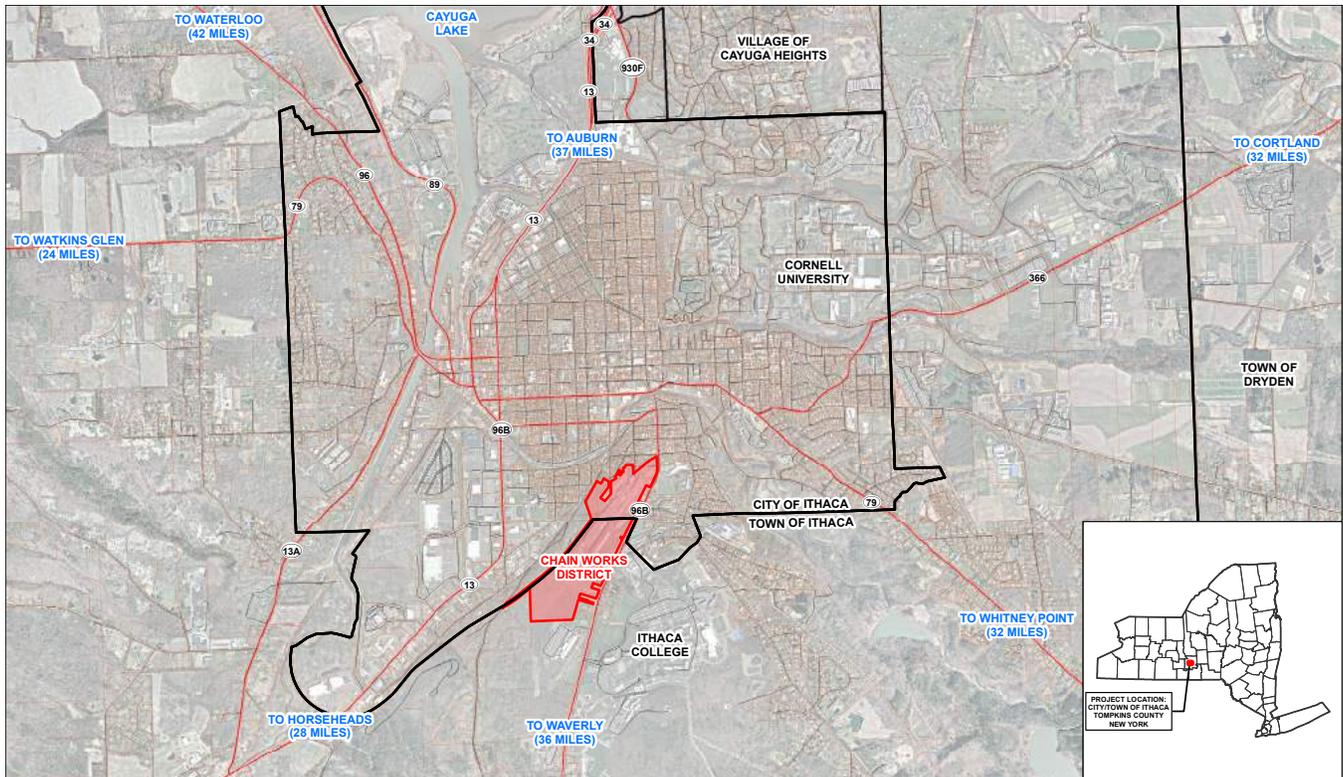


Figure 2.2-1: Location of the Project within NY State, the City, and Town (FE) *

The Site is bounded as follows:

To the east, the Site follows South Aurora Street / NYS Route 96B, a major transportation corridor that connects downtown Ithaca to South Hill, Ithaca College, and the residential neighborhoods in the Town. It is a primary route for travelers from Binghamton and points south.

To the north, the Site borders residential neighborhoods comprised primarily of single and multi-family homes in the City.

To the west, the Site slopes steeply to meet Spencer Street in the City, then traces the back of the residential properties lining the east side of Spencer Road. In the Town of Ithaca, the property line traces the alignment of the former Lehigh Valley Railroad and future Gateway Trail, as well as a large parcel of undeveloped land.

To the south, the Site borders the South Hill Business Campus in the Town.

The ALTA survey, performed by Lehr Land Surveyors for the entire parcel, along with the metes and bounds property description, is included in Appendix B1.

2.3 Background and History

With a rich industrial history, the Site was active for over 100 years, evolving through two world wars and the development of pioneering products: from airplanes to industrial and automotive chains. The factory was the largest industrial facility in Tompkins County, supplying the region with thousands of jobs for decades. This extensive history is part of a larger regional and national history, an important legacy the Project seeks to celebrate in the Site's redevelopment. The origins of the factory are rooted in innovation, invention, and the exploration of the unknown, spurred by advancing contemporary technology.

The Morse family began operating businesses in 1880 in Trumansburg, which included manufacturing springs and the rocker chain. In 1901, with the development of the silent power chain, they incorporated the Morse Chain Company, with George Westinghouse among the early investors alongside the Morse family. In the early 1900s, internal combustion engine technology developed towards more compact mechanics, and brought forth a new era of experimentation and invention that led to the first airplanes and hydroplanes, motorcycles, mass-produced cars, and other rapid innovations. Morse Chain was a critical part of this era as it invented and supplied their custom innovative chains. In 1906, the company expanded and erected a new 80,000-square foot plant on the Site to manufacture industrial, automobile, and bicycle chains.

Between 1914 and 1916, the Ithaca plant quadrupled in size and expanded its operations. The First World War was instrumental in the development of U.S. industry, and Morse Chain actively contributed. Airplane manufacturing was added to the factory's output, producing the first real fighter planes for the U.S. Army, including the Thomas-Morse Scout and the MB3.

In 1928, Borg Warner purchased Morse Chain and made it a division of the larger company with two units – industrial and automotive - and expanded the plant. The advancement of technology also led to the first wave of computational machines including adding machines, a division, which was later, sold to the National Cash Register Co. In addition, the company developed clocks, calculators, and typewriters, and expanded its operations and acquisitions globally. The Ithaca facility continued to develop and expand in 1946, 1957-59, 1963-65, 1967-69, and in the 1970s, reaching its current size of 821,200 square feet (Figure 2.3-1). The Highway Act of 1956 further ensured that combustion engines remained important in the U.S., and only with the 1970s fuel crisis the decline of American manufacturing ensued, which affected the Factory and led to the decline of local production.

In the early 1980s, Borg Warner Morse TEC began divesting their non-automotive interests and moved to their new facility on Warren Road. In January 1983, BorgWarner sold its industrial divisions and the Property (defined below) to Emerson Electric, which became Emerson Power Transmission (EPT). EPT located its corporate headquarters on the Site in Building 21 and continued to operate and employ many Ithacans in industrial manufacturing through the 1990s and 2000s. In 2007, it began migrating its operations and headquarters to Florence, Kentucky, and by 2011 it officially ended its operations in Ithaca and closed the factory. EPT divested the industrial business, selling it to Regal Beloit Corporation (RBC) in January 2015, and transferred ownership of the Property to a wholly owned subsidiary.

Unfortunately, along with the long rich industrial history on the Site comes environmental impacts. The Site is part of a slightly larger (95.94 acre) property that is listed on the NYS Inactive Hazardous Waste Site Registry as a "Class 2 Site" which is defined as a site at which contamination constitutes a significant threat to public health or the environment (Site # 755010) (Property). See 6 NYCRR § 375-2.7(b)(3). The NYSDEC issued a Record of Decision (ROD) for the Property in 1994 and amended the ROD in 2009. The 2009 ROD Amendment divides the Property into two Operable Units (OU) with OU-1 constituting an area known as the firewater reservoir and OU-2 comprising the remainder of the Property. EPT applied and is awaiting approval for subdivision of the Property to largely coincide with the OU-1 and OU-2 designation. This strategy will allow the Property owner to sell OU-2 to any willing buyers and maintain ownership and control over OU-1, where active, long term groundwater treatment occurs. The City Planning Board has issued a negative determination of environmental significance for the subdivision application. The

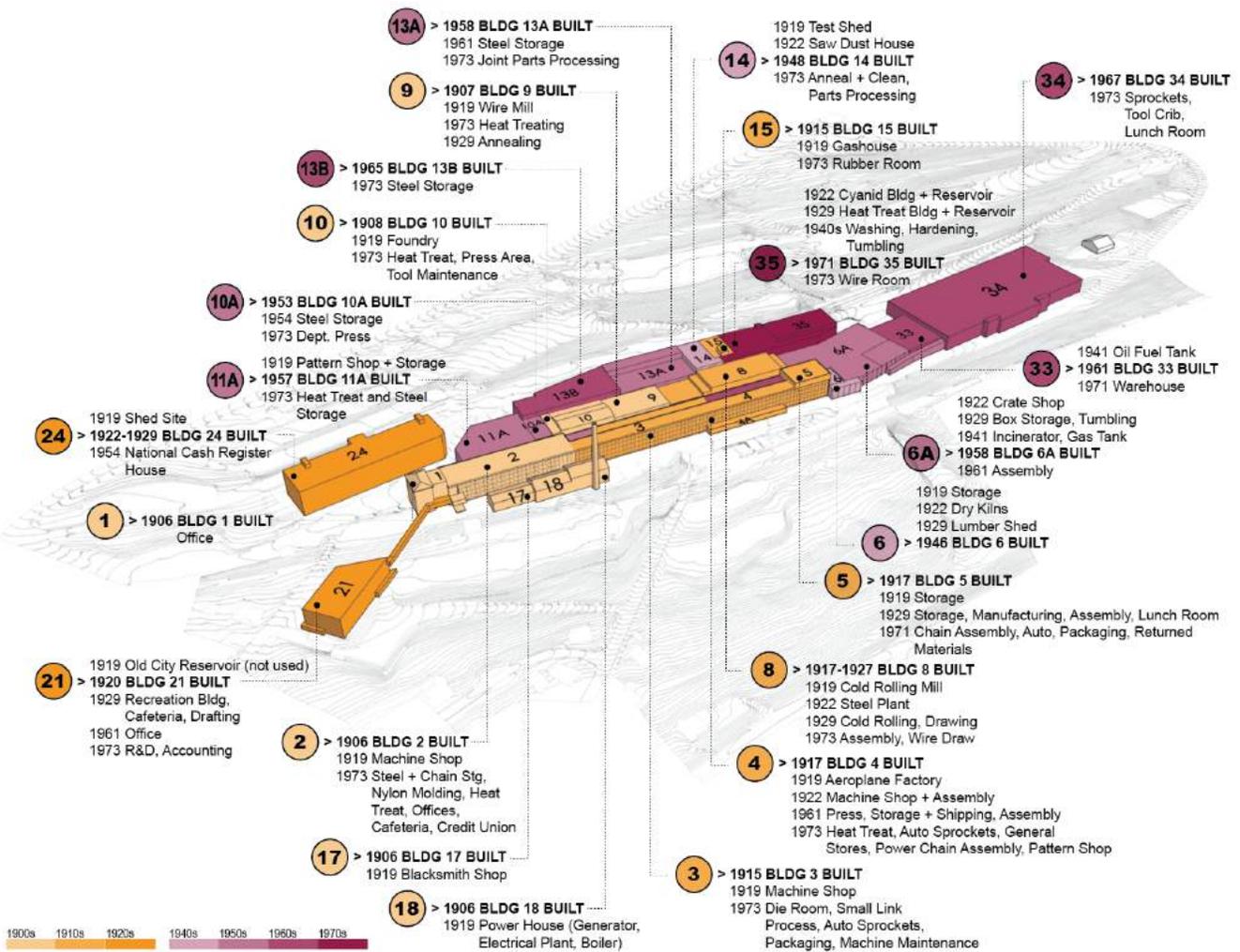


Figure 2.3-1: Historical Growth and Uses of the Morse Chain Factory throughout the 20th Century (WPD) *

NYSDEC will need to further amend the ROD to allow for the Project Sponsor’s proposed mixed-use redevelopment of the Site, since the 2009 ROD Amendment sets forth proposed remediation of the Property based on future industrial uses only. For the purposes of the GEIS, the Property consists of OU-1 (± 0.91 acres) and OU-2 (± 95.03 acres). The Site excludes the area defined as OU-1; therefore, Site is defined to mean only OU-2, the larger of the two operable units, which will be owned and developed by the Project Sponsor. See Figure 5.5-1 presented under Section 5.5.

The Project Sponsor envisions the re-emergence of the CWD as the heir to the on-going regional pursuit of new frontiers in technology and as a responsible act of reassessment and rehabilitation of the Site’s existing infrastructure. Figure 2.3-1 describes the various historical uses of the large structure. Rooted in national and regional history, the CWD will be an active part of the present economic renaissance of Upstate NYS and the newest link between the City and Town.

2.4 Project Vision

The Project Sponsor envisions the CWD to be a dynamic, mixed-use neighborhood following in the Project's motto "live, work, play". The following outlines the Project's goals, objectives, and design philosophy.

The Project Sponsor wishes to reclaim, revitalize, and adaptively reuse the existing, dormant factory, transforming the existing structures and Site into a dynamic, reactivated urban "live, work, play" mixed-use development, the CWD. One goal of CWD is to celebrate the Site's rich technological history while creating a neighborhood that will benefit the surrounding community and local economy. CWD will provide a large physical platform for the growing economy of the City and Town, Tompkins County, and the Southern Tier of Central NYS. The Project will continue the region's legacy of sustainable development and pride, helping Ithaca's growth as a place of urban significance. Moreover, the CWD will supply a greater population with more physical and visual access to the environmental and aesthetic resources provided by the neighboring gorges and waterfalls through access to the Site, its architecture, and the development of the Gateway Trail. Figure 2.4-1 illustrates how the CWD will readapt existing structures to create an active spatial and programmatic mix of "live, work, play".



Figure 2.4-1: The CWD envisioned as a dynamic mix of uses involving "live, work, play" (CJS) *

CWD is based on a design philosophy that celebrates the history of the Site by continuing its legacy of innovation. By using LEED ND guidelines (explained further in Section 2.5) to reimagine the Site, CWD will create unique places that emphasize walkable, habitable, and memorable pedestrian oriented streets, open spaces, park-like settings, and plazas. Ithacans and visitors will be able to enjoy and use the CWD in a variety of ways—an active, public environment that is experientially distinct throughout. CWD will be a place where the Site’s history of chain manufacturing and technological innovation is celebrated and used as a unifying theme to create a rich diversity of spaces. Historical uses of the various spaces of the large single structure (Figure 2.3-1), whose names are reinterpreted for the future spaces of the Site such as courtyards, is described further in Section 2.7. Figure 2.4-2 illustrates the overall vision and character of the Conceptual Site Layout Plan.



Figure 2.4-2: Vision and Character of the Conceptual Site Layout Plan (CJS)

The Project Sponsor will meet the goals of the surrounding community by bridging South Hill with Downtown Ithaca, and reconnecting the Site to its larger context through a trail connection (the Gateway Trail). In addition, CWD will provide pedestrian access to an area with spectacular views across Cayuga Lake that has largely been inaccessible for almost a decade. Ithaca is growing in population and economically, and has a housing shortage. In response to the anticipated growth of the region, CWD will provide the physical space to accommodate projected growth in the City and Town while taking advantage of existing infrastructure and the Site’s proximity to Downtown. Furthermore, the utilization of existing infrastructure will subsequently prevent sprawling growth at the periphery of Ithaca’s urban center. The Project Sponsor believes that the CWD can serve as a regional model for innovative design and sustainable adaptive reuse. To this end, the CWD will include a combination and balance of programmatic uses; such as, residential, commercial, retail, restaurant / café, warehouse / distribution, small business incubator and flex spaces, manufacturing, as well as recreational areas, outdoor gardens and park-like settings.

2.5 Sustainable Design and LEED ND

The Project Sponsor applied LEED ND guidelines to design the Project with the goal of attaining LEED ND certification. Sustainable design principles are used in the overall approach to the Site's redevelopment.

LEED ND pilot programs have demonstrated that dense, diverse, mixed-use neighborhoods reduce vehicle miles traveled (VMT), increase active transportation options and proximity to jobs, and create community value. Mixed-use, walkable neighborhoods are a scarce and desirable commodity for creating civic identity, attracting investment and residents to small- and mid-sized cities. The Project will demonstrate that older single-use buildings can accommodate new dynamic mixes of uses and tenants, and that retaining and renovating existing buildings – rather than demolishing them to start fresh – adds value and vitality to the neighborhood.

The CWD is seeking LEED ND: Plan certification, available for projects in the conceptual planning or master planning phases. LEED ND is one of five LEED rating systems certified by the USGBC, which awards a score of Certified (40-49 points), Silver (50-59 points), Gold (60-79 points), or Platinum (80+ points) based on the number of credits a project achieves through thorough documentation of planning and development processes. To achieve certification at any level, USGBC requires Project registration and submission of an application identifying the specific credits the Project Sponsor is pursuing.

The Project complies with LEED ND prerequisites: it is a permanent location built on existing land, it is served by existing water and wastewater infrastructure, and is no larger than 1500 acres. The following Figures 2.5-1, 2.5-2, and 2.5-3 represent a preliminary Project checklist, organized around the Project's pursuit of Plan certification under the LEED ND v4 rating system. The information featured in each checklist provides a summary of all LEED ND prerequisites and credits by category. The preliminary project checklist communicates which credits a project achieves as well as how many points will be awarded per credit.

The New York State Energy Research and Development Authority (NYSERDA) awarded the Project \$250,000 in funding through the Cleaner Greener Communities Program to achieve LEED ND Plan Certification. The Cleaner Greener Communities Program's goal is to support market-transforming projects that "accelerate the adoption of sustainable planning and development practices, are innovative, create multiple community benefits, reduce carbon emissions, leverage public and private resources, and propel NYS toward an environmentally and economically vibrant and resilient future."

LEED ND credits are organized in five categories: Smart Location and Linkage, Neighborhood Pattern and Design, Green Infrastructure and Buildings, Innovation and Design Process, and Regional Priorities.

2.5.1 Smart Location and Linkage

The Smart Location and Linkage category focuses on the development of a site that minimizes adverse impacts largely based on location, avoiding the expansion of sprawl and land-consuming, automobile-dependent development. The Project Sponsor seeks LEED ND infill designation, which makes the Project eligible for preferential credit points because of the inherent environmental benefit of reusing previously developed parcels and avoiding development on outlying greenfield sites. Along with its status as a brownfield, i.e., a site whose development is challenged by environmental impacts from prior uses (see Section 5.5 – Public Health), the Site has been designated as part of a 2014 and 2015 Qualified Census Tract (QCT) by the US Department of Housing and Urban Development, which is considered a high-priority redevelopment area by LEED ND. The Smart Location and Linkage category includes evaluation of the Site for any rare, threatened, or endangered plant or animal species, which is described in Section 5.4 – Vegetation and Fauna. Additionally, agricultural land conservation is considered in whether a location qualifies. The Site contains no U.S. Department of Agriculture (USDA) Prime Farmland or Farmland of Statewide Importance, intrusion into agricultural lands. The Project Sponsor will also seek Smart Location and Linkage credits by incorporating slow street design speeds that are safer for cyclists and other active

transportation infrastructure and encourage the inclusion of connections to Tompkins Consolidated Area Transit (TCAT) transit service routes. Figure 2.5-1 below illustrates the checklist for this credit category.



LEED v4 for Neighborhood Development Plan

Project Checklist

prepared by C.J. Randall, LEED AP ND

Project Name: Chain Works District

Date: 7/31/15

Smart Location & Linkage		28
Prereq	Smart Location	Required
Prereq	Imperiled Species and Ecological Communities	Required
Prereq	Wetland and Water Body Conservation	Required
Prereq	Agricultural Land Conservation	Required
Prereq	Floodplain Avoidance	Required
Credit	Preferred Locations	10
Credit	Brownfield Remediation	2
Credit	Access to Quality Transit	7
Credit	Bicycle Facilities	2
Credit	Housing and Jobs Proximity	3
Credit	Steep Slope Protection	1
Credit	Site Design for Habitat or Wetland and Water Body Conservation	1
Credit	Restoration of Habitat or Wetlands and Water Bodies	1
Credit	Long-Term Conservation Management of Habitat or Wetlands and Water Bodies	1

Achieve Credit with Building or Landscaping
Achieve Credit based on Location
Achieve Credit based on Master Plan
Achieve Credit with Programing

Figure 2.5-1: CWD LEED v4 for Neighborhood Development Checklist - Smart Location & Linkage (R+W)

2.5.2 Neighborhood Pattern and Design

The Neighborhood Pattern and Design credit category promotes the design of compact, walkable, mixed-use neighborhoods with quality connections to nearby amenities. The Project will intersect the existing long drives with as many sidewalks, trails, paths, and paseos (publicly accessible pedestrian paths, 4-12 feet wide, that provides shortcuts between buildings and through blocks, connecting street frontages to rear parking areas, midblock courtyards, alleys, or other streets) as feasible given the Site’s steep slopes. This credit category focuses on promoting walkability with properly sized sidewalks and trails, buildings with inviting facades that face the street and small setbacks, minimized curb cuts, and streets with a 20-25 mph design speed that are safe for people in cars, on foot, and on bicycles. Prioritizing the walkability of the Site as required by LEED ND has lead the Conceptual Site Layout Plan to include sidewalks on both sides of most streets, to orient buildings and streets to create a neighborhood rather than a suburban apartment complex, and to include a greater mix of building and unit types. Figure 2.5-2 on the following page illustrates the checklist for this credit category.



LEED v4 for Neighborhood Development Plan

Project Checklist

prepared by C.J. Randall, LEED AP ND

Project Name: Chain Works District

Date: 7/31/15

Neighborhood Pattern & Design		41
Prereq	Walkable Streets	Required
Prereq	Compact Development	Required
Prereq	Connected and Open Community	Required
Credit	Walkable Streets	9
Credit	Compact Development	6
Credit	Mixed-Use Neighborhoods	4
Credit	Housing Types and Affordability	7
Credit	Reduced Parking Footprint	1
Credit	Connected and Open Community	2
Credit	Transit Facilities	1
Credit	Transportation Demand Management	2
Credit	Access to Civic & Public Space	1
Credit	Access to Recreation Facilities	1
Credit	Visitability and Universal Design	1
Credit	Community Outreach and Involvement	2
Credit	Local Food Production	1
Credit	Tree-Lined and Shaded Streetscapes	2
Credit	Neighborhood Schools	1

Achieve Credit with Building or Landscaping

Achieve Credit based on Location

Achieve Credit based on Master Plan

Achieve Credit with Programing

Figure 2.5-2: CWD LEED v4 for Neighborhood Development Checklist - Neighborhood Pattern & Design (R+W)

2.5.3 Green Infrastructure and Buildings

The Green Infrastructure and Buildings category seeks to implement energy efficiency standards, which includes both LEED-certification of buildings and minimized use of energy and energy-intensive resources such as water. This category also includes evaluation of the Project’s planned use of alternative energy measures including photovoltaic (PV), wind and combined heat and power (CHP) or cogeneration systems. The Project’s adaptive reuse and historic preservation are also considered in this credit category. Requirements in this category will shape the landscaping and open space of the CWD by integrating green stormwater systems including rain gardens, bio-swales, and pervious surfaces between green buildings. Figure 2.5-3 on the following page illustrates the checklist for this credit category.



LEED v4 for Neighborhood Development Plan

Project Checklist

prepared by C.J. Randall, LEED AP ND

Project Name: Chain Works District

Green Infrastructure & Buildings		31
Prereq	Certified Green Building	Required
Prereq	Minimum Building Energy Performance	Required
Prereq	Indoor Water Use Reduction	Required
Prereq	Construction Activity Pollution Prevention	Required
Credit	Certified Green Buildings	5
Credit	Optimize Building Energy Performance	2
Credit	Indoor Water Use Reduction	1
Credit	Outdoor Water Use Reduction	2
Credit	Building Reuse	1
Credit	Historic Resource Preservation and Adaptive Reuse	2
Credit	Minimized Site Disturbance	1
Credit	Rainwater Management	4
Credit	Heat Island Reduction	1
Credit	Solar Orientation	1
Credit	Renewable Energy Production	3
Credit	District Heating and Cooling	2
Credit	Infrastructure Energy Efficiency	1
Credit	Wastewater Management	2
Credit	Recycled and Reused Infrastructure	1
Credit	Solid Waste Management	1
Credit	Light Pollution Reduction	1

Achieve Credit with Building or Landscaping
Achieve Credit based on Location
Achieve Credit based on Master Plan
Achieve Credit with Programing

Figure 2.5-3: CWD LEED v4 for Neighborhood Development Checklist - Green Infrastructure & Buildings (R+W)

2.5.4 Innovation and Design Process and Regional Priorities

The Innovation and Design Process credit category awards points for the inclusion of a LEED ND Accredited Professional on the Project Team. The Regional Priority credit category contains local environmental priorities that are generally designated by USGBC; the Project’s conformance with priorities from the Southern Tier Regional Sustainability Plan (May 2013) is also eligible for evaluation under this category.

2.6 Project Purpose, Need, and Benefit

The CWD will revitalize a dormant, historically significant, and environmentally challenged site and transform it into an innovative “live, work, play” urban center. The resulting mixed-use neighborhood will include residential, commercial, retail, restaurant / café, warehouse / distribution, small business incubator and flex spaces, manufacturing, as well as outdoor gardens and park-like settings. The renovation of the existing Site will entail one of the most comprehensive redevelopment projects to be initiated in the City and Town, garnering over \$200 million in public and private investment, and will create an estimated 1,000 new jobs, during construction and beyond. The resulting benefits to the community, including the City and Town, are immense, as the Site will contribute millions in additional local and regional tax revenues derived from residential, commercial, and manufacturing uses, as well as the likely increase in property values of surrounding areas (see Chapter 8). The benefits are a direct result of the remediation of the vacant, environmentally challenged Site, allowing it to be accessible and reclaimed for a variety of diverse productive uses.

2.6.1 Housing

The planning and development of over approximately 915 units, of various residential housing types, will address a portion of the area’s current and anticipated housing supply shortage. A 2006 Housing Study commissioned by the County, and performed by Economic & Policy Resources Inc. (EPR), found a total of 3,894 new housing units were needed by 2014. According to U.S. Housing and Urban Development statistics, only 2,034 units were built during this time frame. The influx of additional units proposed by the Project will add to the housing inventory and help level off the market, making housing more affordable and satisfying the increasing demand for quality housing. The Project will also provide a new type of modern urban style living, due to the repurposing of the warehouse style industrial buildings and the creation of a modern new neighborhood, which does not currently exist in the City or Town.

The Project will help satisfy a community need for housing. The current vacancy rate in the City is less than 1%, with a high, growing demand for housing. The Project will create approximately 915 units, resulting in an estimated 1,830 new bedrooms. This much-needed new housing will be conveniently located near many existing and new community services provided by the Project. These proposed new units will be walkable to many services and public transit hubs. Public transportation is anticipated to service the CWD.

2.6.2 Connectivity

With the necessary revitalization, the Site will be developed into a community asset. With over 800,000 square feet of vacant manufacturing space, and located on a hilltop that borders the City’s downtown core, the Site can be seen from most vantage points in the City and is known as the “sleeping giant”. The visual extension and physical connection of the Site as a new urban center will bridge the South Hill community and neighborhood, with the City downtown core. The Project will have a positive impact on open space and recreation as it will enable the construction of the Gateway Trail, providing recreational pedestrian and bicycle connections from Buttermilk Falls State Park, the Black Diamond Trail, and South Hill Recreation Way. This will serve as an amenity for people living and working in the CWD and the surrounding community. In addition, opportunities for enhanced public transit and connectivity between downtown, East and South Hill, and their academic institutions, are benefits that are sure to be realized.

2.6.3 Sustainability

Utilizing an innovative master plan based on the sustainability principles of LEED ND, the Project Sponsor, is developing the Site as a new mixed-use neighborhood. The Project Sponsor will rehabilitate existing structures and build 1 million square feet of new space over the course of the Project. Using SmartCode and LEED ND planning principles, as well as City and Town recognized design guidelines, the mixed-use urban center will create a habitable, active, and thriving neighborhood that reinforces pedestrian-friendly, urban development with a distinctive Site-specific character and identity. The Site is also currently part of a NY Prize Microgrid feasibility study sponsored by the City where it has been proposed to house power generation of 5 MW up to 15 MW. This can meet the needs of the development, as well as critical services in the surrounding area. Most prominently, the development of a microgrid could support neighboring Ithaca College, the largest consumer of electricity in the South Hill neighborhood. The Site renewable energy system design/installation will help achieve the a larger goal of 70% reduction of fossil fuel usage.

2.6.4 Attract and Retain Entrepreneurs

Development of the Site will assist with the attraction and retention of entrepreneurs, start-ups, manufacturing, and tech businesses. Ithaca and the surrounding region have long been known to suffer from “brain drain”, where young highly educated minds leave the area in pursuit of more favorable economic or professional environments, housing prices, low wages, and a lack of studio and manufacturing space, make it difficult for start-ups to remain here. However, Ithaca has the potential for a strong base of quality candidates due to its institutions of higher learning; likewise, with investment by NYS, the REV project in affiliation with Cornell University, and start-up companies such as GiveGab and Food Development showing promise, and with physical space and an increase in housing inventory, it is clear that the regional “brain drain” is a solvable issue with redevelopment of the Site into a “live, work, play” urban center. The Site will provide the needed space to accommodate start-ups and entrepreneurs who choose to make a future for themselves in the region. The Site will also be attractive and assist with recruiting at academic and medical institutions by providing an urban campus that feels more city like.

2.6.5 Aligns with the City and Town Comprehensive Plans

The City’s and Town’s Comprehensive Plans, whose needs and goals mirror one another (see Subsections 5.1.1.2 and 5.1.1.3) describe how they envision continuing development within the respective municipalities. For example, with a projected increase in population and an emergent demand for housing, both municipalities need to provide options for the expected growth. They hope to concentrate development where existing infrastructure already exists, and to promote the redevelopment of brownfields, in order to discourage urban sprawl. The plans also express a need for more mixed-use development to encourage a diversity of uses, in denser areas, for public spaces to be active during all times of the day. Simultaneously, with new development, there is the desire to maintain and enhance the established character and sense of community of existing neighborhoods, to create developments that are sustainable, and to promote more pedestrian-focused modes of transportation. The CWD will meet and exceed these goals.

2.6.6 Increase Tax Base

With the Site located in both the City and Town, the Project will also significantly increase the tax base for both municipalities and Tompkins County. The 2015 tax assessment for the property located within the City (462,839 sf) is \$2M and for the property within the Town (306,886 sf) is \$1.5M based on current industrial use. Based on the Project's mixed-use development of 1,706,150 sf, the property value is expected to rise after complete development to \$236M. Of course, each developed phase will be more accurately assessed upon completion. Sales tax and other taxes on revenue generated by the operations of the Project as well as individual business operations located on the Site and new jobs created by construction and tenants located there also will increase the tax base. Subsection 5.11.3 and Chapter 8 provide additional information about such economic impacts.

2.6.7 Catalyst for Site Remediation

The Project will have positive impacts on the environment and public health within and surrounding the Site, by being the impetus for an amendment to the ROD from the NYSDEC to require clean up measures to allow residential use, which are more exacting than clean up measures to allow for industrial uses as in the current ROD. See Section 5.5.

2.6.8 Summary

In summary, the CWD will take a vacant, environmentally challenged Site and develop new opportunities in the community for employment, growth, business, housing, and connectivity, in a sustainable well-designed mixed-use development. The Project will generate millions of dollars in new tax revenues, and when complete, will revolutionize the landscape of the City and Town, aligning with their goals; to maximize an underutilized Site and to create an innovative urban center, which will benefit the community in myriad ways.

2.7 Site Program and Layout

The proposed Conceptual Site Layout Plan (Figure 2.1-2) of existing and proposed structures and their proposed uses is described below. The development of the Project will be in accordance with the proposed PUD Zoning Code regulations in the City and the proposed PDZ Zoning Code regulations in the Town (collectively, PUD / PDZ Zoning Code, Appendix C1), which incorporate the CWD Design Standards (Appendix C2). The Design Standards establish Sub Areas more fully described below.

The main buildings of the existing CWD complex can be understood as a large single structure – the result of additions amassed over decades that, at one point or another, addressed particular industrial and manufacturing purposes as described in Section 2.3 – Background and History. A key task in establishing a conceptual Site program and layout involved determining how to shape or “sculpt” a viable pedestrian-friendly urban environment—with a balance of structures and strategic outdoor / public spaces—from the existing single structure. This effort required the evaluation of the structural integrity, potential historical significance, locations, and sizes of the 35 individual buildings on Site, most of which make up the single structure (see Figure 2.1-1), and how their locations and physical dimensions could lend themselves to particular uses. This evaluation identified the best candidates for selective demolition or renovation. The selective demolition of existing structures to create an internal open space network in the heart of the district is described in Subsection 2.7.3.4.

The Project Sponsor looked to various planning guidelines (i.e. SmartCode and LEED ND), real-world precedents, and smart and sustainable growth strategies to determine a basis for suitable maximum development, in both density and total amount. To create a viable and vibrant urban district, longer-term projections of market demands in the City and Town were also considered. Based on this analysis, the Project Sponsor proposes a total mixed-use development consisting of rehabilitated, repurposed, and new construction of approximately 1.7 million-square-feet. Subsequent sections of the DGEIS focus in detail on particular topics that were considered to establish the proposed Conceptual Site Layout Plan.

The proposed Conceptual Site Layout Plan (Figures 2.1-2 and 2.4-2) illustrates the overall vision of the Project resulting from the selective demolition and renovation of core structures centrally positioned within the CWD, with future new development located along the northern, eastern, and southern portions of the Site, the development of which will be largely market-based. The proposed plan for redeveloping the Site takes into account the limitations and opportunities offered by the natural setting and steep topographical profile of the land and are reflected in the Design Standards and the creation of Sub Areas. The proposed PUD / PDZ Zoning Code establishes four separate segments of activity and density within the Site. The proposed adaptive reuse of existing structures and new development within each of these four (4) Sub Areas (CW1, CW2, CW3, and CW4), including proposed program and layout, are described in greater detail below and are summarized in Table 2.7-1. In this Section, Total GFA is defined as the area of an entire building, comprising of exterior and interior walls, the structure, and interior program and support spaces.

Sub Area	Approximate Acreage	Residential		Commercial		Industrial		Total Building Area
		Units	Area	Bldgs	Area	Bldgs	Area	
CW1	23.86 acres	0	0 sf	0	0 sf	0	0 sf	0 sf
CW2	21.17 acres	448	568,400 sf ¹	0	0 sf	0	0 sf	568,400 sf
CW3	39.73 acres	467	692,500 sf ¹	9	184,350 sf	2	46,000 sf	922,850 sf
CW4	10.27 acres	0	0 sf	0	0 sf	4	214,900 sf ¹	214,900 sf
Total	95.03 acres	915	1,260,900 sf¹	9²	184,350 sf	6	260,900 sf	1,706,150 sf

1 – Building area includes structured parking.

2 – Number also includes mixed-use buildings.

Table 2.7-1: Development Summary by Sub Area (FE)

Table 2.7-2 summarizes the Project by municipality, between the City and Town.

Municipality	Approximate Acreage	Residential		Commercial		Industrial		Total Building Area
		Units	Area	Bldgs	Area	Bldgs	Area	
City	30.67 acres	444	619,100 sf	8	168,350 sf	2	46,000 sf	833,450 sf
Town	64.36 acres	471	641,800 sf	1	16,000 sf	4	214,900 sf	872,700 sf
Total	95.03 acres	915	1,260,900 sf	9	184,350 sf	6	260,900 sf	1,706,150 sf

Table 2.7-2: Development Summary by Municipality (FE)

2.7.1 CW1: Natural Sub Area

The CW1 Sub Area will be an important conservation zone containing recreational amenities and activities (Figure 2.7-1), which will also provide recreational opportunities for the larger Ithaca community surrounding the Site. As described in the PUD / PDZ Zoning Code, CW1 Natural Sub Area is a heavily forested, 23.86-acre area of the Site (located to the west, south, and southwest) and has a general topographical profile greater than 20% slope. This broad zone is difficult to build on, contains valuable mature Appalachian Oak-Hickory forest cover, and has been deemed by the Project Sponsor as a great natural asset to the CWD and the community. As a result, the Project Sponsor will set it aside to conserve its value for non-motorized recreational uses, where commercial, residential, and manufacturing structures will not be permitted and is willing to consider mechanisms such as appropriate deed restrictions or conservation easements to memorialize this conservation zone.



Figure 2.7-1: Conceptual Site Layout Plan - CW1 Sub Area (FE) *

Given the natural beauty of this area and particular features of this Sub Area within the Site, including exposed bedrock and native fauna and vegetation, CW1 will appeal to and attract naturalists as well as those seeking to take advantage of the expansive views of Ithaca, Cayuga Lake, and the neighboring hillsides.

Minimal structures, such as small-scale (one-story high) picnic and maintenance facilities and / or limited public restroom facilities, may be developed. Footpaths and trails will be established to accommodate hiking throughout this zone to facilitate the enjoyment and use of this Sub Area. Specifically, the Project includes the ability to complete missing links within the City and Town of Ithaca Trail Network, connecting Buttermilk Falls and the Black Diamond Trail with South Hill Recreation Way through the development of the Gateway Trail. The program will also include a concept plan of trail opportunities within the full Site and the CW1 Natural Sub Area.

2.7.2 CW2: Neighborhood General Sub Area

As described in the PUD / PDZ Zoning Code and the Design Standards, CW2 Neighborhood General Sub Area is a total of 21.17 acres encompassing the eastern most areas of the Site in the Town and continuing south along State Route 96B / Danby Road and includes the southern most area of the Site that contains slopes less than 20% located east of a CW1 Sub Area (see Figure 2.7-2).



Figure 2.7-2: Conceptual Site Layout Plan - CW2 Sub Area (FE) *

Development within the CW2 at the southern end of the Site will strategically build upon and bring the character and activity of the CWD in greater proximity to Ithaca College and the South Hill Business Park. This relationship will strengthen the potential linkage and accessibility between the CWD, the City, the Town, and Ithaca College, and provide opportunities for greater future collaboration and synergy amongst the entities. There is potential for private ownership or subdivision with a mix of townhouses and apartments within the CW2.

This Sub Area restricts development to residential and limited commercial uses. The total area of all building footprints within this Sub Area would not exceed 60% of the total square footage of the Sub Area. The total area of all buildings within this Sub Area would not exceed 700,000 sf. Façade lengths would be limited to 120 feet by right and 240 feet conditional, with a maximum of four (4) stories for building heights exposed to NYS Route 96B. Up to two (2) additional stories would be allowed below the uphill grade's first story.

CW2 would focus on forming residential program clusters at the southeastern access points at Driveway IV and V into the Site (Figure 2.1-4). New development in this Sub Area would strengthen the qualities and benefits associated with compact, dense urban environments while providing the CWD with a greater presence along the Site’s Danby Road / State Route 96B edge in the Town. New structures at locations designated within CW2 would emphasize Site entries and approaches into the CWD. Parking is anticipated to consist of surface, on street, and limited enclosed areas. The total gross square footage footprint of residential development in CW2 will be +/- 177,000 gsf. As discussed in more detail below, 639,475 gsf in the CW2 are designated residential for purposes of analyzing potential environmental impacts in this DGEIS. Figure 2.7-3 is a section through this part of the Site and illustrates the topographic and programmatic relationships.

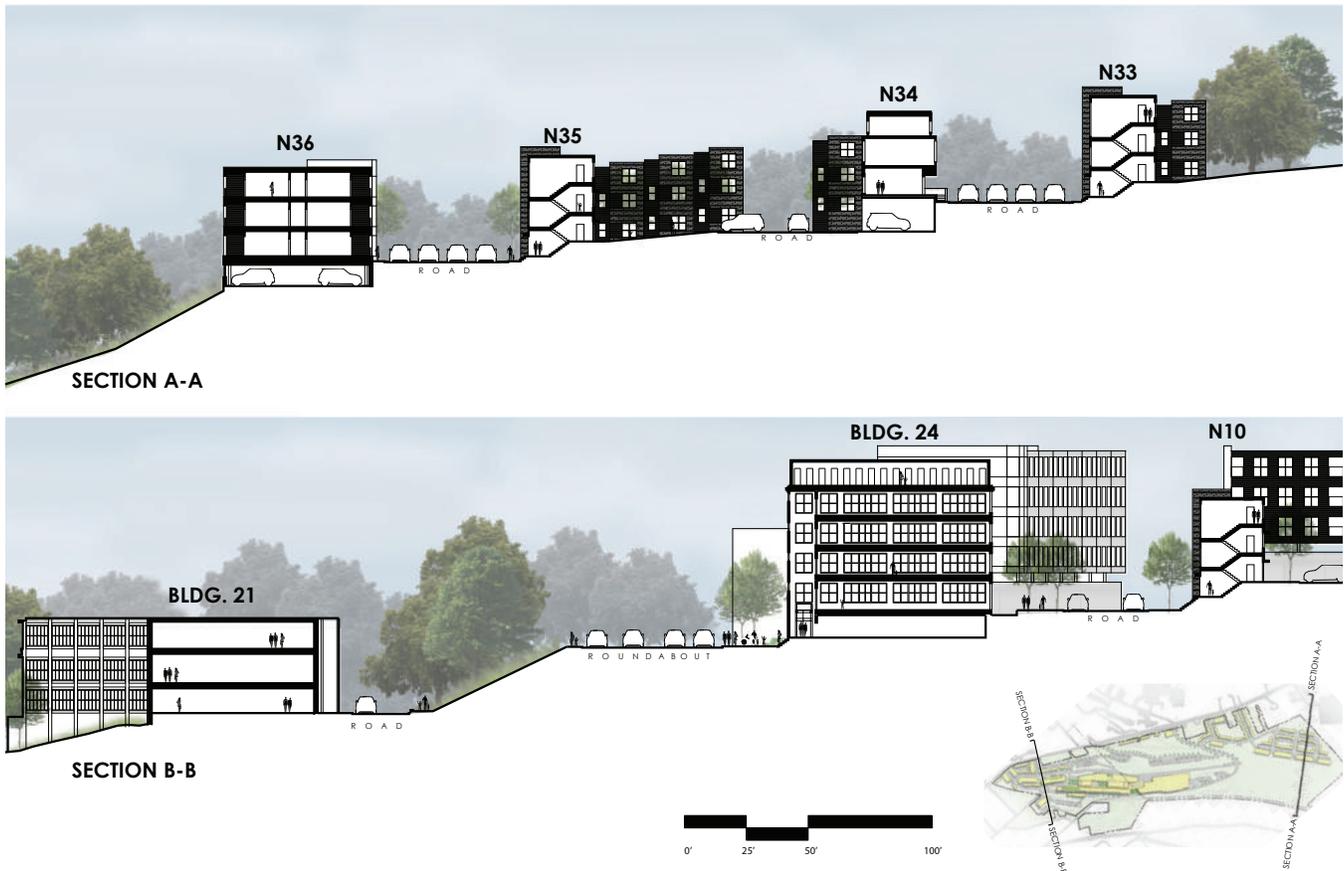


Figure 2.7-3: Section through CW2 and CW3 Sub Areas (CJS) *

2.7.2.1 Residential

New housing in CW2 is proposed as part of key clusters of development coinciding with primary points of access into the Site. The CW2 Sub Area will be instrumental to connecting the Site to areas in the Town east and south of the Site, including Ithaca College, with residential uses. Below describes where residential development will be located within CW2, the potential square footage, dwelling unit numbers and types. The final configuration of the residential component of CW2 is based on market demand for the various dwelling unit configurations.

In order to determine the market viability of multi-residence housing for the CWD, the Project Sponsor considered significant factors such as the physical nature (the structure and overall dimensions) and locations of existing buildings on the Site, as well as the desire to create a balanced distribution of activity and density across the entire CWD. A *Downtown Housing Strategy in the City of Ithaca, New York*, a 2011 housing demand study performed by Danter Company, LLC for the Downtown Ithaca Alliance, was

also reviewed to inform the Project. This study - which analyzed current and future housing demands and stock, City and Tomkins County demographics, and effective market area including the Central Business District (CBD) core – projected a shortage of approximately 1,000 moderate-to-luxury rental units by the year 2016. The CWD's proximity to the City's downtown core (to the north / northwest) and to Ithaca College (to the southeast) offers a great opportunity to develop a variety of multi-unit rental buildings.

Conceptually, a variety of building types in CW2 will provide different housing options and types. Some examples of housing types might include point-access, townhomes or double-loaded, and multi-unit corridor configurations. For example, a multi-unit building type could be comprised of a lower, below grade parking level(s) and levels of residential units above. These housing types could be comprised of one- and two-bedroom units ranging from 5 to 48 units depending on ultimate unit sizes, resulting in approximately 639,475 GFA of residential programming, including structured parking, in CW2 for a total of 448 units.

2.7.2.2 Commercial Uses, Common Areas, Open Space, Other Facilities and Services

The CW2 Sub Area will be developed in a neighborhood block manner working with existing topography. Areas with slopes exceeding 20% will be preserved in a natural state with limited disturbance for a connective trail network. The neighborhood blocks will include on-street parking, sidewalks, and street-level landscaping. Areas between buildings will be maintained as open space for the residences with site amenities such as benches and picnic areas. The existing intermittent streams throughout the CW2 Sub Area will be protected through the use of buffers with road and trail crossings kept at a minimum, which is described further in Section 5.3 – Water Resources and in the Design Standards (Appendix C2).

The Project Sponsor may pursue dedication of all roadways and their related infrastructure such as street lights and traffic control equipment, sidewalks, stormwater management facilities, sanitary sewer and water facilities, electric, gas, cable television, telephone and communication lines developed in accordance with applicable standards of dedication to the City, Town, and / or service provider for their ownership and maintenance, following their normal dedication process.

2.7.2.3 Parking

Currently, there is no parking in the CW2 Sub Area, as this zone is not developed. With the proposed new development in CW2 as described above, there will need to be new parking in this area to accommodate residential uses. Taking advantage of the new streets that will be created as a result of this development and referring to LEED ND as a guideline, on street parking will provide 226 spaces, surface parking will provide 64 spaces, and internal parking will provide 260 spaces, for a total of 550 parking spaces in CW2. These projections for parking needs reflect efforts to reduce the total number of parking spaces based on the Traffic Impact Study (TIS). Further discussion of these efforts is found in Section 5.7 – Transportation and Circulation.

2.7.3 CW3: Neighborhood Center Sub Area

At the center of the CWD, CW3 Neighborhood Center Sub Area (Figure 2.7-4) will be an area where the existing, structures encompassing a total of 821,200 gsf (with the exception of Buildings 33 and 34 in the CW4 Sub Area, which is described in Subsection 2.7.4) will be selectively demolished or reclaimed, rehabilitated, and adaptively reused for commercial, residential, and manufacturing uses as per the PUD / PDZ Zoning Code. The mixed-use nature of CW3 will limit the types of manufacturing uses that may occur in this Sub Area, which is described further in Subsection 2.7.3.3. An additional cluster of new construction will occur at the northern edge of the Site, along South Aurora Street, situated at the main vehicular and pedestrian access point into / around the property from the City side of the Site (Drive I),

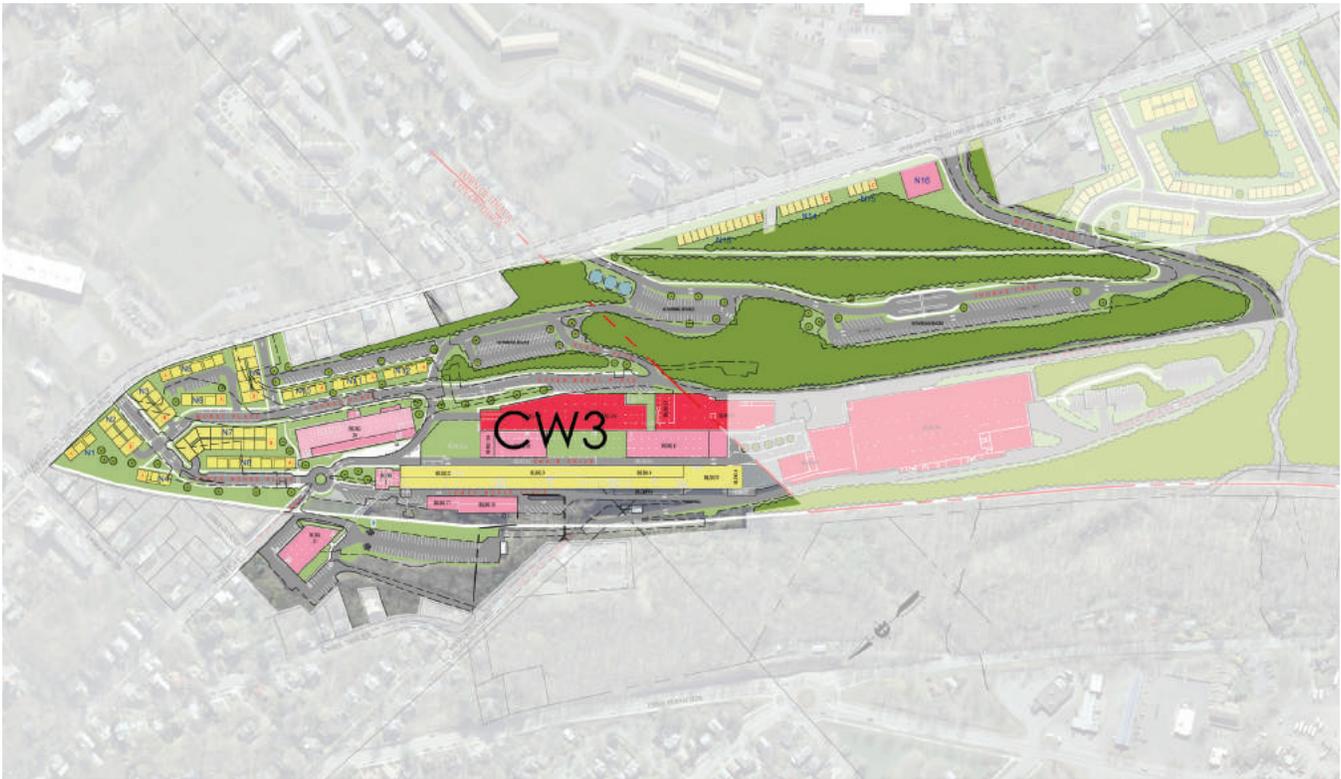


Figure 2.7-4: Conceptual Site Layout Plan - CW3 Sub Area (FE)

servicing as an anchoring gateway into the Project.

CW3 contains 39.73 acres of land, which has had some level of development, or manipulation during the span of time the Site operated as an industrial facility. New development will also occur as penthouse additions to Buildings 2, 3, 4, 8, and 24, creating an additional 70,600 gsf of space. Through the selective demolition of some existing structures, which is described in greater detail in Subsection 2.7.3.4, 92,350 gsf of existing built space will be removed from the CW3 and CW4 Sub Areas. These activities will ultimately result in a total of 799,450 gsf (gross square footage) within all of the existing structures across CW3 and CW4. As described in Section 2.8, part of the initial phase of development for this Project involves the reuse of Buildings 21 and 24, which are located in CW3.

This Sub Area allows residential, commercial, and industrial. The total area of building footprint within the Sub Area may not exceed 80% of the total size of the CW3 Sub Area. Façade lengths will be limited to 180 feet by right and 250 feet conditional, with a maximum of six (6) stories for building heights. Up to two (2) additional stories will be allowed below the uphill grade's first story. Additionally, a 100-foot buffer from South Aurora Street will be maintained, with new development in this area limited to four (4) stories in order to maintain and visually connect with the character of adjacent street-front properties. Story height of any new building will be limited to 24 feet.

CW3 will include a mixed-use program cluster at the northern access points into the Site depicted as Driveway I and II. New development in this area will strengthen the qualities and benefits associated with compact, dense urban environments while providing the CWD with a greater presence along the Site's South Aurora Street edge. New structures at locations designated within CW3 generally along Danby Road will emphasize Site entries and approaches into the CWD, with this area in particular being the gateway to the Site from the City, and will accommodate a mix of uses including residential and commercial spaces with surface, on street, and limited enclosed parking areas. The total gross square footage of all mixed-use development consisting of residential, commercial, industrial, and open space, and including both the adaptive reuse of existing buildings and new development in CW3 will be +/- 851,775 gsf.

2.7.3.1 Residential

Below describes where residential development will be located within CW3, the potential square footage, dwelling unit numbers and types. The final configuration of the residential component of CW3 is based on market demand for the various dwelling unit configurations, as described in Subsection 2.7.2.1. This includes both the adaptive reuse of existing structures and future development on the northeastern portion of the Site.

The Conceptual Site Layout Plan proposes the comprehensive transformation of existing **Buildings 2, 3, 4, and 5** located just south of Building 1, with renovation anticipated to occur after the completion of Phase I. These buildings were originally used as a machine shop, for manufacturing, fabrication, assembly, and storage uses, and offer large expanses of fenestration and generous floor-to-floor heights. The existing concrete-frame structures will be readapted into an approximately 202,800 gsf multi-unit residential building (Figure 2.7-5). The upper three floors (plus a potential new penthouse level) will accommodate a variety of unit mixes consisting of studio, one-, and two-bedroom units in potential single-level, duplex, and loft configurations. The number of units could range from 120 to 150 depending on the final mix of unit sizes (from 650 gsf up to 1,700 gsf) and type. The lower level of the structures would provide approximately 105 covered parking spaces, which is described further in Subsection 2.7.3.5 – Parking. Figure 2.7-5 on the below illustrates potential typical residential floor plans for Buildings 2, 3, 4, and 5.



Figure 2.7-5: Buildings 2, 3, 4, and 5 - Potential Typical Residential Floor Plans (CJS)

Building 24 is a five-story (four above grade, partial floor below grade), concrete-framed +/-111,100 gsf existing building located on the east side of the main entry court. During Phase I, the upper three levels of **Building 24** (consisting of the 2nd, 3rd, and 4th floors at +/-26,250 gsf each) totaling approximately 78,300 gsf will be readapted to accommodate multi-unit residential space. An additional penthouse level on the roof will provide another 18,000 gsf of residential use. These residential levels will accommodate one-, two-, three- or four-bedroom units in single-level, duplex, and loft configurations. The number of units may range from 70 to 80 depending on the mix of final unit sizes (from 950 gsf up to 1,800 gsf) and type. Parking for the units will be located in adjacent surface parking lots, as described further in Subsection 2.7.3.5 – Parking. The proposed commercial uses for Building 24 are described in the following Subsection 2.7.3.2 – Commercial. Figure 2.7-6 below illustrates a potential typical residential floor plan within Building 24. In addition to re-purposing existing structures in CW3 as described earlier, new housing is proposed as part of a key cluster of mixed-use development coinciding with a primary point of access into the Site from South Aurora Street and the City, via “Lower Morse Place” and known as the Driveway I Conceptually, a variety of building types in this area of CW3 will provide different housing options and types. Some examples of housing types might include point-access, townhomes or double-loaded, and multi-unit corridor configurations. For example, a multi-unit building type could be comprised of a lower, below grade parking level(s), a commercial level at street grade, and levels of residential units above. These housing types could be comprised of one- and two-bedroom units ranging from 4 to 72 units depending on ultimate unit sizes, resulting in approximately +/- 289,800 gsf of residential programming within new buildings in CW3.

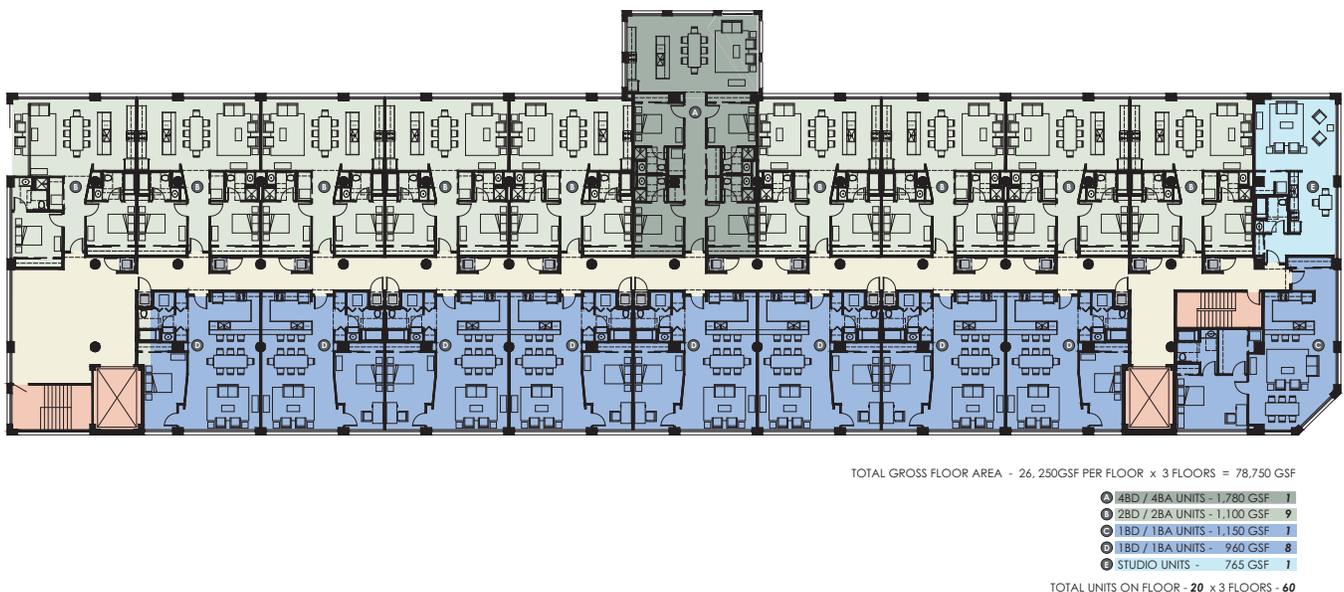


Figure 2.7-6: Building 24 - Potential Typical Residential Floor Plan (CJS)

The total number of residential units that will be added as part of the Project, including unit numbers from CW2, the adaptive reuse of existing structures in CW3, and new development in CW3, is approximately 915 units of which 467 are projected to be located within CW3. Approximately 192 units would be located within the existing redeveloped buildings, and 723 units within the new, proposed buildings.

2.7.3.2 Commercial

The CW3 will contain commercial development in addition to residential to maintain the mixed-use character of the overall Project, particularly at the core of CWD. Below describes where proposed commercial development will be located within CW3, potential square footage, and commercial types / uses. In order to provide a balanced program of functions and activity within CW3, general commercial uses (office and retail) will be accommodated with new development in CW3. This includes both the

adaptive reuse of existing buildings and future development at the northeastern area of the Site. A total of 172,550 gsf of commercial space will be created in CW3.

2.7.3.2.1 Office

The Project Sponsor proposes to redevelop **Buildings 1, 8, 10, 15, and 21** – as well as the lower two floors of Building 24 – into approximately 107,000 gsf of leasable office space. Given the nature of these facilities (tall floor-to-floor heights and column spacing), they can also provide ideal conditions for unique and flexible business incubator uses. Parking for these office uses will be located adjacent to or in close proximity to the associated structures, as described in greater detail in Subsection 2.7.3.5 – Parking.

Located at the main entry court into the Site, **Building 1** serves as a visual focal point for visitors coming to the CWD. It is a five-story (four above grade / one below grade), 17,250 gsf stone structure with a fairly small footprint. Due to its size and location, it is envisioned that Building 1 will house smaller commercial office space and / or CWD administrative functions. Parking for Building 1 will be accommodated by a number surface spaces located immediately adjacent to the edifice, and by a surface lot to the south of Building 21, which is described in greater detail in Subsection 2.7.3.5 – Parking. Figure 2.7-5 illustrates potential typical floor plans of office space in Building 1, which is to the north and attached to Buildings 2, 3, 4, and 5.

Located along Chain Drive (to the south of the Annealing Courtyard and to the north of the Assembly Yard, as described further in Subsection 2.6.3.4 – Common Areas), the Conceptual Site Layout Plan proposes **Building 8** contains commercial, office, and / or retail spaces (Figure 2.7-7). The existing two-story concrete structure has a footprint of about 16,000 gsf per floor. A new exterior enclosure will be built to complement the surrounding context of the CWD core as per the Design Standards. It is projected that an additional floor can be added to the top of the current Building 8 frame to provide a total building area of 48,000 gsf. As the location of the former Morse Chain foundry, the Project Sponsor will renovate **Building 10**, a 10,150 gsf high-space structure with noteworthy high bays and exposed structural trusses (located along Chain Drive, to the south of the Gantry Garden and to the north of the Annealing Courtyard, as described further in Subsection 2.7.3.4 – Common Areas) to accommodate

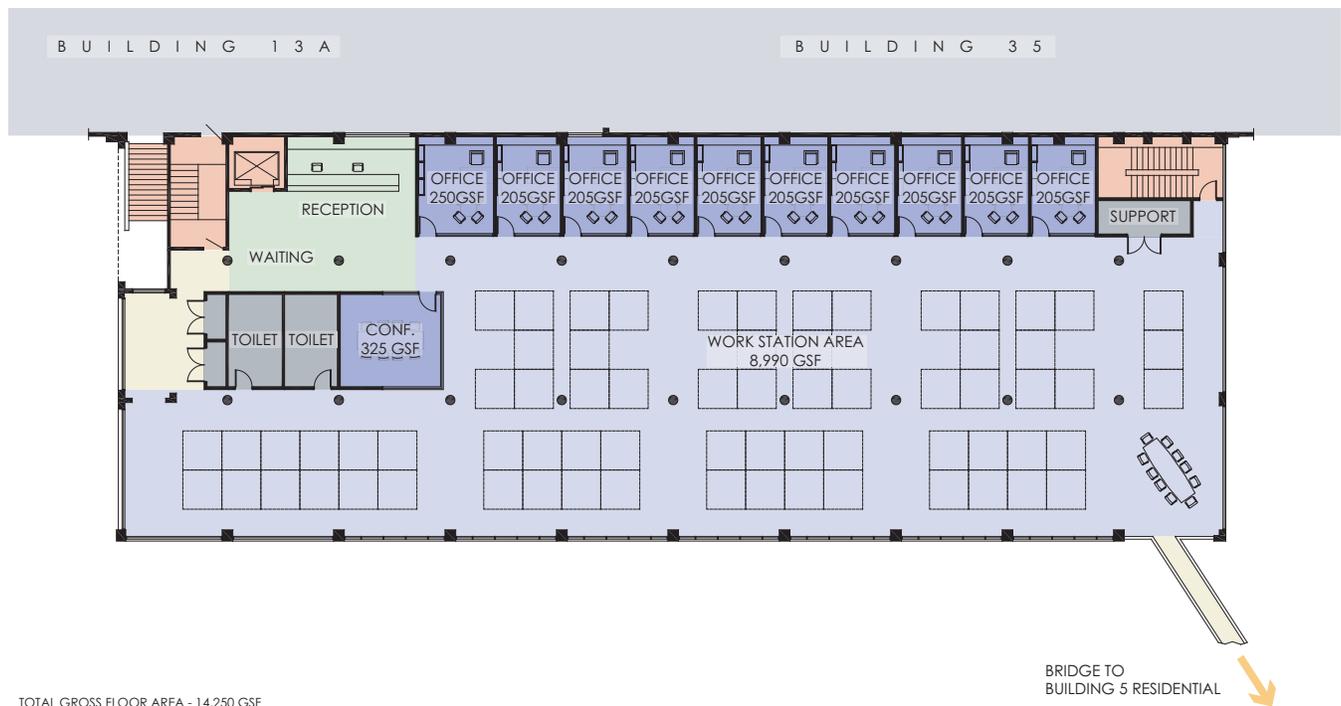


Figure 2.7-7: Building 8 - Potential Office Floor Plan (CJS)

flexible commercial office and/or retail uses (Figure 2.7-8). As with Building 8, new exterior enclosures for this building will be required as a result of proposed selective demolition, and will be built to complement the surrounding context of the CWD core as per the Design Standards. Centrally located along the main district thoroughfare, Building 10 will promote much needed activity and energy in the heart of the CWD.

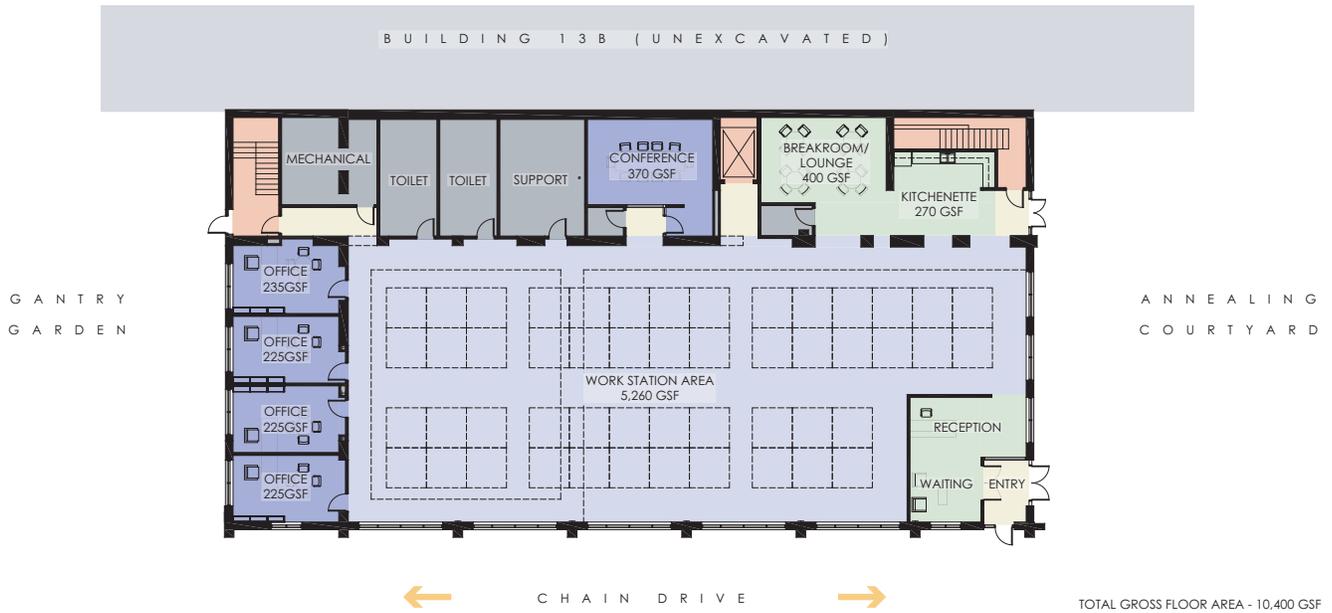


Figure 2.7-8: Building 10 - Potential Office Floor Plan (CJS)

Along the eastern portion of the CWD core (south of the Gashouse Yard, which is described further in Subsection 2.7.3.4 – Common Areas), **Building 15** is a 4,200 gsf, double-high, concrete-framed structure that offers a unique opportunity for a commercial office tenant. The Project Sponsor will renovate the building and provide new fenestration to restore it to an appropriate and operational condition.

During Phase I, Building 21 will be renovated (along with Buildings 24, 33, and 34) to offer leasable commercial office space. Situated along the west side of the main entry court, **Building 21** is a four-story (three above grade / one below grade), concrete-framed 43,400 gsf structure. Adjacent surface lots located to the north, east, and south will accommodate parking for Building 21, as described in greater detail in Subsection 2.7.3.5 – Parking. Figure 2.7-9 illustrates a potential typical office floor plan within Building 21.

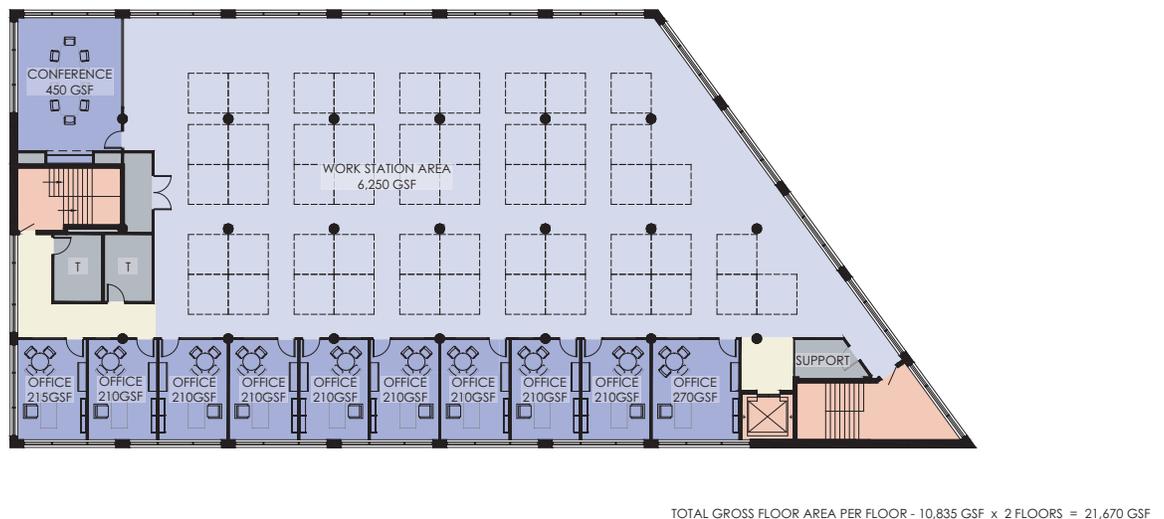


Figure 2.7-9: Building 21 - Potential Typical Office Floor Plan (CJS)

Currently, the Conceptual Site Layout Plan proposes using the lowest level of **Building 24** (13,050 gsf) and the first floor 26,100 gsf) as commercial office space. As described in Subsection 2.7.3.1 – Residential, the upper levels will be readapted to accommodate multi-unit housing, and will also be renovated as part of Phase I.

In addition to office spaces being accommodated as part of the adaptive reuse of existing buildings in CW3, office commercial spaces are also proposed as part of new development occurring along South Aurora Street at the northeastern end of the Site. This will create an additional 16,000 gsf of office space housed within one building with maximum building heights of 50 feet for CWD.

2.7.3.2.2 Retail

The Project Sponsor proposes the restoration and conversion of **Building 17** (the former blacksmith shop, 3,200 gsf) and Building 18 (the former Power House with its distinctive 10-story masonry smoke stack, 7,200 gsf) into approximately 10,400 gsf of restaurant / café and event space use. The scale and unique character of these structures provide an exceptional setting that will serve CWD residents, workers, and visitors to the CWD. An adjacent hillside terrace will offer opportunities for outdoor seating and dining with expansive views to the northwest. Parking will be accommodated in surface parking lots to the north and east near Building 21, which is described in greater detail in Subsection 2.7.3.5 – Parking.

2.7.3.3 Industrial

Below describes where proposed industrial development will be located within CW3, potential square footage, and industrial types / uses. In order to provide a balanced program of functions and activity within CW3, and create a programmatic relationship with CW4, general industrial uses will be accommodated.

Given the industrial and manufacturing nature of the former facility, a significant portion of the building inventory is well positioned to continue serving industrial and manufacturing functions. Industrial uses in the CW3 zone, as defined in the PUD / PDZ Zoning Code, would be limited to what is currently allowed in the City's B-2 zoning and some uses in the City's I-1 zoning, specifically confectionary, activities involving fabrication as well as sales, warehousing, wholesaling, and the storage and handling of bulk goods. Other mixed-uses within CW3 will act as a controlling measure to limit the types of manufacturing and industrial uses that can occur in relationship to residential and commercial uses, with each use creating a balance with one another.

With their exposed structure, high-bay volumes, and open footprints, **Buildings 13A and 13B** in CW3 are readily organized to accommodate approximately 46,000 gsf of manufacturing uses – reflecting their historical use as spaces for fabrication, assembly, and productivity (Figure 2.7-10). The Project Sponsor envisions that minimal work would be required to prepare these facilities for prompt tenant use. Parking for these uses would be located adjacent to or in close proximity (to the east and west) to the associated structures, which is described in greater detail in Subsection 2.7.3.5 – Parking.

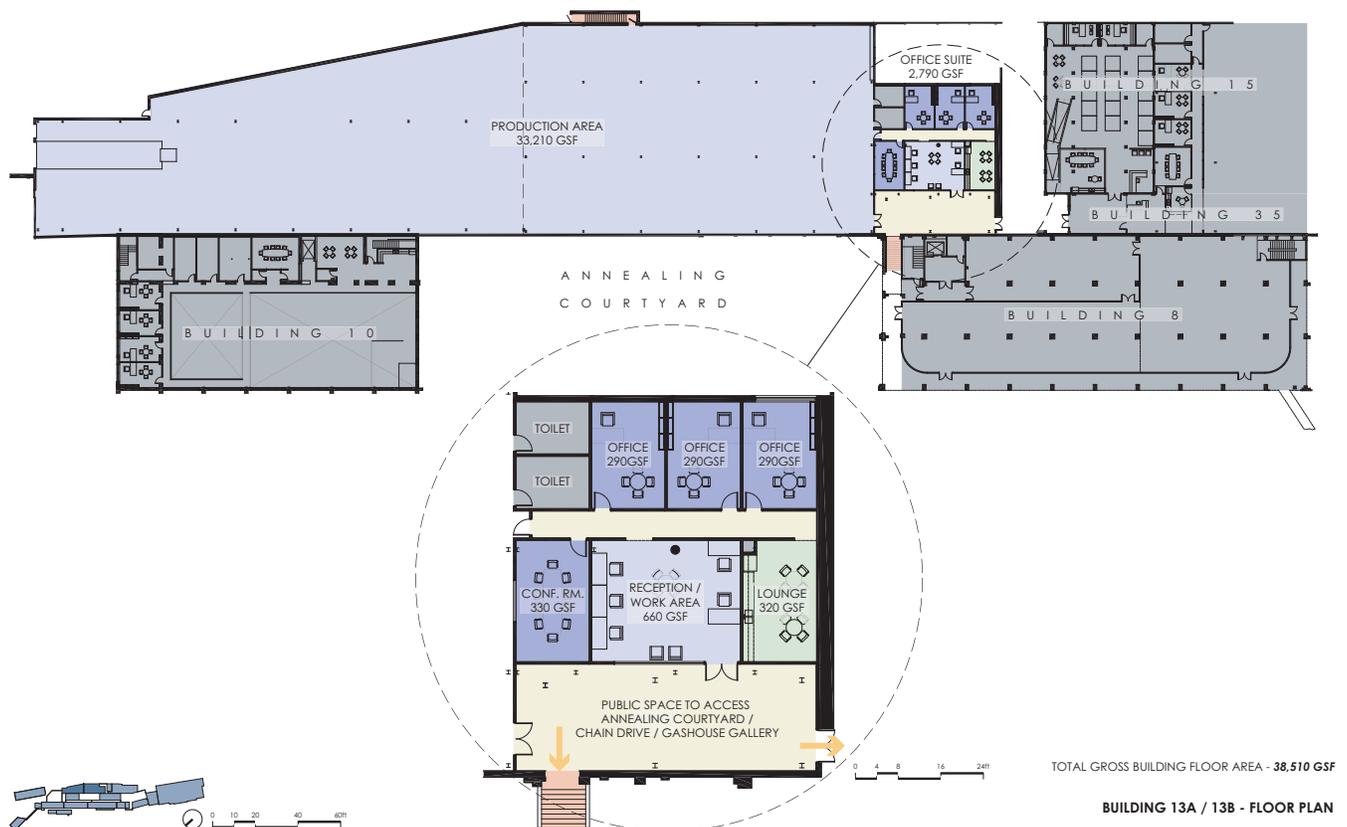


Figure 2.7-10: Buildings 13A and 13B - Potential Floor Plan (CJS)

2.7.3.4 Common Areas, Open Space and Other Facilities and Services

Below describes where proposed common areas, including public space being provided through the selective removal of buildings, and other facilities and services will be located within CW3, potential square-footage, and types of facilities, services, and activities.

As described in Section 2.3 – Background and History, the existing large single structure centrally located on the Site is the result of additions amassed over decades. The Project Sponsor proposes selective demolition of portions of the large structure as a way to create a district with a balance of buildings, outdoor public spaces, and pedestrian-friendly environments. The Project Sponsor determined which individual buildings that make up the larger structure to remove based upon structural integrity, potential historical significance, strategic location, size, and potential reuse.

After the completion of Phase I, the Project Sponsor proposes the full or partial removal of **Buildings 3A, 4A, 6, 8A, 9, 10A, 11A, 14,** and 33,500 gsf of **6A**, with 6,300 gsf remaining for reuse and 12,800 gsf for parking, as described in greater detail in Subsection 2.7.3.5 – Parking (Figure 2.7-11). Generally, these structures were later infill additions to the complex and do not have the same character, quality, or historical significance as the original main concrete structures. Portions of these structures may remain as a monument to the original Site, for example, by keeping some roof structures. This selective demolition and rehabilitation of various buildings in the core of the CWD and within CW3 sculpts a viable pedestrian-friendly urban environment – with a balance of structures and strategic outdoor / public spaces – from the existing massive complex.

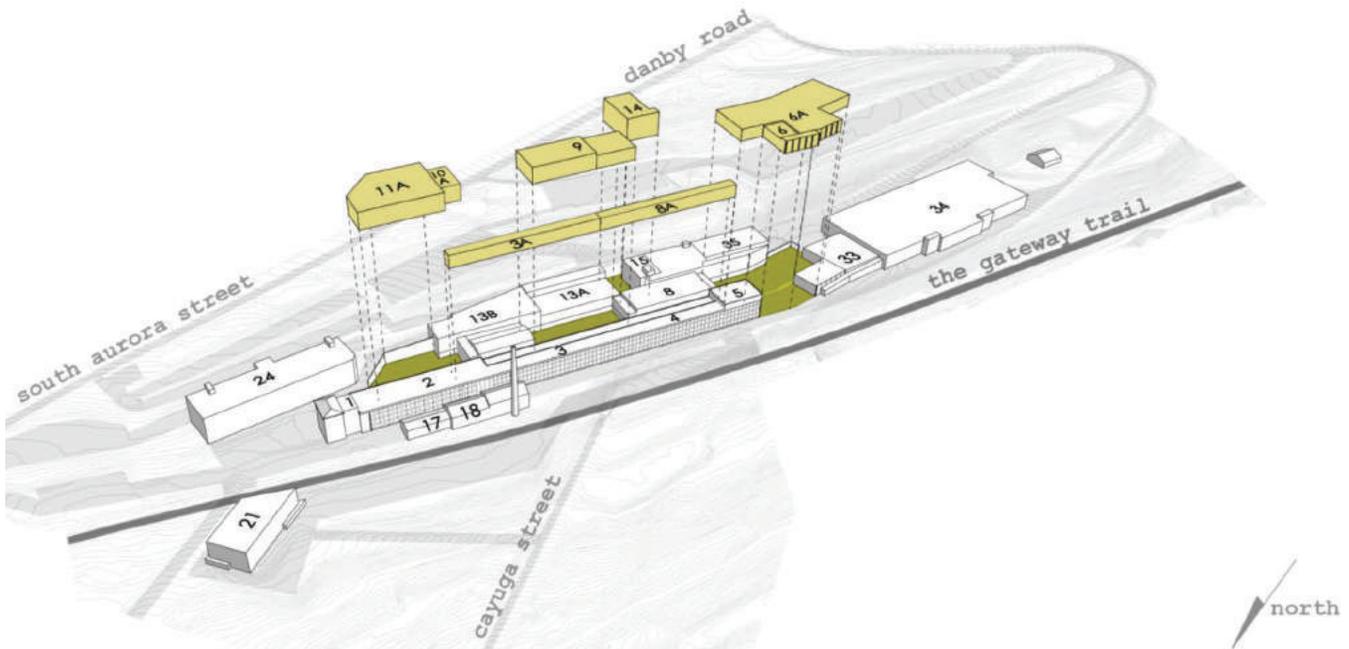


Figure 2.7-11: Existing Structures Proposed to be Removed (DIRT)

The strategic removal or partial removal of these structures allows for remaining buildings to be reused more effectively for the various residential and commercial uses described in Subsections 2.7.3.1 and 2.7.3.2. Additionally, the open areas resulting from the demolition of selected buildings will be converted to a main internal north-south street (“Chain Drive”), for mostly pedestrian and limited vehicular circulation affording access to many of the structures that are at the core of the CWD.

Strategic building removals will also allow for the formation of a series of outdoor open public spaces, and landscaped gardens along Chain Drive as part of a larger open space network through the Site. The subtraction of **Buildings 10A and 11A** will result in the creation of the “Gantry Garden”. Demolition of **Building 9** will result in the “Annealing Courtyard”. Removal of the upper level of **Building 6A** will result in the “Assembly Yard”. Removal of **Building 14** will create the “Sawdust Pass-through”, and mark the eastern access to the CWD core. These spaces will serve as outdoor amenities to those living and working on Site, providing places for relief, recreation, and shared activities (i.e. concerts, farmer’s markets, exercise, displays, etc.). The Project Sponsor envisions the remaining buildings in the central core of the CWD to be rehabilitated and readapted to incorporate various programmatic mixes along Chain Drive (and its associated outdoor spaces) to ensure lively, balanced activity at different times of the day throughout the year.

Outdoor public spaces will also be a part of new development in CW3 near South Aurora Street in the City Areas with slopes exceeding 20% will be reserved in a natural state with limited disturbance for a connective trail network. The neighborhood blocks will include on-street parking, sidewalks and street-level landscaping. Areas between buildings will be maintained as open space for the residences with site amenities such as benches and picnic areas.

The Project Sponsor may pursue dedication of all roadways and their related infrastructure such as street lights and traffic control equipment, sidewalks, stormwater management facilities, sanitary sewer and water facilities, electric, gas, cable television, telephone and communication lines developed in accordance with applicable standards of dedication to the City, Town, and/or service provider for their ownership and maintenance, following their normal dedication process.

2.7.3.5 Parking

Below describes proposed parking areas, potential square-footage, parking generation requirements, and number of spaces for the CW3 Sub Area. There is also a discussion of efforts to reduce the total number of parking spaces based on the TIS in Section 5.7.

As part of an effort to address sustainable approaches to neighborhood development and to promote a viable, habitable environment for those who will live and work in the CWD, the Project Sponsor considered a balance of transportation options required to meet the needs of its residents and visitors, while seeking to minimize the environmental impacts related to automobile dependence, greenhouse gas emissions, land consumption, and stormwater run-off. Given the walkable proximity of the CWD to the downtown core of the City, access to public transportation, and prospective on-and-off-site shuttle services, the Conceptual Site Layout Plan increases the number of parking spaces available on the Site by approximately 450-475 spaces from the current 875 parking spaces, a vast majority of which are located within the CW3 Sub Area. This is a reduction of the parking space generation from 1.1 spaces / 1,000 gsf to 0.8 space/1,000 gsf.

Parking within the CWD will be distributed throughout the Site, taking advantage of existing surface lots and internal street locations (Figure 2.1-4). In addition, enclosed parking areas will be constructed within the lower (semi-exposed / below grade) levels of existing readapted structures and new buildings. Currently, there are approximately 875 surface parking spaces on the Site. The Project Sponsor proposes to maintain these paved areas to meet the needs of the programs and uses proposed for readapted CWD structures and future new development in CW3.

The lower level of **Buildings 2, 3, 4, and 5** will provide approximately 105 covered parking spaces, accommodating the needs of residents in these buildings. Parking for the units and offices in Building 24 will be located southeast of the Building in adjacent shared surface parking lots, with approximately 90 parking spaces. Parking for **Building 1** will be accommodated by 16 surface spaces located immediately west, adjacent to the edifice. Parking for **Buildings 17 and 18** will be accommodated in surface parking lots to the east providing 12 parking spaces as well as the ability to utilize the **Building 21** parking area to the immediately west. Adjacent surface lots located to the north, east, and south will accommodate parking for Building 21, providing a total of 104 parking spaces. Parking for **Buildings 13A and 13B** will be located adjacent to or in close proximity (to the east and west) to the associated structures, for a total of 22 spaces.

New parking will be needed to accommodate residential and commercial uses in newly constructed buildings within the CW3. Taking advantage of the new streets that will be created as a result of this development and referring to LEED ND as a guideline, on street parking will provide 105 spaces, surface parking will provide 465 spaces, and internal parking will provide 105 spaces. There will be a total of 675 parking spaces in CW3. The Conceptual Site Layout Plan depicts the projected location of these lots. These projections for parking needs reflect efforts to reduce the total number of parking spaces based on the TIS. Further discussion of these efforts is found in Section 5.7.

2.7.4 CW4: Industrial Sub Area

At the southern end of the existing structures and located in the Town, CW4 Industrial Sub Area (Figure 2.7-12) will contain reclaimed structures encompassing a total of 214,900 gsf for industrial and manufacturing purposes. The total area of all building footprints within this Sub Area will not exceed 90% of the total size of the CW4 Sub Area. The total areas within the Sub Area, including any multiple stories, will not exceed 300,000 sf. Building heights will be limited to 4 stories with up to 2 additional stories allowed below the uphill grade first story. Story height will not exceed 30 feet.

CW4 contains 10.27 acres of land, which has had some level of development, or manipulation during the span of time the Site operated as an industrial facility. The development of this Sub Area, which entails

the adaptive reuse of Buildings 33 and 34, will take place during Phase I. The Project Sponsor envisions that minimal work will be required to prepare these buildings for prompt tenant use.

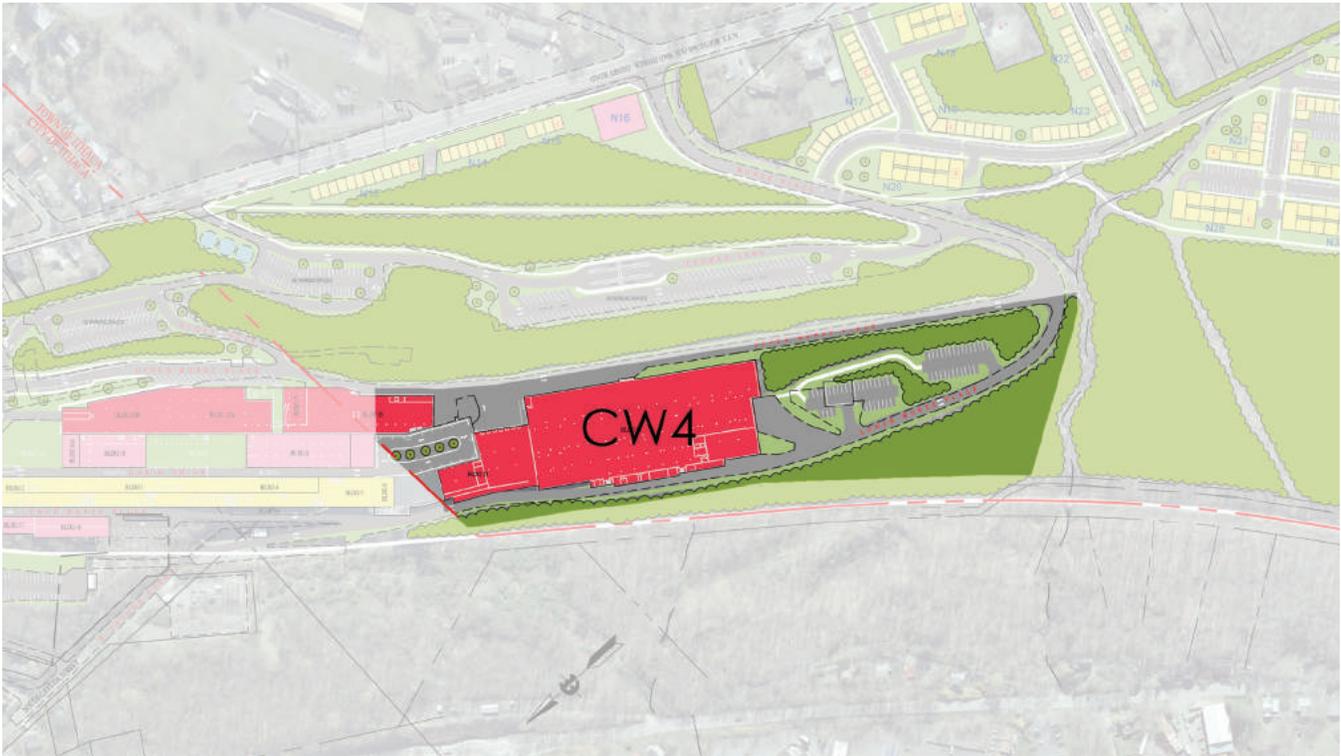


Figure 2.7-12: Conceptual Site Layout Plan - CW4 Sub Area (FE) *

This Sub Area limits development to industrial uses comprised of assembly, fabrication, manufacturing, warehousing, wholesaling, utilities, packaging, and the storage and handling of bulk goods. A maximum of four (4) stories for building heights, with up to two (2) additional stories would be allowed below the uphill grade's first story.

CW4 will be accessed mainly from the existing intersection of Driveway IV with State Route 96B / Danby Road, Morse Place. Surface parking will be provided to serve these buildings, as described further in Subsection 2.7.4.2 – Parking. The total gross square footage of all industrial development in CW4 will be 214,900 gsf.

2.7.4.1 Industrial

Below describes where proposed industrial development will be located within CW4, potential square footage, and industrial types / uses.

Given the industrial and manufacturing nature of its former use, a significant portion of the building inventory is well positioned to continue serving industrial and manufacturing functions. Industrial uses in the CW4 zone, as defined in the PUD / PDZ Zoning Code, would be limited to what is currently allowed in the City's I-1 zoning, which consists of fabrication, sales, warehousing, wholesaling, and the storage and handling of bulk goods.

To the south of the existing building complex (near the southern entry to the Site) **Buildings 33** (Figure 2.7-13) and **34** (Figure 2.7-14) are located along the existing district loop road. These buildings lend themselves to offering leasable spaces that could house studio / workshop, manufacturing, and fabrication uses with a minimum of renovation. With their exposed structure, high-bay volumes, and open footprints, Buildings 33 and 34 are readily organized to accommodate approximately 173,800 gsf of manufacturing

uses – reflecting their historical use as spaces for fabrication, assembly, and production. Building 33 was once the central loading / receiving area for the entire Morse Chain / Emerson complex. It will house a similar function for general business deliveries to the CWD.

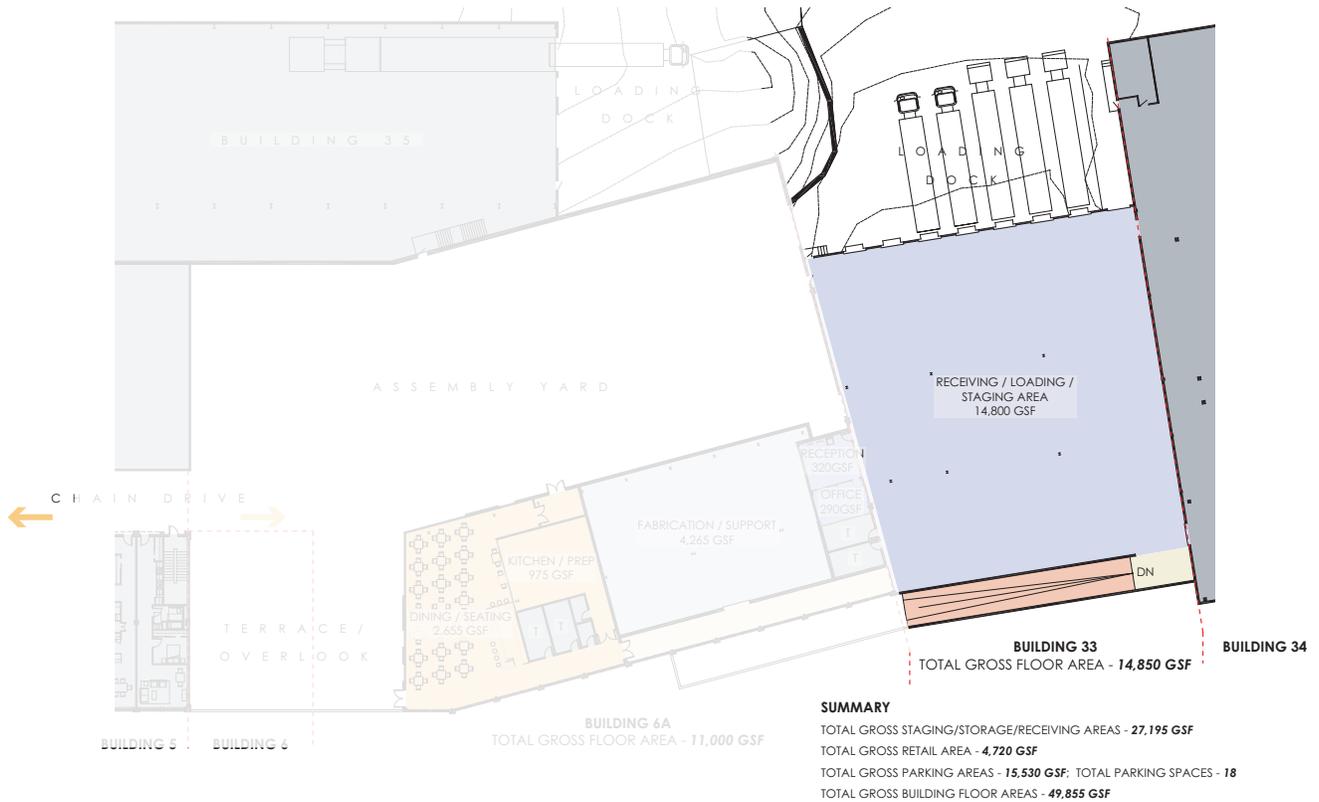


Figure 2.7-13: Building 33 - Potential Floor Plan (CJS)

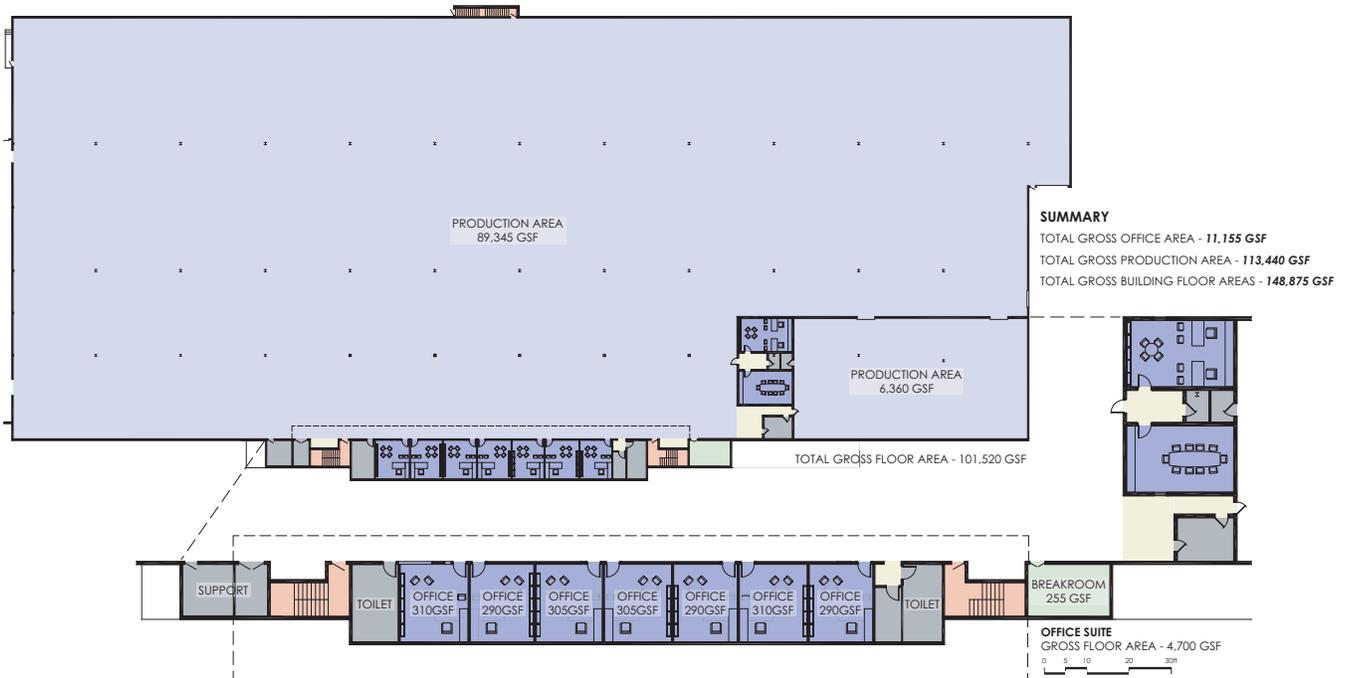


Figure 2.7-14: Building 34 - Potential Floor Plan (CJS)

2.7.4.2 Parking

Parking for **Buildings 33, 34, and 35** will be predominately provided by the 110 spaces located in the surface parking areas to the east and south of **Building 34**. There is an additional 15 parking spaces provided in the area that is cleared of Building 6A. Additional overflow parking will be provided by the 95 space shared surface parking area located in CW3 to the east of the buildings.

2.7.5 Transportation Network

The majority of the projected transportation improvements cannot be segmented and analyzed by Sub Area, therefore a full Site approach is taken. The Project will require improvements to the Site and adjacent off-site transportation network for the development of Phase I and subsequent phases. Further details on the analysis on Transportation and Circulation are included in Section 5.7. Figure 2.1-4 illustrates the transportation network, parking, and driveways internal to the Project. Phase I is anticipated to require the following improvements to the transportation network:

- Establishment of Driveway I, II and IV connections to State Route 96B including all interior roadway improvements to associated Phase I buildings.
- Establishment of Building 21 driveways to Turner Place and South Cayuga Street.
- System-wide signal timing update to ensure optimized signal operation on all signalized City intersections within the Study Area.
- Aurora Street/Clinton Street/Prospect Street - The use of Transportation Demand Management (TDM) strategies, as described in detail in Section 5.7, should be utilized to reduce vehicle trips generated as a result of the Project.
- Seneca Street/Cayuga Street - System-wide update of signal timings as mentioned above.
- Clinton Street/Cayuga Street - TDM strategies as mentioned above.
- Pine Tree Road/Slaterville Road - The intersection should be monitored for delay as it relates to potential future signalization.
- Proposed Driveway I/Aurora Street - Consider installation of a three-color traffic signal after redevelopment of the existing CWD buildings, prior to new development in other areas. A study of intersection delay at this point will confirm the need for a potential signal. This signal should be coordinated with the traffic signal at Hillview Place.
- Installation of on-site sidewalk network from Building 24 to Driveway II and from Building 21 to Turner Place.

The following are a list of additional strategies to implement upon full occupancy of the anticipated 1,706,150 sf development of the Project:

- Establishment of the remaining project Driveways along with associated sidewalk network.
- Extension of Turner Place and South Cayuga Street into the Site.
- Construction of the Gateway Trail.
- Aurora Street/State Street - Restripe the westbound approach to provide separate left and right-turn vehicle movements during peak hours only. Enforce peak hour ONLY parking restrictions on north side of State St. approach.
- NYS Route 96B/Coddington Road/Proposed Driveway IV - Realign, restripe the intersection to

include opposing northbound/southbound left-turn lanes, and install a three-color traffic signal. The Project Sponsor should work with NYSDOT and the property owners affected by any intersection realignment.

- Proposed Driveways III and V at NYS Route 96B - Install northbound left-turn lanes at Proposed Driveways III and V.
- Cayuga Street/Seneca Street - System-wide update of signal timings as mentioned above.
- Cayuga Street/Clinton Street - System-wide update of signal timings as mentioned above.
- Downtown Ithaca - Update a downtown circulation plan with the purpose of developing a workable multi-modal circulation system supportive of all modes of travel in the Ithaca CBD. The plan should be flexible to accommodate evolving modes of transportation.
- Establishment of an on-site multimodal transportation plan as described in Section 5.7 that includes pedestrian, bicycle and transit friendly accessibility in coordination with TCAT.

2.7.6 Utility Infrastructure

The Site is currently served by all public utilities however improvements will be required especially for the development of new buildings. The Project Sponsor may pursue dedication of all stormwater management facilities, sanitary sewer and water facilities, electric, gas, cable television, telephone and communication lines developed in accordance with applicable standards of dedication to the City, Town, and/or service provider for their ownership and maintenance following their normal dedication process. A more detailed analysis of Utilities can be found in Section 5.8.

2.7.6.1 Water Supply

The Site and the existing structures are served by the City public water system at two on-site meters. From those connection points, a private water system loops around the existing structures to provide domestic and fire flows. The Project will include testing and certification of the existing system for dedication to the City as an extension of the public water system. Additional extensions will be necessary to connect the proposed buildings to public water. All new watermains serving more than one structure shall have a minimum diameter of 6-inch, include fire hydrants at a maximum spacing of 500 feet and be looped to limit dead-end sections. One public water meter will be provided per structure. Sub-metering for structures with multiple uses is allowed at the cost of the Project Sponsor. All work will be in accordance with New York State Department of Health (NYSDOH) regulations, Ten State Standards and the requirements of the public water system.

2.7.6.2 Sanitary Sewers

The Site and the existing structures are served by the City wastewater collection system at two locations at South Cayuga Street and Turner Place. Additionally, the Town sanitary sewer collecting flows from Ithaca College and the South Hill business park transect the CW2 and CW3 Sub Areas. The majority of the CW3 and CW4 Sub Area wastewater flows to the City system. The entire CW2 Sub Area and a portion of CW3 will be tributaries to the Town system. The majority of the repurposed buildings will require only negligible maintenance to provide sanitary sewer service. New buildings will be connected to the City and Town systems with minor extensions to the collection network. All new sanitary sewer mains will consist of 8-inch SDR 35 PVC with pre-cast concrete manholes spaced approximately every 300 feet. All work will be in accordance with NYSDOH regulations, Ten State Standards and the requirements of the public sanitary sewer system.

2.7.6.3 Stormwater Infrastructure

The stormwater conditions for the Site are modeled using five major drainage areas with multiple subareas. All stormwater infrastructure will be provided in accordance with the NYS Stormwater Management Design Manual (NYS SWMDM). The mitigation for the portions of the Site that contain existing development will be in accordance with Chapter 9: Redevelopment Projects of the NYS SWMDM. Stormwater Runoff Reduction (RRv) practices will also be employed in accordance with the NYS SWMDM. Other mitigation anticipated include traditional stormwater infrastructure (i.e. curb and gutter), green infrastructure (i.e. bioretention and green roofs), on-site storage and reuse, and also alternative stormwater quality mitigation practices known as hydrodynamic systems.

2.7.6.4 Electric and Natural Gas

The electric and natural gas utilities are provided to the Site by New York State Electric and Gas (NYSEG). All electric and gas utility system expansions will be designed by NYSEG during the Site Plan approval process.

2.7.7 Anticipated Project Population

The Project will construct approximately 1,830 bedrooms, or 915 units, leading to an expected residential population of approximately 1,830. The employee population is anticipated to range between approximately 800-1,000 people. The employee estimate was based on the standards from USGBC for:

- Business Park - 332 sf/Employee
- Manufacturing - 535 sf/Employee
- Specialty Retail - 549 sf/Employee

Table 2.7-3 below describes the number of employees anticipated to be working in Offices, Retail, or Industrial uses.

Use Type	Office		Retail		Industrial		Total Employees
	Area	Employees	Area	Employees	Area	Employees	
Total	141,950	428	26,400	48	260,900	488	963

Table 2.7-3: Anticipated Employee Population for Project (FE)

2.8 SEQR Process

A general description of the SEQR processes are described below. Project classification and Lead Agency designation, the process, documents, and meetings involved and required. A list of the interested and involved agencies and their review authority or potential interest in the Project are described in Section 2.9 – Required Approvals. Site Plans for Phase I of the Project are included in the DGEIS as Appendix B2.

2.8.1 Overview

SEQR establishes processes by which State, City, and Town agencies consider environmental factors early in the planning stages of actions that are directly undertaken, funded, or approved by local, regional and state agencies. Incorporating environmental review early in the planning process allows projects to be modified as needed to avoid significant adverse impacts on the environment caused by those projects.

In accordance with SEQR implementing regulations, the Lead Agency, the City of Ithaca Planning Board, has classified the Project as a Type 1 Action (meaning the proposed activity is likely to have a significant adverse impact on the environment and require the preparation of an Environmental Impact Statement (EIS)) for the purposes of environmental review. The classification was based on the physical alteration of greater than 10 acres and the construction of a facility greater than 100,000 sf of gross floor area. Notices were issued to potentially involved agencies, notifying them of the City of Ithaca Planning Board desire to be Lead Agency and to solicit lead agency status for SEQR review of the Project. No objections were received during the 30-day comment period for lead agency solicitation, and the City of Ithaca Planning Board was properly established as the SEQR Lead Agency for the environmental review of the Project under SEQR on October 28, 2014. The Lead Agency issued a Positive Declaration of Environmental Significance on October 28, 2014 meaning it found that the Project would likely have a significant adverse impact on the environment and required the preparation of a GEIS.

2.8.2 Generic Environmental Impact Statement

The format and content of this GEIS is prepared in accordance with the regulations under 6 NYCRR 617.9(b) and Section 176-9 of the Code of the City of Ithaca (Code).

A GEIS was chosen to be prepared in this instance because the Project involves rezoning of a significant geographic area in the form of a PUD / PDZ Zoning Code to allow a sequence of actions by the Project Sponsor that are projected to span many years resulting in the proposed development. The GEIS approach is also warranted because the Project is based on a Conceptual Site Layout Plan that involves well-defined elements, such as redeveloping the existing factory buildings, and less defined components in subsequent phases that will be designed and developed in the future, as part of a market-based build out. Thus, in addition to presenting Site-specific analysis for components of the Project that are well defined at this time as is typical of an EIS, this GEIS assesses a variety of impacts at a conceptual level over a larger geographic area with a focus on long-term and cumulative impacts and how any of adverse significant impacts may be mitigated to the extent feasible.

This GEIS also establishes thresholds and conditions (Chapter 10) that if exceeded or met, may require additional environmental review.

The GEIS contains narrative descriptions, which incorporate graphic illustrations and representations such as tables, charts, and maps to describe the Project, its location, the affected environment, potential impacts, and mitigation measures. Qualitative descriptions are supplemented with quantitative data, where appropriate, to thoroughly identify, describe, and evaluate potential environmental impacts. Full-scale Site and PUD / PDZ plans, including a full set of Site plan drawings and associated information for Phase I of the Project, are included in the GEIS as Appendices, with pertinent and appropriate drawings and figures reduced and incorporated into the body of the GEIS.

The SEQR process involves the following sequential stages: Scoping; Draft GEIS; Public / Agency Comment Period; SEQR Public Hearing; Final GEIS (FGEIS); and Findings Statement. The Project underwent a Scoping process for the content of the GEIS in late 2014, and the City of Ithaca Planning Board adopted the Final Scope on January 13, 2015. Once the DGEIS has been reviewed for adequacy by the Lead Agency, i.e., it meets the substantive content requirements set forth in the Final Scoping Document, the DGEIS will be released to the public for review and comment during a public comment period which shall include a public hearing to accept both written and oral comments. Following the close of the public comment period, substantive comments will be summarized, assessed and responded to by the Lead Agency in an FGEIS. The FGEIS may contain additional studies and analyses to the extent required to adequately respond to the comments. When complete, the FGEIS will be filed by the Lead Agency and distributed to Interested and Involved agencies. Once the FGEIS has been filed and after the minimum legally required waiting period of 15 days has elapsed, the Lead Agency will issue its Findings Statement. The Findings Statement is a written document prepared by the Lead Agency that

identifies the social and economic, as well as environmental, considerations that have been weighed in making a decision to approve or disapprove the Project. If approved, the Lead Agency must set forth its balancing of adverse environmental impacts against the needs for and benefits of the Project. Each Involved Agency must prepare its own Findings Statement following the filing of the FGEIS and prior to approving or disapproving that aspect of the Project before it.

2.9 Required Approvals

Below is an outline and description of the approvals and respective agencies required for the development of the Project to occur. All government agencies at the State, County, and local level within NYS must comply with SEQR. Each agency is independently responsible for ensuring that its own decisions are consistent with SEQR requirements. In addition to the City of Ithaca Planning Board’s role as Lead Agency under SEQR, it is anticipated that Project implementation will involve permits, approvals, and other discretionary actions by governmental agencies, i.e. Involved Agencies. Interested Agencies are government agencies that do not have a discretionary decision to fund, approve, or otherwise participate in some aspect of the Project but may have an interest in the Project are otherwise involved.

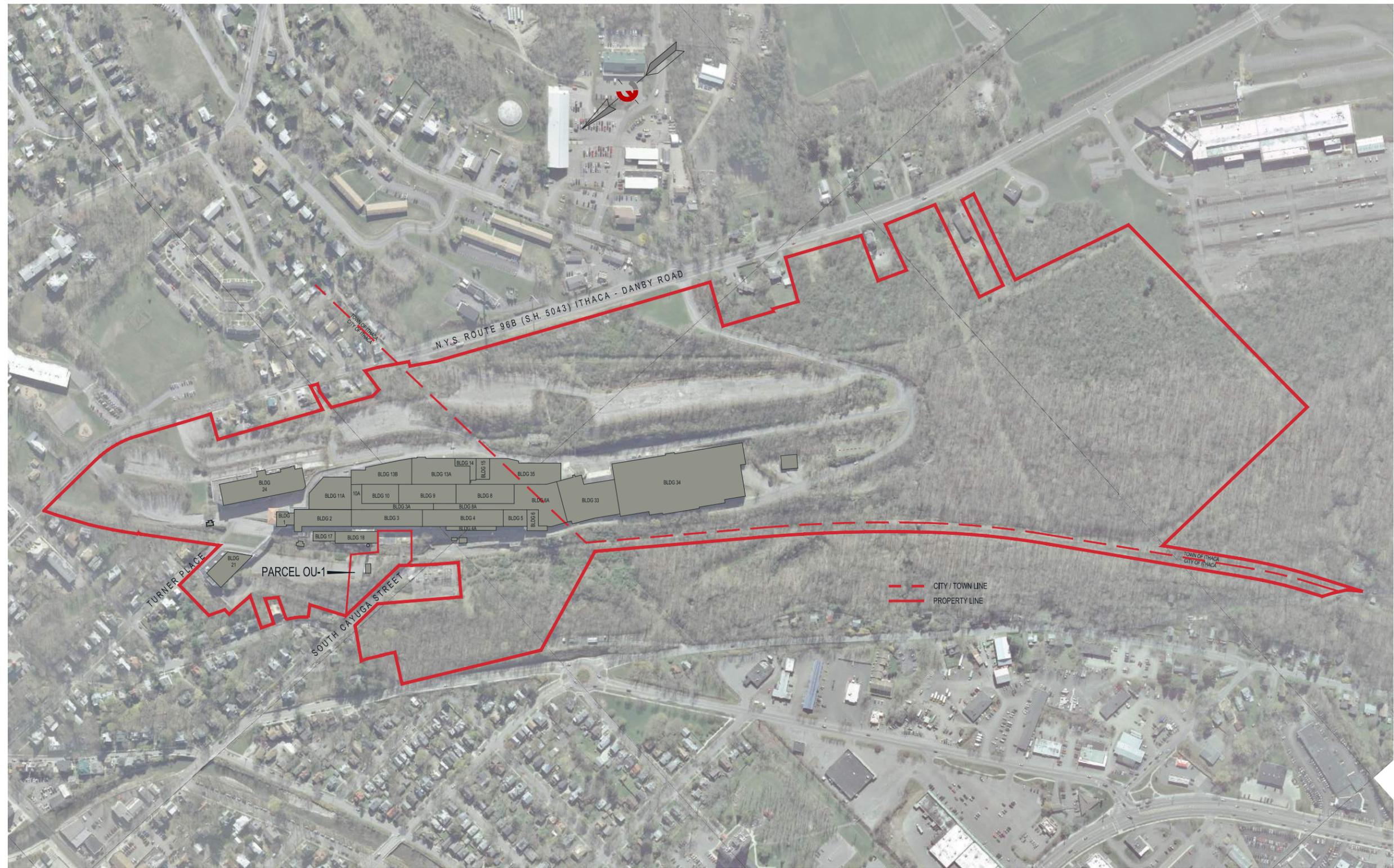
Table 2.9-1 outlines the potential permits, approvals, and other discretionary actions. It describes the permit, activity, agency, contact information, and comments regarding the approval.

	Permit	Activity	Agency	Comments	SEQR Involved Agency Contact
1	Section 401 of the Clean Water Act (401 Water Quality Certification) (Joint Application)	Certification is used to ensure that federal agencies issuing permits or carrying out direct actions, which may result in a discharge to waters of the United States do not violate New York State’s water quality standards or impair designated uses.	NYSDEC	<ul style="list-style-type: none"> Potential use of NYSDEC’s “Blanket” Water Quality Certification of the USACE’s NWP Program. http://www.dec.ny.gov/docs/permits_ej_operations_pdf/wqc nationwide.pdf 	Mr. David Bimber Regional Permit Administrator NYSDEC Region 7 615 Erie Blvd. West Syracuse, NY 13204
2	SPDES General Permit for Storm Water Discharges from Construction Activity (GP-0-10-001)	Storm water discharges from construction phase activities disturbing one-acre or greater. Includes preparation and implementation of SWPPP.	NYSDEC City of Ithaca Stormwater Officer	<ul style="list-style-type: none"> NOI submitted at least 5-days before construction start-up. NOT submitted after site restoration completed. Up to 60-day review of SWPPP by NYSDEC if SWPPP not in conformance with General Permit. Review of SWPPP by City of Ithaca/Town of Ithaca as a Municipal Separate Storm Sewer System (MS4). 	Mr. Scott Gibson Stormwater Management Officer City of Ithaca
3	Highway Work Permit	Work within highway rights-of-way (highway and utility improvements).	NYSDOT City of Ithaca Board of Public Works	<ul style="list-style-type: none"> NYSDOT – Road improvements or utility extensions within right-of-way of SR 96B City of Ithaca – Road improvements or utility extensions within rights-of-way of Turner Place and South Cayuga Street 	Mr. Stan Birchenough NYSDOT Region 3 - Tompkins Residency Mr. Tom West City of Ithaca - Director of Engineering

4	SEQRA (Article 8 of the ECL; 6 NYCRR Part 617)	Environmental impact assessment of project components.	City of Ithaca Planning & Development Board Involved Agencies	<ul style="list-style-type: none"> Preparation of Generic Environmental Impact Statement (GEIS). Lead Agency issues Final GEIS with written findings approving or disapproving the Project. 	City of Ithaca Planning & Development Board
5	Federal & State Preservation Laws (36 CFR 800; 9 NYCRR Part 428; Sections 3.09 and 14.09 of the NYS Parks, Recreation and Historic Preservation Law)	Completion of Project Review Form (project description and location, photographs, and documentation of prior disturbance) and/or cultural resource investigation.	NYSOPRHP – Field Services Bureau (SHPO)	<ul style="list-style-type: none"> Consultation with SHPO regarding sites/facilities listed or eligible for listing on the State and National Registers of Historic Places. Potential impacts on areas deemed by SHPO as sensitive for the presence of archaeological resources. 	Ms. Ruth Pierpont Deputy Commissioner New York State Division for Historic Preservation New York State Office of Parks, Recreation & Historic Preservation Peebles Island State Park P.O. Box 189 Waterford, NY 12188-0189
6	Rezoning	Rezone of project parcel to Planned Unit Development (PUD) and Planned Development Zone (PDZ)	City of Ithaca Common Council Town of Ithaca Town Board		City of Ithaca Common Council Town of Ithaca Town Board
7	Site Plan Approval	Approval of future site modifications by Project Sponsor	City of Ithaca Planning & Development Board Town of Ithaca Planning Board	<ul style="list-style-type: none"> Obtain preliminary site plan approval for Conceptual Site Layout Plan. Final Site Plan approval will be triggered by future parcel-specific development. 	City of Ithaca Planning & Development Board Town of Ithaca Planning Board
8	General Municipal Law (GML) § 239-m	County Planning review of activities located within 500-feet of State or County highway, municipal boundary or park.	Tompkins County Planning Department	<ul style="list-style-type: none"> Will be triggered by future parcel-specific development. 	Tompkins County Planning Department
9	Water and Wastewater System Improvements Approval of Plans	Approval of water and wastewater infrastructure improvements and connections.	City of Ithaca Board of Public Works Tompkins County Department of Health NYS Department of Health	City of Ithaca – Water connections. City of Ithaca – Sewer connections. TC DOH - Water/Sewer System Improvements. NYS DOH - Water/Sewer System Improvements.	Mr. Erik Whitney Asst. Supt. Of DPW - Water & Sewer 510 1st St. Ithaca, NY 14850

10	Building & Demolition Permits	Building code compliance.	City of Ithaca Code Enforcement Town of Ithaca Code Enforcement		Mr. Mike Niechwiadowicz City of Ithaca - Code Enforcement 108 E. Green St., 4th Floor, Ithaca, NY 14850 Mr. Bruce Bates Town of Ithaca - Code Enforcement 215 North Tioga St, Ithaca, NY 14850
11	Certificate of Occupancy	Approval to occupy building.	City of Ithaca Code Enforcement Town of Ithaca Code Enforcement		Mr. Mike Niechwiadowicz City of Ithaca - Code Enforcement 108 E. Green St., 4th Floor, Ithaca, NY 14850 Mr. Bruce Bates Town of Ithaca - Code Enforcement 215 North Tioga St, Ithaca, NY 14850
12	Record of Decision	Amend the ROD/ Boundary Modification.	NYSDEC	Needed for mixed-use development and to eliminate the southern end of Site from ROD requirements.	Mr. David Bimber Regional Permit Administrator NYSDEC Region 7 615 Erie Blvd. West Syracuse, NY 13204

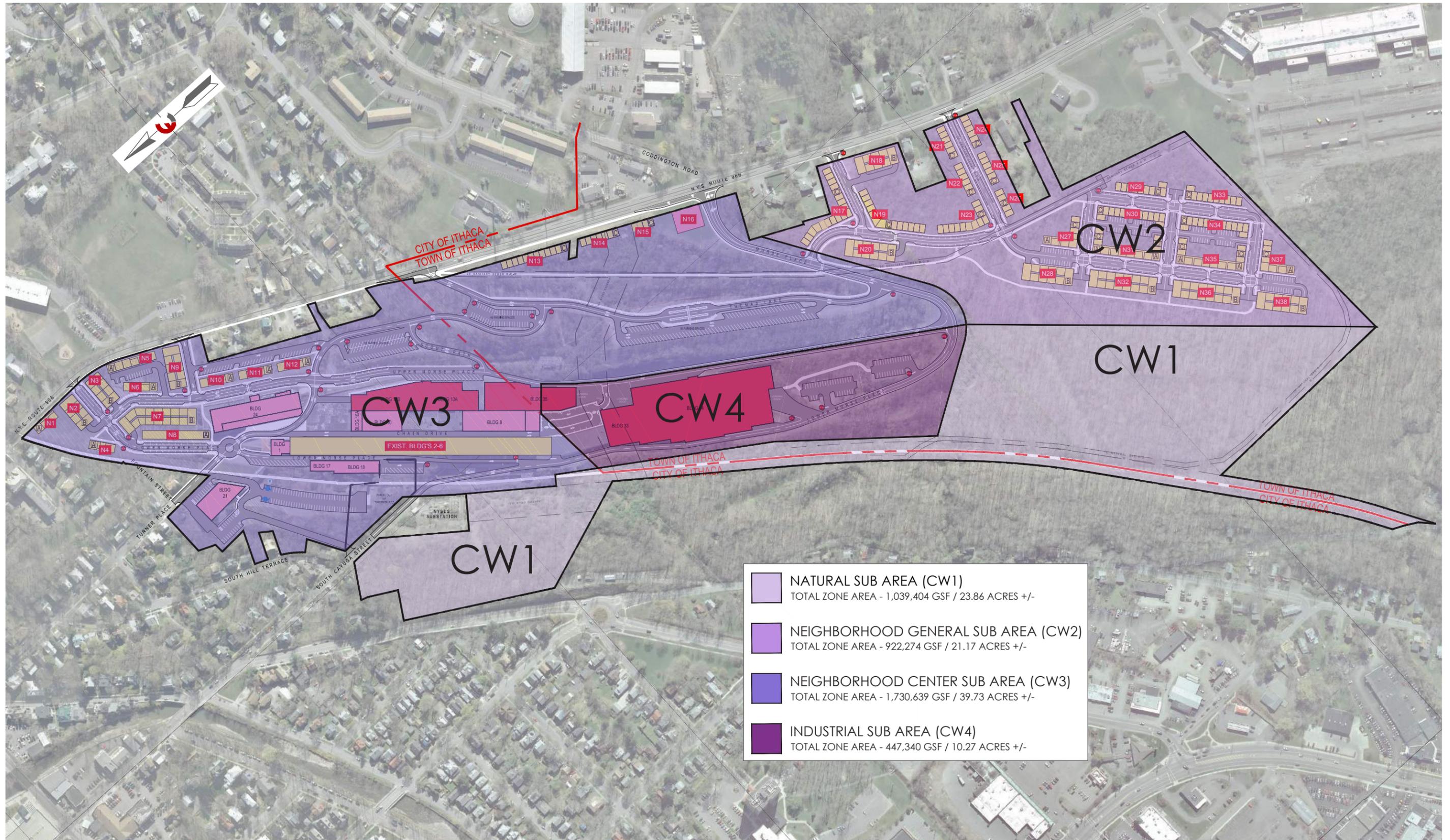
Table 2.9-1: Potential Permits, Approvals, and Reviews (FE)



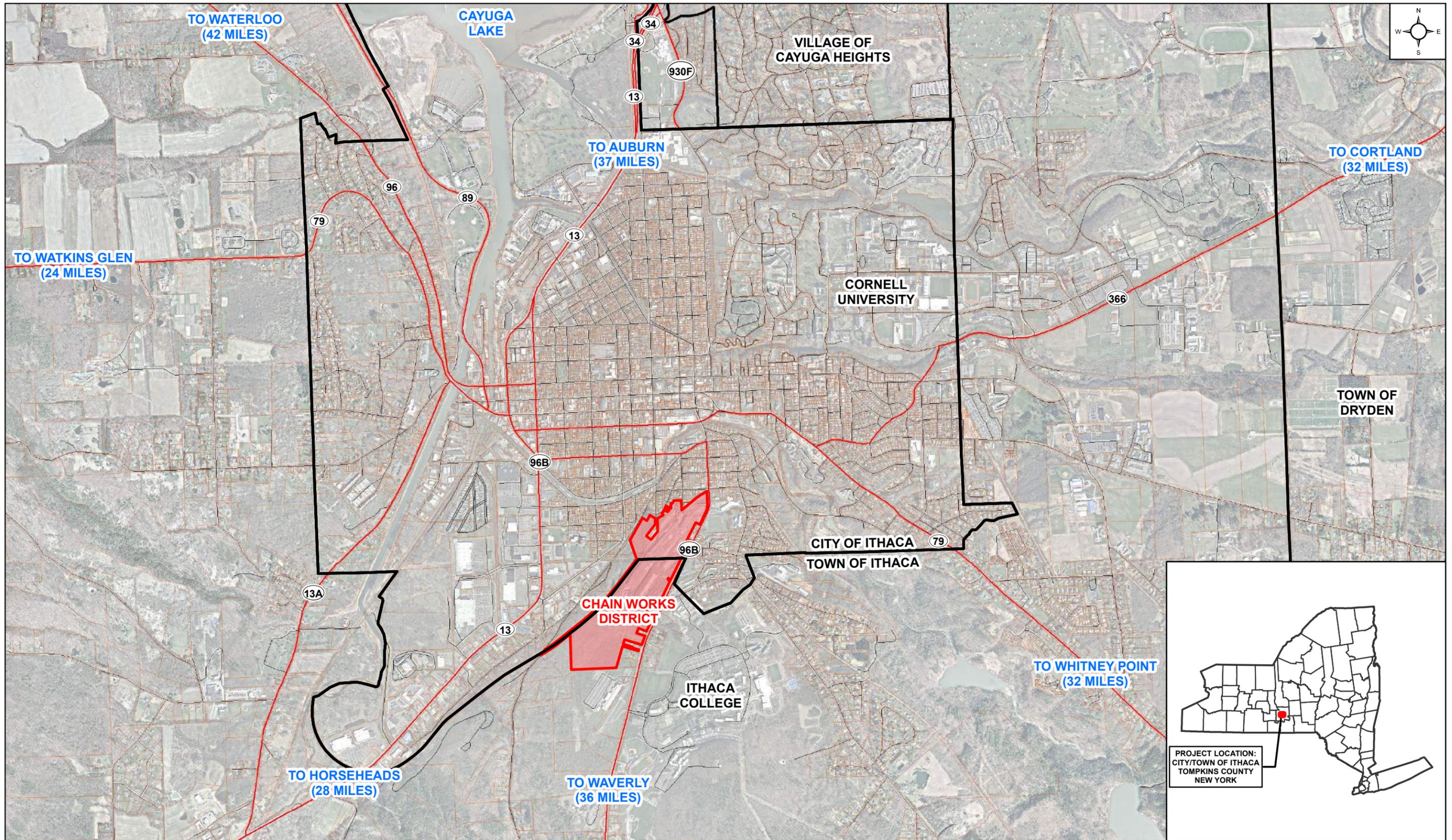
EXISTING SITE AND FACTORY BUILDINGS
 FIGURE 2.1-1



CONCEPTUAL SITE PLAN LAYOUT
FIGURE 2.1-2



PUD/PDZ SUB AREAS
FIGURE 2.1-3



LOCATION MAP (FE)
FIGURE 2.2-1

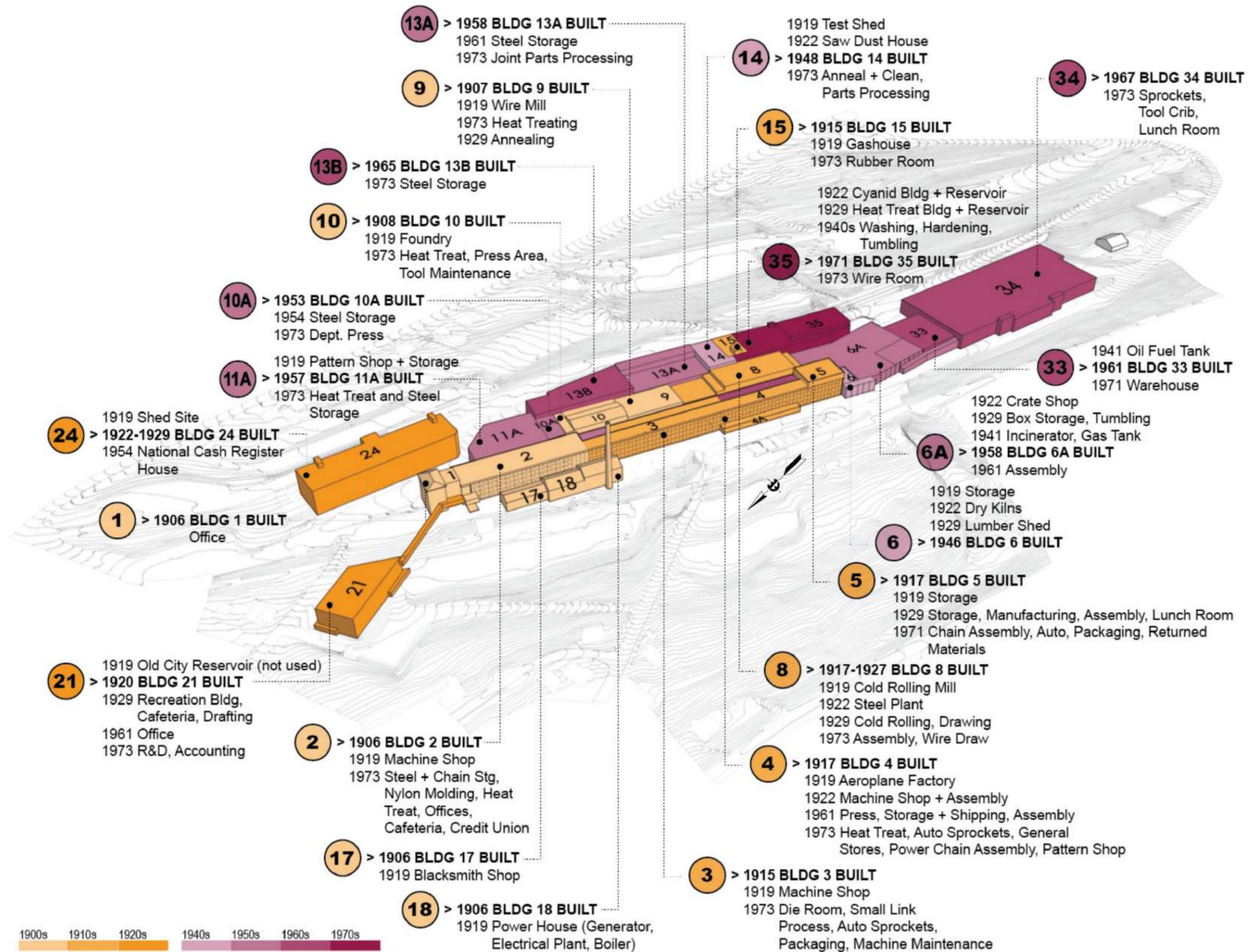


DIAGRAM OF HISTORICAL USES (WPD)
FIGURE 2.3-1



LIVE, WORK, PLAY
FIGURE 2.4-1



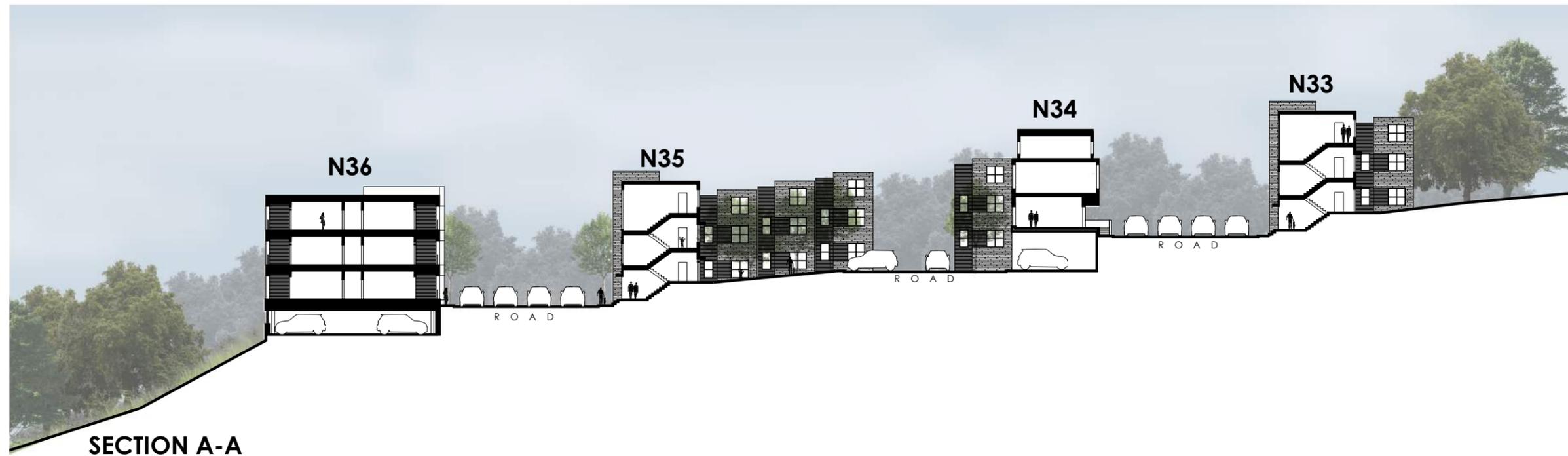
CONCEPTUAL SITE LAYOUT PLAN
FIGURE 2.4-2



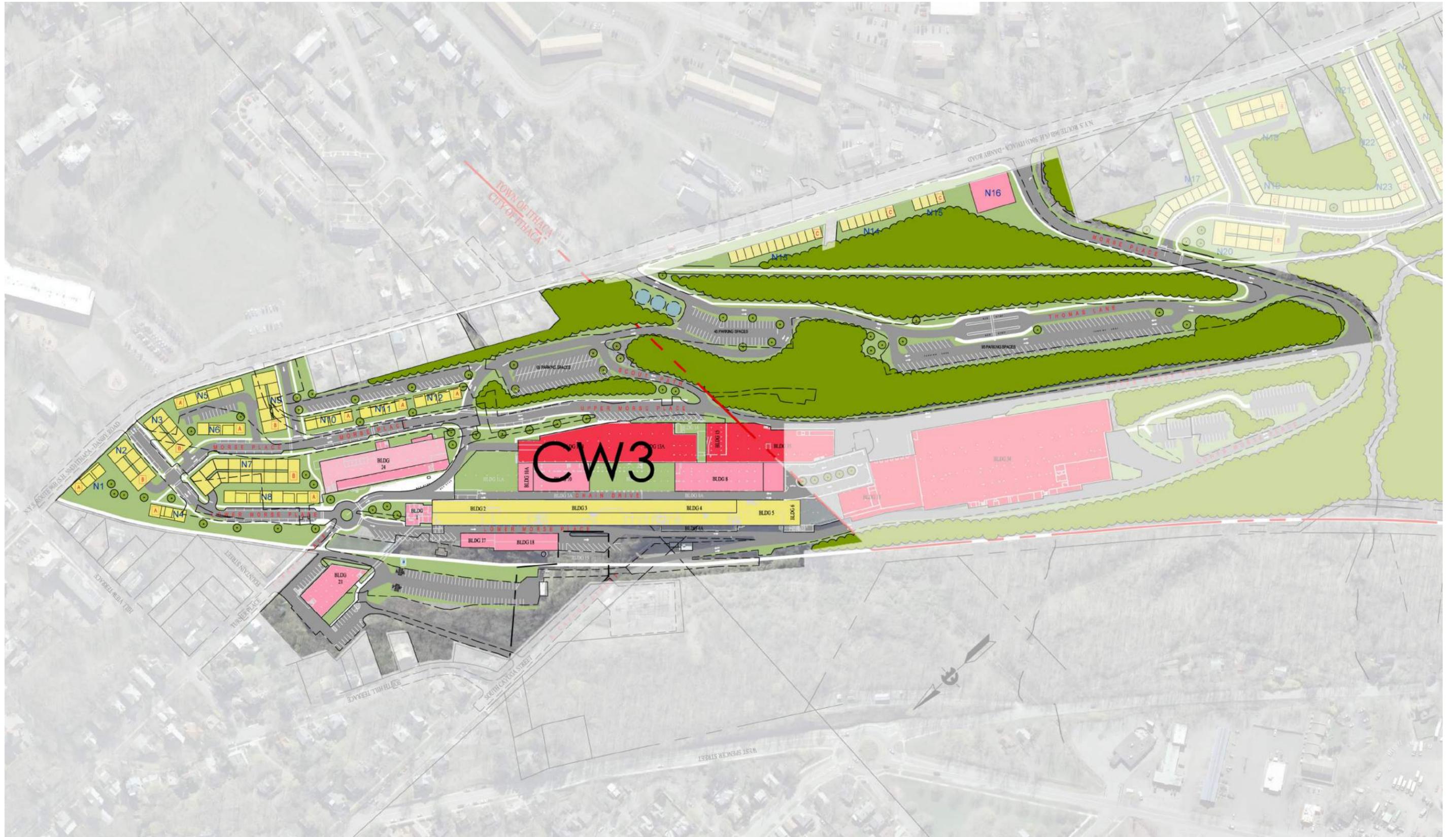
CONCEPTUAL SITE PLAN LAYOUT - SUB AREA CW1
FIGURE 2.7-1



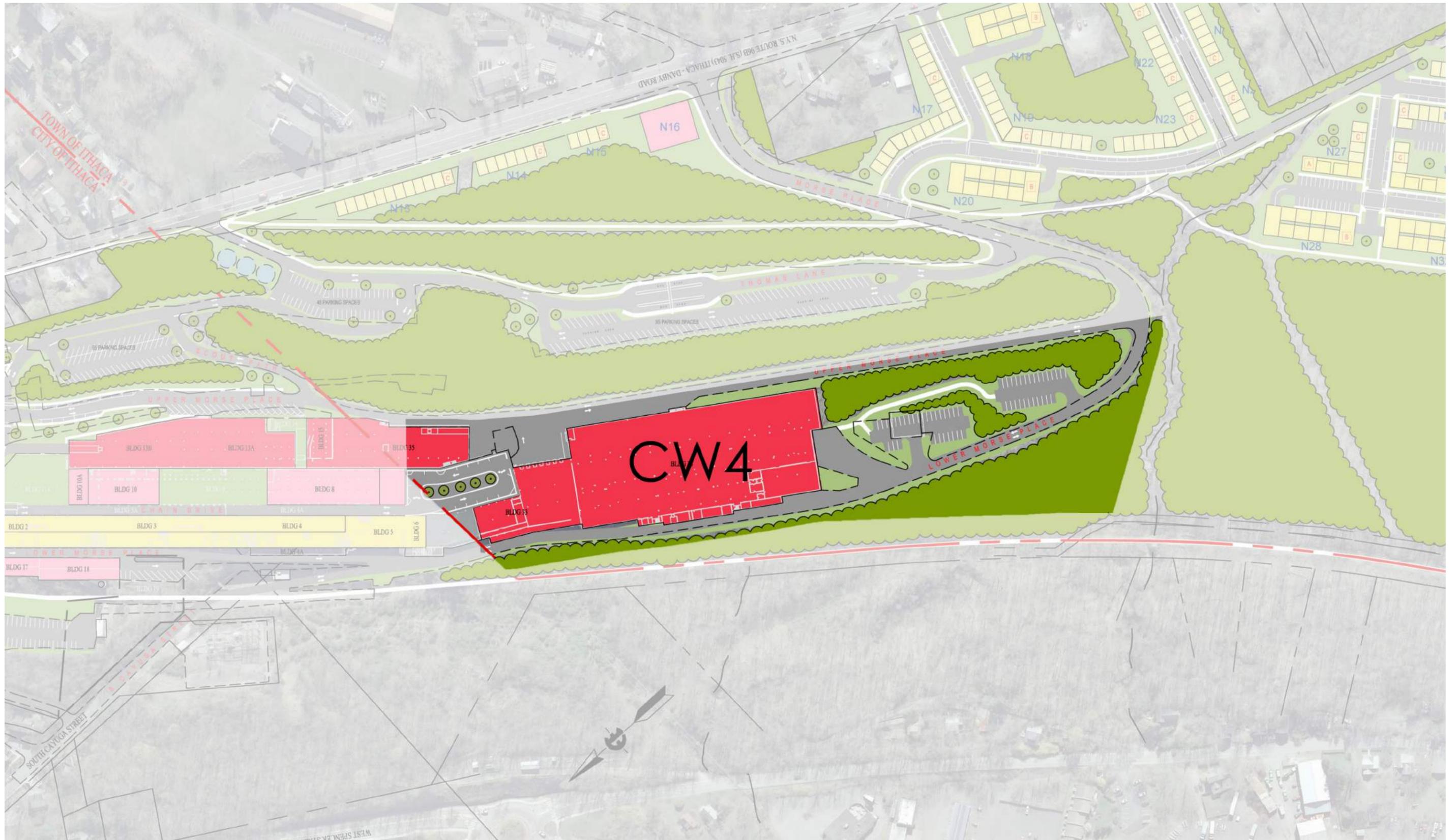
CONCEPTUAL SITE PLAN LAYOUT - SUB AREA CW2
 FIGURE 2.7-2



SECTIONS THROUGH CW2 AND CW3 SUB AREAS
FIGURE 2.7-3



CONCEPTUAL SITE PLAN LAYOUT - SUB AREA CW3
 FIGURE 2.7-4



CONCEPTUAL SITE PLAN LAYOUT - SUB AREA CW4
 FIGURE 2.7-12

Chapter 3: Reasonable Alternatives

CHAPTER 3: INTRODUCTION

3.0 Introduction

SEQR requires that the DGEIS contain a description and evaluation of the range of reasonable alternatives to the Project that are feasible, considering the objectives and capabilities of the Project Sponsor. Reasonable alternatives are limited to parcels owned by or under option to the Project Sponsor, as the Project Sponsor cannot make commitments concerning properties it does not control. This Chapter describes alternatives whose potential to reduce or avoid specific impacts are evaluated and compared to the Project in Chapter 5.

3.1 No Action

Analysis of a No Action Alternative is required under 6 NYCRR 617.9(b)(5) and Section 176-9(B)(5)(e) of the Code to provide a baseline for evaluation and comparison of impacts. The No Action Alternative discussion evaluates the adverse or beneficial Site changes that are likely to occur in the reasonably foreseeable future, in the absence of the Project.

The existing, sprawling complex of buildings within the Site would remain idle with only minimum maintenance and care by the current property owner. Because the current property owner is under an Order on Consent with NYSDEC to remediate an area of land that includes the Site to a degree that allows industrial uses at the Site and meets applicable State cleanup requirements, this alternative assumes such activity would continue. The natural topography within the Site would remain unchanged.

The following table is a summary of the No Action Alternative:

Bulk & Density Item	Estimate
Building Area	821,200 sf
Building Coverage Rate	10.3%
Parking Spaces Provided	875 spaces ¹
Lot Coverage Rate	26.7%
Building Height	36 feet
FAR	0.48

1 – Parking space count is approximate due to irregular lot geometry.

Table 3.1-1: No Action Bulk & Density (FE)

3.2 Development in Accordance with Existing Zoning

This alternative is the full development of the Site in accordance with the existing zoning under City and Town local ordinances as an “As-of-Right” alternative. While the Site is divided into seven zoning classifications, zoning for industrial uses predominates. Five of the seven zoning classifications allow for residential uses ranging from single family to multi-family dwellings. However, the current ROD allows only for industrial uses and great time and expense would be necessary to amend the ROD for non-industrial uses. It is assumed that the costs, time, and effort associated with amending the ROD as well as the anticipated high costs of retrofitting the existing buildings to allow for non-industrial uses outweigh the benefits. In addition, significant portions of the residentially zoned areas of the Site are not developable. Therefore, only industrial uses and those uses ancillary to an industrial operation such as office and warehouse / distribution operations were considered as part of this alternative. Also note that Building 21 is in an area zoned for residential use and likely lost its legal nonconforming use status because of its inactivity since the facility shutdown. Given the industrial use restriction dictated by the ROD that covers

Building 21, it is further assumed for this alternative that Building 21 receives a use variance to allow it to continue to be used similar to as it had in the past.

The City portion of the Site is zoned as I-1, or Industrial. According to the City's District Regulations Chart, uses permitted in this zone include business, commercial, warehousing, storage and other industrial uses. The I-1 zone prohibits dwelling units of any type. The main density requirements for the I-1 zone include:

- Minimum lot size is 5,000 square feet.
- Minimum width at the street line is 50 feet.
- Maximum building height is 4 stories, or 40 feet.
- Maximum percentage of lot coverage by buildings is 50%.
- Minimum front yard dimension is 20 feet.
- One side yard must be at least 12 feet and the other at least 6 feet.
- Rear yard must be 15% of the lot depth or 20 feet, but no less than 10 feet.

The Town portion of the Site, zoned Industrial (I), also does not permit dwelling units. According to the Town's Zoning regulations, the main density requirements for the I zone include:

- Minimum lot size for an industrial zone is 10 acres.
- No building shall be higher than 38 feet from the lowest interior grade or 36 feet high from the lowest exterior grade. No structure other than a building shall exceed 36 feet in height.
- Minimum front yard is 150 feet.
- Minimum rear yard is 60 feet.
- Minimum side yard is 60 feet.
- Maximum building area shall not exceed 30% of the lot area.
- Minimum usable open space shall be no less than 30% of the lot area.
- One parking space per 1,200 square feet of floor area or one space per two employees, whichever is more.

The City Industrial (I-1) zone allows most business uses but prohibits residential dwelling units. The portion within the Site is approximately 30 acres.

The approximately 65 acre portion in the Town is zoned Industrial (I) and allows the following uses:

- Business, administrative or professional offices.
- Industrial uses employing electric power or other motor power, or utilizing hand labor, for fabrication or assembly.
- Indoor warehousing and indoor storage including self-service storage facilities.
- Printing, publishing and bookbinding.
- Research and development facilities utilizing office spaces, indoor scientific laboratories, and other similar indoor spaces.

For the reasons discussed earlier, it is assumed that the existing structures will be utilized in a similar manner as to which they were originally constructed. This would include industrial or warehouse space with ancillary office areas. Additional buildings may be constructed on-site based on the bulk and density requirements for each industrial zone. Smaller non-compatible business uses may be feasible adjacent to NYS 96B, however on a square footage basis impacts associated with business uses would be lesser than expanding the industrial/warehouse use on-site and would not be allowed without a ROD amendment.

The expanded industrial space, by its definition, will be limited to large areas of relatively flat terrain. Therefore, it is assumed that new development will be limited to existing parking areas that can be repurposed at the same time balancing the need for parking in accordance with the existing zoning law. This equates to adding approximately 50,000 square feet of new buildings and redeveloping the existing parking areas in accordance with existing regulations. All new development under this scenario using the assumptions outlined would occur in Sub Area CW2. The following table is a summary of the development in accordance with existing zoning alternative:

Bulk & Density Item	Estimate
Building Area	871,200 sf
Building Coverage Rate	11.5%
Parking Spaces Required	726 spaces
Lot Coverage Rate ¹	26.7%
Building Height ¹	36 feet
FAR	0.51

1 – No change compared to the No Action Alternative.

Table 3.2-1: Development in Accordance with Existing Zoning Bulk & Density (FE)

3.3 Maximum Development Scenario

This alternative is the development of the Site utilizing the maximum build-out scenario (most intensive use) that would still comply with LEED ND Guidelines. This “Maximum Development” alternative is also compared to the Project in terms of benefits and environmental impacts. Figure 3.3-1 depicts a concept plan of the maximum development alternative.

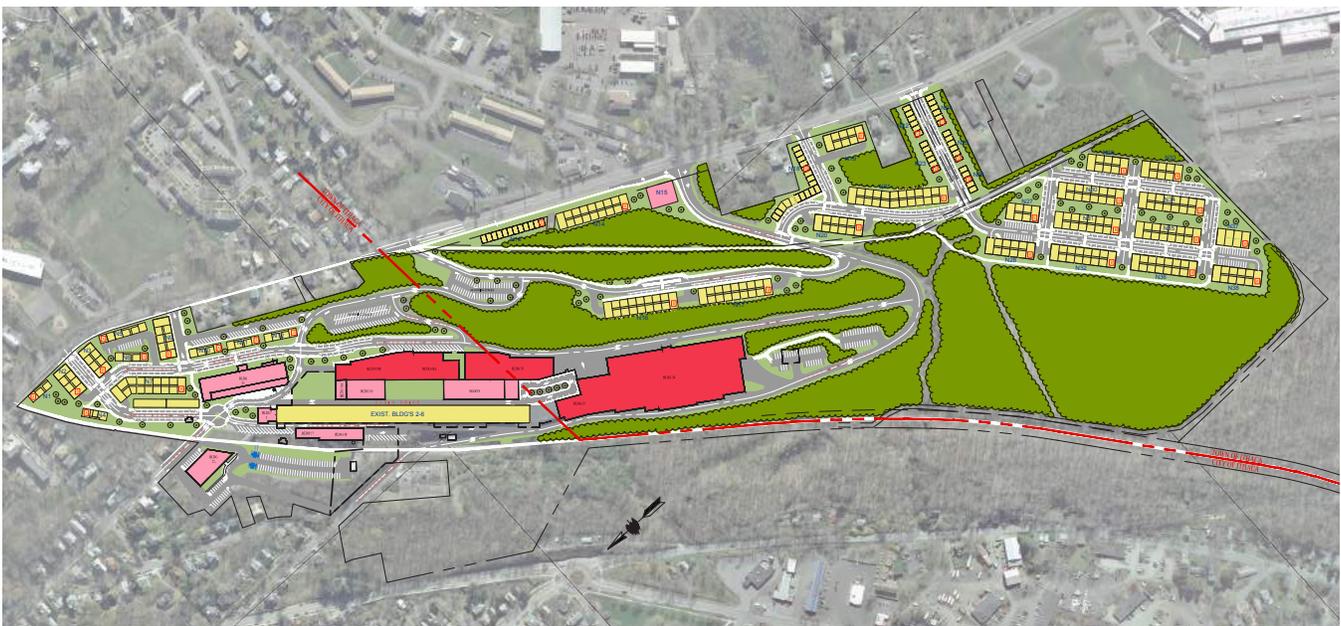


Figure 3.3-1: Conceptual Development Plan for Maximum Development Alternative (FE) *

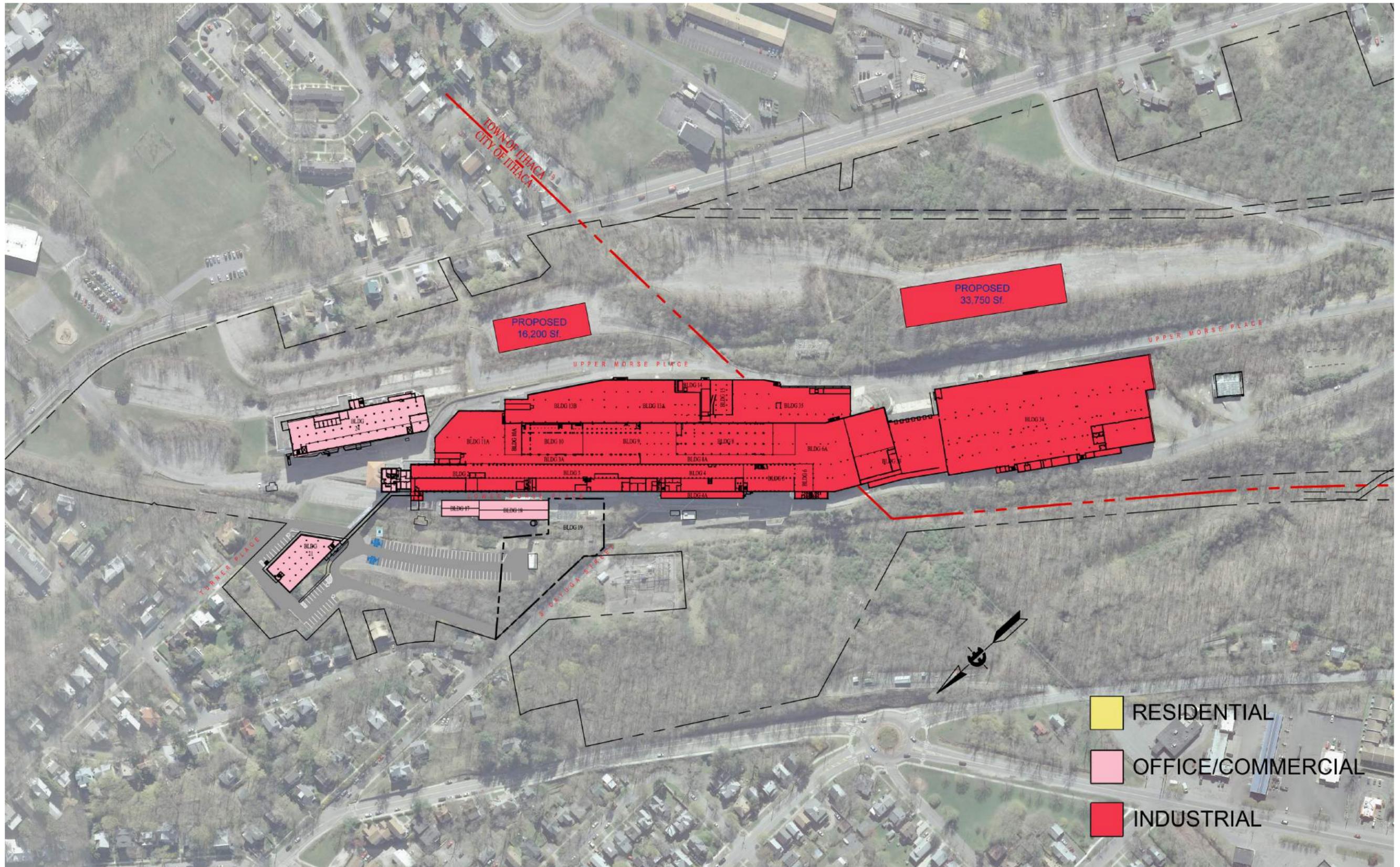
This alternative assumes and employs the same general site layout and approach as the preferred Project (see Sections 2.1 and 2.7). Strategies related to Site organization, Site access, and phasing would remain consistent, but the development density for the Site would be increased by 25% over the Project. While the Proposed Action plans an ultimate total site build-out of approximately 1,700,000 gsf (for a FAR of 1.0), this alternative study depicts a maximum Site build-out of about 2,125,000 gsf (reflecting a FAR of 1.25). Given the natural topographical profiles, Site slopes and elevation differences presented by the land, site plan organization, and building footprint options would be limited. Therefore, in order to attain a higher FAR or development density, an increase in building heights would be required to achieve the proposed total build-out area for this alternative. The Sub Area CW2 character would change from the Conceptual Site Layout Plan's mix of townhouses and apartments to a higher density of multi-family units. The mix of uses would be similar to that of the Project as currently proposed.

The following table is a summary of the maximum development alternative:

Bulk & Density Item	Estimate
Building Area	2,125,000 sf
Building Coverage Rate	15.5%
Parking Spaces Required	1745 spaces
Lot Coverage Rate	49.25%
Building Stories	8 Stories ¹
FAR	1.25

1 – This Scenario requires additional stories to be constructed to reach a FAR of 1.25.

Table 3.3-1: Maximum Development Alternative Bulk & Density (FE)



EXISTING ZONING
FIGURE 3.2-1



MAXIMUM DEVELOPMENT CONCEPT
FIGURE 3.3-1

Chapter 4: Public Participation

CHAPTER 4: PUBLIC PARTICIPATION

Public participation with the Project is introduced, described, and summarized in this Chapter. It describes the Project website, the public's involvement in the Project, and the Project Sponsor's efforts towards public outreach, the public Scoping process, post-Scoping public outreach, and the DGEIS public comment period.

4.1 Introduction

The Project Sponsor has taken numerous public outreach efforts. The Project vision and goals are outlined below and in Section 2.4, with a description of various public meetings held by the Project Sponsor.

The CWD has the potential to transform the region by increasing availability of industrial, commercial, and residential space in a new, planned sustainable district in Ithaca, New York. The currently dormant Site can be seen from most areas of the City and Town, as described in Section 5.10 – Visual and Aesthetic Resources, and is known to the community as the “sleeping giant”. Its impact on the community is unsurpassed in the region, therefore, it is of vital importance that the public be involved in the process. The Project Sponsor's public outreach goals strive for transparency and openness, keeping the public informed about each stage of the Project and providing ample opportunity for review. To this end, elements of public outreach have included a website at chainworksdistrict.com, three public meetings, a regularly updated emailing list and e-newsletters, social media, news releases and articles, and attending community and group meetings relevant to the Project. In addition, a Public Scoping Session conducted by the Lead Agency and attended by the Project Sponsor occurred on November 18, 2014. Ongoing efforts for 2016 and beyond are outlined in subsequent Sections of this Chapter.

4.2 Project Website

The website of the Project (www.chainworksdistrict.com) and is a repository of all Project documents and presentations for the public to access and comment on.

The Project Team developed a website that serves as a public information portal for all aspects of the Project. The website functions as a documentation repository updated on an ongoing basis, and complies with the SEQR requirements for public access to the full DGEIS and FGEIS documents. The website is referenced and linked to and from the City's website, as the Lead Agency for the Project. Project documents can also be found on the Lead Agency's website.

The website includes the following elements:

- Information about the Project including images
- News stories and releases
- Frequently asked questions
- Project Team members and roles
- History of the Site and Project
- Filings / submissions of documents
- Documentation of meetings including all presentations and videos of the public sessions
- Announcements of meetings and presentations
- Precedents

- Comment boxes and contact information
- Link to Project Facebook page

4.3 Public Involvement and Outreach

The Project Sponsor has undertaken efforts to provide transparency and various methods of outreach, including Unchained Properties sponsored public meetings held at a local venue, Cinemapolis. The contents of the presentations are posted to the website.

In addition to the website, the Project Team has worked to inform the public using social media – Facebook, Twitter, and YouTube. A series of public meetings were held throughout 2014 and are outlined below. All meetings were recorded, and the slide presentations and professional video recordings were posted on the website for the public to view. In addition, the Project Sponsor regularly visits with the South Hill Civic Association, a community organization committed to the health of the neighborhood that will include the Site, as well as the Community Advisory Group as part of the City. Meetings and tours have been conducted with organizations and businesses that may have an interest in the Project or represent large segments of the community including Cooperative Extension and academic institutions such as Cornell University, Ithaca College, and Tompkins County Community College (TC3).

Public Meetings

- April 10th, 2014 – The Project Sponsor held a meeting to introduce initial concepts for the CWD, presented by the Project Team.
- August 5, 2014 Public Meeting – The City held a Public Information Session regarding an application from the Project Sponsor for a PUD. In accordance with the City's PUD Application Process, the Project Sponsor and Project Team presented information about the Project and answered questions from the public.
- November 4, 2014 Public Meeting – Environmental Findings - The Project Sponsor and Project Team made up of engineers and architects for the proposed CWD discussed the initial environmental findings for the 95-acre Site.
- November 18, 2014 Public Scoping Meeting – City Planning Board
- Additional City meetings have been held to discuss the Project that have been open to the public including topics such as PUD legislation, Site Plan Review, and concept approval.

4.4 Public Scoping Process

In accordance with SEQR regulations, the Lead Agency held a public Scoping meeting on Tuesday, November 18, 2014, 6-9 PM to seek public input on concerns and issues that should be addressed in the DGEIS. The Project Sponsor submitted a Draft Scoping Document by letter dated October 16, 2014, which was made available to the public via the City website and the Project website. At the public Scoping meeting, one (1) comment was received requesting the Project Sponsor to consider renewable energy. Other comments have also been submitted after the comment period. Because of the significant amount of development in the Town of Ithaca, the Town and its Planning Board were closely involved in the development of the Scoping Document.

In January 2015, the City reviewed all comments received, and issued a Final Scoping Document on January 13, 2015. As required under SEQR, copies of the Final Scoping Document (provided in Appendix A1) were distributed and posted to the Project's and City's websites.

4.5 Post-Scoping Public Outreach

The Project Sponsor has undertaken efforts to continue public involvement in the Project's SEQR and approval process.

Ongoing Public Outreach Efforts

Outreach will continue in 2016 and for the duration of the Project with the following elements; a Project Center, public presentations, an evolving website as more details develop, blog and email campaigns, printed and digital materials, and video presentations.

Project Center

Located on the Ithaca Commons and opened in September 2015, the Project Center is a physical venue for the public, developers, educators, and government officials and staff to interface with ongoing community engagement efforts of the Project. It contains a featuring area comprised of static and digital displays showcasing the CWD, as well as other projects, initiatives, and highlights. The Center will also schedule presentations and discussions on topics such as Cleaner Greener, LEED ND, Combined Heat and Power, and ongoing public information meetings for the Project. The Center will host a gallery exhibit focusing on the history of the Emerson property, and will also serve as a repository for collecting historic information.

Website and Blog

The Project Team will continue to develop the website at chainworksdistrict.com and include additional Project details, renderings, area information, and investment potential. All SEQR documents will be posted on the website as they become available. The commitment by the Project Sponsor and Project Team to an open process makes the website an invaluable tool for sharing information. A blog will be added to the website with entries from the Project Team to educate the public about topics and to share ideas for the CWD.

The ChainLink E-newsletter & Data

The e-newsletter includes Project updates, industry news, public information on relevant topics such as precedents, upcoming events, developments, and opportunities. The newsletter will be distributed monthly and emails will be collected by permission only. A database of emails, addresses, and additional information has been developed. The e-list is open to all members of the public who subscribe.

Video Presentations

A video presentation will be developed for the Project to inform the public and potential tenants about the Project. A second video presentation will be developed that highlights the sustainability elements of the Project including the Cleaner Greener initiative and LEED ND development.

Educational Materials

As we look to inform the public and potential tenants to the area, printed and electronic materials will be developed that describe the Project and its development.

Document the Process

Developing a complete new neighborhood using the principles of LEED ND and other sustainable practices

takes incredible investment from the Project Sponsor, municipalities, area organizations, and the Project Team. The process is unconventional and requires many sources of public and private investment, public information campaigns and input, and cooperation between many entities. The goal will be to document this process as we move forward to make it possible to replicate in an efficient way.

4.6 DGEIS Public Comment Period

After the Lead Agency determines that the DGEIS prepared by the Project Team is adequate for public review, a Notice of Completion for the DGEIS will be distributed by the Lead Agency in accordance with requirements of SEQR, and be published in the Environmental Notice Bulletin (ENB). Copies of the DGEIS will be made available pursuant to 6 NYCRR 617.12(b) and Section 176-12(A)(2)(c) of the Code and placed on the internet and the Project's website. A Public Hearing will be held to solicit comments on the DGEIS and the Project, and a minimum 30-day long public comment period will be initiated to receive written comments. Following the close of the comment period, all comments received will be reviewed and responded to in the FGEIS. This document will also include all necessary revisions, additions, and clarifications to the DGEIS.