Cornell University Health Services Facility

Site Plan Review

Cornell University

University Health Services Facility

Site Plan Review

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CORNELL UNIVERSITY

UNIVERSITY HEALTH SERVICES FACILITY

SITE PLAN REVIEW

1.0 SITE PLAN REVIEW APPLICATION

City of Ithaca
SITE PLAN REVIEW (SPR) APPLICATION

Building Permit Number: 31099
REQUIRED

CONTACT:
Lisa Nicholas, Senior Planner
DIVISION OF PLANNING & ECONOMIC DEVELOPMENT
108 E. Green Street, 3rd Floor
Ithaca, New York 14850-5690
(607) 274-6550 — Fax: (607) 274-6558
lnichola@cityofithaca.org

APPLICANT: Name: JOHN M. KEEFE Title/Role: PROJECT MANAGER

Address 1: 102 HUMPHREYS SERVICE BUILDING

Address 2: _____ City, State, & Zip Code: ITHACA, NY 14853

Telephone: 607-254-8247 Cell Phone: 607-351-2213 E-Mail: JMK46@CORNELL.EDU

CONSULTANT: Name: CHIANG & O'BRIEN Title/Role: ARCHITECT

Address 1: 217 NORTH AURORA ST

Address 2: _____ City, State, & Zip Code: ITHACA, NY 14850

Telephone: 607-241-0244 Cell Phone: 607-280-6680 E-Mail: GRACE@CHIANGOBRIEN.COM

PROJECT OWNER: (if *other* than applicant) Name: CORNELL UNIVERSITY Title/Role: _____

Address 1: DAY HALL

Address 2: _____ City, State, & Zip Code: ITHACA, NY 14853

Telephone: 607-254-8247 Cell Phone: 607-351-2213 E-Mail: JMK46@CORNELL.EDU

— PROJECT DESCRIPTION —

Project Title: UNIVERSITY HEALTH SERVICES FACILITY

Project Address: 110 HO PLAZA, ITHACA NY 14853

Type (check one): ☐ Residential ☐ Commercial ☐ Industrial ☒ Institutional

Scope of Work (check *all that apply* & indicate approximate operation/construction cost):

☒ Vegetation Removal	$ 1,500	☒ Façade Change	$ 1,200,000	☒ Demolition	$ 330,000
☒ New Paving	$ 267,000	☒ Earthwork	$ 280,000	☒ New Planting	$ 140,000
☒ New Structure	$ 17,000,000	☐ Structure Expansion	$	☐ Accessory Structure	$ 1

Total Construction Cost: $ 25,500,000 Anticipated Construction Period: 03/15 to 10/17
(best estimate)

— OTHER INFORMATION —

1. If the development site is leased property, list the property owner's name and address below:

N/A

Length of Lease: _____

Note: Owner must include with this application a written statement authorizing the applicant to serve as the agent of Site Plan Review (SPR).

2. Please record the application date and approval status of any required federal, state, and/or local permits or approvals for this project:

Type	Approval Agency	Application Date	Approval Status
Demolition	Building Div.	03/15	
Building	Building Div.	03/15	
	Board of Zoning Appeals		
	Board of Public Works		

3. Describe any existing restrictions relevant to developments on this property:

N/A

4. Please append/attach any additional information you feel is important for gaining a full understanding of your proposed development.

— Application Fee —

The application fee is based on the total construction, site work, and landscaping costs, charged in accordance with the following schedule. The fee *is* payable to the "City of Ithaca," upon submission of this application.

Type of Approval	Project Cost	Application Fee
Site Plan Review	less than $10,000	$75
	$10,000 to $49,999	$150
	$50,000 to $100,000	$300
	over $100,000	$1.50 per $1,000
* Modified Site Plan Review	less than $50,000	$150
	$50,000 or more	$250

* Fee Schedule for Modified Site Plan Review only applies to modifications to approved site plans that *do not* trigger reconsideration of the Determination of Environmental Significance. Modifications that require additional environmental review shall follow the fee schedule for full Site Plan Review. This determination will be made at the time of application.

— Application Checklist —

Item	No. of Copies
☒ Application Form (completely filled out)	28
☒ Short Environmental Assessment Form (SEAF)	28
☒ Full Environmental Assessment Form (FEAF) — Part 1 [if required]	28
☒ Full-Size Drawings	3
☒ Reduced Drawings (11"x17") [see "Site Plan Review Requirements," "Submittal Process"]	28
☒ Site Plan Review Application Fee	

Applicant's Signature: _____ **Date:** 04 | 11 | 14

By signing this application form, the applicant acknowledges that City of Ithaca Planning & Economic Development Division staff may visit the site in order to fully understand the proposed development.

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2.0 PROJECT NARRATIVE

PROJECT NARRATIVE – University Health Services Facility

Project goals and Visions

The goals and visions for the project as outlined by Cornell University and the staff at Gannett Health Services are as follows:

1. Provide services that are recognized by Cornell students, parents, faculty and staff as high quality, convenient, confidential, and effective in addressing individual and campus community health needs.
2. Provide a facility on central campus that represents and supports the centrality of individual and campus health to Cornell's academic mission, strategic plan, and identity as a caring community.
3. Meet expectations for providing crisis and emergency service.
4. Enhance the relationship between the health services facility and the external environment.

Existing Site and Building Conditions

The site is centrally located at the heart of campus at the intersection of Ho Plaza, Campus Road and College Avenue. It sits at the gateway t5o the historic core of the campus and is visually prominent from both College Avenue and Campus Road. It is part of a zone containing numerous student life buildings that provide the student services and program activities. Willard Straight Hall dining and student activities are immediately to the north, and interfaith Anabel Taylor Hall is across Campus Road to the south. Identified as the Zone C02 West Center Core Campus Precinct in the University Master Plan, Uris Library, Olin Library, Sage Chapel, Barnes Hall, the Campus Store and Day Hall, all together create a dense core of spaces and buildings dedicated to student use. The central location with its front door on the pedestrian friendly Ho Plaza creates an opportunity to engage passerby students both actively and passively.

The current University Health Services (UHS)/Gannett Clinic is surrounded by site conditions that are very different for each cardinal orientation. To the east is Ho Plaza, a primary pedestrian route for the campus, providing a prominent address for many important public buildings including the UHS. To the north of UHS is Wee Stinky Glen, an important segment of a green corridor, but also a "nature-like" respite for the campus as well a staff and students for UHS. To the west is an access drive to Willard Straight Hall and parking which serves, in part, the UHS. To the south are Campus Road and additional parking and building access at two different levels of the building. Building access is at three different levels of the building.

Proposed Plans

The design concept strikes a balance between a large building footprint and containing building height. The existing 1957/1965 south wing and 1979 west wing addition remain intact, the 2 story northeast structure is replaced with a 3 story structure able to accommodate more program at a higher density, while a new 4 story curved addition is located nestled in between the two remaining wings on the southwestern portion of the site.

The new main building entrance, while relocated slightly to the south, is from Ho Plaza. The new lobby is at Level 4, a few feet above the adjacent Ho Plaza. ADA compliant walkways and stairs will bring the visitor in the new entrance to a lobby flanked by Pharmacy, which will also have large windows and be

visible from Ho Plaza to enhance campus awareness of the facility. Specialty Services, clinical service with triage and quick care providing well-patients with immunizations and student insurance services will also border the lobby area. Ambulance/Loading entrance is at Level 1 entering under the overhanging part of the building to the southwest and accessed from the Willard Straight parking lot driveway. A secondary pedestrian entrance, anticipated to be used by patients and staff arriving from the south and west, will be located along Campus Road facing Annabel Taylor and also entering the building at Level 1.

The largest and most MEP intensive program element, the three Integrated Care Modules, are vertically stacked in the new curved addition. The repeating ICM plan layout from one floor to the next will lend itself to staff efficiencies and ease of transition and use by staff who will likely work in more than one ICM over both the short and long term.

Project Narrative

The transformation and expansion of the University Health Services Facility will underscore Cornell's commitment to student health and well-being. It will facilitate the pioneering work of UHS staff in developing integrated and cost-effective prevention, diagnostic, therapeutic, and public health services.

The facility will increase the current 35,000 GSF building to approximately 96,000 GSF. Renovation and expansion of the existing facility will preserve the central campus location, adjacent Willard Straight Hall and "student services corridor" for this important campus resource.

The design for the project is strongly driven by and responsive to the major program element, Integrated Care Modules (ICM), which support both medical and mental health services. After in-depth analysis of operational modules to address the wide range of health care needs presented by Cornell's diverse student population, UHS and the design team determined that three equally sized ICMs will provide the most operationally efficient and coherent approach for delivering cost effective, high quality care.

The proposed southwest addition is curved, following the edge of Campus Road and embracing the building. The curved softer form gives external expression to the nurturing and care provided within. A smaller addition at the northeast corner nestled between the existing south and west wings, replaces an inefficient 1 ½ story existing structure.

The prominence of the location requires that the design carefully manage the "massing" of a larger facility on the site. The height and scale of the existing structure is maintained as is on the Ho plaza face, with a slightly higher structure rising behind it in a manner similar to Olin Hall directly across the Plaza. The building envelope seeks to integrate the new structure with the existing building and within the existing context.

In response to the adjacent historical heavy bluestone buildings, the strategy is to create an architectural dialogue with these structures with a modern response. Almost every building on central campus has a bluestone base rising out of the ground, a material native to the region. It is proposed that the expanded facility have the same.

As the building rises above the base, an animated glass and metal-framed curtain wall will provide that addition with a lighter quality. Suggesting the functional use of the building – one of care-giving and

recovery – the curtain wall design suggests an abstracted quilt pattern, enveloping blanket with the coloration and pattern of the native bluestone, abstracted and composed of alternating transparent glass and shadowbox panels. Layered on top of this façade treatment will be vertical and horizontal sun-shading elements that are designed to be responsive to the environmental connections as the building curves form south to west.

On the Ho Plaza side, the existing Llenroc bluestone façade will remain exposed, overlaid with a new highly transparent curtainwall to enhance the visibility into the facility from both the intersection of College Avenue and Campus Road, and from Ho Plaza.

Construction Phasing

The construction phasing of the project is critical to the success of this project. The cost savings to maintain University Health Services in operation for the duration of construction requires careful planning. Generally, the project will be completed in three major phases of construction.

Phase 1 (16 Months)

The new southwest addition is constructed and the existing facility remains intact and largely operation as it is today. At the beginning of this phase a 2 hour rated partition will be constructed to separate the new construction from the existing buildings. The existing building will maintain the current existing main entrance and maintain all the existing exits except the one at the southwest ambulance entrance inside corner. The existing stair in the 1979 west wing will need to use the north door to Wee Stinky Glen as its exit path, all other exits will be able to continue to be accessed unchanged from the current pattern

PHASE 2 (12 – 15 Months)

Upon completion of the Phase 1 southwest addition, the full University Health Services operations will move into the newly completed space, except Lab and Radiology. Temporary patient and visitor access for the duration of Phase 2 construction will be from the west, either into the entrance from Campus Road at the new terrace, or from the Ambulance/Service area under the building. The two new south and west stair towers will fulfill vertical circulation and existing requirements. The two public passenger elevators will not be completed in Phase 1, so the new Service elevator will provide elevator access for the occupants during Phase 2.

It is currently anticipated that there will be two sub-phases during Phase 2, these sub-projects will commence at the same time as Phase 2 at the end of May 2016, but are anticipated to be complete in the shorter duration to allow for occupancy as soon as possible. Lab and Radiology are currently located on Level 2 in the existing 1957 south wing. The current plan is to renovate the Lab at the south end of the wing, and demolish and reconstruct the structure at the north end adjacent to the ne NE addition over the summer. It is currently anticipated that the renovation of the Lab can be completed during the summer and available for occupancy by the fall semester of 2016. However, reconstruction of the north end of the south wing, including the interior fit up for Radiology, is anticipated to continue for the duration of Phase 2. Radiology would stay in its current location on the second floor until the construction is complete. Once the new space is ready for occupancy in late 2016, Radiology would move to the newly outfitted facilities and the center section of that floor would be renovated for a new reception and waiting are in Phase 3.

Phase 3 (3 – 6 Months)

By the conclusion of Phase 2 the construction activities will be largely complete. The facility will be able to be fully occupied during the summer of 2017. Phase 3, is anticipated to be of short duration, and will be for undertaking targeted renovations of temporary facilities created for Phase 2 occupancy use (these are currently anticipated to be minor) or tie-in of systems and cross over areas between the earlier phases including the completion of the new Waiting and Reception space for Radiology and the Lab.

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3.0 POTENTIAL IMPACTS ANALYSIS

POTENTIAL IMPACTS ANALYSIS – University Health Services Facility

1.0 Impact on Land

No impacts to land are anticipated as a result of this project. The land has been previously developed and is currently grass and vehicular traffic roads. There are no agricultural or other natural lands in the building footprint.

2.0 Impact on Water

The project will have no impacts on water as there is no water in the vicinity of the building footprint. Stor4m water will be managed in accordance with requirements of the New York state Department of Environmental Conservation. Underground filtration structures will be used to improve the quality of the storm water that will be released. The area of imperviousness at the site will not be increased significantly as a result of this project. The area of disturbance during construction will be slightly less than one acre. A Storm Water Pollution Prevention Plan (SWPPP) and Erosion and Sediment Control Plan will be necessary.

3.0 Impact on Air

The project will not produce significant air emissions.

4.0 Impact to Plants and Animals

This site has been extensively developed and there will be no impacts on agriculture, plants, or animals.

5.0 Impact on Aesthetic Resources

Cornell University has a tradition of buildings that are in the forefront of contemporary architectural design. The main campus reflects nearly 150 years of architectural evolution. The design for the University Health Services Facility (UHSF) preserves this idea of modernity while at the same time embraces the architecturally diverse buildings in the near vicinity. It continues the university tr4adition of forward thinking design and provides a recognizable example of early 21st century architecture. Viewed in this light, contrast with surrounding buildings is not viewed negatively, but is a continuation of a long tradition of promoting the latest currents in architectural design.

The UHSF building will not substantially change any important local views or create any significant aesthetic impacts. Located in central campus surrounded by a variety of buildings the new UHSF Building will not only blend into the existing campus structure but also open that part of the campus to new and invigorating architecture. Views of the building from the surrounding community will be limited due to its centralized location. Its overall height, being less than 65 feet, is smaller than a majority of the surrounding buildings.

6.0 Impact on Historic and Archaeological Resources

The proposed project will have no impacts on any property or building that is considered a landmark or that is listed or eligible for listing on the State or National Register of Historic Spaces. However, due to the presence of significant buildings in the area of the proposed building an historical architectural firm

(Bero Architects) was commissioned to evaluate the proposed building. This report is provided in the Full Environmental Assessment.

There are no know records of any past archaeological discoveries made at the site, however, due to the potential for pre-historic human activities an archaeological study was commissioned. A study has been completed by the Public Archaeological Facility (PAF) at Binghamton University. Because the area was historically built on fill materials, the PAF has determined that there is not archaeological significance in the area. This report is also included in the Full Environmental Assessment.

7.0 Impact on Open Space

There are no anticipated impacts to Open Space and Recreation resulting from this project. The proposed project site is on private lands that are wholly owned and owned and operated by Cornell University. The site currently consists of an access driveway and a small grass area covered with trees and shrubs.

8.0 Impact on Unique Natural Areas and Critical Environmental Areas

There will be no impacts to Unique Natural Areas (UNAs) or Critical Environmental Areas (CEAs) resulting from this project. The proposed project will be limited to previously developed areas and is not within or adjacent to any of the designated UNAs or CEAs.

9.0 Impact on Transportation

There will be no significant impacts to parking or traffic onsite or in adjacent facilities as a result of this project. The site itself is being re-configured to maximize access and use within the limited site area. There will be a loss of 17 parking spaces as a result of this project. However, with the majority of personnel accessing the facility by foot and the availability of parking in other lots in the vicinity of the proposed building, this will have a very limited impact. The project is also adding two covered ADA spaces under the overhanging portion of the building. Deliveries to the building will be improved and will take place under the overhanging portion of the building.

The spaces for UHSF and Willard Straight Hall will share the same driveway. The existing driveway for Willard Straight Hall parking is currently in a poor location with limited site distances for exiting the parking lot. A new driveway will be constructed servicing both UHSF and Willard Straight Hall further to the west improving both entering and exiting the lot and improved site distances for traffic on Campus Road.

Although increase to staff is probable these will take place over many years and will not have any effect on parking or transportation.

10.0 Impact on Energy

The proposed UNSF Building will incorporate best practices in energy management and sustainability. The design team is incorporating "green" measures into the building's design, with the goals of reduction the building's impact on the environment, reducing energy consumption and providing opportunities for students and building uses to learn about environmental issues and sustainable design

technologies. The team is using LEED NC 2009 rating system to measure the sustainability of the project.

The design comprises an energy efficient building with carefully chosen materials and minimized finishes that promote long term maintainability and durability. The building features energy efficient glass combined with vertical and horizontal sun shading that will shade the curtain wall of the building thereby reducing heat gain in the summer and heat loss in the winter. Energy efficient mechanical systems have been incorporated into the design to include a chilled beam system, which will significantly reduce mechanical energy consumption by reducing the amount of air moved throughout the building.

The design presents spatial configurations that maximize day lighting opportunities through the use of horizontal and vertical glazing with most offices and exam rooms along the perimeter of the building.

Water saving measures that will be implemented include low flow and flush plumbing fixtures to reduce potable water usage by up to 30-40%. The landscape plantings will be native and/or drought tolerant and will not require a permanent irrigation system.

11.0 Impact on Noise and Odors

There is not dining or food component to this project and there are no industrial/commercial process or equipment that would generate noise or odor impacts.

12.0 Impact on Public Health

The propose project has been designed to conform to all current building and life safety standards. The Project Team has worked with the Ithaca Fire Department and the City of Ithaca Building Department to coordinate life safety response to the site. The program spaces do not include any operations involving hazards such as specific toxic materials. Bio-hazard materials will be handled in accordance with Cornell, state and Federal Regulations as it is on today's current building. No negative impacts to public health or significant impacts to community public health resources are anticipated to result from this project.

13.0 Impact Growth and Character of Community or Neighborhood

The proposed project will not result in any significant increase in additional staff in the near term. The projected staff increase is 10-20 physicians/counselors. The space will be used by the same programs that use the existing facility. No significant impacts to community growth or character are anticipated.

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4.0 CONSTRUCTION IMPACTS ANALYSIS

CONSTRUCTION IMPACTS ANALYSIS – University Health Services Facility

4.1 Description of Construction Phasing/Staging and Construction Activities.

The UHSF Building is to be constructed on the north-west corner of the intersection of Ho Plaza and Campus road. The Building will be primarily constructed in three stages over a 2.5 year period. The first stage of the project will be the construction of a new 55,000 gross square feet (gsf) building along Campus Road connected to the existing two wings of the Gannett Health Services facility. Upon completion of the new construction occupants of the Gannett facility will be moved into the new building. Stage II of the project will be to renovate 22,400 of the existing 35,000 gsf building and to construct 18,600 gsf of new building on the south-est corner of the existing building. Stage III will be a re-construction of the entrance along Ho Plaza. Due to the size of the site versus the foot print of the building there will be limited available space for staging or administrative field offices. The majority of the deliveries will have to be by "just in time" for use on the project, due to the limited amount of space for construction staging. The CM may also choose to secure an offsite staging area which will be monitored and managed to the same storm water and environmental requirements of the main project.

During the initial stage of the project the CM will be required to construct an all weather temporary road and trail from West Avenue to the parking lot to the south of Willard Straight Hall for service and emergency access for that building. This road will not be used for construction purposes. The main access to the project will be off of Campus Road.

4.2 Demolition and Recycling of Materials during Construction.

<u>Setting</u>
Any ancillary materials that may have recycling potential include structural steel, other metals such as copper and iron, brick, concrete block and wood will be recycled during the course of the project.

All debris during construction will be sorted and recycled based on the USGBC guidelines. The project will achieve 75% of all debris leaving the project site being diverted from the landfill to a recycling station. This percentage will be calculated based on weight of debris. However, it is not feasible to re-use or recycle all of the materials. An unavoidable impact of the project will be the need to transport off site any of the construction and demolition debris that cannot be recycled or re-used.

The project does not expect any hazardous materials.

4.3 Construction Impacts to Storm water.

Construction Impacts to Storm water.
Drainage from the site ultimately reaches Fall Creek after passing through the storm water drainage system of the University. A formal Stormwater Pollution Prevention plan (SWPPP) that meets NYSDEC Stormwater requirements will be prepared for review and approval by the City Stormwater Management Official (SMO). Temporary controls will be maintained during construction to control the erosion of exposed soils and to minimize discharge from dewatering practices directly into storm sewer systems. Due to the depth of foundations and the proximity to Campus Road, the project plans to use driven sheeting along the north and east limits of the building. This sheeting will help contain all storm water runoff to the project site where is can be monitored, filtered and property discharged to the existing Cornell storm system.

General Mitigation Measures for Construction Impacts to Storm water
For the entire duration of construction the following temporary practices will be employed as needed:

- Install silt fencing adjacent to the downhill edge of any grading and parallel with the contours.
- Provide protection around drainage inlets that will be monitored and maintained.
- Temporary stabilization of disturbed areas of topsoil stockpiles.
- Install sediment traps prior to initiating significant earthwork and maintain throughout construction period.
- Direct all sediment laden water from trench and pit excavations to a sediment basin.
- Install crushed stone tracking pads at all construction site entrances.
- Clean adjacent streets soiled by construction vehicles on a regular basis.
- Construction documents for each phase of the project will include an erosion and sediment control plan prepared in accordance with New York State "Guidelines for Urban Erosion & Sediment Control."

Unavoidable Construction Impacts to Storm water
Despite best practices, some level of dust or residual mud may be tracked in the roads and in some cases may end up in the storm sewer system. Additionally, the deposition of airborne dust on impervious surfaces will flush into the storm sewer.

4.4 Construction Impacts to Air Quality

Construction Impacts to Air Quality
The demolition of the existing lot, the preparation of foundations, and the sheeting of the site could create the potential for increased dust and dirt particles in the air. This portion of work may last as long as 6 months.

Mitigation Measures for Construction Impacts to Air Quality

Dust control measures during the entire construction will include the following:

- Wetting down site to minimize dust with in the SWPPP limitations.
- Maintaining crushed stone tracking pads at all entrances to the construction site.
- Reseeding disturbed areas to minimize bare exposed soils.
- Keeping the roads clear of dust and debris.
- Requiring trucks to be covered.
- Prohibiting the burning of debris on site.

Unavoidable Construction Impacts to Air Quality

Some increase of suspended dust particles is unavoidable during some aspects of the construction. The amount of construction generated dust depends on several factors including soil conditions, moisture content, amount of time soils are exposed to the wind and sun, weather related factors and construction practices.

4.5 Construction Impacts of Noise

Construction Impacts of Noise

Noise as a result of normal construction practices is inevitable and will impact the Gannett Health Facility, Olin Hall, and potentially additional adjacent structures for the duration of construction. Based on core sampling we do not anticipate any need for blasting operations. Noise levels should be typical for a project of this size and scope. The biggest impact will be on the students and faculty of the surrounding facilities.

Mitigation Measures for Construction Impacts to Noise

Construction noise will be muffled to the extent possible and will not exceed levels allowed by law. Some exterior noise generating construction activity will be restricted during certain times in order to minimize the impact on the surrounding area. The University will work closely with the contractor to implement Best Management Practices (BMP) for noise reduction to the extent possible. Additionally construction practices that generate noise will have to be coordinated with the activities with surrounding neighbors so as not to disrupt operations and educational activities. Construction hours will be limited and may be closed down during critical periods such as exams. Since these are impacts to its own facilities and population, Cornell has a vested interest in minimizing noise impacts. BMP Mitigation measures listed by New York State Department of Environmental Conservation that will be utilized to the extent possible include:

- Source reduction by using mufflers, dampeners and electric motors instead of air compressors.
- Duration reduction by limiting times worked.

- Use equipment inside the building to dampen noise

Unavoidable Construction Impacts of Noise
Construction noise is an unavoidable but temporary negative result of this project.

4.6 Construction Impacts to Traffic

Construction Impacts to Traffic
Construction is projected to commence in the spring of 2015 and last approximately 30 months. It is estimated that the number of jobs generated during construction will be 175, however, due to the nature of construction the maximum size of the workforce would be slightly less than 100, with 60 workers being the norm. The daily construction workforce would arrive prior to 7:00 a.m. and depart prior to 4:30 p.m. These times are outside the morning and afternoon peak commuter times. Since traffic is less during these off peak times the actual effect of the work force added to traffic is minimized. Parking will be made available in the Palm Road construction parking area to the south of State Route 366.

At some point in the construction process it will be necessary to close parts of Campus Road to accommodate utility runs and connections. All attempts will be made to maintain at least one lane of traffic.

Construction Delivery Vehicle Traffic
Construction activities will be supported by daily deliveries of materials, supplies and miscellaneous services. It is anticipated that this traffic will average between 2 and 6 construction deliveries per day, dependent on stage of the project. A majority of the deliveries will be scheduled during off peak hours, however it is estimated that some deliveries may be made during peak commuter times. This increase is considered minimal, however, it is recognized that truck traffic typically requires more time and space for maneuvering, and minor increases in delay can be expected. Oversized loads and multiple truck deliveries will be scheduled for special delivery times so as not to coincide with periods of peak traffic flow.

The contractor will be required to utilize existing designated truck routes where possible. The designated truck route from the City of Ithaca will be Route 79 to Route 366. From Route 366 deliveries will proceed west on Hoy Road, then west on Campus Road to the project site. These Routes are illustrated in Figure 4.6.A. Minor disturbances in campus traffic flow may be experienced with large deliveries to the site. However, delivery vehicles will not be permitted to stage along Campus Road. The majority of deliveries will be pulled off into the access road at the northwest corner of the project site.

Mitigation Measures

The University will require the contractor for the project to submit a delivery plan and proposed delivery routes. The University will work with the City and work with the contractor to achieve minimum impacts.

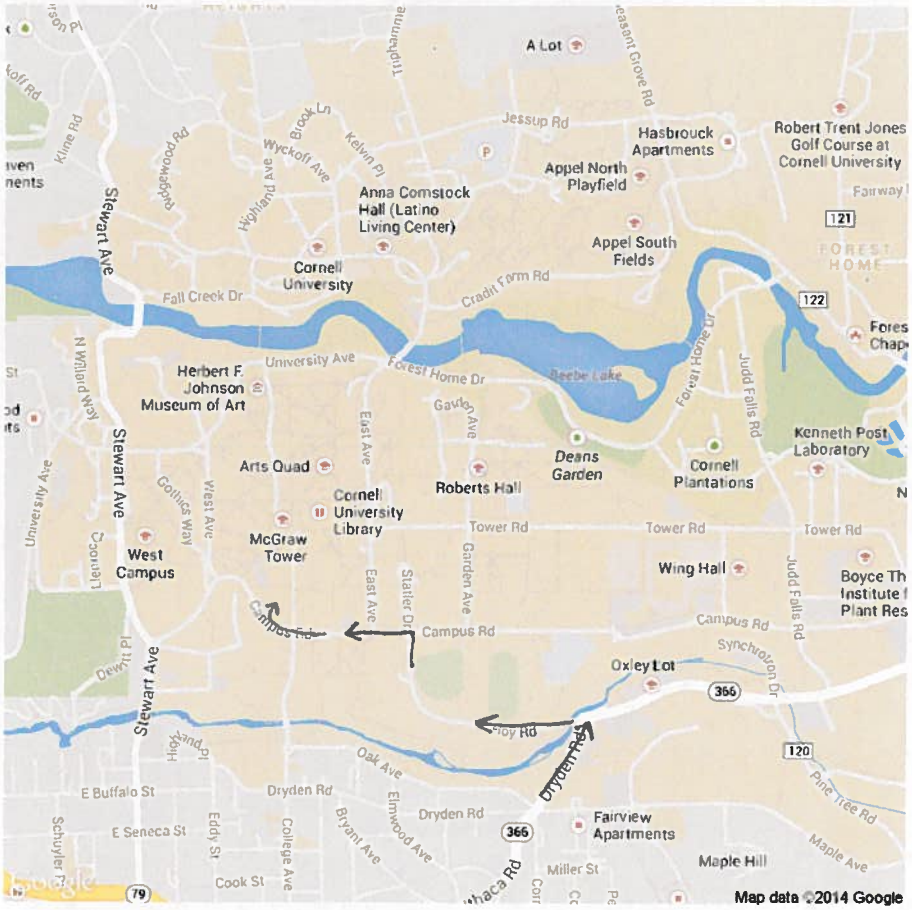
Other mitigation measures include:

- Construction will start and end before peak traffic hours
- Construction deliveries will be spread out during the day
- Delivery staging will not be allowed along Campus Road. The vehicles will be driven off the main road to the access entrance to the project site.
- Construction workforce parking will be provided and designated in a specific location to avoid having the workforce park at other locations within the City and on Campus
- Use of designated truck routes
- Scheduling road closures during off peak times such as the holiday break period

Unavoidable Impacts

There will be an increase in contractors and truck traffic for the duration of construction. This will result in an unavoidable but minor impact.

Figure 4.6.A Construction Delivery Routes



4.7 Construction Impacts to Pedestrians and Cyclists

Construction Impacts to Pedestrians and Cyclists

Anticipated construction impacts to pedestrians and cyclists are expected to be minimal as the sidewalk area surrounding the site will be maintained for most of the construction. The sidewalk on the south side of Campus Avenue and the walkway on the east side of the Gannett Health Center, leading to Ho Plaza, will remain open throughout the duration of construction. Bicycle routes will be unaffected except during periodic lane closures for utility connections; at those times bicycle safety will be accommodated as part of the detour plans.

Mitigation Measures for Impacts to Pedestrian and Cyclists

Propose mitigation measures to address anticipated impacts will include:

- Clearly mark all detours around active construction areas

- Adequate fencing, walls or other barriers to prevent pedestrians or bicyclists from entering active construction areas.
- Location of construction staging areas to minimize conflicts between major pedestrian and bicycle routes to and from active construction areas.
- Controls to minimize dust and water run-off along or over pedestrian and bicycle routes.

Unavoidable Construction Impacts to Pedestrians and Cyclists

The unavoidable impacts of the proposed action on pedestrian and bicycle circulation are small in scale. Normal routes in limited locations within the site will be disrupted during construction. These impacts will be temporary in nature and will not extend beyond completion of the project.

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5.0 SITE LAYOUT PLAN

Ground Plane Site Plan