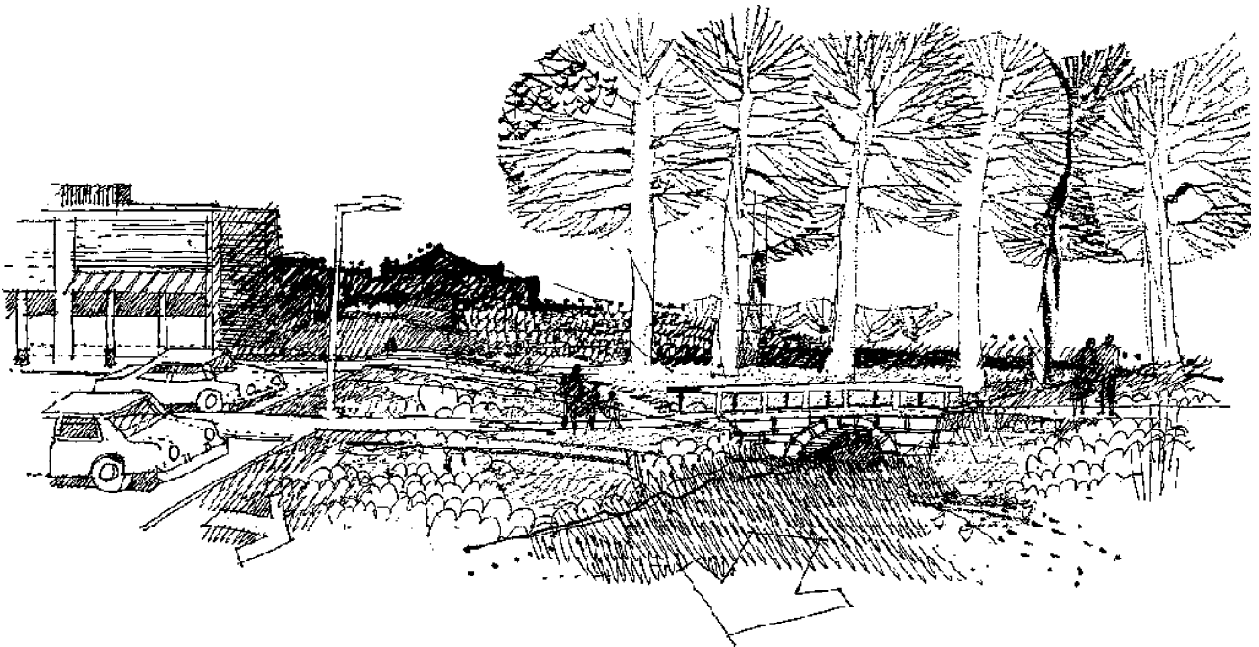


# DESIGN GUIDELINES

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Southwest Area and  
Elmira Road - Meadow Street Corridor  
City of Ithaca, New York

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Trowbridge & Wolf  
Landscape Architects  
Ithaca, New York

Adopted: August 24, 2000

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## Design Guidelines

*Southwest Area  
Elmira Road - Meadow Street Corridor*

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## **Overview of This Report**

This Report outlines Design Guidelines for two different but related areas in the City of Ithaca. These include:

1. The Southwest Area, and
2. The Elmira Road - Meadow Street Corridor.

The Southwest Area relates to new development only. This includes, site improvements such as streets, parking, lighting, bicycle systems, pedestrian systems, signage, vegetation related to newly developed landscape areas including buffers and drainage easements, wetlands and architectural treatments for commercial, office, light industrial and residential areas.

The Elmira Road - Meadow Street Corridor focuses upon redeveloped areas related to existing rights-of-way, parking and service areas, lighting, bicycle and pedestrian systems, signage, vegetation for landscape and buffer areas, as well as architectural treatment for commercial and office development.

### **Overview: Southwest Area**

The goal of the Design Guidelines is to create a useful set of design tools for the City of Ithaca that relate to a site specific context for the Southwest Area. The guidelines create a framework which supplements existing site plan review requirements (Appendix A) which apply in the rest of the City of Ithaca.

These standards and guidelines have been developed to incorporate local identity and values into the development process. The primary goals are to:

- encourage development that contributes to Ithaca's unique character; and
- supplement existing site plan review criteria (Appendix A) with more specific interpretation for the Southwest Area.

The Design Guidelines for the Southwest Area have been developed around two general report sections:

Section I: Site Improvements and Guidelines

Section II: Architectural Treatment and Guidelines

A maintenance plan must be submitted with all site plans.

All new facilities should be designed to meet the American with Disabilities Act (ADA) standards.

Note:

Cherry Street and Taber Street: The intent of the Design Guidelines for the Southwest Area is to guide new development on the vacant parcels. This document recognizes that the existing industrial zone along Cherry Street and Taber Street is very different in characteristic and land use from the vacant southwest area parcels. Therefore, to the extent reasonable, the spirit of the design guidelines should be applied to redevelopment along Cherry Street and Taber Street.

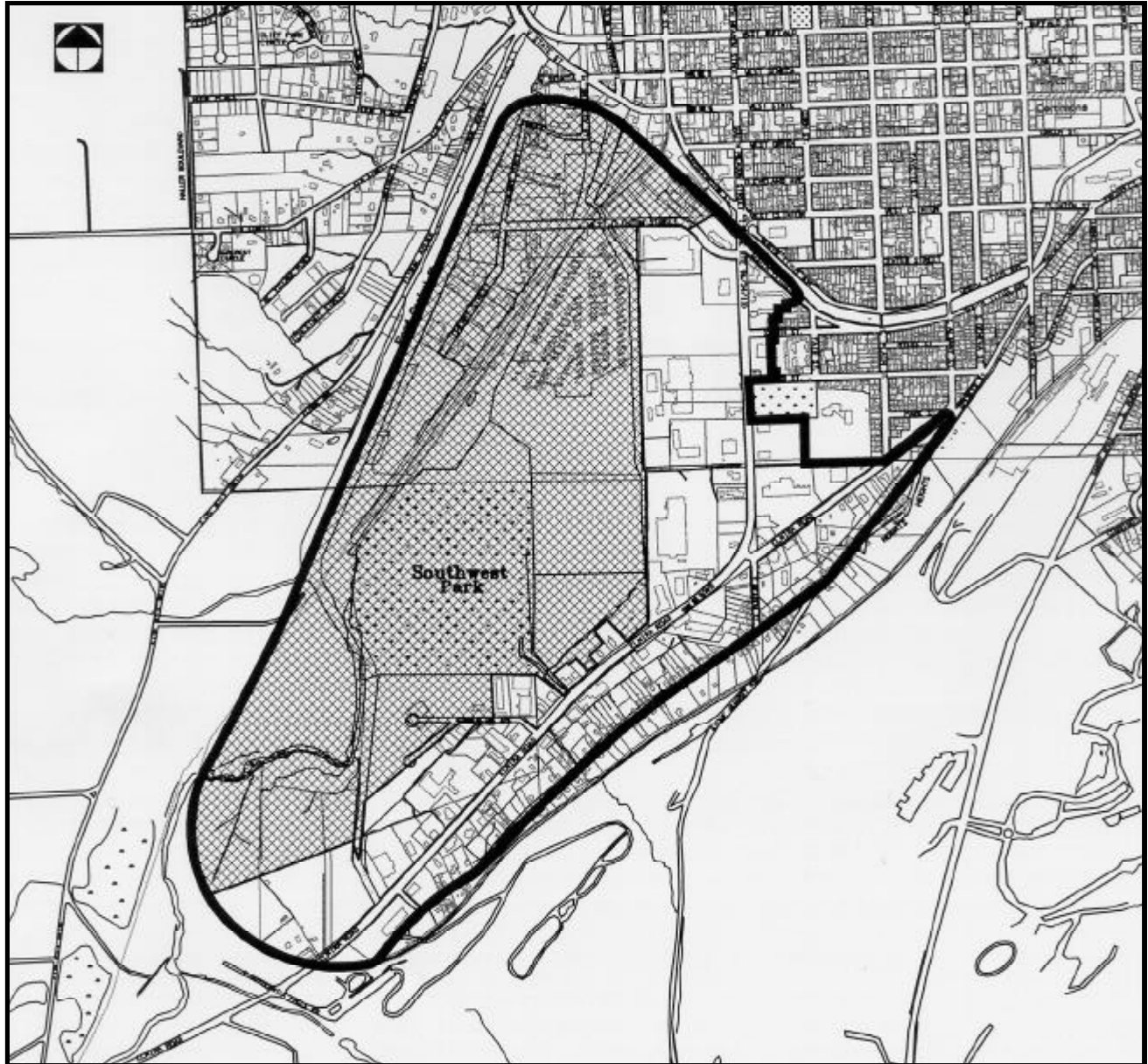


Illustration 1A - The hatched area of the map above defines the Southwest Area. The dark line defines the project area for both the Elmira Road - Meadow Street Corridor and the Southwest Area.

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## Section I - Site Improvements and Guidelines

### 1. Streets

**Relates to: Lighting, Bicycle Systems, Pedestrian Systems, Signage, Vegetation Selection and Section II, Architectural Treatment and Guidelines.**

All public rights-of-way in the Southwest Area should have a high level of public service and landscape amenity. Public service should include public transportation and transit stops (TCAT), sidewalks and full dimensional bike lanes on both sides of the streets and boulevards. Vehicles and pedestrians are separated by tree lawns with ample travel lanes for traffic. The intent of the collector streets and boulevards is to provide vehicular, pedestrian, and bikeway patterns that supplement and support the existing City of Ithaca street network. The following are characteristics of proposed collector streets and boulevards:

- A. Typical collector street rights-of-way include two (2) 11' vehicular travel lanes, 5' bikeways on both sides, 10' tree lawns and 6' walkways on both sides. Street should have granite curbs. In addition, boulevards should have a 10' central turning lane and when not a turning lane, a reciprocal 10' tree lawn. (Travel lanes may be reduced to 10'-0" and sidewalks to 5'-0" for a total of 60' ROW with City approval.)
- B. Collector streets should have a 64' R.O.W. and boulevards should have a 74' R.O.W. (Illustrations A and B)
- C. Separate pedestrian and bikeways wherever possible.
- D. Sidewalks, bikeways and transit routes should link into existing and proposed systems when possible.
- E. All utilities, water, sanitary sewer, storm drainage, lighting and cable should occur in an underground utility corridor within the street right-of-way.
- F. Street lighting should be scaled for comfort of pedestrians but provide adequate illumination for safety. No overhead wires shall occur in any rights-of-way. (See Section I.3 for specific requirements).
- G. Traffic calming techniques should be used where appropriate throughout the street system. These include a combination of physical design measures which reduce the negative impacts of vehicular use, alter driver behavior and improve conditions for non-motorized street users.

- H. All driveways should be aligned across streets when practicable to allow for ease in vehicular circulation from one site to another.
- I. Crosswalks should exist across all arms of all intersections, whenever possible. Crosswalks should be boldly and permanently marked, using textured colored asphalt or pavers.
- J. All sidewalks ramps should be aligned across street intersections at the cross walks. Diagonal ramps on the corner should be avoided as they do not line up with crosswalks and pose a hazard for those using wheelchairs.
- K. Please refer to the City of Ithaca Bike Plan for bike lane design and detailing.
- L. Street design should allow for such transit facilities as bus stops/shelters and bus pull-offs. Design of public transit facilities should be coordinated with the Tompkins County Area Transit (TCAT).

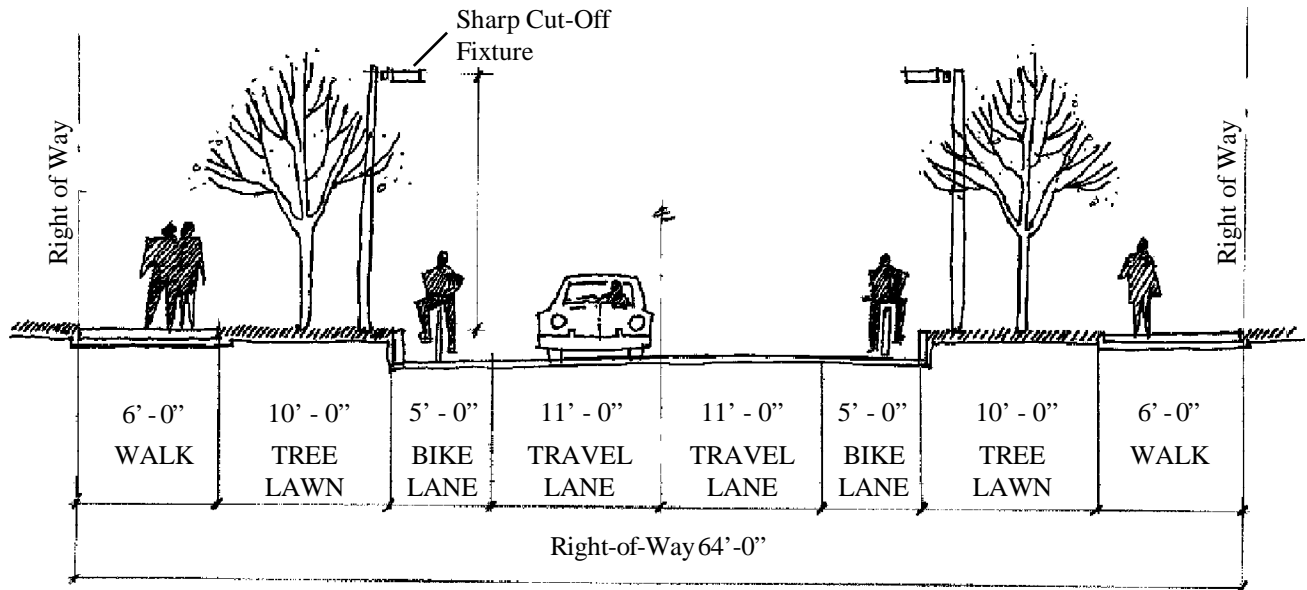
Checklist Considerations:

- Collector streets should have a minimum of 64' right-of-way. Requirements in the right-of-way to include:
  - Two (2) 11'-0" travel lanes.
  - 5'-0" bicycle lanes adjacent to travel lanes, both sides of street.
  - 10'-0" tree lawns on both sides, separated from travel lanes by a granite curb. (No treelawns over bridges and culverted sections of streets).
  - Provide guardrails as required by N.Y.S.D.O.T. guidelines. (See Illustration D)
  - Tree species in tree lawns selected from lists in Section I.7.
  - A 6'-0" concrete sidewalk to occur adjacent to tree lawns on both sides of street right-of-way. (See Illustration A)
  - All underground utilities to be located in a utility corridor.

- Boulevard streets should have a minimum of a 74'-0" right-of-way to include:
  - Two (2) 11'-0" travel lanes, with a 10'-0" central turning lane or reciprocal 10'-0" treelawn.
  - 5'-0" bicycle lanes adjacent to travel lanes, both sides of boulevard.
  - 10'-0" tree lawns both sides, separated from travel lanes by a granite curb. (No tree-lawns over bridges and culverted sections of streets).
  - Provide guardrails as required by N.Y.S.D.O.T. guidelines. (See Illustration D)
  - Tree species in tree lawns selected from list in Section I.7.
  - A 6'-0" concrete sidewalk to occur adjacent to tree lawns on both sides of street right-of-way.
- Traffic calming techniques to be used on collector streets and boulevards. (See Section I.G.)
- All street lighting to conform to Selection I.3.
- Driveways to be aligned across streets and not less than 150' from an intersection.

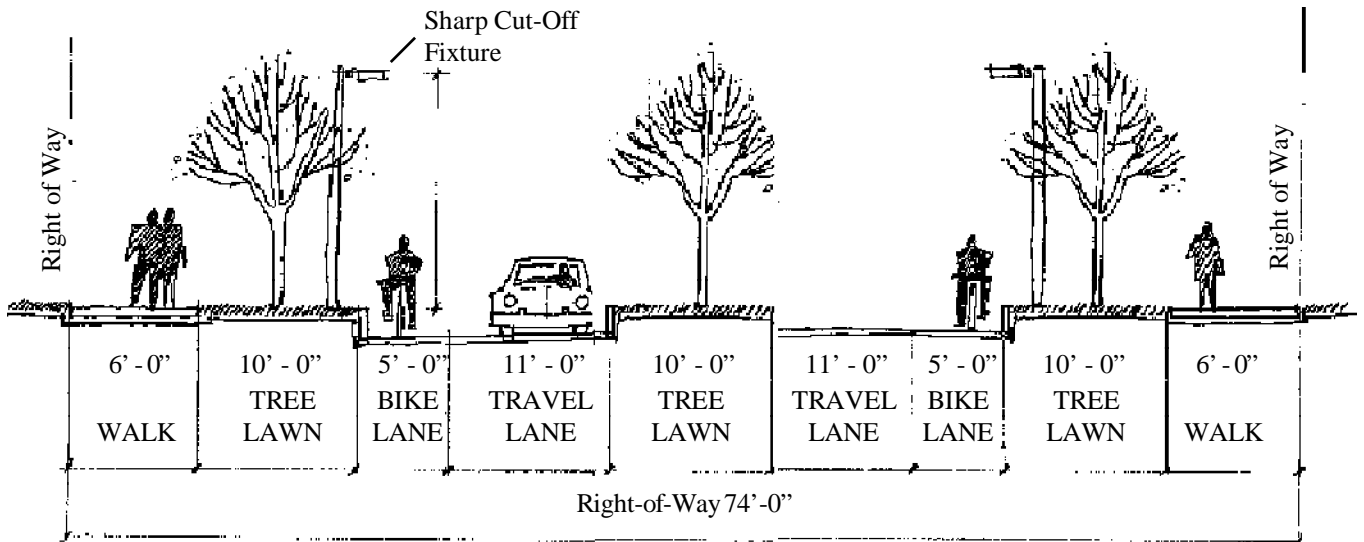


**Illustration 2A** - Example of through-parcel drive, connecting to existing city street.

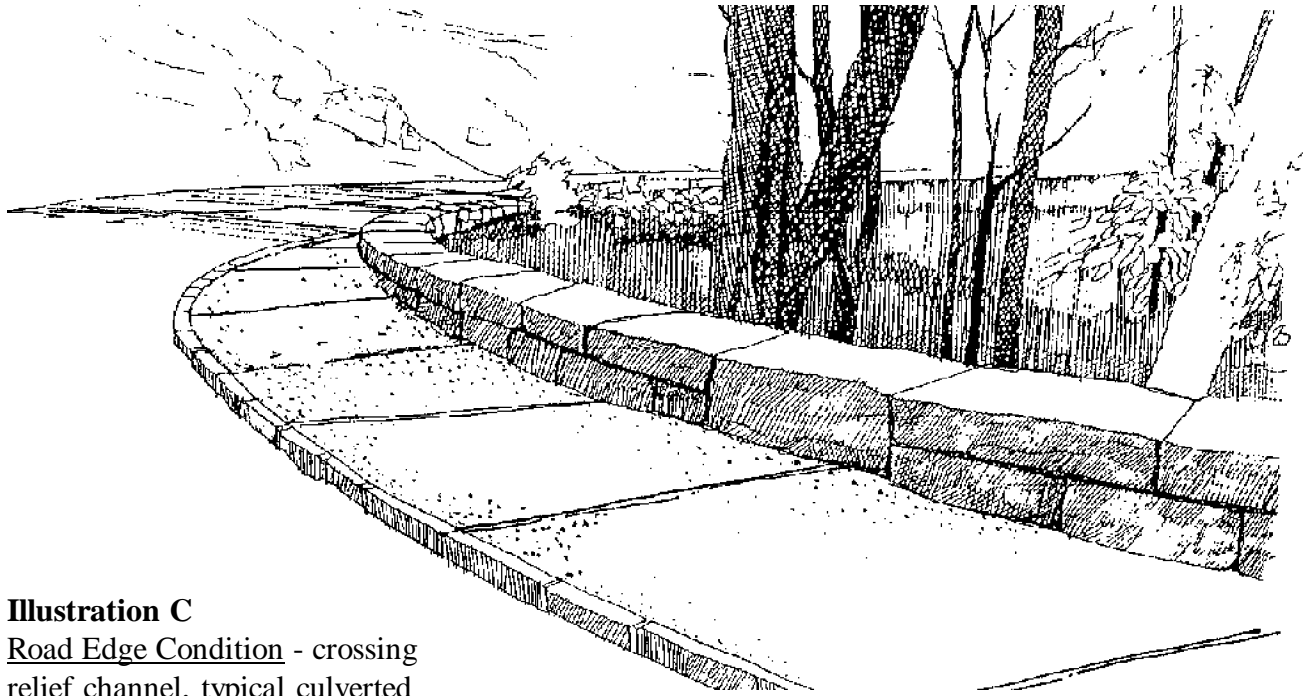


**Illustration A**  
**Typical Collector Street Cross Section**

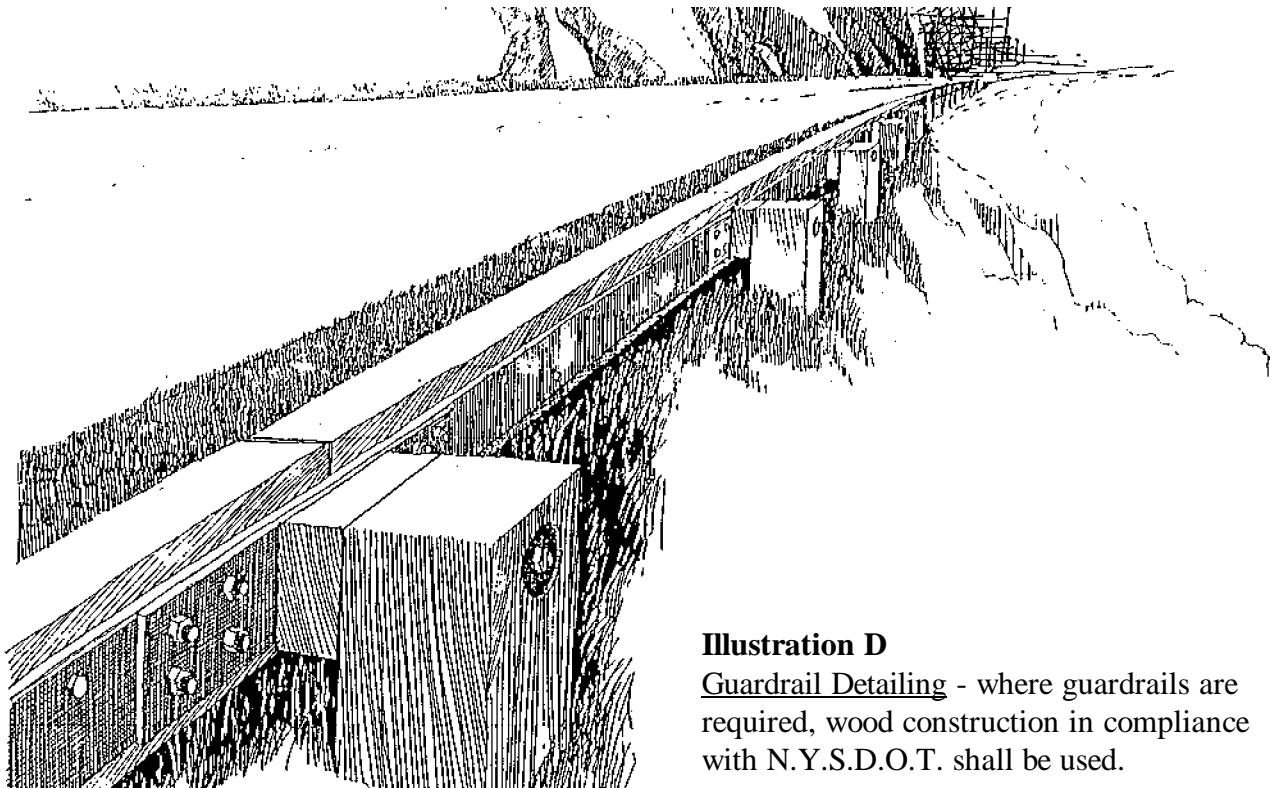
Note: Travel lanes may be reduced only as required to 10' - 0" and sidewalks to 5' - 0" for a total of 60' - R.O.W.



**Illustration B**  
**Boulevard Section**



**Illustration C**  
Road Edge Condition - crossing relief channel, typical culverted section, without treelawn.



**Illustration D**  
Guardrail Detailing - where guardrails are required, wood construction in compliance with N.Y.S.D.O.T. shall be used.

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## 2. **Parking Requirements**

**Relates to: Streets, Lighting, Bicycle Systems, Pedestrian Systems, Vegetation Selection and Section II, Architectural Treatment and Guidelines.**

The following parking requirements relate to all proposed land use types including commercial, office, light industrial and residential development. Parking lot designs and site plans should allow connections among existing and future parking lots and facilities to minimize the need for automobiles to return to the main roadways.

### a. **Parking Requirements**

Parking should be designed to provide easy, safe access to buildings for pedestrians, bicycles, and vehicles. Shared parking allowances should be considered where possible for adjacent compatible land uses. All parking, loading, and unloading areas should be sufficient to serve the retail, office, light industrial or residential land uses without using adjacent streets. Parking ratio requirements for each land use type are defined by existing or proposed zoning, City of Ithaca.

Parking areas should generally provide for 90 degree parking, with parking spaces of at least 9 feet by 18 feet and 24-foot wide travel lanes. Wherever possible, travel lanes should be double loaded to create the most efficient parking layout. Parking areas should be constructed with curbs to separate vehicular and pedestrian traffic and to define corners and traffic islands.

### b. **Parking Lots Pavements**

All parking lots, driveways, and service areas may be surfaced with heavy duty bituminous concrete, concrete, or decorative pavements as supported by a geotechnical report. Curbs should be granite only. (See Illustrations CC and EE, Elmira Road - Meadow Street Corridor)

### c. **Minimum Landscape Areas**

Developers should provide, minimally, 12% of gross site as landscape area distributed equally within parking and around buildings. Soft scape/green space must be at least 10% of the 12% required. The other 2% may consist of pedestrian amenities such as sidewalks and plazas. (Non-green amenities which are required and/or approved by the City, which serve a public purpose may be applied towards the 10% required green space.) The gross site area includes all buildings, loading zones, service areas, parking and all other vehicular and pedestrian paved surfaces, landscape areas, residual spaces, drainage easements and buffers. The required landscape area excludes drainage easements and buffers (if required on a site) as part of the 12% landscape area requirement. (Refer to Section I.7, Plant Selection for Landscape Areas, Buffers and Drainage Easements for approved plant species).

**d. Landscape Areas in Parking Lots**

Landscape areas in parking lots are to be distributed for maximum visual and environmental benefit. The use of large shade trees is recommended in all landscape islands and parking areas. Parking areas may be subdivided by landscape islands which may be a minimum of 10 feet wide for the full length of a parking space containing trees and other plant materials. Landscape islands may be 8 feet wide if structural soil is utilized. Landscape islands in parking areas should be equally distributed but not less than one landscape island for every twelve parking spaces. Plant materials for landscape areas in parking lots should be spaced to provide adequate coverage. Planting islands in parking lots should not be utilized for snow storage. All snow storage locations should be shown on the site plan.

**e. Loading Areas**

Adequate loading and maneuvering space should be provided as needed, separated from the parking area and street rights-of-way.

**f. Handicapped Parking**

Handicapped parking should be provided and will be designated by “pictograph” signs as close as possible to the building served. The width of one handicapped parking space will be a minimum of 10 feet with 4 feet access between every other handicapped space with unimpeded access to walkways and parking spaces. Design will conform to all Americans with Disabilities Act, A.D.A., requirements, as well as local ordinances.

**g. Access Drives**

Except for large buildings of 100,000 square feet or more, one driveway for each development parcel is preferable, but the number of access drives per parcel should be subject to site plan review to insure the intended landscape continuity of street rights-of-way, aligning driveways between and across the development of individual parcels. It is recommended that drives that provide access and egress be a maximum of 24 feet in width. Access/egress drives should not be located within 150 feet of a street intersection, measured from centerline of street right-of-way.

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**h. Service, Storage, and Utility Areas**

All exterior service, storage and utility areas, including but not limited to transformers, meters, tanks, dumpsters, condensers, and delivery or service doors, will be located at the side or rear of the building and will be screened so as not to be visible from the street right-of-way or from adjacent parcels. Vegetative landscaping can be used as screening where applicable. However, architectural walls and fences may also be used and are preferable, but are limited to materials to match adjacent buildings or to be wood. No chainlink fencing is allowed as screening for service, storage utility areas.

## Checklist Considerations:

- Parking ratio requirements for each land use type to be defined by existing or proposed zoning for the City of Ithaca.
- Parking lot pavements to be heavy duty bituminous concrete, concrete or decorative pavements.
- All curbing to be granite.
- Landscape areas in parking lots and around buildings to be 12% of gross site area. (Minimum of 10% green-scape, 2% may be hardscape such as sidewalks and plazas.)
- Landscape areas in parking lots to be equally distributed, not less than one landscaped parking space for every twelve (12) spaces.
- Landscape screening is required whenever parking is directly visible from a public street. A 48" high vegetative screen hedge or architectural fence/wall is required.
- Clearly defined loading area for buildings should be provided as required.
- Clearly defined emergency access should be provided as required.
- Handicapped parking shall be located and signed as required by A.D.A..
- Access drives align across streets from parcel-to-parcel. Access drives should not be located closer than 150' from street intersections.
- Service, storage and utility areas to be screened using architectural walls, wood fences or landscape screens as appropriate.



**Illustration D1** - Example of landscape areas in parking lots.  
Existing commercial development.

**3. Site Lighting**

**Relates To: Streets, Parking, Pedestrian Systems and Service.**

Site lighting should: 1) create appropriate conditions for safe visibility, 2) accent important elements of the environment, 3) create a clear visual order on the site, and 4) distinguish between various site uses such as roads, parking, pedestrian areas, and service.

The light source for all luminaires should not be visible. Color-corrected high pressure sodium lamps should be used for all walks, community plazas, near building entrances, and other places where appropriate color rendition is important. Wall packs mounted on buildings should downlight and be used as a wall wash only.

All wiring for site lighting should be underground. The height of pole-mounted fixtures, with sharp cut-off luminaires to reduce light spillage, should not exceed 30 feet or the height of the building whichever is less (See Illustration E and F). The uniformity ratio, or the average light reading of the overall site, should not exceed 4.

Average levels of illumination should be:

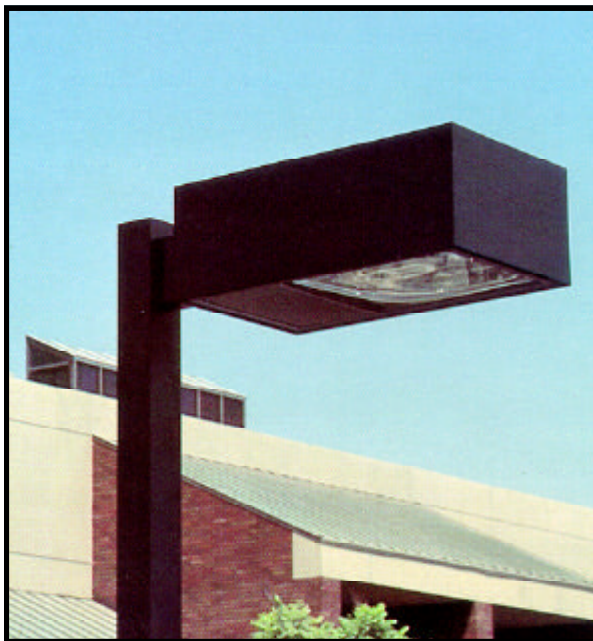
<u>Description of Site Condition</u>	<u>Footcandle Levels</u>
Near Building Entrances and Parking Areas	5
Pedestrian Systems and Community Plazas and Streets	1

Foot candle levels for gas stations and convenience stores shall be determined by the City of Ithaca Planning Board through the Site Plan Review process. Highly reflective building surfaces that brighten lighting are not preferred. Light absorptive masonry materials for building should be used, especially for projects with high foot candle illumination. No off-site light spillage should occur. Luminaire shields are to be used to eliminate off-site light spillage.

Checklist Considerations:

- All on-site freestanding lighting should have a 30' pole height or less.
- All site lighting should have sharp cut-off luminaires.
- Color-corrected high pressure sodium lamp is preferred.
- Consider appropriate foot candle levels for site conditions as referenced above.
- Black or dark bronze anodized finishes on poles and luminaires.

- Lexan luminaire lenses are preferred.
- Architectural wall packs to wash building faces only with downlight. Luminaire shields to be used so lamping is not visible.
- No light spillage should occur off site. Lamp shields should be used to direct light.
- Light pole footers should not extend above finished grade more than 6". (See Illustrations HH - Light Pole Footer)



**Illustration E** - Example of sharp cutoff luminaire and pole assemblage.



**Illustration F** - Example of specified lighting along a typical street at night.

#### 4. **Bicycle Systems**

##### **Relates to: Streets and Pedestrian Systems.**

The Ithaca Bicycle Plan (City of Ithaca, Trowbridge & Wolf Landscape Architects, March 20, 1997) outlines the proposed bikeway route network for the City of Ithaca. It provides for the approved bicycle routes which would link to the Southwest Area Land Use Plan via the road network, specifically to Clinton and Meadow Streets. The network as proposed addresses many of the critical needs of cyclists in a manner which is fiscally achievable.

The bicycle routes in the Southwest Land Use Area are proposed as mostly on-road with pavement marking arrows and signage. In addition, extensions of the on-road bicycle network should extend to and through development parcels in a safe and logical manner, terminating near building entrances. Adequate bike parking should be provided in all cases. (See product information). The proposed Black Diamond and Cayuga Inlet Trails will be linked to the Southwest Area Land Use Plan through coordinated design efforts with the Finger Lakes Region of the New York State Office of Parks and Recreation and Historic Preservation (OPRHP). Bikeway linkage along Meadow Street is identified as part of the Phase I bikeway route network. When any new roads are constructed, they should provide bikeways.

All commercial businesses, places of employment and residential areas should provide bicycle parking that is convenient and secure. The illustration below is an example of a proposed bicycle parking detail, referred to in the Ithaca Bicycle Plan as a Class III bicycle parking facility or “inverted U” rack.



**Illustration G** - Inverted “U” bicycle rack, direct buried into pavement.

Checklist Considerations:

- Show bikeway street route network linked to Ithaca Bicycle Plan, 1997.
- Show bikeway route through site of development parcel in context of site proposal.
- When appropriate, locate bike parking area(s) near primary entrances to buildings. Select an appropriate number of bike parking spaces for the development proposal. Each site should have provisions for bike parking.
- Provide standard bike rack as defined in product information including finishes.
- Please refer to the City of Ithaca Bike Plan for bike lane design and detailing.

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**5. Pedestrian Systems**

**Relates to: Streets, Parking, Lighting, Bicycle Systems and Section II, Architectural Treatment and Guidelines.**

The pedestrian system for the Southwest Area Land Use Plan includes the public sidewalks associated with all public streets (See Section I.1) and their connection and linkage to walkways associated with private sector development. The pedestrian system should provide safe, logical, direct and well lit walkways linking sidewalks in public rights-of-way to those on private parcels.

In addition, it is imperative to provide for continuous, uninterrupted public access to existing and proposed adjoining parklands and trails. Clear and obvious access must be provided to the “substitute parkland”, the proposed Black Diamond and Cayuga Inlet Trails as designed in conjunction with the City of Ithaca and O.P.R.H.P..

Public gathering spaces, or community plazas should be provided in conjunction with commercial and office development. These plazas should be prominently located with easy access from a public right-of-way. They should serve a wide variety of public functions including, congregation, seating, shade and pedestrian amenity.

All walkways within the public right-of-way should be 6’-0” in width and constructed of reinforced concrete. Off right-of-way walks may be concrete, decorative concrete pavers or asphalt. Linkage to and materials for walks to the proposed Black Diamond and Cayuga Inlet Trails and the substitute parkland should be coordinated with O.P.R.H.P. (the Finger Lakes Office) and the City of Ithaca, Department of Planning and Development respectively.

The community plaza areas should be constructed of concrete and/or decorative pavers and directly linked to public walks in the right-of-way as well as primary entrances to adjoining buildings. The community plaza area should include public art and landscape amenities such as seating, shade trees and lighting. (See Section 1.3)

Drop curbs are only acceptable for off-street driveways to allow for a continuous uninterrupted sidewalk parallel to the street curbline.

Checklist Considerations:

- Provide 6'-0" wide concrete sidewalks continuously across all drives and on both sides of all streets and boulevards. (See Illustrations A and B)
- Provide continuous uncompromised linkage from sidewalks in the street rights-of-way to:
  - Primary entrances of all buildings;
  - Proposed community plazas; and
  - The substitute parkland and greenways and trails such as the Black Diamond and Cayuga Inlet Trails.
- Provide lighting levels along walks as defined in Section I.3.
- Provide public art and landscape amenities ie. seating, shade trees, to the community plaza.

## 6. **Public Transportation**

For public transportation to provide safe, efficient and convenient service to the Southwest Area requires planning of street design, building orientation, pedestrian access and circulation and transit amenities (bus stops and shelters). While many of these elements are presented in separate chapters, the most relevant characteristics relating to transit amenities are listed below.

- A. GADABOUT and taxis need to stop for passengers at a curbed sidewalk close to the building entrance.
- B. Bus stop locations need to be planned as far in advance as possible in coordination with TCAT. A bus stop could be located up to 150 yards from a building entrance. Bus stop locations should be along boulevards and collector streets and not in parking lots. Bus stops require a bus turnout, so that the bus can pull out of the driving lane.
- C. Retail buildings under 20,000 square feet, non-retail commercial buildings and residential buildings need a bus stop with shelter within 400 yards of their entrances. A bus stop without a shelter may be located within 150 yards of a non-retail commercial or residential building on a case by case basis. A bus stop without a shelter includes a platform, TCAT bus stop sign, adequate lighting, provide easy access for people with disabilities and be integrated with the pedestrian and bicycle networks.
- D. Retail buildings 20,000 to 100,000 square feet need a bus stop with a shelter located within 150 yards of their entrances. Multiple buildings may be assigned a common bus stop. Alternately, a retail building may incorporate the functionality of a bus shelter in the design of the building façade.
- E. Retail buildings over 100,000 square feet will have their own bus stop with shelter. Alternately, a building may incorporate the functionality of a bus shelter in the design of the building façade.
- F. A standard bus shelter is approximately 10-12 ft. long x 5 ft. wide, barrel roof, tempered glass glazing, ADA accessible, with interior lighting, pay telephone, bench, schedule map case and front windscreen. Property owners shall maintain all bus stops and shelters and remove snow. TCAT is responsible for providing a TCAT bus stop sign, schedule, map, and service information.

- G. A bus shelter may have an illuminated side panel or an attached kiosk for advertising. The interior panel, facing the inside of the shelter, should be reserved for TCAT route, schedule, and system information and a map of the Southwest Area. The exterior panel is reserved for the owner's use.

### Checklist Considerations:

- Coordinate with TCAT over bus stop location.
- Show location of bus stop with bus turnout.
- Show location of paratransit and taxi stop.
- Show bus stop details on site plan, with pedestrian contour of distance from building entrance.
- Show details of bus shelter plan and amenities.
  - Lighting
  - ADA access (36" entrance opening with one wheelchair space inside shelter.)
  - Bench seating
  - Pay telephone
  - Schedule/map holder, locked, hinged door.
  - Optional, side advertising panels
  - Optional, show details of bus shelter functionality incorporated into building façade.

**7. Signage****Relates to: Streets, Pedestrian Systems and Section II, Architectural Treatment and Guidelines.**

Signage for all land use types shall be consistent with the City of Ithaca, Sign Ordinance, with few exceptions. The characteristics and detailing of signs, ie. placement, size, color, and illumination, should be consistent with related architectural characteristics and detailing and consistent with the City of Ithaca Sign Ordinance. Definitions for terms such as building signs, wall signs, window signs, pole and ground signs are defined in the most current version of the City of Ithaca Sign Ordinance. Issues of sign structure, illumination, projecting signs, overhead signs, temporary signs, banners and billboards allowed in all land use zones are also outlined in the City of Ithaca Sign Ordinance.

**A. Commercial and Light Industrial Signage - Permitted signs**

1. One (1) freestanding sign not exceeding fifty (50) square feet in area, including framework, and not exceeding thirty (30) feet or building height. A twenty foot (20) sign is preferable but signs should not be taller than the related building at its highest point which ever is less including framework. One (1) sign attached is allowed, painted on or applied to the front or face of a structure or building, within which the sign should not exceed one and one-half (1 1/2) square feet for each linear foot of building frontage occupied by each business conducted on the premises. The total area of both signs not to exceed two hundred fifty (250) square feet; or
2. Two (2) signs attached, painted on or applied to the front or face of a structure or building. The aggregate sign area of which should not exceed one and one-half (1 1/2) square feet for each linear foot of structure or building frontage occupied by each business on the premises. The total area of both signs should not exceed two hundred fifty (250) square feet.

No exterior sign should be mechanically or electronically operated to provide motion or the appearance of motion.

A sign at site entrances may have combined signage for all associated businesses. (See Illustration II) Such signage, related to entrances for vehicular traffic be allowed at one site entry and on Route 13, Meadow Street with site plan approval.

**B. Office and Residential Signage - Office and residential buildings should have one sign only identifying building address and related activities not exceeding four (4) square feet.**

One wall mounted or free standing sign not exceeding twenty-four (24) square feet including frame work and not exceeding 30' in height. However, sign height at 20' is

preferable, but in no case should sign and associated frames be higher than the tallest building. Such signage will be allowed announcing an office complex or multiple unit housing development.

### **Checklist Considerations:**

- Signage for all land use types should be consistent with the City of Ithaca Sign Ordinance.
- Commercial and light industrial signage should not exceed:
  - One freestanding sign fifty (50) square feet in area and thirty (30) feet in height maximum, but less than the building height at its highest point.
  - Building mounted sign, 1.5 square feet for every linear foot of building frontage with a total sign area not to exceed two hundred-fifty (250) square feet.
- Office and residential signage should not be greater than four (4) square feet for each building address with one wall or freestanding sign for each building complex not exceeding twenty-four (24) square feet. This freestanding sign should not be greater than 30' or higher than the tallest building in the complex.
- Building mounted signs should not extend above the building cornice line.
- Business and corporate logos must be included as part of sign size and location requirements unless approved by the City of Ithaca Planning Board.
- Sign materials, frame and structure should be consistent and compatible with associated building materials and color.

**8. Vegetation Selection - For Landscape Areas, Drainage Easements and Buffers  
Related to: Streets, Parking, Wetlands, Drainage Easements and Buffers.**

Overview

When planting trees and shrubs in landscape areas on development parcels, in drainage easements and in buffers, best horticultural practices should be used. Whether plants are installed as bare root, container or balled and burlapped, the planting pit should be three (3) times the width of root spread as it comes from the nursery. When trees are placed in areas surrounded by pavement, ‘structural soil’ (see Appendix D) should be specified under pavements to allow greatest possible root extension.

The required width for planted shade trees on streets and in parking lots is two and a half caliper inches; three inch caliper width is preferred. The practice of pruning site landscaping to maintain the natural appearance of vegetation is encouraged.

The following plants are appropriate for use in road rights-of-way, in parking lots and around buildings. These plants, including Botanical and Common names, have proven to be hardy in the Ithaca area and appropriate for use in the Southwest Land Use Area.

In landscaped areas in, parking lots and around buildings, where small stature trees are appropriate, developers should consider using tree species from the most recent edition of the publication, *Recommended Street Trees For Ithaca*.

Required landscaping must be permanently maintained in a healthy growing condition at all times. The property owner is responsible for regular weeding, mowing of grass, irrigating, fertilizing, pruning, and other permanent maintenance of all plantings as needed. A one-year warranty must be provided for all planted trees and shrubs, from the plant supplier, prior to the issuance of a certificate of occupancy.

**A. Landscaped Areas and Around Buildings**

In landscaped areas, and around buildings, where small stature trees are appropriate, developers should consider using tree species from the most recent edition of the publication, *Recommended Street Trees For Ithaca*, which include the following:

<u>Botanical Name</u>	<u>Common Name/Cultivar</u>
<b>Small Trees</b>	
1. <i>Acer buegeranum</i>	
2. <i>Acer campestre</i>	‘Schichtel’s Upright’
3. <i>Acer truncatum</i>	
4. <i>Acer truncatum x Acer platanoides</i>	‘Norwegian Sunset’, ‘Pacific Sunset’

5. <i>Amelanchier</i> spp.	‘Autumn Brilliance’, ‘Robin Hill’, ‘Cumulus’
6. <i>Carpinus caroliniana</i>	
7. <i>Crataegus crus-galli</i> var. <i>inermis</i>	‘Crusader’
8. <i>Crataegus phaenopyrum</i>	
9. <i>Crataegus punctata</i> var. <i>inermis</i>	‘Ohio Pioneer’
10. <i>Crataegus viridis</i>	‘Winter King’
11. <i>Malus baccata</i>	‘Jackii’
12. <i>Malus florida</i>	
13. <i>Malus</i> spp.	‘Adams’, ‘Adirondack’, ‘Baskatong’
14. <i>Malus x zumi</i>	‘Calocarpa’
15. <i>Prunus sargentii x Prunus subhirtella</i>	‘Accolade’
16. <i>Prunus virginiana</i>	‘Canada Red’
17. <i>Sorbus x intermedia</i>	
18. <i>Sorbus thuringiaca</i> var. <i>fastigiata</i>	
19. <i>Syringa reticulata</i>	‘Ivory Silk’, ‘Summer Snow’

### B. Access Roads, Landscaped Areas and Around Buildings

Along access roads, in landscaped areas, and around buildings, where medium to large trees are desirable, developers should consider using tree species from the *Recommended Street Trees For Ithaca*, which includes:

<u>Botanical Name</u>	<u>Common Name/Cultivar</u>
<b>Medium to Large Trees</b>	
1. <i>Acer x freemanii</i>	‘Armstrong’, ‘Celebration’
2. <i>Acer pseudoplatanus</i>	‘Spaethii’
3. <i>Acer rubrum</i>	‘Autumn Flame’, ‘Bowhall’
4. <i>Aesculus x carnea</i>	‘Briotii’
5. <i>Alnus glutinosa</i>	‘Pyramidalis’
6. <i>Betula nigra</i>	‘Heritage’
7. <i>Carpinus betulus</i>	‘Fastigiata’
8. <i>Celtis occidentalis</i>	‘Prairie Pride’
9. <i>Cercidiphyllum japonicum</i>	
10. <i>Cladrastis kentuckea</i> (lutea)	
11. <i>Corylus colurna</i>	
12. <i>Eucommia ulmoides</i>	
13. <i>Fraxinus americana</i>	‘Autumn Applause’, ‘Autumn Purple’
14. <i>Fraxinus excelsior</i>	‘Hessei’
15. <i>Fraxinus pennsylvanica</i>	‘Bergeson’, ‘Newport’, ‘Urbanite’, ‘Patmore’
16. <i>Ginkgo biloba</i> (male only)	‘Autumn Gold’, ‘Lake View’, ‘Magyar’

17. <i>Gleditsia triacanthos inermis</i>	'Halka', 'Shademaster', 'Skyline'
18. <i>Gymnocladus dioicus</i>	'Espresso'
29. <i>Liquidambar styraciflua</i>	'Moraine'
20. <i>Koelreuteria paniculata</i>	'September'
21. <i>Liriodendron tulipifera</i>	
22. <i>Maclura pomifera inermis</i>	'Park', 'Wichita'
23. <i>Metasequoia glyptostroboides</i>	
24. <i>Nyssa sylvatica</i>	
25. <i>Ostrya virginiana</i>	
26. <i>Phellodendron amurense</i>	'Macho'
27. <i>Platanus x acerifolia</i>	'Bloodgood', 'Columbia', 'Liberty'
28. <i>Prunus sargentii</i>	'Columnaris'
29. <i>Pyrus calleryana</i>	'Aristocrat', 'Autumn Blaze', 'Chanticleer'
30. <i>Quercus acutissima</i>	
31. <i>Quercus bicolor</i>	
32. <i>Quercus imbricaria</i>	
33. <i>Quercus macrocarpa</i>	
34. <i>Quercus muehlenbergii</i>	
35. <i>Quercus palustris</i>	'Crownright'
36. <i>Quercus robur</i>	'Skymaster'
37. <i>Quercus rubra</i>	
38. <i>Quercus shumardii</i>	
39. <i>Robina pseudoacacia</i>	'Bessoniana', 'Globe'
40. <i>Sophora japonica</i>	'Princeton Upright', 'Regent'
41. <i>Sorbus alnifolia</i>	
42. <i>Taxodium distichum</i>	'Shawnee Brave'
43. <i>Tilia americana</i>	'Redmond'
44. <i>Tilia cordata</i>	'Chancellor', 'Glenleven'
45. <i>Tilia x euchlora</i>	'Laurelhurst'
46. <i>Tilia tomentosa</i>	'Green Mountain', 'Sterling Silver'
47. <i>Ulmus</i> spp.	'Delaware # 2', 'Frontier'
48. <i>Ulmus parvifolia</i>	'Dynasty', 'Ohio', 'Pioneer', 'Valley Forge', 'New Harmony'
49. <i>Zelkova serrata</i>	'Green Vase', 'Halka'

### C. Parking Lots

In parking lots, where medium to large trees are desirable, developers should consider using tree species from the *Recommended Street Trees For Ithaca*, which includes:

<u>Botanical Name</u>	<u>Common Name/Cultivar</u>
<b>Medium to Large Trees</b>	
1. <i>Acer x freemanii</i>	'Armstrong', 'Celebration'
2. <i>Acer pseudoplatanus</i>	'Spaethii'
3. <i>Celtis occidentalis</i>	'Prairie Pride'
4. <i>Eucommia ulmoides</i>	
5. <i>Fraxinus americana</i>	'Autumn Applause', 'Autumn Purple'
6. <i>Fraxinus excelsior</i>	'Hessei'
7. <i>Fraxinus pennsylvanica</i>	'Bergeson', 'Newport', 'Patmore', 'Urbanite'
8. <i>Ginkgo biloba</i> (male only)	'Autumn Gold', 'Lake View', 'Magyar'
9. <i>Gleditsia triacanthos inermis</i>	'Halka', 'Shademaster', 'Skyline'
10. <i>Gymnocladus dioicus</i>	'Espresso'
11. <i>Liquidambar styraciflua</i>	'Moraine'
12. <i>Koelreuteria paniculata</i>	'September'
13. <i>Phellodendron amurense</i>	'Macho'
14. <i>Platanus x acerifolia</i>	'Bloodgood', 'Columbia'
15. <i>Prunus sargentii</i>	'Columnaris'
16. <i>Pyrus calleryana</i>	'Aristocrat', 'Autumn Blaze', 'Chanticleer'
17. <i>Quercus acutissima</i>	
18. <i>Quercus bicolor</i>	
19. <i>Quercus imbricaria</i>	
20. <i>Quercus macrocarpa</i>	
21. <i>Quercus muehlenbergii</i>	
22. <i>Quercus robur</i>	'Skymaster'
23. <i>Quercus rubra</i>	
24. <i>Quercus schumardii</i>	
25. <i>Robina pseudoacacia</i>	'Bessoniana', 'Globe'
26. <i>Sophora japonica</i>	'Princeton Upright', 'Regent'
27. <i>Taxodium distichum</i>	'Shawnee Brave'
28. <i>Tilia americana</i>	'Redmond'
29. <i>Tilia cordata</i>	'Chancellor', 'Glenleven'
30. <i>Tilia x euchlora</i>	'Laurelhurst'
31. <i>Tilia tomentosa</i>	'Green Mountain', 'Sterling Silver'
32. <i>Ulmus</i> spp.	'Delaware # 2', 'Frontier', 'Pioneer', 'Valley Forge', 'New Harmony'
33. <i>Ulmus parvifolia</i>	'Dynasty', 'Ohio'
34. <i>Zelkova serrata</i>	'Green Vase', 'Halka'

**D. Shrubs and Groundcovers for Poorly Drained Sites**

The following shrubs and ground covers should be considered for landscape development in parking areas and around buildings. These plants tolerate poorly drained or intermittently flooded soils, typical of many sites in the Southwest Land Use Area.

<u>Botanical Name</u>	<u>Common Name/Cultivar</u>
1. <i>Aesculus parviflora</i>	Bottlebrush Buckeye
2. <i>Amelanchier canadensis</i>	Shadblow Serviceberry
3. <i>Amelanchier laevis</i>	Allegheny Serviceberry
4. <i>Aronia arbutifolia</i>	Red Chokeberry
5. <i>Chionanthus virginicus</i>	Fringetree/Old Man's Beard
6. <i>Cornus alba</i>	Tatarian Dogwood
7. <i>Cornus racemosa</i>	Gray Dogwood
8. <i>Cornus sericea</i>	Red Osier Dogwood
9. <i>Hamamelis vernalis</i>	Vernal Witch-Hazel
10. <i>Ilex verticillata</i>	Winterberry/Black Alder
11. <i>Sambucus canadensis</i>	American Elderberry
12. <i>Sorbaria sorbifolia</i>	Ural Falsespirea
13. <i>Thuja occidentalis</i>	American Arborvitae
14. <i>Viburnum dentatum</i>	Arrowwood Viburnum
15. <i>Viburnum opulus</i>	European Cranberrybush
16. <i>Viburnum trilobum</i>	American Cranberrybush

**E. Shrubs and Groundcovers for Moist, Well Drained Sites**

The following shrubs and ground covers should be considered for landscape development in parking areas and around buildings. These plants require moist but well drained soils.

<u>Botanical Name</u>	<u>Common Name/Cultivar</u>
1. <i>Amelanchier arborea</i>	Downy Serviceberry
2. <i>Cornus kousa</i>	Japanese Dogwood
3. <i>Fothergilla gardenii</i>	Dwarf Fothergilla
4. <i>Fothergilla major</i>	Large Fothergilla
5. <i>Hamamelis x intermedia</i>	Hybrid Witch-Hazel
6. <i>Hamamelis mollis</i>	Chinese Witch-Hazel
7. <i>Hamamelis virginiana</i>	Common Witch-Hazel
8. <i>Hydrangea quercifolia</i> 'snow queen'	Oakleaf Hydrangea Snow Queen

9. <i>Ilex x meserveae</i>	Meserve or Blue Holly
10. <i>Viburnum x burkwoodii</i>	Burkwood Viburnum
11. <i>Viburnum carlesii</i>	Koreanspice Viburnum
12. <i>Viburnum dilatatum</i>	Linden Viburnum
13. <i>Viburnum juddii</i>	Judd Viburnum
14. <i>Viburnum plicatum</i> var. <i>tomentosum</i>	Doublefile Viburnum
15. <i>Viburnum sieboldii</i>	Seibold Viburnum
16. <i>Juniperus chinensis</i>	Chinese Juniper
17. <i>Euonymus fortunei</i>	Wintercreeper
18. <i>Pachysandra terminalis</i>	Japanese Pachysandra

### Plant Selections for Wetlands, Drainage Easements and Buffers

Wetlands and Buffer Plant Species: The following tree species have been in-part identified in the land use area as native or naturalizing species to be considered for wetland or buffer reconstruction or establishment:

<u>Botanical Name</u>	<u>Common Name/Cultivar</u>
1. <i>Acer negundo</i>	Box Elder
2. <i>Acer rubrum</i>	Red Maple
3. <i>Acer saccharinum</i>	Silver Maple
4. <i>Celtis occidentalis</i>	Hackberry
5. <i>Fraxinus pensylvanica</i>	Red Ash
6. <i>Populus deltoides</i>	Eastern Cottonwood
7. <i>Pinus strobus</i>	White Pine
8. <i>Quercus bicolor</i>	Swamp White Oak
9. <i>Salix alba</i>	White Willow
10. <i>Salix nigra</i>	Black Willow

Wetlands and Buffer Plant Species: The following shrub species have been in-part identified in the land use area as native or naturalizing species to be considered for wetland or buffer reconstruction or establishment:

<u>Botanical Name</u>	<u>Common Name/Cultivar</u>
1. <i>Cornus alba</i>	Redtwig Dogwood
2. <i>Cornus racemosa</i>	Grey Dogwood
3. <i>Ilex verticillata</i>	Deciduous Holly
4. <i>Viburnum acerifolia</i>	Mapleleaf Viburnum
5. <i>Viburnum dentatum</i>	Arrowwood Viburnum
6. <i>Viburnum trilobum</i>	Cranberry Viburnum

Wetlands and Drainage Easement Plant Species: The following herbaceous and grass species have been in-part identified in the land use area as native or naturalizing species to be considered for wetland and drainage easement reconstruction or establishment:

<u>Botanical Name</u>	<u>Common Name/Cultivar</u>
1. <i>Carex species</i>	Sedges
2. <i>Eupatoriim maculatum</i>	Joe Pie Weed
3. <i>Juncus effusus</i>	Bulrush
4. <i>Phalaris communis</i>	Reed Canary Grass
5. <i>Scirpus americanus</i>	Chair-Makers Rush
6. <i>Scirpus atrovirens</i>	Rush
7. <i>Typha latifolia</i>	Cattail

**Checklist Considerations:**

- Selection of trees, from the most recent edition of the publication, Recommended Street Trees of Ithaca, for landscaped areas in parking lots and around buildings.
- Consider the use of trees, shrubs, vines and groundcovers that tolerate drought, poorly drained and intermittently flooded soils.
- Consider plant selection lists for specified site conditions:
  - Wetland reconstruction;
  - Buffer plantings; and
  - Drainage easement construction.

**8. Wetlands****Related to: Vegetation Selection, Buffers, Drainage Easements and Section II, Architectural Treatment and Guidelines**

The Army Corps of Engineers has delineated several small wetlands that cumulatively represent approximately nine (9.4) acres of Class III wetlands in the Southwest Area. This classification means that wetlands have flood water storage characteristics only. It is proposed that:

- Designated wetlands are to be reconstructed as mitigating measures on-site whenever practicable when removed or altered. This may be included as part of project-related drainage easements, buffers, or vegetative screening. (Excluding the grassy swale that is part of the draining easement and will need routine maintenance. See page 28, 9. Drainage Easements, for a detailed description.)

On-site wetlands in the Southwest Area have been previously mapped and documented. None of the wetlands are regulated by N.Y.S.D.E.C.. As part of any development proposal, it will be essential to reconfirm the locations of those wetlands being protected, removed or altered so that any appropriate substitute wetlands can be reconstructed. Developers must obtain a permit from the Army Corp of Engineers prior to conducting any work related to the wetlands. Wetlands may be reconstructed as part of site plan development related drainage easements. Wetlands replacement and reconstruction may occur specifically to an individual development project replacing wetlands in whole or in part.

Plant species to be utilized for wetland reconstruction can be found in Section I.7.

**Checklist Considerations:**

- Map of existing wetlands with development proposal when relevant.
- Determine extent to which existing wetlands are protected, removed or altered.
- Propose mitigating measures for removed or altered wetlands including reconstruction. Wetland reconstruction may occur as part of the drainage easement, buffer development and vegetative screening.
- Select appropriate plant species for wetland reconstruction.
- Army Corp permit for wetland disturbance.

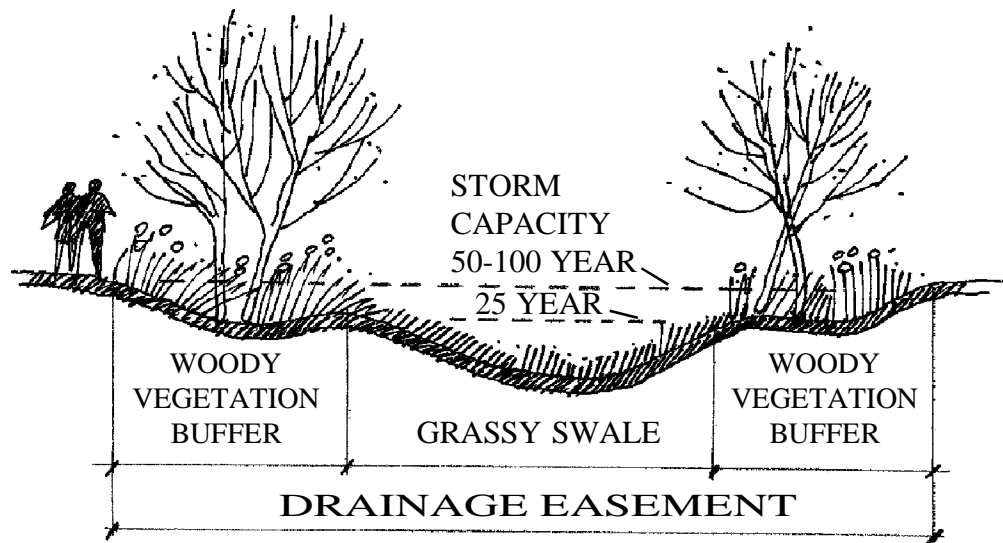
**10. Drainage Easements****Relates to: Wetlands, Buffers and Section II, Architectural Treatment and Guidelines**

Water quality, storm water management and protection against flooding should be considered as part of site plan development. All drainage easement designs should include:

- Consideration of water quality regulations and storm water management conforming to all current NYSDEC guidelines and standards.
- Storm water management and required development related drainage, should when practicable, flow through vegetative swales and the drainage easements prior to discharge in the Relief Channel. (Illustration J)
- All culvert end sections and headwalls should be designed with native stone whenever such a condition is visible to the public. (Illustration I)

Drainage easements will provide a means to collect most site-related storm drainage in grassy swales prior to discharge in the Relief Channel. These drainage easements will be sized to provide adequate capacity for 100 year storm events. The intent of the grassy swale is to trap sediment. This is done with herbaceous plants that take up excess nutrients and work with microbes in the soil and plants to breakdown water-born hydrocarbons originating in parking lots and streets. The drainage easements should be flanked by woody vegetation (trees and shrubs) in shallow depressions at either side of the grassy swale. This planting of trees and shrubs (See Illustration H, Drainage Easement Section) will provide a buffer between development parcels. The vegetated area will also capture a first flush of sediment and storm water in a rain event. In addition, the woody plant buffer will act as a vegetative screen when the grassy swale requires cleaning to remove sediment buildup and to harvest nutrient/toxin laden herbaceous plants.

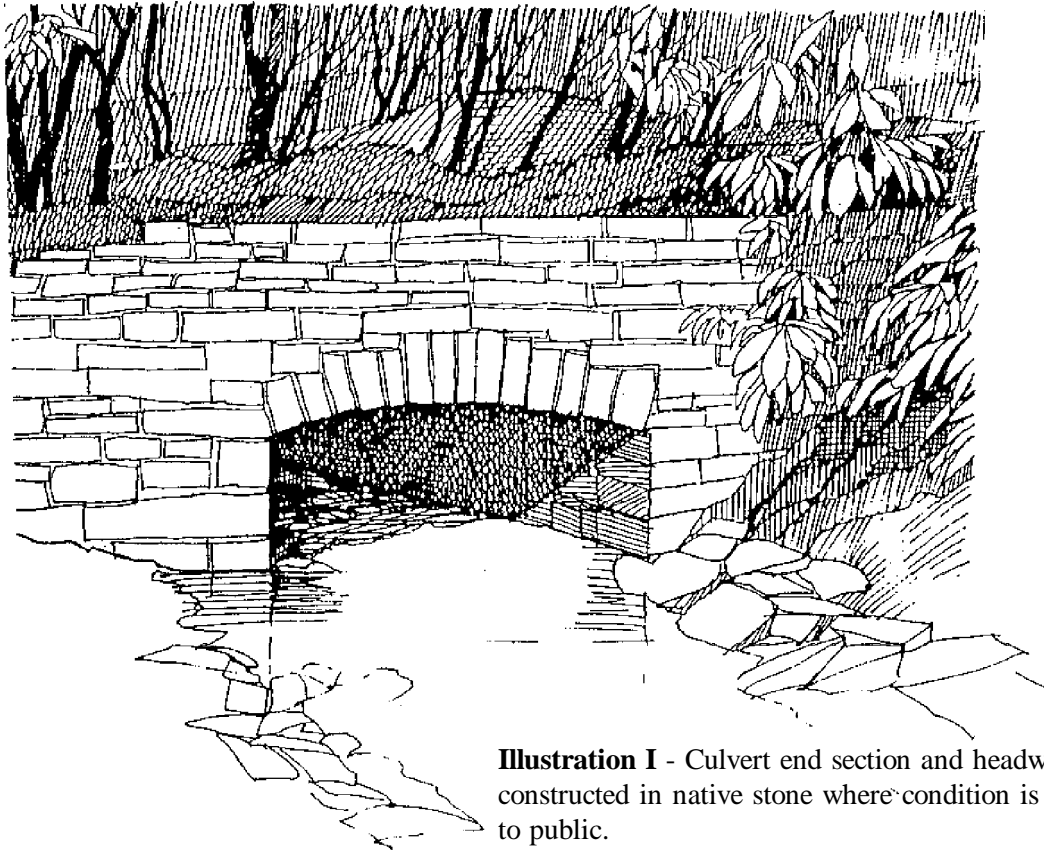
Maintenance easements from streets will be necessary to allow equipment into the area of the grassy swale and Relief Channel for annual cutting and harvesting of herbaceous plants as well as periodic removal of sediment buildup.



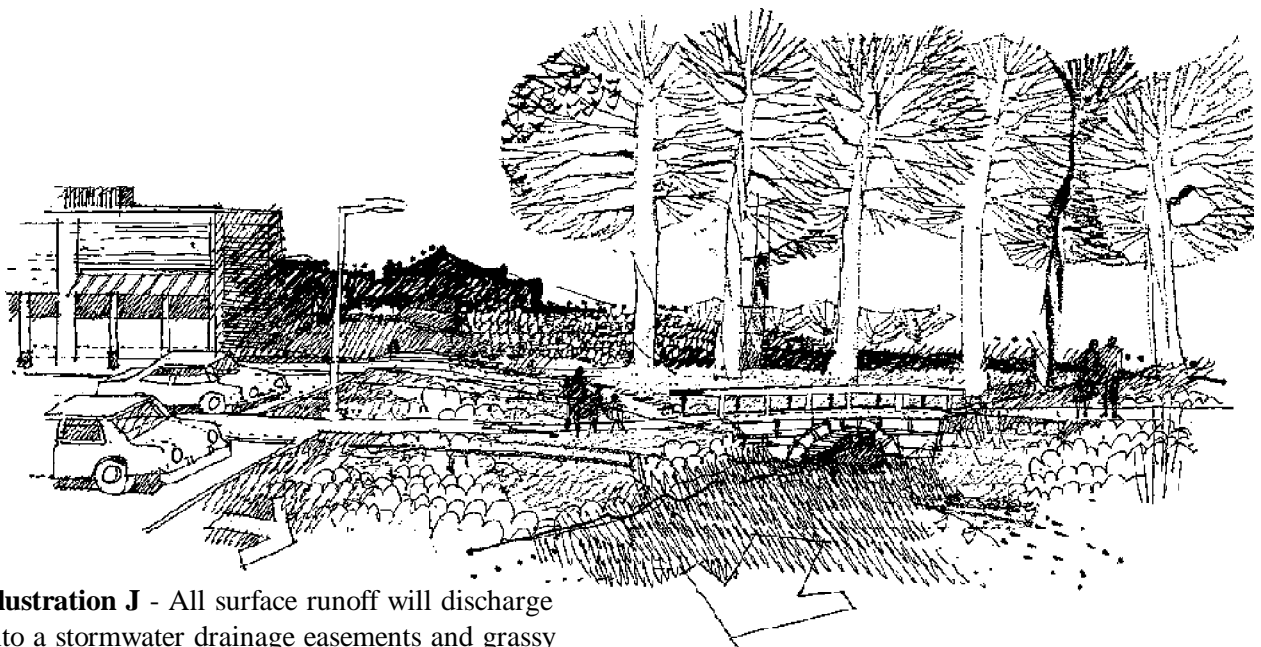
**Illustration H** - Drainage Easement Section

Checklist Considerations:

- Check with NYSDEC for water quality and storm water management regulations. Coordinate storm water management plans with the Engineering Department, City of Ithaca.
- Coordinate the location and sizing of the drainage easement with abutting developers within the Southwest Land Use Area and when appropriate, South Hill watershed area which occurs both in the City and Town of Ithaca.
- Grade parking lots, service and loading areas and roof drains to discharge into the drainage easement.
- Select appropriate plant species for the drainage easement and associated buffer (Reference Section I.7).
- Provide maintenance easements from streets to ensure that each segment of the drainage easement can be accessed by equipment necessary for annual mowing of herbaceous plants and periodic removal of sediment build-up.



**Illustration I** - Culvert end section and headwall constructed in native stone where condition is visible to public.



**Illustration J** - All surface runoff will discharge into a stormwater drainage easements and grassy swales prior to flowing into relief channel.

**11. Buffers and Vegetative Screening****Relates to: Vegetation Selection, Wetlands, Drainage Easements and Section II, Architectural Treatment and Guidelines**

Trees in vegetative buffers and screens should be of varying species, heights and caliper when installed. 1/3 of the total number of trees should have 1 1/2" caliper minimum or 10' height; 1/3 of the total number of trees should have 2" caliper minimum or 12' height and 1/3 of the total number of trees should have 2 1/2" caliper minimum or 14' height. Species compositions of trees in buffer areas should have no less than 30% evergreens. (Illustration K) Tree species selected should also have varying heights at maturity.

Vegetation in buffers and screens should be native and naturalizing plants compatible with soil conditions, including "first-flush" characteristics associated with drainage easements. (Illustration H)

The Planning and Development Board shall designate areas on the substitute parkland for heavily vegetated screening between the levee parcel and the substitute parkland. The Planning and Development Board, during site plan review, will consider the placement of all buffers and vegetative screening so that the views of developed areas from nearby parks, trails, green spaces and residences will have as little impact as possible. Such buffers may be on an adjacent property under different ownership as negotiated and approved by the City of Ithaca during site plan review.

The buffer between Nates Floral Estates and any new development should be 100 feet in depth. Trails, which traverse through and by the study area, are urban trails that guide trail users through a series of changing landscapes and terrain. The City therefore recognizes that landscaping widths/depth for trails may vary depending on the width of the trail ROW and the surrounding/ abutting uses. Such trail landscaping may be in the trail ROW or on an adjacent property under different ownership as negotiated and approved by the City of Ithaca and New York State Parks. Trail buffers should be provided where practicable. Buffers or vegetative screening will be paid for, constructed, and maintained by developers:

- Between the new development and Nates Floral Estates. This buffer to be one hundred (100) feet between any development and the nearest existing mobile home in Nates Floral Estates.
- Vegetative screen on the substitute parkland between the levee parcel and the substitute parkland.
- Vegetative screen between development from the north and east boundaries of the substitute parkland.
- Vegetative screens between development from trails.

Species selection for buffers can be found in Section I.7. Buffer plantings may be in drainage easements and wetlands when appropriate. Buffer planting should appear natural both in their species composition and stature.

**Checklist Considerations:**

- Size and species composition as required for buffer planting or vegetative screen.
- Species composition of buffer/vegetative screen to mature at varying heights and appear to be natural.
- Vegetative screen between development and trails.
- Buffer between the new development and Nates Floral Estates. This buffer to be a one hundred (100) foot buffer between any development and the nearest existing mobile home in Nates Floral Estates.
- Vegetative screen on the parkland between the levee parcel and the parkland.
- Vegetative screen between development from the north and east boundaries of the parkland.



**Illustration K** - Typical buffer planting with random distribution of trees and variable caliper and heights.

## **Section II**

### **Architectural Treatment and Guidelines**

#### **Overview**

The development of the Southwest Area will be based in part on market forces and specific conditions of the site, i.e. soils, former land uses, access and quality of life and sustainability. The interests of the City of Ithaca and surrounding communities will also impact the land use mix. The review and involvement of the public as well as zoning and land use regulatory agencies will be the primary guide for implementation, goals, policies and design guidelines for the Southwest Area.

The general architectural character of the Southwest Area should be consistent with and inspired by the existing details of buildings in the City of Ithaca. Downtown Ithaca and surrounding communities provide distinctive examples of commercial, office, light industrial and residential buildings. Guidelines for architectural treatment in the study area are subsequently taken from these distinctively local examples of buildings. Photographic details are used to provide examples of building treatments.

Four different land use types have been considered for the development of design guidelines. These include:

- Commercial development;
- Office development;
- Light industrial; and
- Residential development

**1. Commercial Development****Relates to: Section I, Site Improvements and Guidelines**

Commercial development in the Southwest Area Land Use Plan should meet all of the following requirements including a diverse range of community-based and regional retail businesses. Such businesses are by nature vehicle oriented. Subsequently, the quality of the streetscape related community plazas and open spaces, and site development characteristics will be essential to consider. New buildings should incorporate convenient, safe and attractive parking as required.

A. Lot coverage and Landscape Areas - Total lot coverage for each building should conform to prevailing or anticipated zoning prior to issuance of a building permit. Total lot coverage should be computed by dividing the gross floor plate of the building(s) by the total square footage of the related lot's gross land area. Lot coverage by building, access drives, loading zones, service areas, parking and all other vehicular and pedestrian paved surfaces should not exceed 88% of any total site area. This results in 12% of landscape area in parking lots and around buildings. The 12% landscape area excludes any buffers or drainage easements that may be required. (See Illustration L)

B. Yard Setback- Side yard and rear yard setbacks of buildings and paved areas should conform to prevailing or anticipated zoning. However, special conditions exist for frontyards. Buildings may not be set back more than 30 feet from the street curb. A minimum of 60% of a lot's street frontage should be occupied by building mass. Planning Board may allow a portion, not to exceed a third of the required 60% building frontage to be occupied by an integrated architectural wall. When a building occupies a corner lot, both street frontages should be defined as a frontyard. All setbacks should be measured from street curb to building face. If a variation in setback is required by site conditions, additional hedge planting, and/or fence screening may be required. Screening should be no less than 48" in height and should be an extension of building materials or wood. No chainlink fences are allowed.

C. Building Height - The height of buildings should not exceed the maximum established by the City of Ithaca prevailing or anticipated zoning ordinance. Multiple story buildings are encouraged.

D. Parking - Parking must conform to Section I.2. Land devoted to surface parking lots should be limited to the extent possible. Commercial building proposals should consider shared parking allowances with adjacent and compatible uses. Landscape areas in parking lots must conform to areas and distribution as described in Section I.A.

E. Public and Multi-Modal Transit - Commercial buildings should accommodate and support public transit (T.C.A.T.). Transit stops should be located at safe and convenient points, to serve primary commercial destinations. Bike lanes and bike parking should be coordinated with each development proposal.

F. Exterior Appearance - Commercial buildings and specifically the architectural character of each building will be evaluated in terms of the ability to maintain a high standard of construction and appearance.

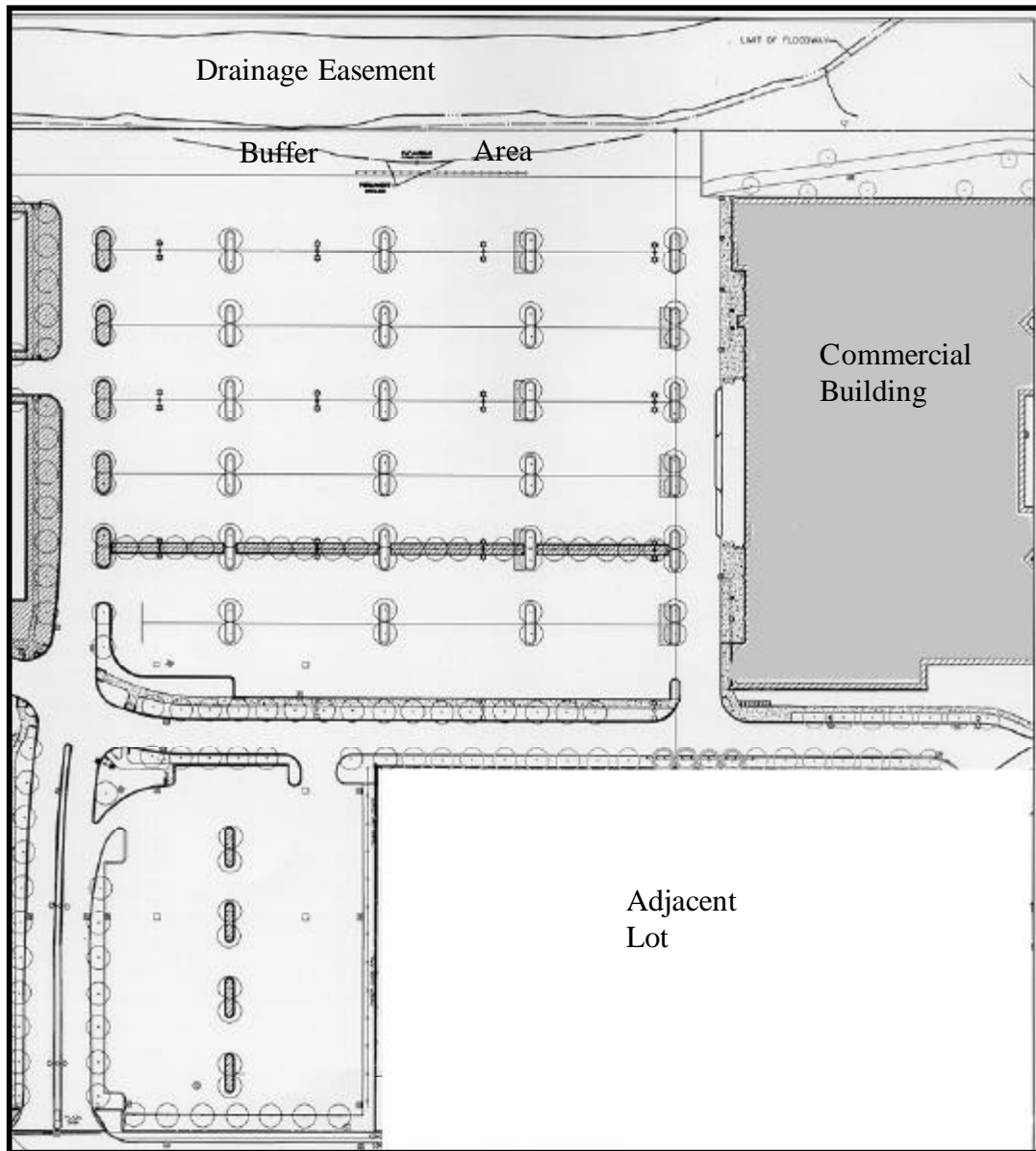
The commercial business in the Southwest Area Land Use Plan will be local and regional destinations. The architectural character of individual and groups of buildings should be coordinated to contribute to a locally distinctive identity and sense of place. Commercial development should conform to the following architectural characteristics. The Planning and Development Board may provide exceptions for buildings of architectural merit.

- Primary exterior materials for commercial buildings are limited to masonry, including brick, stone, and block on all elevations;
- Buildings should have at least two masonry types or colors used on its primary facade;
- The base of buildings should include a “watercourse” 18” in height of concrete or masonry on all facades;
- Masonry pilasters and/or bays should occur every 40’ horizontally and 20’ vertically. Projections should be at least 3”. Masonry projections should occur on all facades.
- Primary building entrances should be recessed for a full door swing or not less than 3’-0”;
- Windows, awnings and arcades should not occupy less than 35% of the primary building facades with frontage on a street;
- The design of rear elevations of all buildings should be compatible with materials used on other elevations. This includes the 18” concrete or masonry “watercourse” and masonry pilasters and/or bays occurring every 40’ horizontally and 20’ vertically. Compliance with this may be mitigated by the use of vegetation.
- Roof-mounted equipment and mechanicals shall not be visible from any ground angle, and should be an integral part of overall architectural design with regard to form, materials and color. Penthouse structures should be used when the roof is clearly in view from the gorge trail of Buttermilk Falls State Park.

#### **Checklist Considerations:**

- Commercial development should conform to all site improvements and guidelines outlined in Section I.
- 12% of gross site coverage shall be in landscape area, equally distributed in parking lots and around building(s), excluding required buffers and drainage easements.

- 
- Building yard setbacks to conform to prevailing or proposed zoning except the front yard which shall allow buildings to be flush to the street right-of-way. However, front yard setback shall not be more than 30'-0" from the curb. Buildings on corner parcels have two front yards.
  - Building heights should not exceed existing or proposed zoning. Multiple story buildings are encouraged.
  - Parking must conform to prevailing or proposed zoning. Shared parking allowances with compatible adjacent land uses are encouraged.
  - Transit stops and bus pull offs are to be situated at convenient and safe locations. Developers shall provide a bus shelter or shelters as part of site development. The developers shall provide safe pedestrian linkage to and from the shelters, sidewalks and buildings. Shelters will be designed to TCAT standards.
  - Bicycle lanes and bicycle parking to be included for each building proposal.
  - Commercial building architectural appearance should conform to the following unless approved by the City of Ithaca Planning Board:
    - Primary structural materials being masonry on all elevations.
    - Base of building to have 18" watercourse on all elevations.
    - Masonry pilasters and/or bays should occur every 40'-0" horizontally and 20' vertically on all building facades. Material projections to be at least 3".
    - Primary entrances to be recessed a full door swing, but not less than 3'-0".
    - Windows, awnings and arcades should not occupy less than 35% of primary building facade.
    - Roof-mounted mechanicals should not be visible from any point on the ground. When roofs are clearly seen from the gorge trail of Buttermilk Falls State Park, a mechanical penthouse should be used whenever possible. Roof-mounted mechanical screening can include parapit walls or architectural screens consistent with building materials.



**Illustration L** - Typical Commercial Parking Plan.  
Example of even distribution of planting area in parking lots and around building as required for the 12% gross site as landscape area.



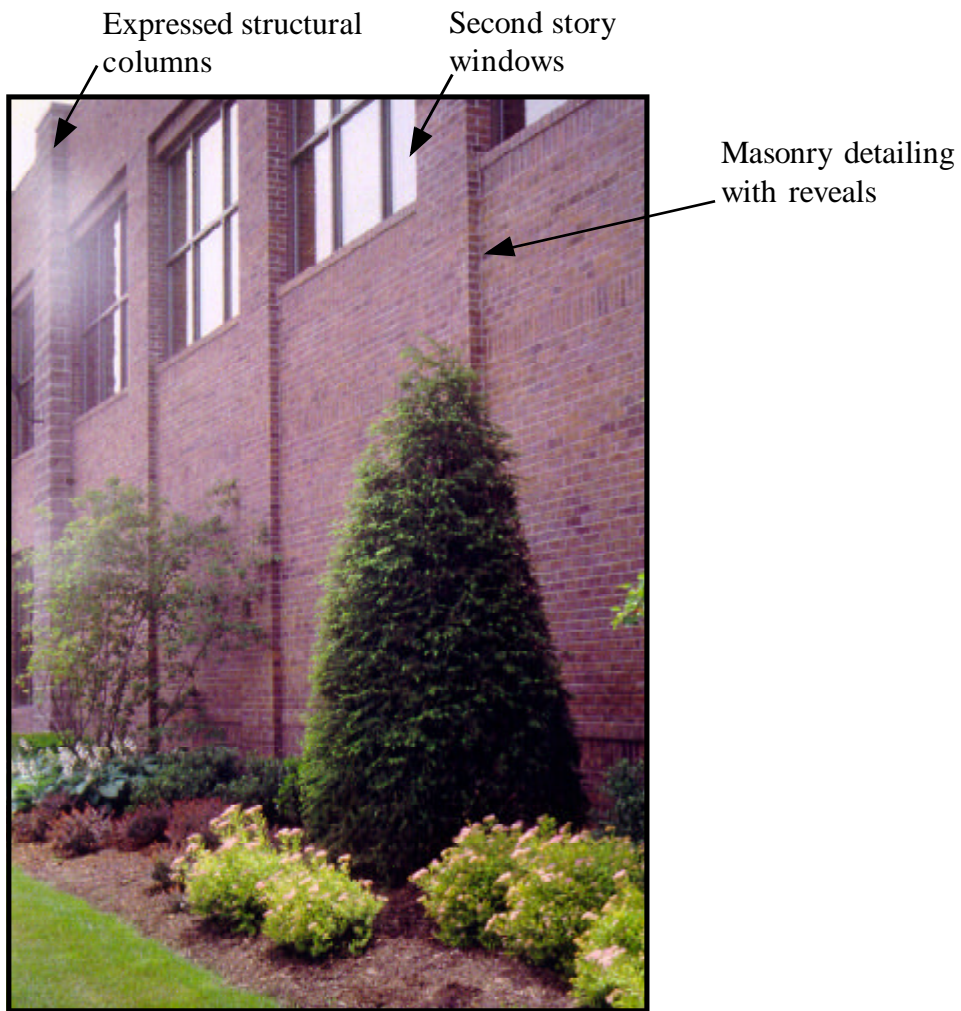
**Illustration M** - Commercial Architectural Detailing.  
Doors and door openings protected by architectural recesses.



**Illustration N** - Commercial Architectural Detailing.  
Characteristic local commercial architectural detailing, including primarily masonry materials.



**Illustration O** - Commercial architectural detailing, to include arcades, providing building character as well as protecting pedestrians from wind and precipitation at entrances and display windows.



**Illustration P** - Commercial buildings to have display windows, expressed architectural columns and masonry reveals for facade variation, interest and character development.

## 2. **Office Development**

### **Relates to: Section I, Site Improvements and Guidelines**

Office development in the Southwest Area Land Use Plan should provide a destination for professional services and employment. Office development is a good complementary land use for both residential and adjacent commercial use. The urban character of streets and blocks and the architectural character of buildings should be coordinated to create a locally distinctive sense of place. New buildings should incorporate convenient and safe parking, public transit stops and pedestrian and bicycle systems.

A. Lot coverage and Landscape Areas - Total lot coverage for each building should conform to prevailing or anticipated zoning prior to issuance of a building permit, which shall be computed by dividing the gross floor plate of the building(s) by the total square footage of the related lot's gross land area. In addition to the coverage limitation required by zoning, lot coverage by building, access drives, loading zones, service areas, parking and all other vehicular and pedestrian paved surfaces should not exceed 88% of any total site area. This results in 12% of landscape area in parking lots and around buildings. The 12% landscape area excludes any buffers or drainage easements as may be required. (See Illustration L)

B. Yard Setback- Side yard and rear yard setbacks of buildings and paved areas should conform to prevailing or anticipated zoning. However, special conditions exist for frontyards. Buildings may not be setback more than 30 feet from the street curb. A minimum of 60% of a lot's street frontage must be occupied by building mass. The Planning and Development Board may allow a portion, not to exceed a third of the required 60% building frontage, to be occupied by an integrated architectural wall. When a building occupies a corner lot, both street frontages should be defined as a frontyard. All setbacks should be measured from street curb to building face. If a variation in setback is required by site conditions, additional hedge planting, and/or fence screening may be required. Screening should be no less than 48" in height and should be an extension of building materials or wood. No chainlink fences are allowed.

C. Building Height - The height of buildings should not exceed the maximum established by the City of Ithaca prevailing or anticipated zoning ordinance. Multiple story buildings are encouraged.

D. Parking - Parking must conform to Section I.2. Land devoted to surface parking lots should be limited to the extent possible. Office building proposals should consider shared parking allowances with adjacent and compatible uses. Landscape areas in parking lots must conform to requirements as outlined in Section I.2. Office development parking should consider shared allowances with adjacent commercial development when practicable. Bicycle parking should be provided for clients and employees.

E. Public and Multi-Modal Transit - Office buildings should be served by public transit (T.C.A.T.). Transit stops should be located at safe and convenient points, to serve primary office destinations. Bike lanes and bike parking should be coordinated with each development proposal.

F. Exterior Appearance- Office development in the City of Ithaca is typically shared or mixed with commercial and residential land uses. In the Southwest Area Land Use Plan, offices are anticipated as being developed in conjunction with and adjacent to commercial and residential development. (See Illustrations Q and R)

Architectural detailing should include:

- Clearly defined covered or arcaded entrances;
- A mix of exterior building materials, including wood and masonry;
- A mix of multiple story structures;
- Windows which are appropriate for intended office use; and
- Architecturally mounted lighting at all building entrances.
- Roof top mechanicals hidden from all points on the ground. If the roof is clearly visible from the gorge trail of the Buttermilk Falls State Park, penthouse structures should be used.

Office buildings should reinforce streets, and public spaces, by providing an ordered variety of architectural detailing. Primary entrances should face a street or plaza rather than a parking lot. A clearly developed walkway and bikeway system should be developed to connect to public systems in the street right-of-way.

### **Checklist Considerations:**

- Office development should conform to all site improvements and guidelines outlined in Section I.
- 12% of gross site coverage of landscape area should be evenly distributed throughout parking areas and around buildings, excluding required buffers and drainage easements. See Section I, Parking for more detail.
- Building yard setbacks to conform to prevailing or proposed zoning. Buildings must be setback no more than 30 feet from curb. Buildings on corner parcels have two (2) front yards.
- Building height should not exceed prevailing or anticipated zoning.

- Parking should conform to prevailing or anticipated zoning. Shared parking allowances with adjacent compatible land uses are encouraged.
- Transit stops to be situated at convenient and safe locations.
- Bicycle lanes and bicycle parking should be included for each development proposal.
- Office building architectural appearance should conform to the following:
  - Clearly defined covered or arcaded entrances.
  - A mix of building materials such as masonry and wood.
  - Windows and other fenestration appropriate for intended office use
  - Architecturally mounted lights at all entrances.
- All building entrances to link to sidewalks associated with private or public streets.
- Roof mounted mechanicals should not be visible from any location on the ground. If roof mechanicals are clearly visible from the gorge trail of Buttermilk Falls State Park a roof penthouse should be used to screen mechanicals.

Pitched and Dormered Roofs

Functional Fenestration



**Illustration Q** - Office Development, Architectural Detailing.

Covered Primary Entrances

Multiple Use of Building Materials



**Illustration R** - Office Development, Architectural Detailing.

### 3. **Light Industrial**

#### **Relates to: Section I, Site Improvements and Guidelines**

A light industrial district is envisioned as an indirect extension of pre-existing industrial development adjacent to the Southwest Land Use Area in the Cherry Street Industrial Park. The light industrial district is intended to provide a variety of uses including machine shops and manufacturing. This is not seen as an extensive industrial zone but rather land use adjacent to the Conrail corridor and adjacent industry. Light industrial where practicable should be located away and buffered from residential uses and designated trails, parks and the Flood Control Channel. The light industrial zone should provide for a wide range of light industrial uses and local employment.

A. Lot coverage and Landscape Areas - Total lot coverage for each building should conform to prevailing or anticipated zoning prior to issuance of a building permit, which shall be computed by dividing the gross floor plate of the building(s) by the total square footage of the related lot's gross land area. Lot coverage by building, access drives, loading zones, service areas, parking and all other vehicular and pedestrian paved surfaces should not exceed 88% of any total site area. This results in 12% of landscape area in parking lots and around buildings. The 12% landscape area excludes any buffers or drainage easements.

B. Yard Setback- Side yard and rear yard setbacks of buildings and paved areas should conform to prevailing or anticipated zoning. However, special conditions exist for frontyards. Buildings may not be setback more than 30 feet from the street curb except along Elmira Road and Meadow Street, where 34 feet is required. A minimum of 60% of a lot's street frontage must be occupied by building mass. Planning Board may allow a portion, not to exceed a third of the required 60% building frontage to be occupied by an integrated architectural wall. When a building occupies a corner lot, both street frontages should be defined as a frontyard. All setbacks should be measured from street curb to building face. If a variation in setback is required by site conditions, additional hedge planting, and/or fence screening may be required. Screening should be no less than 48" in height and should be an extension of building materials or wood. No chainlink fences are allowed.

C. Parking - Parking must conform to Section I. 2. Land devoted to parking lots should be limited to the extent possible. Landscape areas in parking lots must conform to areas and distribution as outlined in Section I.2.

D. Exterior Appearance - Industrial architecture may be simple and practical. Building development standards include non-reflective metal, pre-engineered buildings as well as masonry, preconstructed masonry tilt-up panels and other technologies.

E. Areas immediately adjacent to buildings may include aprons of durable materials including asphalt and concrete associated with building use.

F. Storage areas should be completely screened by perimeter fencing from all public rights-of-way, parks and public trail systems. Perimeter fencing excludes chain link.

Checklist Considerations:

- Light industrial development should conform to all site improvements and guidelines outlined in Section I.
- 12% of gross site coverage of landscape area should be equally distributed throughout parking areas and around buildings, excluding required buffers and drainage easements. See Section I, Parking for more detail.
- Building yard setbacks to conform to prevailing or proposed zoning. Buildings must be setback no more than 30 feet from curb. Buildings on corner parcels have two (2) front yards.
- Parking must conform to prevailing or anticipated zoning.
- Transit stops to be situated at convenient and safe locations.
- Light industrial architectural appearance and adjacent site improvements should conform to the following:
  - Non-reflective metal, pre-engineered, masonry and pre-constructed masonry tilt-up panels.
  - Service areas of durable materials such as asphalt or concrete.
  - Storage areas should be completely screened with perimeter fencing.

Landscape Area  
Near Building

Preconstructed  
Masonry Panels

Storage and Service  
Are Not In Public View



**Illustration S** - Light Industrial Building  
Employee and Visitor Entry

#### 4. **Residential Development**

##### **Relates to: Section I, Site Improvements and Guidelines**

Residential development in the Southwest Area Land Use Plan is proposed to be medium density adjacent to:

- Parks, recreation and trails associated with the flood control channel; and
- Small scale neighborhood rather than regional commercial development.

Housing types should be limited to the following as recommended in the report, Southwest Area Land Use Plan, City of Ithaca, 1994:

- Duplex homes
- Townhouses and
- Multi-Family housing

It is assumed that all housing types would be at grade or walk-ups without elevators. Stacked duplexes are permissible with 25% of all unit types to be accessible as defined by A.D.A..

The following design principles should be conformed to as part of all types of housing design:

A. Housing development should be vegetatively buffered from industrial and commercial development as deemed appropriate by the City of Ithaca Planning Board.

B. Buildings should face a public right-of-way, private access roads or streets to ensure an address, immediate access to a public sidewalk and connection to streets and transit stops. This is required to encourage:

- Public way-finding and address identification on the street
- Pedestrian scale and orientation
- Security through dwelling unit visibility
- Sense of community with shared public amenity

C. Building orientation with access to adjacent parks, open space and public trails should also be encouraged.

D. Residential blocks should be designed with street intersections every 300-500 feet. Traffic calming measures should be employed on streets.

D. Architectural Treatment - Architectural and site character of the residential development zone should be consistent with the following:

- Building materials and styles that contribute to and draw from the prevailing housing stock of the Ithaca area. This includes wood-framed and masonry housing with pitched roofs and dormers.
- Development should include porches on the ground floor with protective overhangs above primary entrances.
- Concrete or masonry sidewalks should connect primary building entrances to public sidewalks in the right-of-way.
- Landscape near and around buildings should provide on-grade outdoor use areas with gardens, lawns and trees.
- Building mounted and site lighting should be non-glare and provide for conditions of safety, visibility, accent and clear visual order. Lighting may be building mounted only when related directly to building entrances. Site lighting should be consistent with Section I.3.
- Multiple story units with at least 25% of dwelling units handicapped accessible.
- Building fenestration should be organized to provide a unified facade.
- Exterior building walls and roof lines should vary within any unit facade.

Checklist Considerations:

- Building yard setbacks to conform to prevailing or proposed zoning. Buildings must be setback no more than 30 feet from curb. Buildings on corner parcels have two (2) front yards.
- Building heights should not exceed prevailing or proposed zoning.
- Parking should conform to prevailing or proposed zoning.
- Residential building appearance should conform to the following:
  - Building materials that draw from housing stock of the Ithaca area including wood framed and masonry units with pitched roofs.
  - Porches on the ground floor with protective overhangs above primary entrances.
  - Building fenestration organized as a unified facade.

- Multiple story dwelling units.
- Building mounted lighting associated with all entrances.
- Building elevations which vary over the length of a unit facade.
- Sidewalks which connect primary building entrances to public walks.
- Landscape areas near and around buildings for on-grade use such as lawns and gardens.



Material detailing consistent with local housing stock

Two and three story units

Illustration T - Residential Development, Architectural Detailing.



Pitched and Dormered Roofs

Masonry and Wood Material Detailing

Illustration U - Residential Development, Architectural Detailing.



Pronounced and Covered Primary Entrances

Accessible Primary Entry Routes

**Illustration V** - Residential Development, Architectural Detailing.



Illustration W - Residential Development-  
need for roofline variation.



Illustration X - Residential Development-  
exterior wall and elevation variation.

### **Summary Comments**

The Design Guidelines for the Southwest Area have been created as a collaborative effort of the Client Committee members and consultant team. They incorporate planning studies for the project area as well as referencing typical local examples of architecture and landscape that are characteristic of distinctive examples of land use within the City of Ithaca and surrounding communities.

The Design Guidelines embody ideals and planning that seeks to create a project area that is a development model for the future. The guidelines reference examples of projects in the city in the past to create a planning framework that can be built upon for new development.

The intention of the design guidelines is to supplement existing site planning review requirements with practical guidance for architectural detailing and site plan development. The vision of the design guidelines is to create an agreed upon set of site and architectural detailing for future development for the Southwest Area.

**Overview: Elmira Road - Meadow Street Corridor**

The goal of the Elmira Road - Meadow Street Corridor Design Guidelines is to create a useful set of design tools for the City of Ithaca that relates to the Southwest Area. The guidelines create a framework that supplements existing site plan review requirements (Appendix A) for the City of Ithaca. The site context map below (Illustration AA) defines the Elmira Road - Meadow Street Corridor which includes land parcels on Old Elmira Road as well as Spencer Road.

These standards and guidelines have been developed to incorporate local identity as well as extant conditions within the corridor into the development process. The primary goals are to:

- encourage development which contributes to Ithaca’s unique character; and
- supplement existing site plan review criteria (Appendix A) with more specific interpretation for the Elmira Road - Meadow Street Corridor.

A maintenance plan must be submitted with all site plans.

All new facilities should be designed to meet the American with Disabilities Act (ADA) standards.

In cases where there is a modification to a site plan that received approval prior to the time of the adoption of these guidelines, and where the modification to the site plan does not increase the square footage or substantially alter the previously approved site plan, these guidelines will not apply.

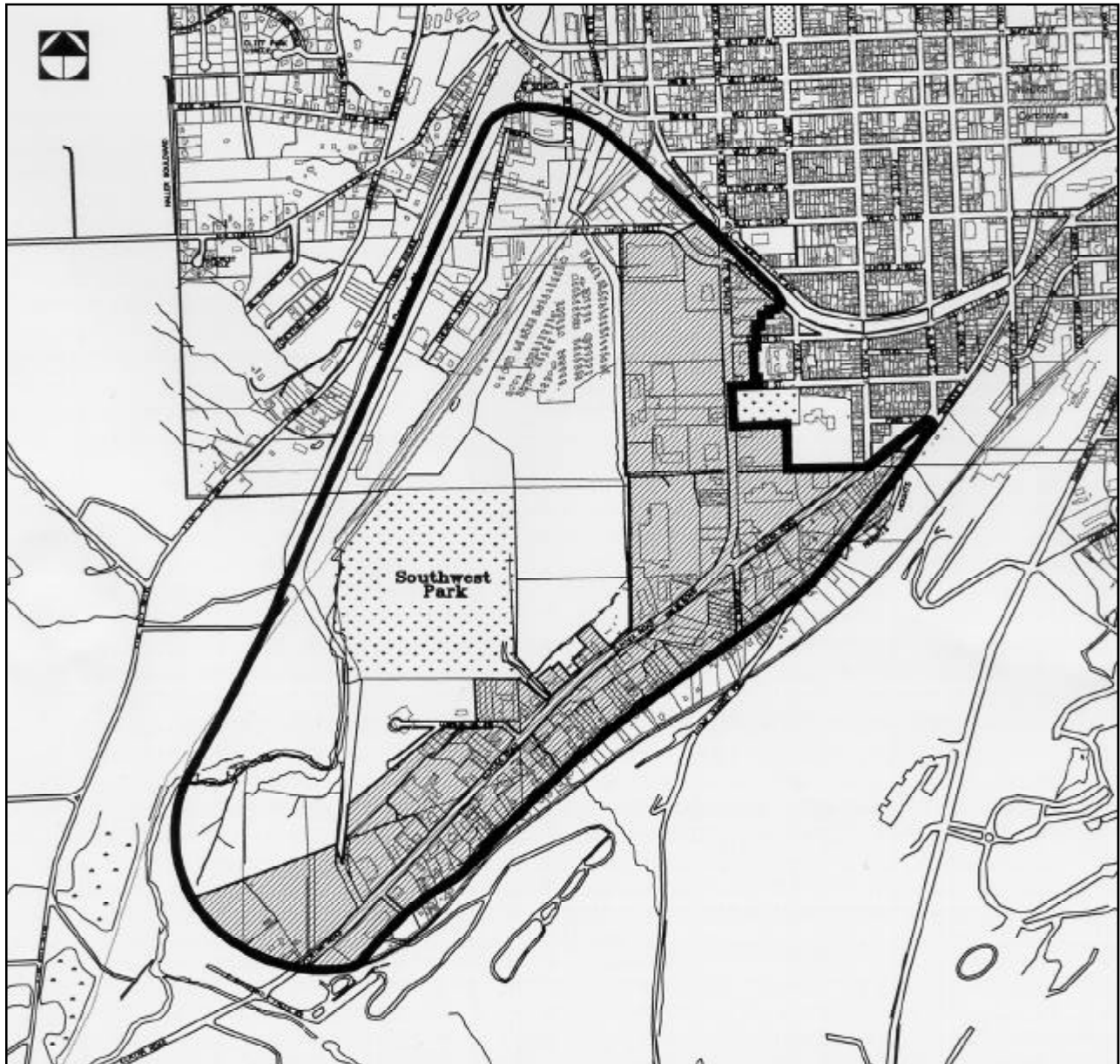


Illustration AA - The hatched area of the map above defines the Elmira Road - Meadow Street Corridor project area which includes development parcels along Old Elmira Road. The dark line defines the project area for both the Southwest Area and the Elmira Road - Meadow Street Corridor.

**Section III - Elmira Road - Meadow Street Corridor****1. Elmira Road - Meadow Street Right-of Way****Relates to: Bicycle Systems, Pedestrian Systems, Signage, Vegetation Selection.**

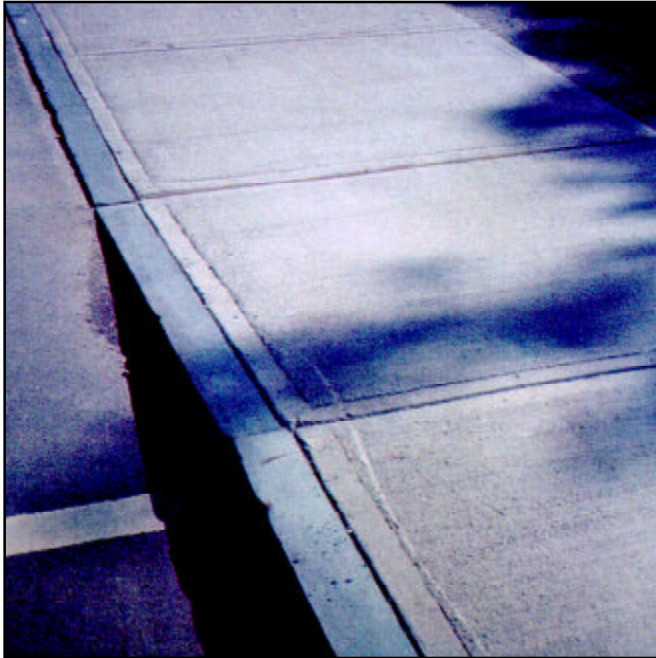
The Elmira Road - Meadow Street Corridor, which includes Old Elmira Road, should have a high level of aesthetics and landscape amenity. Sidewalks, tree lawns and signage as well as access drives for development parcels are included in this section. Vehicles and pedestrians should be separated by tree lawns within the corridor. The following characteristics of the corridor are provided for consideration whenever new site development or rehabilitation occurs within the study area:

- a. Elmira Road and Meadow Street should have a 10'-0" tree lawn adjacent to the existing street curb for all new and rehabilitation construction.
- b. Pedestrian system should be separate from streets and bikeways, where practicable.
- c. New sidewalks in the corridor should link smoothly into existing walks when possible.
- d. No curb cuts will be allowed from streets. Drop curbs only are acceptable from Elmira Road or Meadow Street to allow for a continuous uninterrupted sidewalk parallel to the street curblines. (See Illustration BB)
- e. The number of access drives per parcel should preferably be limited to one (1) and is subject to review by the City of Ithaca Planning Board through Site Plan Review. This should insure the intended landscape continuity of the street right-of-way and control traffic within development of individual parcels. It is recommended that drives be a maximum of 24 feet in width that provide both access and egress. Combined access/egress drives will not be located within 150 feet of a street intersection, measured from centerline of street right-of-way. In addition, access drives should be separated between parcels at a minimum of 34'-0" measured from edge of pavement to edge of pavement.

**Checklist Considerations:**

- Drop curbs only are allowed for any proposed driveways. No curb cuts should be considered. Curbs are to be continuously aligned with existing curblines on Elmira Road and Meadow Street. Old Elmira Road does not conform to continuous curblines considerations. (See Illustration BB - Drop Curb and Curb Cut Details)

- Single points of combined parcel access and egress are encouraged. The exception to this may occur for gas stations or if a parcel has physical limitations requiring two points of access/egress.
- Drop curbs for driveways should be limited in width and not exceed 24'-0" for combined two lane access and egress to parcels.
- Driveways should be separated by no less than 30' - 0".
- Heavy duty, reinforced concrete sidewalks should be installed, continuously parallel to Elmira Road and Meadow Street and across driveways to give preference to pedestrians. Sidewalks should be 5'-0" in width and may occur within the right-of-way, 10'-0" from the curbline, where practicable or as supported by a geotechnical study. (See Illustration EE - Construction Detail for Heavy Duty Concrete Walk)
- All existing trees in public rights-of-way must be protected. Tree permits are required from the City of Ithaca if any trees are to be removed. (See Illustration FF - Tree Protection Fence)
- 10'-0" tree lawns are required and occur immediately behind the curbline. Tree lawns may only vary in width and location based upon pre-existing conditions such as trees or site other impediments. Old Elmira Road has both conventional tree lawns and curbed planting islands. Select an appropriate planting area from these two site types.
- Abutting property owners are responsible for the maintenance of sidewalks and lawns within the public right-of-way.
- Tree species in the tree lawn should be selected from the list of Medium to Large Trees in Section I.7 of the Southwest Area Land Use Plan. Size of trees when planted must be a minimum of 2 1/2" caliper; 3" calipers are preferred. Grass should be established continuously for the full extent of the tree lawn, with mulch rings around new and existing trees.
- Trees should be planted 6'-0" from the curbline on Elmira Road and Meadow Street and 4'-0" from sidewalks within a 10'-0" treelawn.
- Acquire a New York State Department of Transportation (NYSDOT) and City of Ithaca work permit as appropriate to make improvements and alterations in rights-of-way.



Drop-curbs should be used for all new driveways.



Curb-cuts should not be used for driveways in the Elmira Road - Meadow Street Corridor.

**Illustration BB** - Drop-curb and curb-cut details recently constructed in the City of Ithaca.

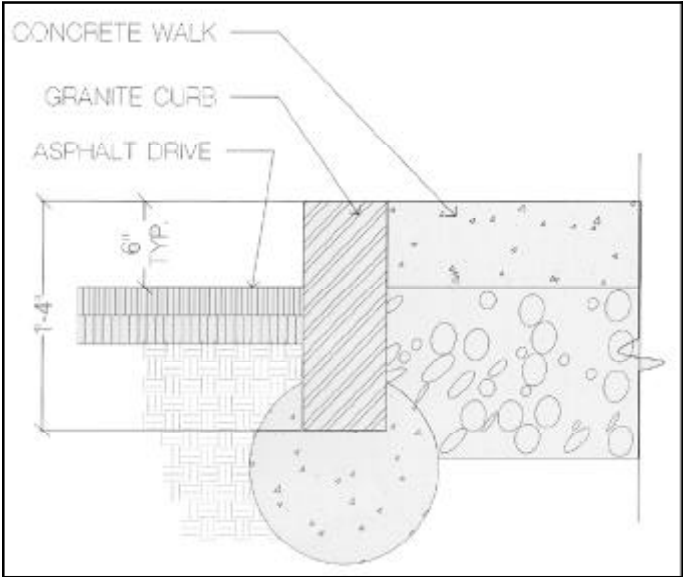
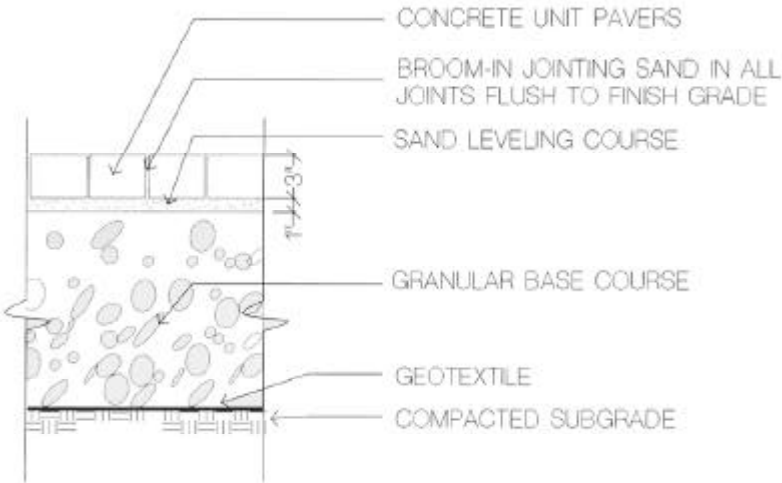


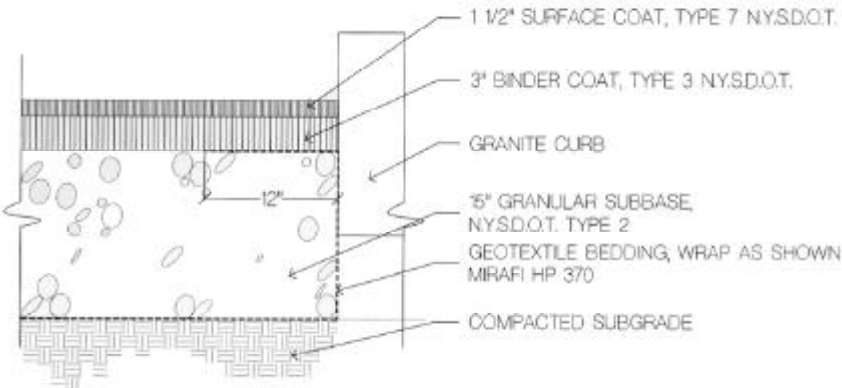
Illustration CC - Typical Granite Curb Detail



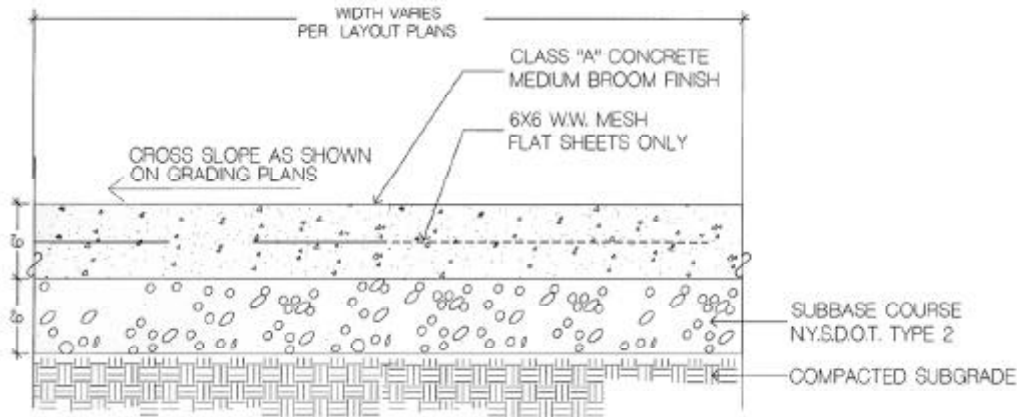
Illustration DD - An example of 5'-0" concrete walk in the Meadow Street right-of-way.



Decorative Paver Detail



Heavy Duty Asphalt Detail



Heavy Duty Concrete Detail

Illustration EE - Typical Pavement Details

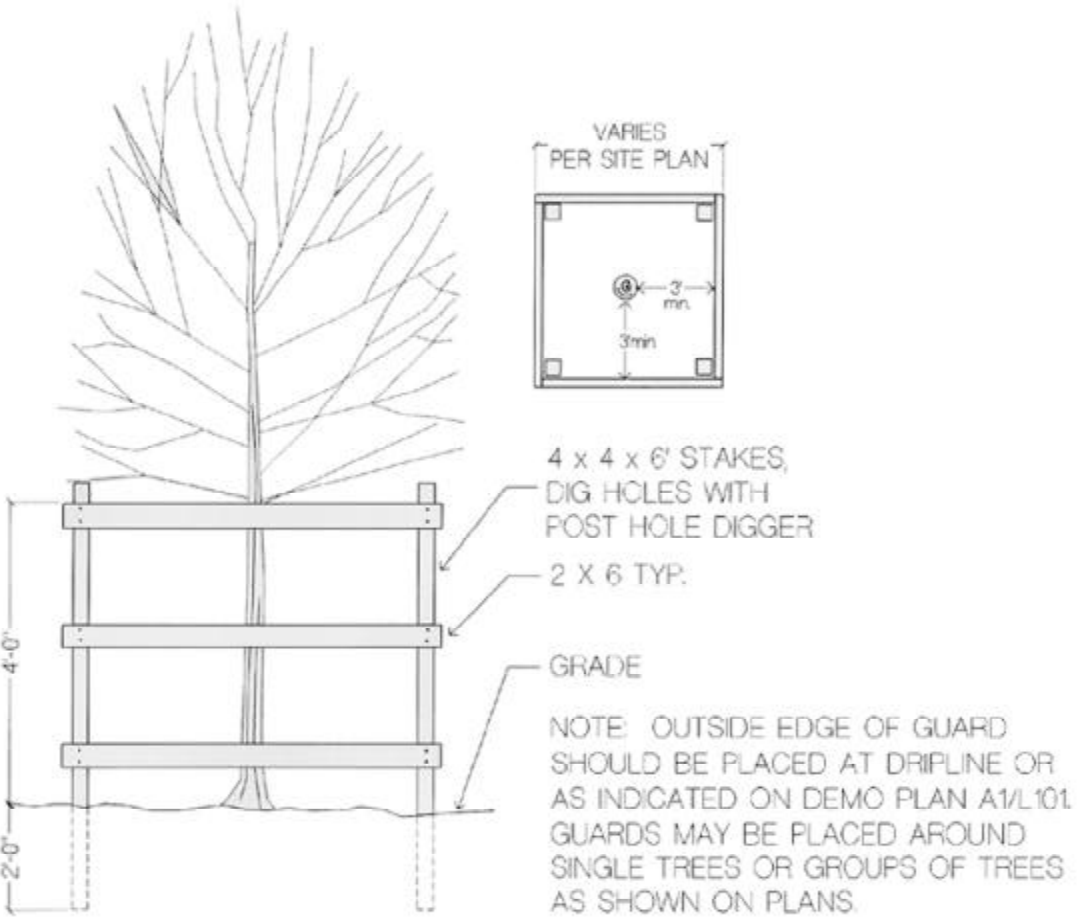


Illustration FF - Tree Protection Fence

**2. Parking and Service Area**

**Relates to: Elmira Road and Meadow Street Right-of-Way, Pedestrian Systems, Vegetation Selection and Commercial and Office Development.**

The following parking and service area requirements relate to all new and rehabilitated parcel development. Parking lot design and site plans should allow for interconnection of existing and future parking lots and facilities to minimize the need for automobiles to return to the main roadways.

**a. Parking Requirements**

Parking should be designed to provide easy, safe access to buildings for pedestrians, bicycles, and vehicles. All parking, loading, and unloading areas should be sufficient to serve the commercial and office uses within each development parcel. Parking ratio requirements for each land use type are defined by existing or proposed zoning, City of Ithaca.

Parking areas should generally provide for 90 degree parking, utilizing parking spaces that are dimensioned minimally 9 feet by 18 feet with 24-foot wide two-way travel lanes. Wherever possible, travel lanes should be double loaded to create the most efficient parking layout. Parking areas should be constructed with curbs to separate vehicular and pedestrian traffic and to define corners and traffic islands.

**b. Parking Lots Pavements**

All parking lots, driveways, and service areas should be surfaced with heavy duty bituminous concrete, concrete, or decorative pavements or as supported by a geotechnical report. Curbs should be granite only. (See Illustrations CC and EE)

**c. Minimum Landscape Areas**

Developers should provide, minimally, 12% of gross site as landscape area distributed equally within parking and around buildings. Soft scape/green space should occupy no less than 10% of the 12% required. The other 2% may consist of pedestrian amenities such as sidewalks and plazas. (Non-green amenities required and /or approved by the City, which serves a public purpose may be applied towards the 10% required green space.) The gross site area includes all buildings, loading zones, service areas, parking and all other vehicular and pedestrian paved surfaces, landscape areas, residual spaces, drainage easements and buffers. The required landscape area excludes drainage easements and buffers (if required on a site) as part of the 12% landscape area requirement. (Refer to Section I.7, Plant Selection for Landscape Areas, Buffers and Drainage Easements for approved plant species).

**d. Landscape Areas in Parking Lots**

Landscape areas in parking lots are to be distributed for maximum visual and environmental benefit. Large shade trees are recommended in all landscape islands and parking areas. Parking areas should be subdivided by landscape islands which should be a minimum of 10 feet wide for the full length of a parking space containing trees and other plant materials. Landscape islands may be 8 feet wide if structural soil is utilized. Landscape islands in parking areas should be equally distributed but not less than one landscape island for every twelve parking spaces. Spacing of plant materials for landscape areas in parking lots should provide adequate coverage. Planting islands in parking lots should not be utilized for snow storage. All snow storage locations should be shown on the site plan.

**e. Handicapped Parking**

Handicapped parking should be provided and will be designated by “pictograph” signs as close as possible to the building served. The width of one handicapped parking space will be a minimum of 10 feet with 4 feet access between every other handicapped space with unimpeded access to walkways and parking spaces. Parking should conform to all Americans with Disabilities Act, A.D.A., requirements, as well as local ordinances.

**f. Service, Storage, and Utility Areas**

All exterior service, storage and utility areas, including but not limited to transformers, meters, tanks, dumpsters, condensers, and delivery or service doors, should be located at the side or rear of the building and will be screened so as not to be visible from the street right-of-way or from adjacent parcels. Landscape screening can be used where applicable. However, architectural screens and fences may also be used and are preferable, but are limited to materials to match adjacent buildings or to be wood. No chainlink fencing is allowed as material for service, storage of utility area screening.

## Checklist Considerations:

- Parking requirements for each land use type to be defined by existing or proposed zoning for the City of Ithaca.
- Parking lot pavements to be heavy duty bituminous concrete, concrete or decorative pavements. Gravel parking lots are not acceptable. (See Illustration EE - Details for Heavy Duty Bituminous Concrete, Concrete and Decorative Concrete Pavers).
- Parking lots should occur in the sideyards or rearyard rather than the frontyard.
- All curbs should be granite for new parking lot construction.

- ❑ Landscape areas in parking lots and around buildings to be no less than 12% of gross site area. (Minimum of 10% green-scape, 2% may be hardscape such as sidewalks and plazas.)
- ❑ Landscape areas in parking lots to be equally distributed, not less than one landscaped parking space for every twelve (12) spaces.
- ❑ Handicapped parking shall be located and signed as required by A.D.A..
- ❑ Service, storage and utility areas to be screened using architectural walls that match the related building, wood fences or landscape screens as appropriate. Chainlink or stockade fences are not acceptable as screen enclosures.



**Illustration GG** - Appropriate landscaped parking area with clearly defined site circulation.

**3. Lighting****Relates To: Parking and Service Areas, Pedestrian Systems and Commercial and Office Development.**

Site lighting should: 1) create appropriate conditions for safe visibility; 2) accent important elements of the building and site; 3) create a clear visual order on the site, and 4) distinguish between various uses such as parking, pedestrian areas, and building entrances.

The light source for all luminaires should not be visible. Color-corrected high pressure sodium or metal halid lamps should be used for all walks, building entrances, and other places where appropriate color rendition is important. Wall packs mounted on buildings should downlight and be used as a wall wash only. Incorporate shields so that lamping for wall packs is not visible.

All wiring for site lighting should be underground. The height of pole mounted fixtures with sharp cut-off luminaires to reduce light spillage, should not exceed 20 feet or the height of the building, whichever is less. The uniformity ratio of the site should not exceed 4. Light pole footers should conform to Illustration HH.

Average levels of illumination should be:

<u>Description of Site Condition</u>	<u>Footcandle Levels</u>
Building entrances and Parking Areas	5
Pedestrian Walks	1

Foot candle levels for gas stations and convenience stores are to be determined by the City of Ithaca Planning Board through the Site Plan Review process. Highly reflective building surfaces that brighten lighting are not preferred. Light absorptive masonry materials for buildings should be used, especially for the projects with high foot candle illumination.

## Checklist Considerations:

- All on-site freestanding lighting should have 30' pole heights or less.
- All site lighting should have sharp cut-off luminaires.
- Color-corrected high pressure sodium or metal halid lamping is preferred.
- Consider appropriate foot candle levels for site conditions as referenced above.

- Lexan luminaire lens are preferred.
- Architectural wall packs to wash building faces only with downlight. Luminaire shields to be used so lamping is not visible.
- No light spillage should occur off site. Lamp shields should be used to direct light.
- Light pole footers should not extend above finished grade more than 6". (See Illustration HH Light Pole Footer)

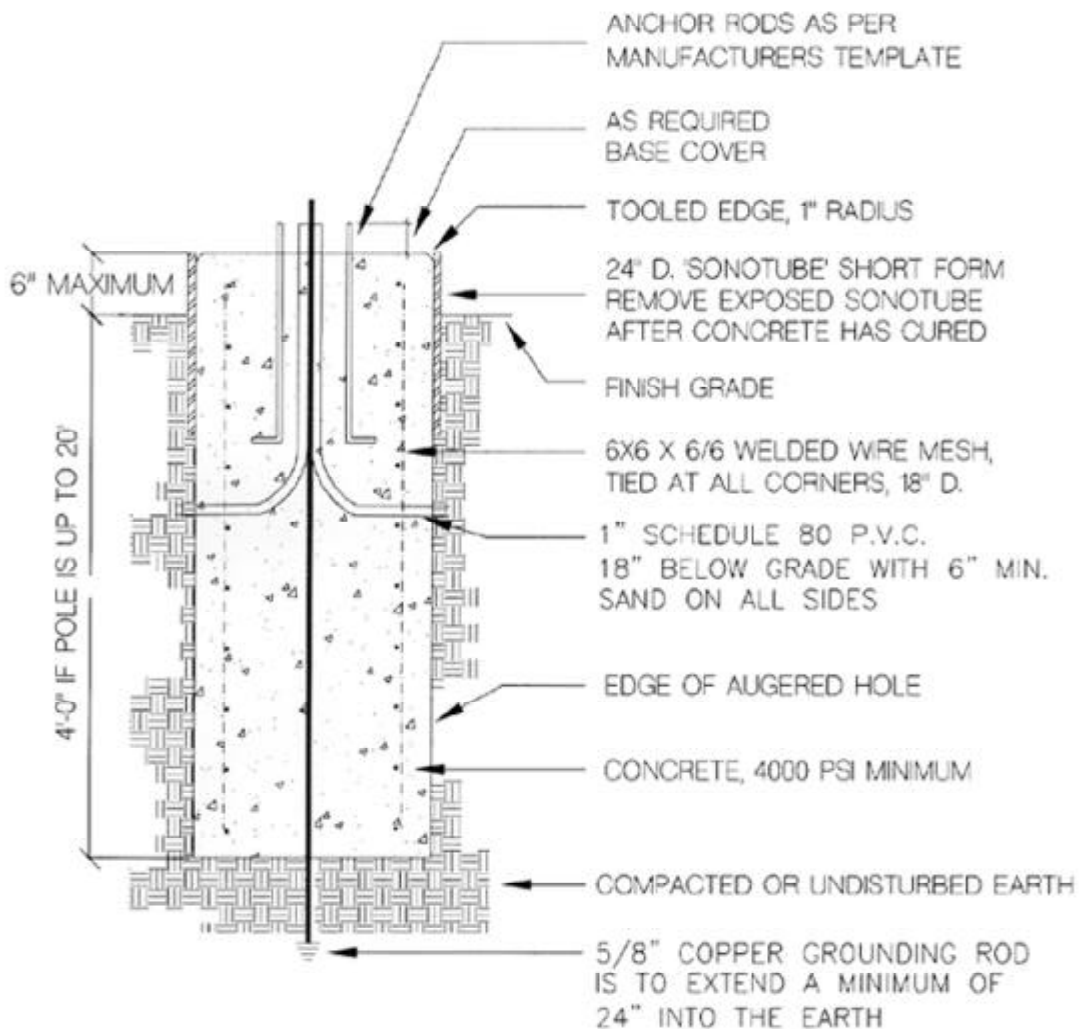


Illustration HH - Light Pole Footer, Typical

**4. Bicycle Systems**

**See page 13, Section 4 Bicycle Systems.**

All commercial businesses and offices should provide adequate bicycle parking that is convenient and secure. (See Illustration G - Southwest Area Land Use Plan for Standard Bike Racks and Product Information)

Checklist Considerations:

- When appropriate, locate bike parking area(s) near primary entrances to buildings. Select an appropriate number of bike racks for the development proposal. Each site should have provisions for bike parking.
- Provide the standard bike rack as defined in product information including finishes as referenced in Section I.4 Southwest Area Land Use Plan.
- Bike system design and planning should conform with the recommendations made in the City Bike Plan.

**5. Pedestrian Systems**

**Relates to: Elmira Road - Meadow Street Right-of-Way, Parking and Service Area, Lighting, Bicycle Systems and Commercial and Office Development.**

The pedestrian system for the Elmira Road - Meadow Street Corridor includes the public sidewalks associated with Elmira Road and Meadow Street only, and their connection and linkage to walkways associated with private parcel development. Provide safe, logical, direct and well lit walkways linking sidewalks in the public rights-of-way to those on private parcels.

All walkways within the public right-of-way should be 5'-0" in width and constructed of reinforced concrete. Sidewalks outside the right-of-way may be concrete or decorative concrete pavers. Walks should connect directly from the public walkway parallel to the right-of-way to all primary building entrances. All on-site walks must be A.D.A. accessible including linkages to parking.

**Checklist Considerations:**

- Provide as a minimum 5'-0" wide concrete sidewalks parallel to Elmira Road - Meadow Street which may be within the right-of-way. This should occur preferably 10'-0" from the curbline. (See Illustration EE - Detail for Heavy Duty Concrete Sidewalk)
- Provide clear and continuous linkage from sidewalks parallel to Elmira Road - Meadow Street rights-of-way to primary entrances of all buildings. On-site walks should be 5'-0" in width minimally.
- All on-site walks should be concrete or decorative pavements with appropriately located drop curbs and ramps to conform to A.D.A. requirements. (See Illustration EE - Details for Concrete and Decorative Pavement Walks)
- Provide lighting levels along walks as defined in Section I.3., Southwest Area Land Use Plan.

**6. Signage****Relates to: Elmira Road - Meadow Street Right-of-Way and Commercial and Office Development.**

Signage for Commercial and Office Development within the Elmira Road and Meadow Street Corridor, including Old Elmira Road should be consistent with the City of Ithaca, Sign Ordinance, with exceptions as outlined below. The characteristics and detailing of signs, ie. material, placement, size, color, and illumination, should be consistent with related architectural characteristics and detailing. Definitions for terms such as building signs, wall signs, window signs, fascia signs, pole and ground signs are defined in the most current version of the City of Ithaca Sign Ordinance. Issues of sign structure, illumination, projecting signs, overhead signs, temporary signs, banners and billboards allowed in all land use zones are also outlined in the City of Ithaca Sign Ordinance. When existing signs are replaced in the study area corridor, they must have City of Ithaca Planning Board approval.

**A. Commercial Development Signage -**

1. One (1) freestanding sign not exceeding fifty (50) square feet in area is allowed for commercial buildings and each business, including framework, and not exceeding thirty (30) feet in height. The freestanding sign should preferably be twenty (20) feet in height but no more than the related building at it's highest point. One (1) sign attached to the building is allowed, painted on or applied to the front of the primary facade of a structure or building, within which the sign should not exceed one and one-half (1 1/2) square feet for each linear foot of building frontage occupied by each business on the premises. The total area of both freestanding and building attached signs are not to exceed two hundred fifty (250) square feet; or
2. Two (2) signs attached, painted on or applied to the front or face of a structure or building, the aggregate sign area of which should not exceed one and one-half (1 1/2) square feet for each linear foot of structure or building frontage occupied by each business conducted on the premises. The total area of both signs not to exceed two hundred fifty (250) square feet.
3. Corporate or business logos should be included as part of a sign size and location requirements unless approved by the City of Ithaca Planning Board.

No exterior sign should be mechanically or electronically operated to provide motion or the appearance of motion. Building mounted signs should not extend above the building cornice line.

A freestanding sign at site entrances may have combined signage for all associated businesses. (See Illustration II) Such signage, related to entrances for vehicular traffic should be

allowed at one site entry on Elmira Road, Meadow Street or Old Elmira Road with site plan approval.

B. Office Development Signage - Office buildings should have one sign only identifying building address and related activities not exceeding four (4) square feet. In addition:

1. One wall mounted or free standing sign not exceeding twenty-four (24) square feet including framework. A 20' high sign is preferred but no signs should exceed the height of the related building at its highest point. Such signage will be allowed announcing a multiple unit office complex.

Checklist Considerations:

- Signage for all land use types should be consistent with the City of Ithaca Sign Ordinance with exceptions outlined below.
- When existing signs are replaced, the proposed guidelines for the Elmira Road - Meadow Street Corridor are in effect. Replacement or modified signage must have City of Ithaca Planning Board approval through the site plan review process.
- Commercial signage should not exceed the following for each defined business:
  - One freestanding sign fifty (50) square feet in area is allowed and no more than thirty (30) feet in height maximum. The freestanding sign should preferably be twenty (20) feet in height, but no more than the related building height at its highest point. However, a preferred sign placement and height should be consistent with N.Y.S.D.O.T. traffic control signs.
  - Combined commercial signage is encouraged for businesses that share common driveways. Combined signage is to conform to the City of Ithaca Sign Ordinance or criteria outlined in this section for freestanding signs.
  - Building mounted signs may have 1.5 square feet for every linear foot of building or store frontage. A total sign area should not exceed two hundred-fifty (250) square feet for each building or store front.
  - Building mounted signs should not extend above the building cornice line.
- Office signage should not be greater than four (4) square feet for each building or business

address. One wall mounted or freestanding sign for each building complex should not exceed twenty-four (24) square feet. If a freestanding sign is chosen, it should not be greater than 20' in height and less than the tallest building in the development complex.

- ❑ Building mounted signs should not extend above the building cornice line.
- ❑ Signage may occur in the associated street treelawn with appropriate approvals of N.Y.S.D.O.T. and the City of Ithaca.
- ❑ Business and corporate logos should be included as part of sign size and location requirements unless approved by the City of Ithaca Planning Board.
- ❑ Sign materials, frame and structure should be consistent and compatible with associated building materials and colors.



**Illustration II** - An example of combined commercial signage that share a common drive.

**7. Vegetation Screens and Buffers**

**Relates to: Elmira Road - Meadow Street Right-of-Way, Parking and Service Areas, and Commercial and Office Development.**

When planting trees and shrubs in landscape areas on development parcels and in buffers, best horticultural practices should be used. Whether plants are installed as bare root, container or balled or burlap the planting pit should be three (3) times the width of root spread of trees or shrubs as they come from the nursery. When trees are placed in areas surrounded by pavement, 'structural soil' (See Appendix D) should be specified under pavements to allow greatest possible root extension. Whenever possible, existing significant vegetation should be preserved and incorporated as part of the site plan.

Appropriate plants for use in road rights-of-way, in parking lots and around buildings and including plants botanical and common names are outlined in Section I.7 of the Southwest Area Land Use Plan.

Developers should consider using tree species from the most recent addition of the publication, *Recommended Street Trees For Ithaca*.

Trees in vegetative buffers should be of varying heights and caliper when installed. Trees should have 1/3 of total number of trees 1 1/2" caliper minimum or 10' height; 1/3 of total number of trees should have 2" caliper minimum or 12' height and 1/3 of total number of trees 2 1/2" caliper minimum or 14' height. Species compositions of trees in buffer areas should have no less than 30% evergreens. (Illustration K) Buffer planting should appear natural both in their species composition and stature. In combination with vegetation, buffers and vegetative screens between existing residential areas and commercial and office development should include two-sided wooden fences with a minimum of 6'-0" in height. (See Section I.10. Buffer for discussion on buffers.)

Checklist Considerations:

- Selection of trees should be taken from the most recent addition of the publication, Recommended Street Trees of Ithaca when making species selection for landscaped areas in parking lots and around buildings.
- Tree species on site should continue to be selected for ultimate size and stature using the list of medium to large trees. (Section I.7, Southwest Area Land Use Plan) Caliper size should be no less than 2 1/2".

- Consider the use of trees, shrubs, vines and groundcovers that can tolerate drought, poorly drained and intermittently flooded soils. (See Section I.7, Southwest Area Land Use Plan)
- Size and species composition as required for buffer planting to conform to Section I.10, Southwest Area Land Use Plan. Species composition of buffer to mature at varying heights and appear to be natural.
- Development adjacent to residential areas, parklands, or public trails to require appropriate vegetative buffers as deemed appropriate by the City of Ithaca Planning Board.
- Buffers for residential areas may include two (2) sided wood fences and/or vegetation plantings. (See Section I.10, Southwest Area for vegetation buffer requirements). Fences should be a minimum of 6'-0" in height.
- Preserve significant existing vegetation on development parcels whenever possible.
- Best horticultural practice should be used when installing new vegetation. Whether plants are installed bare root, container or balled and burlap the plant pit should be three (3) times the width of root spread as it comes from the nursery.
- When trees are surrounded by pavement, 'structural soil' should be used (See Appendix D) under pavement.

**8. Commercial Development****Relates to: Elmira Road - Meadow Street Right-of-Way, Parking and Service Areas.**

Commercial development in the Elmira Road - Meadow Street Corridor may include a diverse range of community-based and regional retail businesses. Such businesses are by their nature and location will be vehicular oriented. Subsequently, the quality of the streetscape and site development characteristics will be essential to consider including convenient, safe and attractive parking and site improvements. The City encourages the use of green architecture whenever possible. Developer are encouraged to follow the EPA Energy Star Standards for construction and to utilize energy conservation measures in building design.

A. Lot coverage and Landscape Areas - Total lot coverage for each building should conform to existing or anticipated zoning. Total lot coverage should be computed by dividing the gross floor plate of the building(s) by the total square footage of the related lot's gross land area. Lot coverage by building, access drives, loading zones, service areas, parking and all other vehicular and pedestrian paved surfaces should not exceed 88% of any total site area. This results in 12% of landscape area in parking lots and around buildings. The 12% landscape area excludes any buffers.

B. Yard Setback- Side yard and rear yard setbacks of buildings and paved areas should conform to prevailing or anticipated zoning. However, special conditions exist for frontyards. Buildings may not be setback more than 34 feet from the street curb for Elmira Road and Meadow Streets outside the right-of-way. A minimum of 35% of a lot's street frontage must be occupied by building mass. Planning Board may allow a portion, not to exceed a third of the required 35% building frontage to be occupied by an integrated architectural wall. For Old Elmira Road, building frontyard should be 15'-0" from the right-of-way parallel to the street. When a building occupies a corner lot, both street frontages should be defined as a frontyard. All setbacks should be measured from curblines and/or street rights-of-way. If a variation in setback is required by site conditions, review by the City of Ithaca Planning Board through the Site Plan Review Process, is required.

C. Building Height - The height of buildings should not exceed the maximum established by the City of Ithaca existing or anticipated zoning ordinance. Multiple story buildings are encouraged.

D. Parking - Parking must conform to Section I. 2. of the Southwest Area Land Use Plan. Land devoted to surface parking lots should be limited to the extent possible. Landscape areas in parking lots should conform to areas and distribution as described in Section I.A. of the Southwest Area.

E. Exterior Appearance - Commercial buildings will be evaluated in terms of the ability to maintain a high standard of construction and appearance. The commercial businesses in the Elmira Road - Meadow Street Corridor will be local and regional destinations. The architectural character of buildings should be coordinated to contribute to a locally distinctive identity and sense of place. This preferably should include the following architectural characteristics whether new or rehabilitated buildings.

- Primary structural materials for commercial buildings are limited to masonry, including brick, stone, and block on all elevations;
- Buildings should have at least two masonry types or colors used on its primary facade(s);
- Masonry pilasters and/or bays should occur every 40' or less horizontally and 20' vertically. Projections should be at least 3". Masonry projections should occur on all facades;
- Primary building entrances should be recessed for a full door swing or not less than 3'-0";
- Windows, awnings and arcades should not occupy less than 35% of the primary building facades and/or facade frontage on a street;
- The design of rear elevations of all buildings should be compatible with materials used on other elevations. This includes the 18" concrete or masonry "watercourse" and masonry pilasters and/or bays occurring every 40' horizontally and 20' vertically. Compliance with this may be mitigated by the use of vegetation.

#### Checklist Considerations:

- Commercial development should conform to all site improvements and guidelines outlined in Section I.7, Southwest Area Land Use Plan unless expressly different as outlined below.
- 12% of gross site coverage should be in landscape area, equally distributed in parking lots and around building(s), excluding any required vegetation buffers.
- Building yard setbacks for new buildings to conform to existing or proposed zoning. Frontyard setback should be no more than 34'-0" from the Elmira Road and Meadow Street curblines or perpendicular street for corner parcels. A minimum of 35% of a lot's street frontage must be occupied by building mass. Frontyard for Old Elmira Road should be 15'-0" setback from the right-of-way and parallel to the street. Buildings should not occur in the right-of way.

- Building heights should not exceed existing or proposed zoning.
- Parking ratios for development must conform to existing or proposed zoning.
- Existing significant on-site vegetation should be preserved where practicable.
- Bicycle parking to be included when appropriate for each building proposal.
- All primary building entrances to link to sidewalks on Elmira Road and Meadow Street.
- New and rehabilitated building architectural appearance should conform to the following:
  - Primary structural materials being masonry on all elevations for new buildings and for rehabilitated buildings where practicable.
  - Masonry pilasters or bays to occur every 40'-0" or less vertically and 20'-0" horizontally on all new building and rehabilitated buildings where practicable. Material projections to be at least 3".
  - Windows, awnings and arcades should not occupy less than 35% of the primary building facade as well as frontyards if the primary facade does not face a street. If a building has two frontyards, 35% of both facades should be windows, awning or arcades. (See Illustrations JJ and KK)
  - Roof-mounted mechanicals should not be visible from any point on the ground. When roofs are clearly seen from the gorge trail of Buttermilk Falls State Park, a mechanical penthouse should be used whenever possible. Roof-mounted mechanical screening can include parapit walls or architectural screens consistent with building materials.



**Illustration JJ** - An example of a rehabilitated building, conforming to primary facade having not less than 35% of windows, awnings and arcades.



**Illustration KK** - An example of a new building conforming to primary facade having not less than 35% of windows, awnings and arcades.

**9. Office Development****Relates to: Elmira Road and Meadow Street Right-of-Way, Parking and Service Areas.**

Office Development in Elmira Road - Meadow Street Corridor will be limited but should provide a destination for professional services and employment. Office development is a good complementary land use for adjacent commercial uses. The architectural character of buildings should be coordinated to create a locally distinctive sense of place. New and rehabilitated buildings should incorporate convenient and safe parking, and pedestrian and systems.

A. Lot coverage and Landscape Areas - Total lot coverage for each building shall conform to existing or anticipated zoning. This is computed by dividing the gross floor plate of the building(s) by the total square footage of the related lot's gross land area. Lot coverage by building, access drives, loading zones, service areas, parking and all other vehicular and pedestrian paved surfaces shall not exceed 88% of any total site area. This results in 12% of landscape area in parking lots and around buildings. The 12% landscape area excludes any buffers.

B. Yard Setback- Side yard and rear yard setbacks of buildings and paved areas should conform to existing or anticipated zoning. However, special conditions exist for frontyards. Buildings may not be setback more than 34 feet from the street curb. A minimum of 35% of a lot's street frontage must be occupied by building mass. Planning Board may allow a portion, not to exceed a third of the required 35% building frontage to be occupied by an integrated architectural wall. No building should occur in the right-of-way. When a building occupies a corner lot, both street frontages should be defined as a frontyard. All setbacks should be measured from the curbline or the right-of-way and/or property lines. If a variation in setback is required by site conditions, City of Ithaca Planning Board approval is needed through Site Plan Review.

C. Building Height - The height of buildings should not exceed the maximum established by the City of Ithaca existing or anticipated zoning ordinance. Multiple story buildings are encouraged.

D. Parking - Parking must conform to Section I. 2. of the Southwest Area Land Use Plan. Land devoted to surface parking lots should be limited to the extent possible. Landscape areas in parking lots should conform to requirements as outlined in Section I.2. of the Southwest Area Land Use Plan. Bicycle parking should be provided for clients and employees.

E. Exterior Appearance - Office development in the City of Ithaca is typically shared or mixed with commercial land uses. In the Elmira Road - Meadow Street Corridor offices are anticipated as being developed in conjunction with and adjacent to commercial development.

Architectural detailing should include:

- Clearly defined covered or arcaded entrances;
- A mix of exterior building materials, including wood and masonry;
- A mix of multiple story structures;
- Windows which are appropriate for intended office uses;
- Architecturally mounted lighting at all building entrances; and
- Roof top mechanicals hidden from all points on the ground.

Office buildings will reinforce existing streets by providing an ordered variety of architectural detailing. Primary entrances should face a street rather than a parking lot. A clearly developed walkway system should be developed to connect to public sidewalks in the street right-of-way.

Checklist Considerations:

- Office development should conform to all site improvements and guidelines outlined in Section I.7, Southwest Area Land Use Plan unless expressly different as outlined below.
- 12% of gross site coverage of landscape area should be equally distributed throughout parking areas and around buildings, excluding required buffers.
- Building yard setbacks for new buildings to conform to existing or proposed zoning. Frontyard setback should be no more than 34'-0" from the Elmira Road and Meadow Street curbline or perpendicular street for corner parcels. A minimum of 35% of a lot's street front age must be occupied by building mass. Frontyard for Old Elmira Road should be 15'-0" setback from the right-of-way and parallel to the street. Buildings should not occur in the right-of way.
- Building heights should not exceed existing or proposed zoning.
- Parking ratio requirements must conform to existing or proposed zoning.
- On site significant vegetation should be preserved where practicable.
- All primary building entrances to link to sidewalks on Elmira Road and Meadow Street.
- Bicycle parking should be included when appropriate for each development proposal.

- New and renovated office building architectural appearance should conform to the following:
  - Clearly defined covered or arcaded entrances.
  - A mix of building materials such as masonry and wood.
  - Windows and fenestration appropriate for intended office use.
  - Architecturally mounted lights should occur at all primary entrances.
  - Roof mounted mechanicals should not be visible from any point on the ground.

## **Summary Comments**

The Design Guidelines for the Elmira Road - Meadow Street Corridor have been created as a collaborative effort of the Client Committee members and consultant team. They incorporate observations made within the project area referencing typical local examples of architecture and landscape that are characteristic of distinctive examples of land use within this area of the City of Ithaca and common questions that arise during the Site Plan Review process.

The Design Guidelines embody ideals and planning that seeks to create a project area that is a development model. The guidelines reference examples of projects in the City and site details that create a planning framework that can be built upon for new and rehabilitation development.

The intention of the design guidelines is to supplement existing site planning review requirements with practical guidance for architectural detailing and site plan development. The vision of the design guidelines is to create an agreed upon set of site and architectural detailing for future development for the Elmira Road - Meadow Street Corridor.

## Appendix A

Site Plan Review Application Form  
Site Plan Data Checklist

## Appendix B

City of Ithaca:  
Short Environmental Assessment Form  
Long Environmental Assessment Form

## Appendix C

Sign Ordinance of  
the City of Ithaca

## Appendix D

### Structural Soil Description and Specifications