City of Ithaca
New York

WATERFRONT DESIGN GUIDELINES

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CHAPTER 1 INTRODUCTION

This document provides guidance for all new development and major renovation projects in the Waterfront area (see fig.1). The guidelines are intended to promote high quality construction and exceptional urban design.

These guidelines will be used by the Planning Board, City staff, residents, developers, property owners, architects and others in the design review process. The document also serves as an educational tool to demonstrate Waterfront Area design objectives and expectations.

This chapter addresses applicability, procedures and other background information that should be reviewed prior to beginning work on a project.

In this Chapter:

Benefits of Design Guidelines

Design guidelines help strengthen the character of the built environment and enhance property values by improving the quality of development and by making the Waterfront Area a more desirable place to live, work and play. Design guidelines help preserve a [lisa comment] cohesive character and clarify the community's expectations for new development.

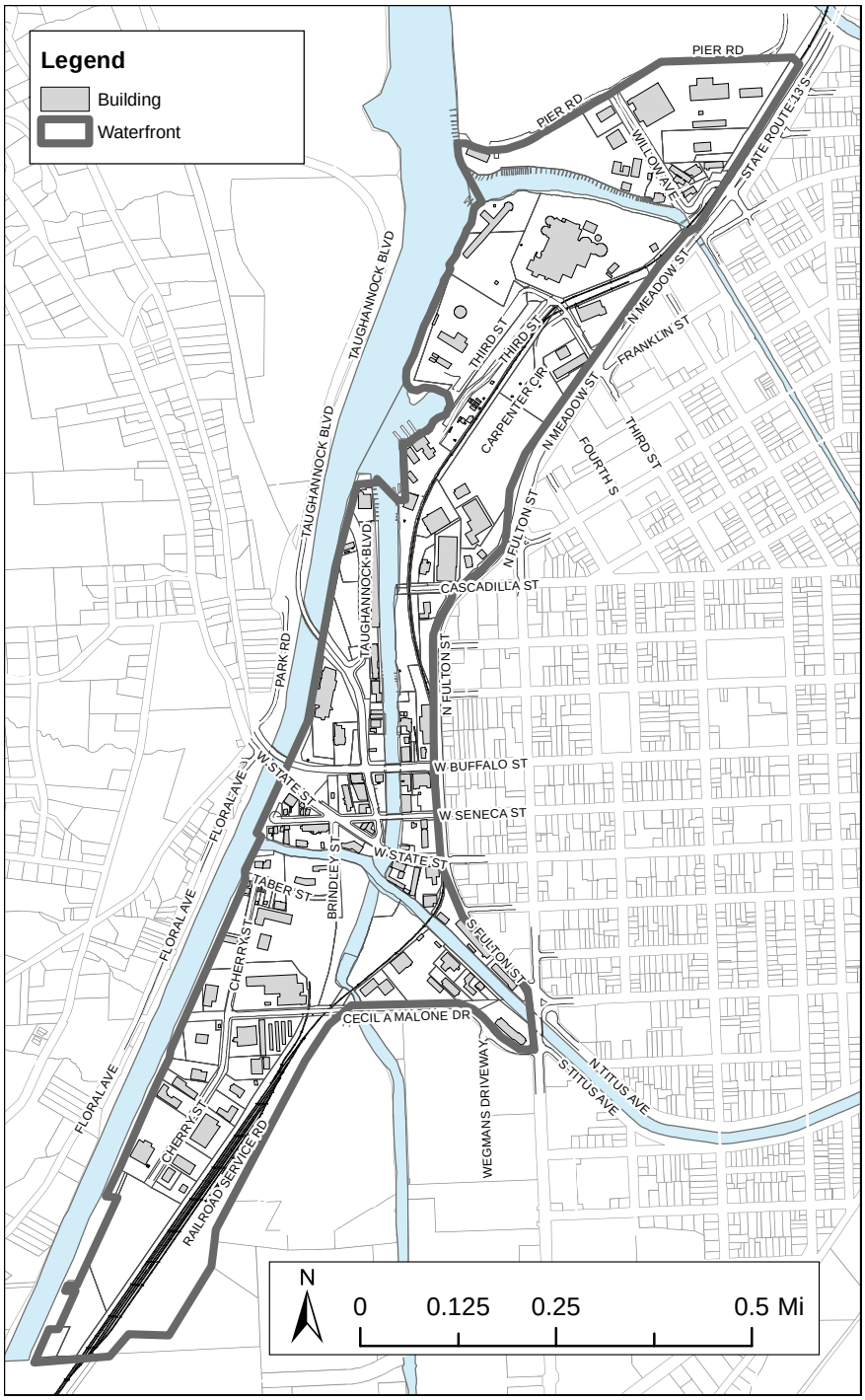


FIGURE 1. Waterfront Design Guidelines Area.

Applicability

The principles and guidelines in this document apply to all proposals for new development and exterior alterations to existing buildings within the Waterfront Area, which is referred to as the Waterfront Design Guidelines Area throughout this document, the "Waterfront Area" or "Waterfront" for short. The Waterfront Area is shown in Fig 1.

All locally designated historic properties are exempt from design review because they undergo an approval process conducted by the Ithaca Landmarks Preservation Commission (ILPC).

Design Review Process

The City of Ithaca Design Review Ordinance requires design review for projects in the Waterfront Design Guideline Area, see Figure 1. The intent is to promote desirable growth and promote excellence in architecture and urban design. The Design Review Committee of the Planning and Development Board is responsible for design review. The Committee will use this document to guide the design review process and make recommendations and requirements. In addition to design review, a project must be reviewed by the full Planning and Development Board to verify that it complies with the site plan review and environmental review requirements of the City Municipal Code. All recommendations from the design review process are non-binding unless they are made a condition of site plan approval or have been fully incorporated into the approved set of drawings. This review process is illustrated in Figure 2.

City of Ithaca Design Review Ordinance

The Design Review Ordinance can be found online at:

http://ecode360.com/15635421

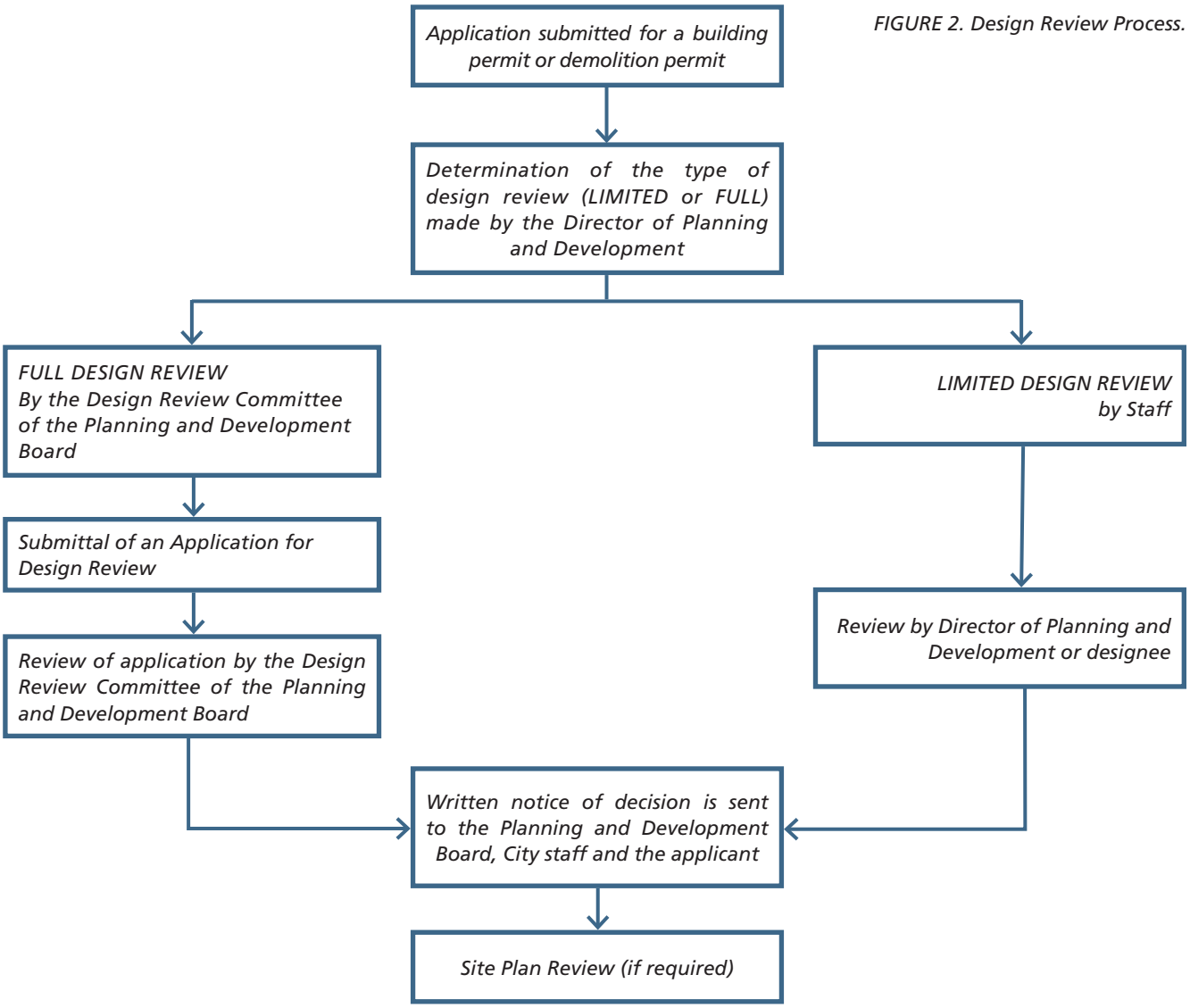


FIGURE 2. Design Review Process.

City of Ithaca Zoning Code

The City of Ithaca Zoning Code can be found online at:

http://ecode360.com/8393835

Priority and Secondary Guidelines

"Priority guidelines" (as illustrated later in this chapter in Figure 8), are indicated in purple text throughout this document. All projects must satisfy each of the priority guidelines, unless it is shown that a particular guideline is clearly irrelevant for the particular project (for example, a priority guideline that requires variation in the massing of upper floors is irrelevant for a single-story project).

All other guidelines are "secondary guidelines." All secondary guidelines will still be used in the review process, but the Design Review Committee or Planning and Development Board may find that not all of them are relevant to a given project. Thus, the project must adequately meet the relevant secondary guidelines in this document to receive approval.

In this review process, the Design Review Committee and the Planning and Development Board will use all of the relevant design guidelines contained in this document, regardless of whether they are designated as priority or secondary. Additionally, the Planning Board can make the satisfaction of any design guideline required as a condition of site plan approval.

Relationship to the Zoning Code

The zoning districts in the Waterfront area establish the basic parameters for development. The Waterfront zones are as follows: Newman District, Market District, Cherry District, WE/WF (West End/ Waterfront).

Standards are identical in permitting mixed land uses including commercial and housing. with exception for parcels along the Waterfront, maximum building heights are set at five stories and 63'. The remaining waterway adjacent parcels in the Waterfront area are zoned with more restrictive height limitations and waterway (rear) setbacks than the other Waterfront zones. In addition to regulating height and use, the zoning ordinance addresses minimum lot size, setbacks, parking requirements, lot coverage and more.

Relationship to the Zoning Code

The primary difference between the guidelines in this document and zoning is that the latter is prescriptive. This means that compliance with zoning requirements can be measured and compliance or non-compliance determined with certainty. Conversely, the guidelines provide a more nuanced level of guidance that requires discretion and interpretation by staff and the Design Review Committee. They allow flexibility, meaning that a design approach that meets the intent of a guideline may be appropriate even though it is not explicitly identified in the document. The Design Review Committee and Planning and Development Board have discretion to determine how a particular guideline can be satisfied by each individual project. Discretion does not mean that the guideline is optional. While guidelines provide flexibility in how they are satisfied, their satisfaction may still be required. For example, the Design Review Committee of the Planning and Development Board may require a project to satisfy the guideline "orient a building to the public realm," but there are multiple ways a project could satisfy this guideline, depending on the context of the site. The key topics addressed in the zoning ordinance and these guidelines are shown in Figure 3.

PRESCRIPTIVE	DISCRETIONARY
Zoning Ordinance	Design Guidelines
Land Use	Building Orientation
Lot Size	Building Mass & Scale
Lot Coverage	Façade Character
Parking Requirements	Building Materials
Setbacks	Compatible Design
Building Height	Pedestrian Connections
	Service Area Location
	Fences & Walls
	Open Space
	Landscaping
	Sustainability
	Lighting
	Sign Design
	Transitions Between Zones

FIGURE 3. Zoning Ordinance vs. Guidelines.

Plan Ithaca: Comprehensive Plan

The Plan Ithaca Comprehensive Plan provides the basis of land use and development policy for the city. It can be found online at:

http://www.cityofithaca.org/165/City-Comprehensive-Plan

Ithaca Landmarks Preservation Commission

More information on the Ithaca Landmarks Preservation Commission and the Citywide historic preservation guidelines can be found online at:

http://ny-ithaca.civicplus.com/346/Ithaca-Landmarks-Preservation-Commission

Waterfront Historic Resources Worthy of Consideration*

- Thomas-Morse Aircraft Factory
- Stanford (Ithaca) Sign Works
- Lehigh Valley House
- Filling Station (now K & H Redemption Center)
- Beebe Mission Well House
- Brindley Park Fountain
- Pumping Station on Cherry St.

*The Waterfront Area Plan mentions several undesignated historic resources that represent the area's historic land use patterns, the Waterfront Resources Worthy of Consideration. These sites contribute to the district's unique identity, sense of place and economic vitality, and their protection is essential to preserving important connections to the past as the area develops.

Relationship to Other Policy and Regulatory Elements

This section describes additional pertinent policy and regulatory documents.

Comprehensive Plan

Plan Ithaca, the City's Comprehensive Plan, presents a broad vision for community development and outlines policies to achieve it. Plan Ithaca provides land use recommendations and establishes goals for development. Specifically, it emphasizes the importance of "compact mixed-use development" for both livability and sustainability. The guidelines respond to this goal by focusing on urban character and design quality, particularly at the street level. As part of this goal, the comprehensive plan seeks to de-emphasize surface parking citywide.

Other key policies in the comprehensive plan seek to preserve and enhance neighborhood character, maintain a vibrant economy, pursue environmental sustainability in general and offer a high quality of life. These policies are reflected throughout the guidelines.

Historic Preservation

The Lehigh Valley Railroad Station at the 806-810 West Buffalo Street and The Delaware, Lackawanna & Western Railroad Station (DLW Station) are the only LOCALLY DESIGNATED HISTORIC RESOURCEs in the Waterfront Area, see figure 4

The Lehigh Valley Railroad Station was built in 1898 and designed by a locally prominent architect. This yellow-brick passenger train depot represents the importance of passenger rail service in Ithaca during the late-19th and early-20th centuries and the railroads' influence on the character and development of the Waterfront during this period. It was listed on the State and National Registers of Historic Places in 1974 and designated an INDIVIDUAL LOCAL LANDMARK that same year.

The DLW Station possesses special historical and aesthetic interest as a part of the development, heritage, and cultural characteristics of the City of Ithaca as an intact remnant of a historically significant era of railroad transportation in Ithaca. The station was specifically designed to provide an impressive gateway into the community.

The Ithaca Landmarks Preservation Commission (ILPC) reviews development proposals and renovations on locally designated properties under a separate process using the Historic District and Landmark Design Guidelines.

Historic Preservation

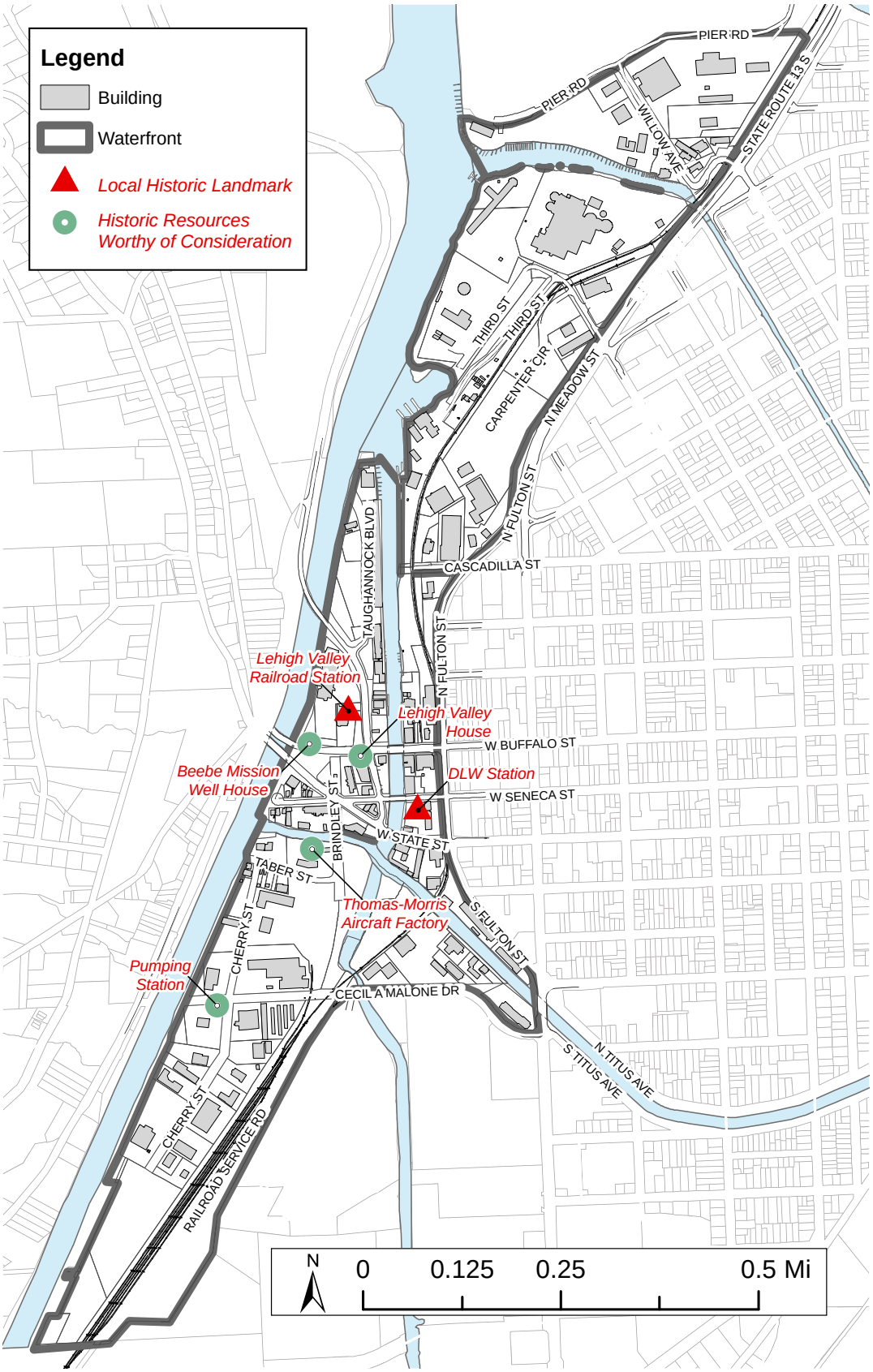


FIGURE 4.
Historic Resources in the Waterfront.

Note:

All locally designated historic resources are exempt from design review because they undergo a special approval process conducted by the Ithaca Landmarks Preservation Commission (ILPC).

Plan Ithaca: Phase II The Waterfront

More information on the Plan Ithaca: Phase II Area Plans - The Waterfront can be found online at:

http://ny-ithaca.civicplus.com/346/Ithaca-Landmarks-Preservation-Commission

Waterfront Zoning and Plan

The Waterfront Plan builds upon Plan Ithaca and incorporates the goals of the broader document. It addresses in greater detail issues that are specific to the waterfront area and identifies specific recommendations to achieve the plan's objectives. Further the Waterfront Plan and zoning defines the Waterfront Design Area and calls out the distinct qualities of its four character areas/zones.

Description of the Waterfront Design Guidelines Area

The Waterfront Area is bordered to the north by the Newman Golf Course, to the southern end of the city border on Cherry Street, to the west by the Flood Control Channel, and to the east by Route 13/ Fulton and Meadow Streets.

The Waterfront Area is home to a wide variety of uses including a state of the art health care facility, restaurants, bars, industrial uses, community gardens, and the Ithaca Farmers Market. This pattern of development should continue to the area's underdeveloped parcels that expect to experience much growth and change. New development, however, should be sensitive to the predominant use in the four districts: the Cherry Street District as an industrial area, the West End/Waterfront District as a vibrant commercial district, Market District as a food production district, and the Newman District as a recreational/residential district

Plan Ithaca, the City's adopted comprehensive plan, categorized the Waterfront study area as predominantly mixed use and enterprise areas intended to encourage higher density growth in the form of well-designed, compact, mixed use development. These areas are located on major transportation corridors in the City, making it easy for residents to access jobs and services and for visitors to access local businesses and tourist destinations. Additionally, there are some areas classified as environmentally sensitive and important locations where special consideration must be given to preserve unique natural features.

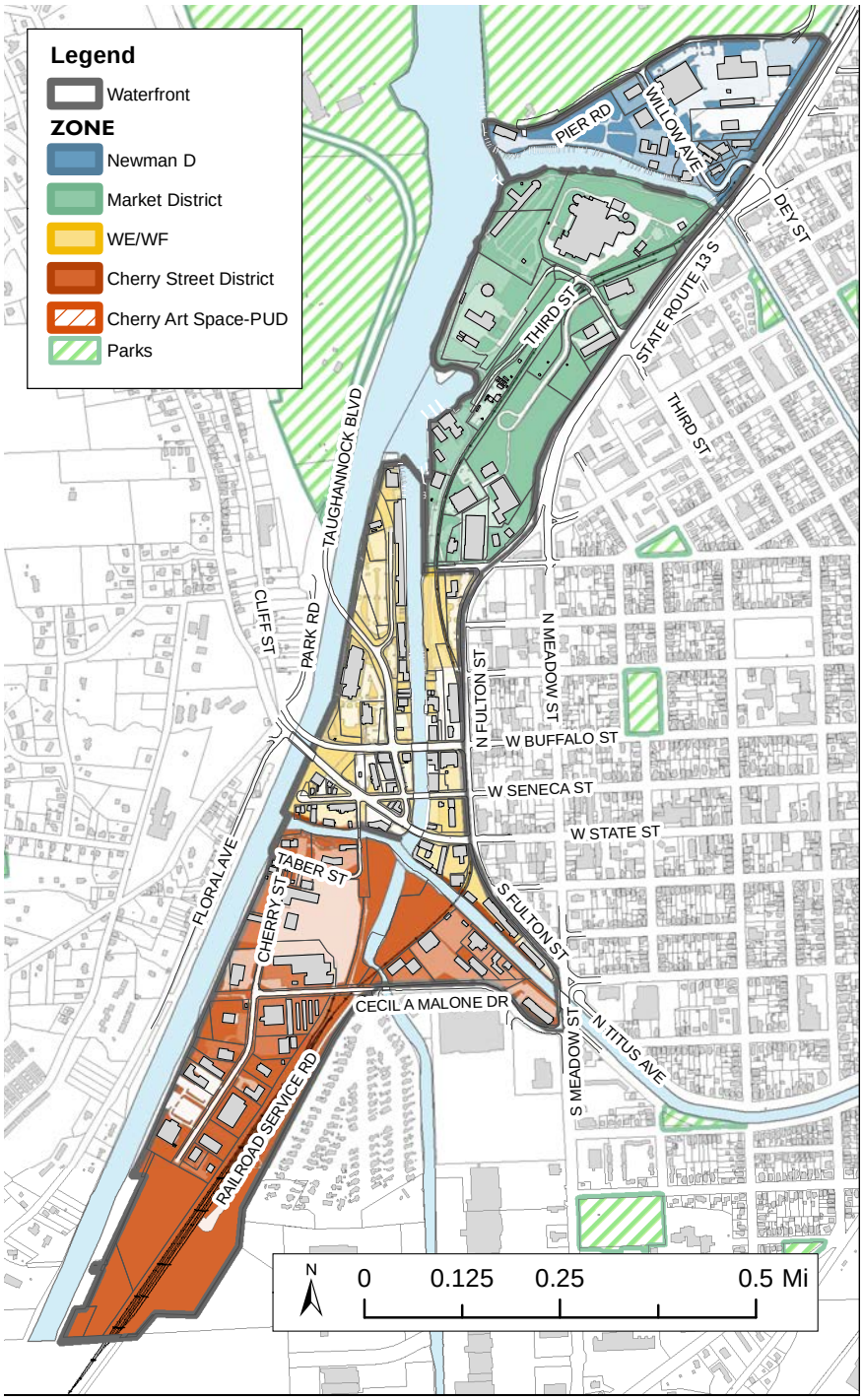


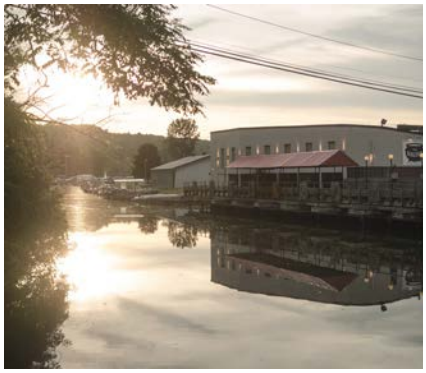
FIGURE 5. Waterfront Character Areas.

Waterfront Character Areas

The Waterfront area is divided into four character areas; the Cherry Street District, the West End/Waterfront District, the Market District, and the Newman District, see figure 5.

All Waterfront projects should encourage water based/ dependent activities and maintain visual and physical access to the water. New and expanded development should incorporate multimodal transportation, including, sidewalks, accessible plazas, bike facilities, through site crossings and, where appropriate, enhance connections to the Cayuga Waterfront Trail. Shared parking is highly encouraged in all districts to avoid the negative environmental and aesthetic impacts of multiple surface level parking lots.

Specific guidelines for each Character Area appear throughout the document, and are a special focus in Chapter 6.



Newman District

The Newman District is characterized by its adjacency and connection to public recreational facilities such as Newman Golf Course to the north, Cascadilla Creek to its south, and public works facilities within the district east of Willow Ave, see figure 6. The district has only one point of vehicular access at Willow Ave and Route 13, however the Cayuga Waterfront Trail offers exceptional recreational connection to the entire Waterfront on both sides of the Inlet, including Stewart Park, the Farmers; Market and the Black Diamond Trail in Cass Park.

The district is ideal for primarily- residential mixed use that is enhanced by its proximity to the waterfront and recreational facilities. Mixed use development west of Willow Ave should aim to address both the street and waterfront edges, and preserve physical and visual access to the water. Future development east of Willow Ave should strengthen the street edge. Large development sites should limit vehicular points of access to preserve pedestrian and bike connectivity to the Cayuga Waterfront trail.

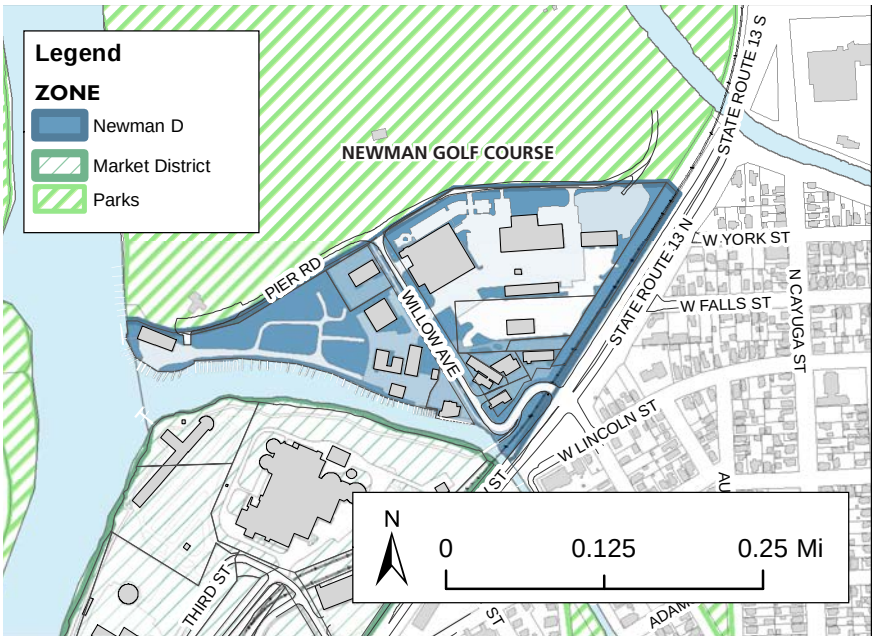


FIGURE 6. Newman District

The Market District

The Market District borders two waterways to the west and north (Cascadilla Creek and the Cayuga Inlet) and Cascadilla St. and Route 13, to the south and east, figure 7. The Market District is a hub for food related retail due to the Ithaca Farmers' Market, which draws large numbers of visitors to the district. The Norfolk Southern Cargo rail divides the district, placing the Waterfront, the Ithaca Farmer's Market and the Ithaca Area Wastewater Treatment Facility (IAWWTF) on one side of the district and properties including community gardens along the highly visible Route 13 corridor. The district has one point of public vehicular access at Third St. and Route 13. However, the Cayuga Waterfront Trail offers exceptional recreational connections to the entire Waterfront on both sides of the Inlet, including Stewart Park, the Farmers Market, Newman Golf Course, and the Black Diamond Trail in Cass Park.

The district is ideal for a mix of development types including residential, retail and commercial. New development should aim to support and enhance existing uses. Waterfront sites should encourage water based/dependent activities and provide connections to the Waterfront trail. Development across the rail toward Rt. 13 should function as gateway to the city, and the Waterfront and be accessible to the Northside neighborhood.

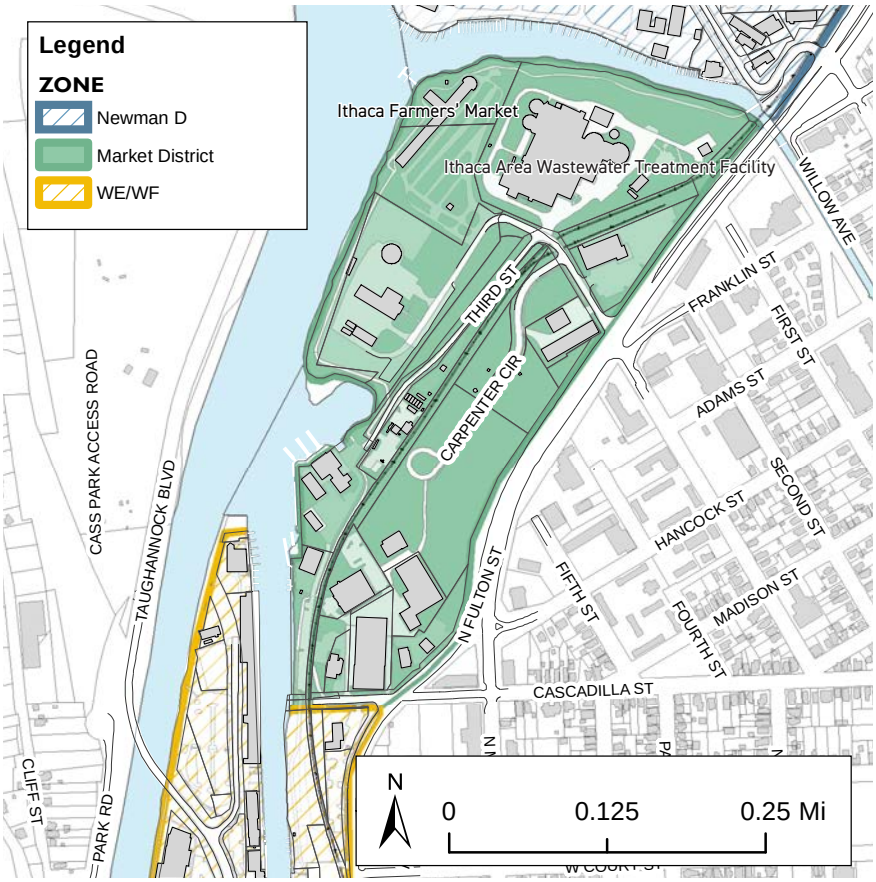


FIGURE 7. Market District

The West End/Waterfront District

The West End/Waterfront district is defined by the Flood Control Channel and Route 13/Fulton Street to the west and east respectively, Sixmile Creek to the south and Cascadilla Street to the north, see figure 8. The district is both the City's gateway to the Waterfront from the downtown area and a Waterfront destination featuring Inlet Island, sites along the Old Cayuga Inlet and the Waterfront Trail. The district is the most developed portion of the Waterfront and is an active, primarily commercial district with several long-standing local businesses, some notable historic buildings and many larger sites with development potential. The district contains major east-west transportation corridors that travel through and out of the city. Travelers to and from the west side of the City and Cayuga Lake, including in-commuters, must pass through this district, resulting in peak hour traffic congestion and stressful pedestrian and bike commuting.

Future development should aim to enhance and strengthen the districts role as a gateway and destination to the Waterfront. A wide mix of architectural styles and high quality building materials are appropriate in most areas of the district, but waterfront projects adjacent to historic structures should respond directly to those conditions. New and expanded development should incorporate bike and pedestrian features that add relief to users of active transportation.

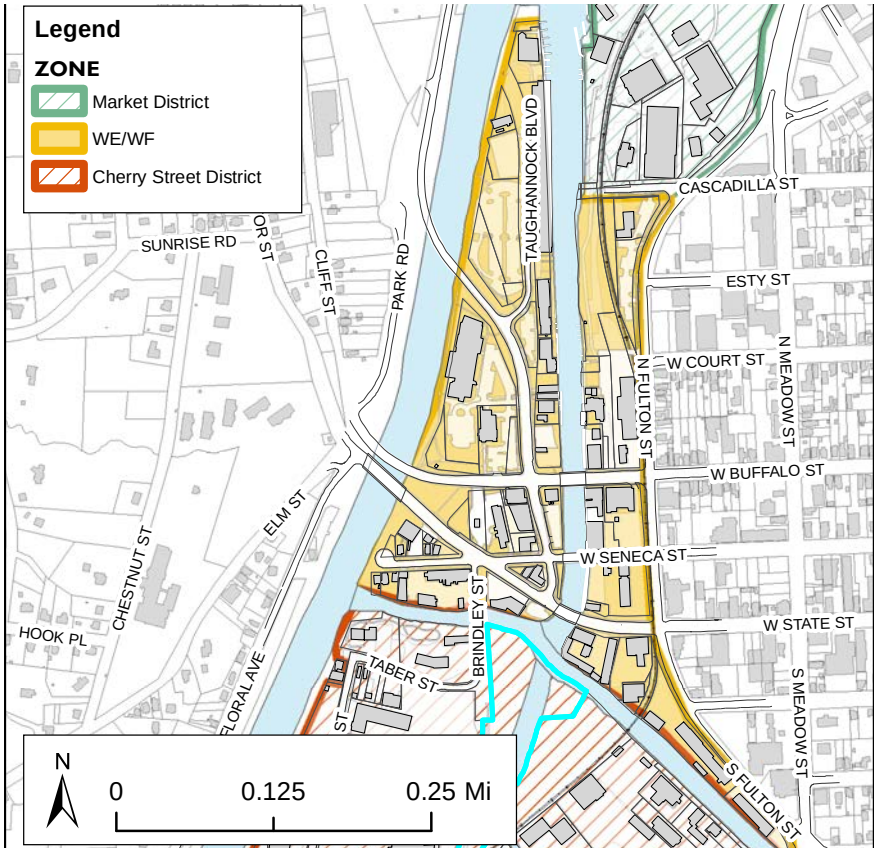


FIGURE 8. West End / Waterfront District

The Cherry Street District

The Cherry Street District is the farthest south of the Waterfront districts and borders waterways on two of its boundaries: the Flood Control Channel to the west and Sixmile Creek to the north, see figure 9. The area historically served as the City's Industrial Park and continues to be a hub of industrial and commercial uses, including several high tech and manufacturing business. The District has a distinct industrial character with primarily 1-2 story buildings featuring brick, steel, metal panels and Cement Masonry Units (CMU). The district's limited road network allows for only two points of vehicular access – one at Cecil B. Malone Drive and Meadow Street, and a second through the new bridge currently under construction at Taughannock Boulevard. Expanded multimodal access will help connect this district to the surrounding urban fabric and other areas of the Waterfront.

Future development of the Cherry Street District should aim for an expansion of uses while retaining the district's industrial character. Mixed-use residential development, particularly housing that offers live/work opportunities, is encouraged north of Cecil B. Malone Drive, while non-residential commercial, light industrial and manufacturing uses will continue to the south. Building design and materials should be compatible with these industrial character. New and expanded development should, where possible, offer a connection to the future Black Diamond Trail network and the redesigned pedestrian Brindley St. Bridge.

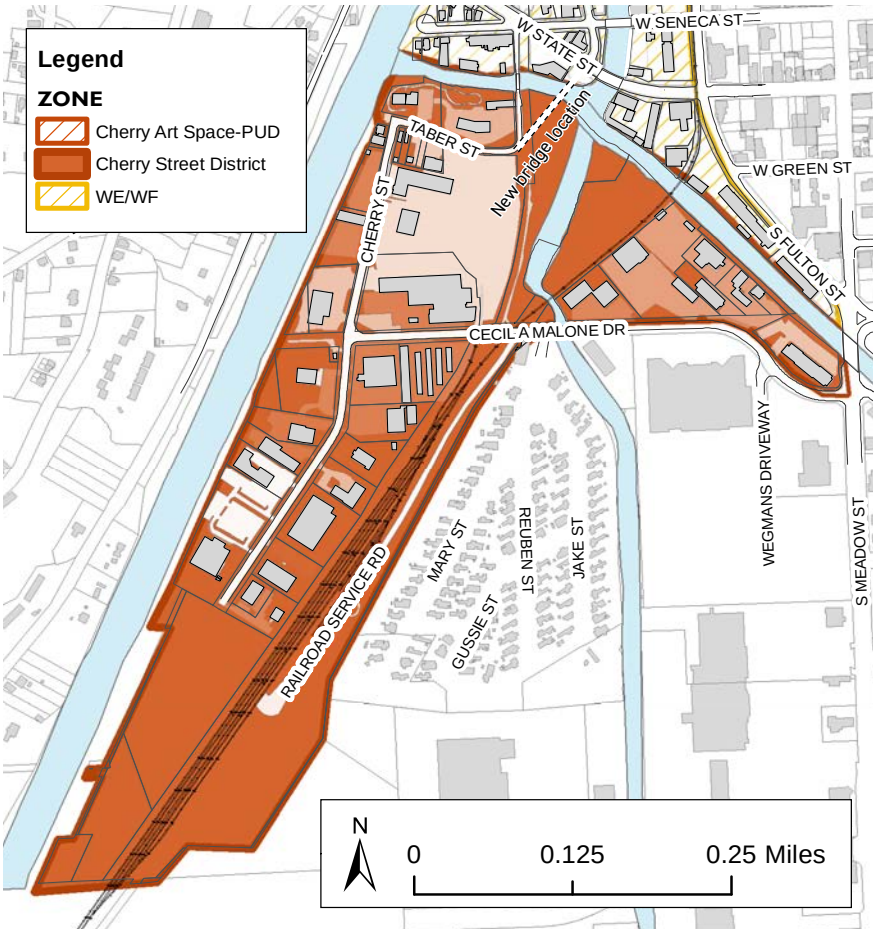


FIGURE 9. Cherry Street District

The guidelines focus strongly on the interface and relationship between private property and public areas.

Urban Design Concepts/Definitions

Several design-related concepts and terms are referenced in this document. This section defines these baseline ideas, which are critical to understanding the guidelines and their intent.

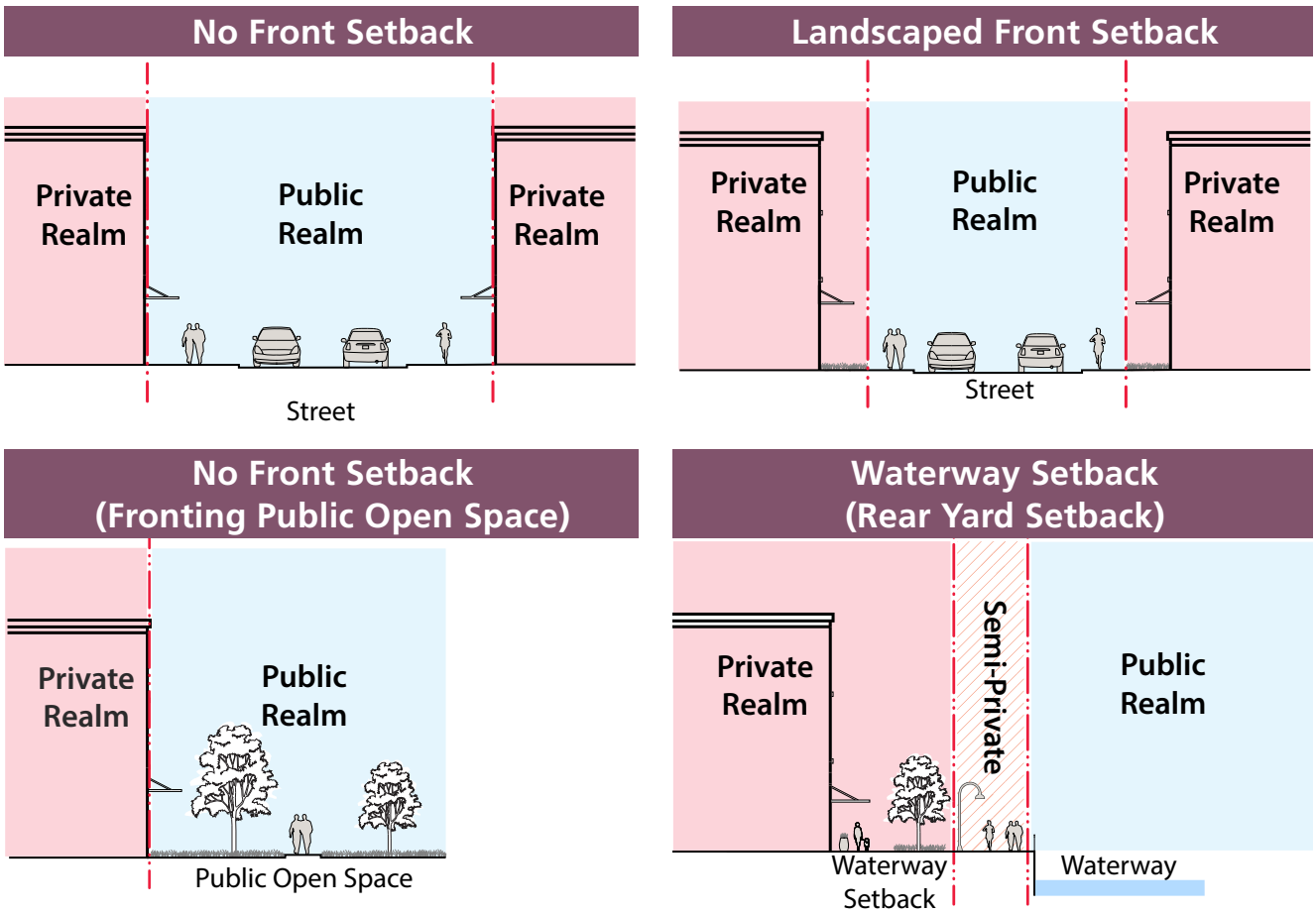
Project

A "project" refers to any building construction, site work, renovation or other activity on a property that is subject to review under these guidelines.

Public and Private Realm

The guidelines focus on the interface between private property and public areas. The term "public realm" refers to any public area, including a street, sidewalk, waterway, public plaza, park, promenade that is accessible by the public at large. The "private realm" refers to any place on private property, including building edges, setback areas, plazas or other features. The interface between these elements largely determines one's experience in an urban environment. Figure 10 diagrams the public and private realms under different conditions.

FIGURE 10. Setback Types



Orientation describes how a building interacts with its surroundings.

A site should animate a surrounding space.

A building may express human scale by demarcating floors and adding appropriately sized windows and doors.

A building's materials should relate to its context and immediate surrounding.

Orientation

Orientation describes how a building or other site feature interacts with its surroundings. A building that is "oriented" toward the street means that its primary side faces the street and is prominent when viewed from the street.

Activation

Activation refers to how a site or building feature animates a surrounding space. For example, a retail storefront or outdoor dining area can activate a sidewalk due to the human activity it generates.

Interest

"Interest" describes a person's experience in an urban environment. Site and building features such as a wall with entries, landscape features, art, windows, display areas and other elements enhance pedestrian interest. A blank, featureless wall diminishes pedestrian interest.

Human Scale

"Human scale" is used to describe how a person perceives a building element or a group of building elements in relation to themselves. A person relates better to building features that are of a size and scale similar to that of a human. By contrast, a blank wall that spans multiple stories does not properly exhibit human scale. The same wall can express human scale by demarcating floors and adding appropriately sized windows and doors. A building needn't be "small" to express human scale; a building can accomplish human scale by providing articulation, detail and design elements that break larger-scale masses into smaller visual proportions that are easily relatable for a pedestrian.

Compatibility in the Waterfront

Compatibility describes two ideas in the guidelines. Internal compatibility refers to how different elements of a single project relate to one another. A building's materials could be either compatible or incompatible with each other. External compatibility refers to how a single project relates to its context. A building or project may be compatible or incompatible with Waterfront context based on its scale in relation to adjacent buildings.

"Waterway" refers to any body of water

Traditional Industrial

The term traditional refers to the early character of an area's development that continues to be visible. The City's Waterfront has largely transitioned from its past as a hub of industry and transportation. However, some brick industrial buildings still stand in the West End, as does the former train station and remnants of the Erie Canal seawalls. The area's history as a working waterfront is also visible on and around Inlet Island, which retains a large covered marina and a business specializing in boat building and repair. Traditional materials and building forms in the Waterfront are those that reflect and reference water dependent, industrial and transportation uses.

Façade

Façade refers to an external wall or face of a building, including those that are street-facing and those that are not street-facing.

Waterway

A waterway in this document refers to the following:

The Flood Control Channel, Cascadilla Creek, Sixmile Creek, and the Cayuga Inlet.

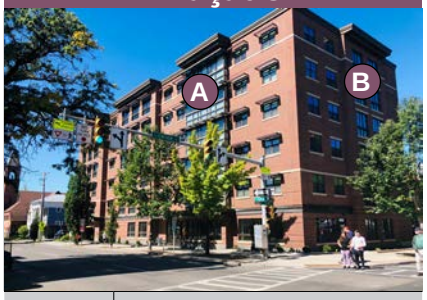
Waterfront

A Waterfront refers to any land fronting or abutting on an identified waterway.

Residential Façade

A	Street-Facing Façade
B	Interior Façade

Commercial / Mix Use Façade



A	Street-Facing Façade
B	Interior Façade

Façade Types

While the primary focus of the design guidelines is the street-facing and water-facing elements of a building, all sides of a structure must be considered. The emphasis on design varies based on the relationship of a façade to the public realm. This document refers to "street-facing façades", "Waterfront-facing façades" and "interior façades." A street-facing façade is any side of a building that faces the street. In some cases, a single building may have multiple street-facing façades. An interior façade faces an internal side or rear property line. A waterfront-facing façade is any side of a building that faces the Waterfront. This façade should compliment the public space created from the rear setback abutting a waterway. An interior façade may or may not include a functional entry depending on the circumstance. The diagrams (left) illustrate the façade types that should be considered.

Rhythm

Rhythm refers to a distinct visual pattern created by the repetition and uniform arrangement of similar design elements, including: doors, windows and architectural details on buildings. Rhythm also exists on a greater scale in compositions of multiple buildings (for example, along a block face). Building size and scale, lot size, building setbacks and spacing create this rhythm between multiple buildings.

Standard Design Guidelines Format

To facilitate ease-of-use, the design guidelines in this document use a standard format. This includes: topic headings, intent statements, numbered design guidelines, additional information about appropriate strategies and illustrations or diagrams. Figure 8 uses a sample design guideline page from Chapter 4 to illustrate each key element.

Key to the Sample Design Guideline Format			
A	The design topic is indicated with a heading followed by an intent statement.	C	Sidebars are sometimes included to provide additional background information or cross-references to other documents or policies.
B	The design guidelines describe an intent or desired outcome, with supplementary information listed in bullets below. Priority Guidelines are indicated in purple text.	D	Photographs and diagrams are provided to illustrate design guideline principles. Captions help explain the intent of the photo and tie it to the guideline text.

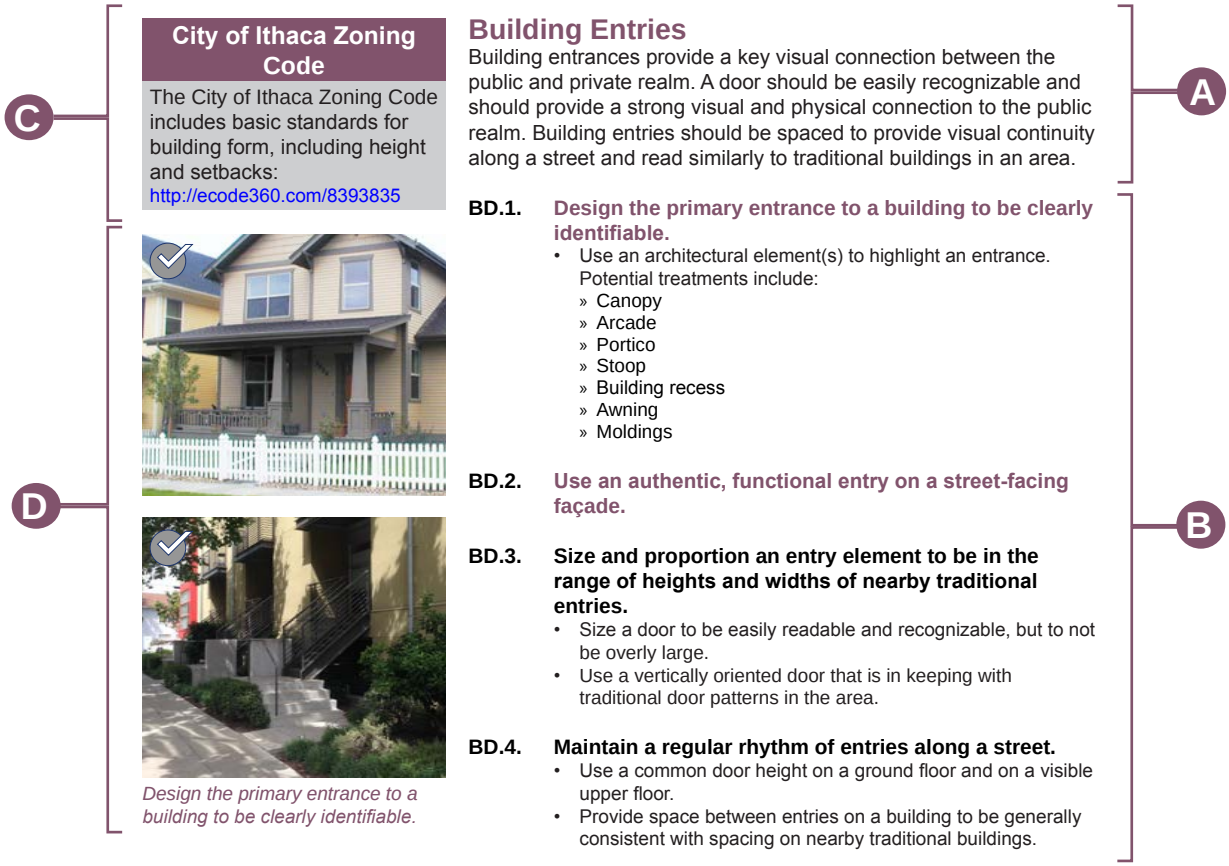


FIGURE 11. Guidelines Format

Which Chapters Apply to My Project?

This chart indicates which chapters are relevant to different types of work in the Waterfront Area. For some smaller projects, all relevant design guidelines may be found in one chapter (i.e., a project to expand and re-landscape a parking area may be subject only to the guidelines in Chapter 3). For larger projects, several chapters may apply (i.e., a new mixed-use or commercial project may be subject to Chapters 1-6).

	Which Chapters Apply to My Project?					
	Ch.1 Introduction	Ch.2 Guiding Principles	Ch.3 Site Design	Ch.4 Building Design	Ch. 5 Signs	Ch.6 Guidelines Specific to Character Areas
New Construction	✓	✓	✓	✓	✓	✓
Building Addition	✓	✓	✓	✓		✓
Landscaping/ Site Work	✓	✓	✓			✓
Signage	✓	✓			✓	✓

Document Organization and Format

The information in this document appears in this sequence:

Document Organization

Following the introduction, the design guidelines are organized into six separate chapters by design topic, as summarized below.

Chapter 1 Introduction

The introduction summarizes the purpose and policy foundation of the guidelines. It also describes the organization and format and the design review process.

Chapter 2 Guiding Principles

This chapter provides overarching design principles for all development in the Waterfront Area to serve as a framework for the design guidelines that follow.

Chapter 3 Site Design

This chapter provides general site guidelines applicable to all new construction in the Waterfront area. It covers issues of site design, including street character and landscaping, building placement, connectivity, open space, parking, etc.

Chapter 4 Building Design

This chapter provides design guidelines for the visual and functional character of buildings throughout the Waterfront area. Topics include building scale, architectural character, materials, and ground floor design.

Chapter 5 Signs

This chapter provides guidelines for signs, including type, location, and lighting.

Chapter 6 Guidelines Specific to Character Areas

This chapter provides additional guidance for new development in the specific character areas in the Waterfront area (Newman District, Market District and West End/Waterfront District, Cherry Street District). These guidelines supplement the guidelines in Chapters 3-5 to provide additional nuanced, context-based guidance for each area.

CHAPTER 2 GUIDING PRINCIPLES

The guidelines and the review process through which they are administered seek to maintain the Waterfront Area as a cohesive and livable place with an attractive and pedestrian-oriented environment. They promote maintenance of the Waterfront Area's traditional character while encouraging architectural creativity and contemporary design. The following guiding principles provide a foundation for the design guidelines. Each project should be consistent with the Guiding Principles.

In this Chapter:

All development in the Waterfront Area should achieve excellence in design. Thoughtful designs should provide a sense of character and a positive pedestrian-oriented experience. For example, this building utilizes high quality materials and provides ground floor amenities that improve the pedestrian experience.

Designing a building to convey human scale is critical to creating an appealing public realm. Each project should express a human scale through the organization, scaling and composition of its architectural elements. For example, this building breaks massing into separate modules with upper floor stepbacks, changes in material and more.

Achieve Excellence in Design

All development in the Waterfront Area should achieve excellence in design. This includes using high quality materials and construction methods, and paying attention to the intent of the guidelines. The bar for design in the Waterfront Area should be set high. Thoughtful designs should establish a distinctive sense of character and provide a positive pedestrian-oriented experience.

Express Human Scale

People relate best to a building when it includes elements that are at a scale they can easily perceive. Designing a building to convey human scale is critical to creating an appealing public realm. Each project should express a human scale through the organization, scaling and composition of its architectural elements.

Design for Compatibility and Respond to Context

The Waterfront Area has a mix of historic and industrial buildings that embody the character of Ithaca. Several historic buildings frame the vibrant West End district. The Cherry Street district contains numerous buildings with industrial characteristics that provide a sense of heritage and culture. Buildings that are highly valued contribute to a cohesive quality through their materials, scale and massing, organization of functions and other features. When adjacent to historic and industrial buildings, new development should respect the design traditions of the Waterfront Area by drawing on these qualities.

New infill development should respect the design traditions of the Waterfront Area.

Encourage Creativity

The guidelines establish expectations for compatible development, while also encouraging creativity in design. The Waterfront Area has a wide mix of building types and architectural styles that are all influenced by the culture and history of the Waterfront Area. The design guidelines encourage new development to embrace and unify elements relating to a waterfront identity. New infill and renovation projects should draw design inspiration from the Waterfront Area and continue to build a cohesive identity through design.

New infill and renovation projects should draw design inspiration from the waterfront

Acknowledge Constraints

The Waterfront presents a variety of constraints to development. Poor soil, and limited vehicular rail crossing are constants throughout all the districts. The guidelines seek to improve urban design without significantly impacting project costs. Objectives must be balanced with a realistic sense of development costs and other constraints. The guidelines provide flexible options in meeting design objectives.

Activate the Public Realm

Development in the Waterfront Area should encourage and improve pedestrian circulation and access. Each project should contribute to the public realm by enhancing pedestrian interest and comfort with site design. Buildings should visually and/or physically access the waterfront and/or public streets and spaces.

Each project should contribute to the public realm by enhancing pedestrian interest and comfort. An outdoor dining space provides pedestrian interest and activates the public realm.

The Waterfront Area presents a variety of constraints for development. The guidelines provide flexible options in meeting design objectives, including the reuse of an existing building. The building (above) is an innovative adaptive reuse project that re-purposed an industrial structure.

Ithaca Green Building Policy

More information on the Policy:

http://ithacagreenbuilding.com

Waterfront properties should establish an interconnected circulation system for all modes.

Maximize Connectivity

Waterfront Area properties should help establish an interconnected circulation system for all modes; pedestrian, bike, boat, and vehicle. Along the waterfront, new development should continue public access to encourage a waterfront area wide network for pedestrians and bikes. Interruptions to public sidewalks and vehicle-pedestrian conflicts should be avoided. Clear and direct connections inside a development site, between buildings and open spaces and to the waterfront are critically important.

Design for Sustainability

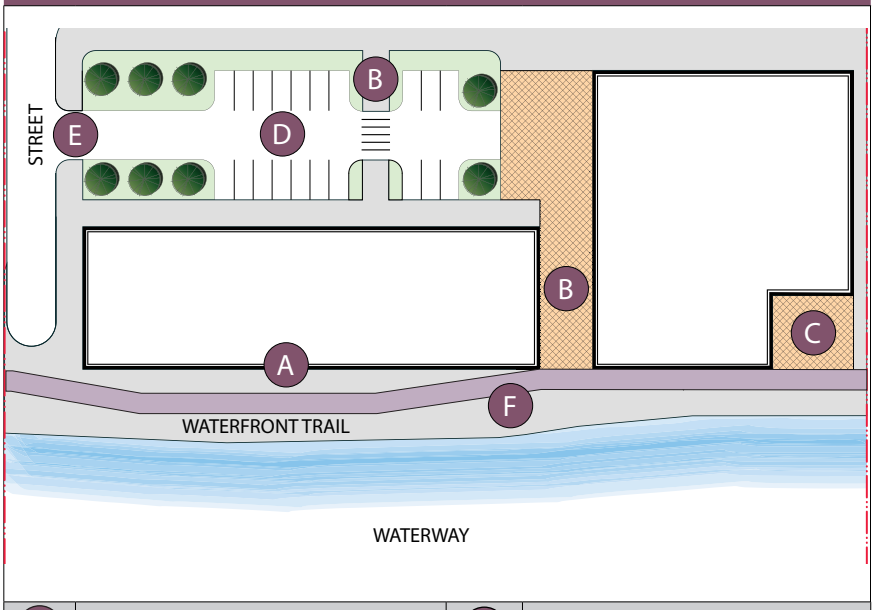
Ithaca has prioritized sustainability through policy and practice, particularly through the city's Green Building Code. Site and building design will be important in achieving these objectives. A project should reduce energy consumption, conserve resources and minimize environmental impacts to help move Ithaca toward a sustainable future.

A project should reduce energy consumption, conserve resources and minimize environmental impacts to help move Ithaca toward a sustainable future.

CHAPTER 3 SITE DESIGN

Site design refers to the arrangement and placement of buildings and site features and the relationship of these elements to public areas and neighboring properties. This chapter provides site design guidance for all projects in the waterfront. It shall be used in conjunction with the Character Area-specific guidelines in Chapter 6. Figure 12 illustrates key site design considerations on a simple site plan diagram.

KEY CONSIDERATIONS OF SITE DESIGN



A	*Building Orientation*	D	*Parking Location*
B	*Pedestrian Connections*	E	*Driveway Location/Access*
C	*Open Spaces*	F	*Waterfront Trail*

FIGURE 12. Key considerations of site design.

IN THIS CHAPTER:

Building Orientation

Building orientation refers to how architectural elements (doors, windows, etc.) relate to their surroundings. Buildings should be sited to establish a strong visual and physical connection to the public realm. If a building is sited along a waterway, building elements should front this natural feature to create an engaging, pedestrian friendly waterfront, see figure 13 & 14.

SD. 1. Orient architectural and landscape elements to the public realm and the waterways.

- Orient a primary entry and architectural features to face a street, public plaza, waterway or prominent public space.
- Create multiple building fronts if building fronts two or more prominent public spaces and/or streets.
- Organize the site and building structure to visually define and shape connections between waterways and nearby communities.
- Provide an outdoor space, e.g. patio or rooftop terrace that allows views of a waterway.

BUILDING ORIENTATION

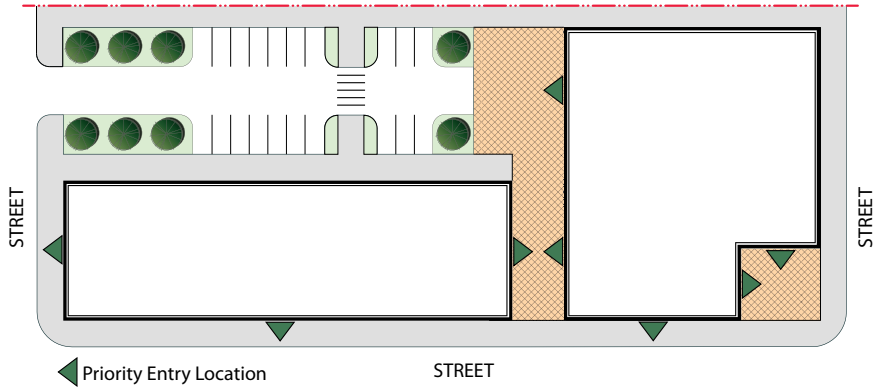


FIGURE 13. Orient a building's primary entry to face a street. Orienting a primary entry to a public plaza or other prominent public space is also acceptable.

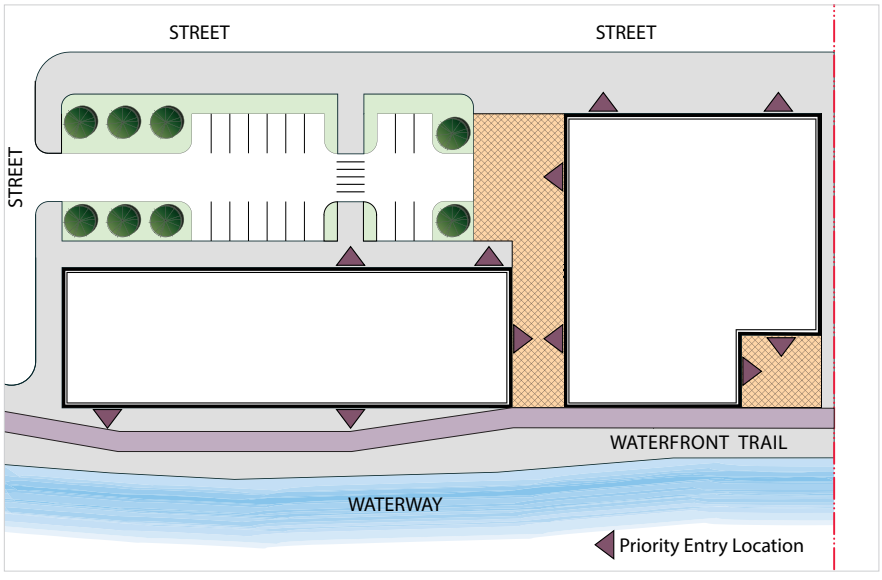


FIGURE 14. If adjacent to a waterway, orient a building's primary entry to face the waterway .

Building Orientation

Consider providing an outdoor space, a balcony, or patio that allows for public views of the waterfront.

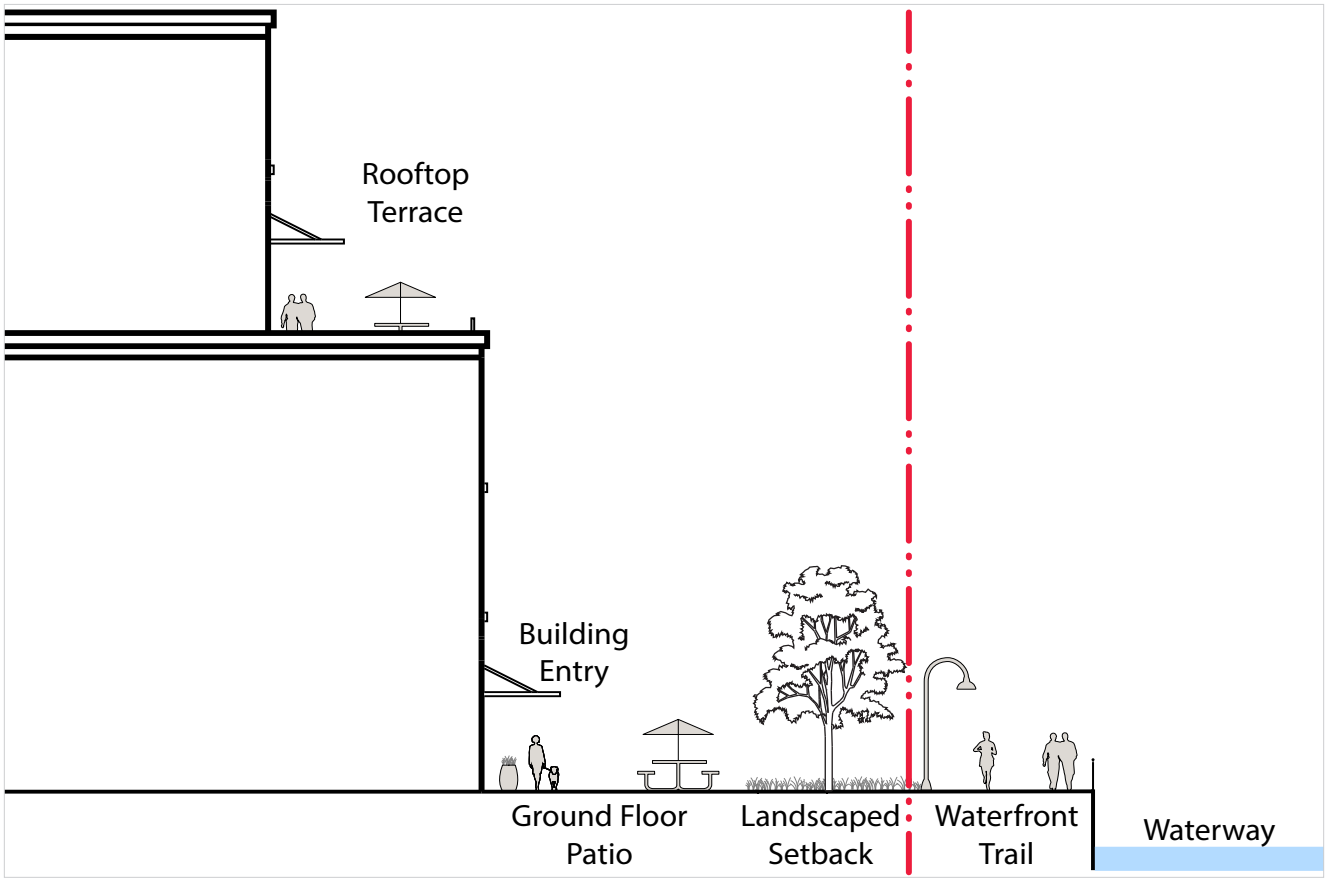
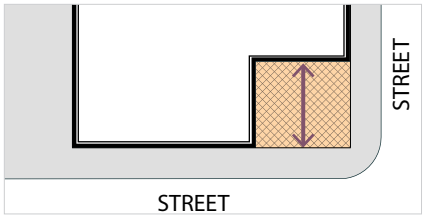


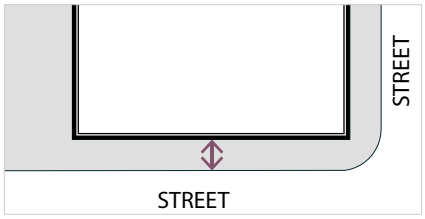
FIGURE 15. Building Orientation

EXTERNAL PEDESTRIAN CONNECTIVITY

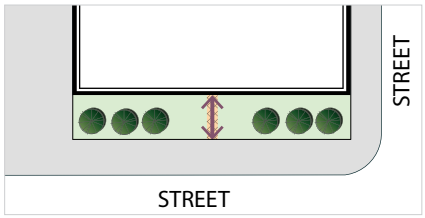
Options engaging open space include:



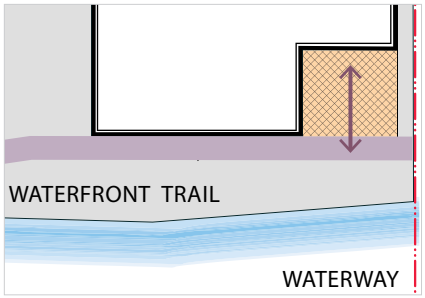
A plaza, outdoor seating area or patio that connects a building to a public space.



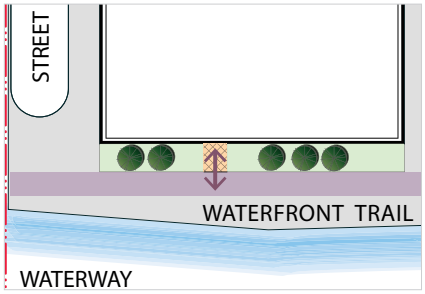
A door that opens directly to a public space.



A walkway that connects a building to a public space through a setback area.



An open space that connects a building to the waterfront and the waterfront trail.



A walkway that connects a building to the waterfront and the waterfront trail.

External Pedestrian Connectivity

External pedestrian connectivity refers to a point of access between a site, building and the public realm. A strong physical and visual relationship between these elements enhances walkability.

SD. 2. Provide a physical and visual connection for pedestrians between a site and the public realm.

- Use a walkway that connects a building to a public space through a setback area.
- Place a door that opens directly to a public space.
- Place a plaza, outdoor seating area or patio that connects a building to a public space.

SD. 3. When a property is adjacent to a public open space or the Cayuga Waterfront Trail, connect the site to any public-private pedestrian walkway.

An outdoor seating area to connect site to public space.

Doors and large windows create a physical and visual connection between a building and public space.

Internal Pedestrian Connectivity

An internal walkway connects key areas of a site together, e.g. Parking to Open Space.

An internal pedestrian circulation system should connect each site with the public realm. Movement and connectivity between noted areas of a site (ROW access, Parking, Open Space, Pedestrian Walkways) and a building's entry are important in creating an accessible, and accommodating site.

SD. 4. Establish an internal walkway system that connects key areas, such as building entries, parking areas, the Cayuga Waterfront Trail, and other prominent open spaces.

- Use landscaping, special paving, architectural features, and lighting to accentuate a site's circulation.
- Direct an internal walkway through a plaza, courtyard or other outdoor feature.
- Design an internal walkway that is inclusive and ADA accessible.
- Connect an internal walkway system to larger public pedestrian networks.

The architectural features, glass curtains and awnings create interest through site.

Coordinate building and site materials to highlight pedestrian connections.

Amenities near the waterway encourage greater interest and activity.

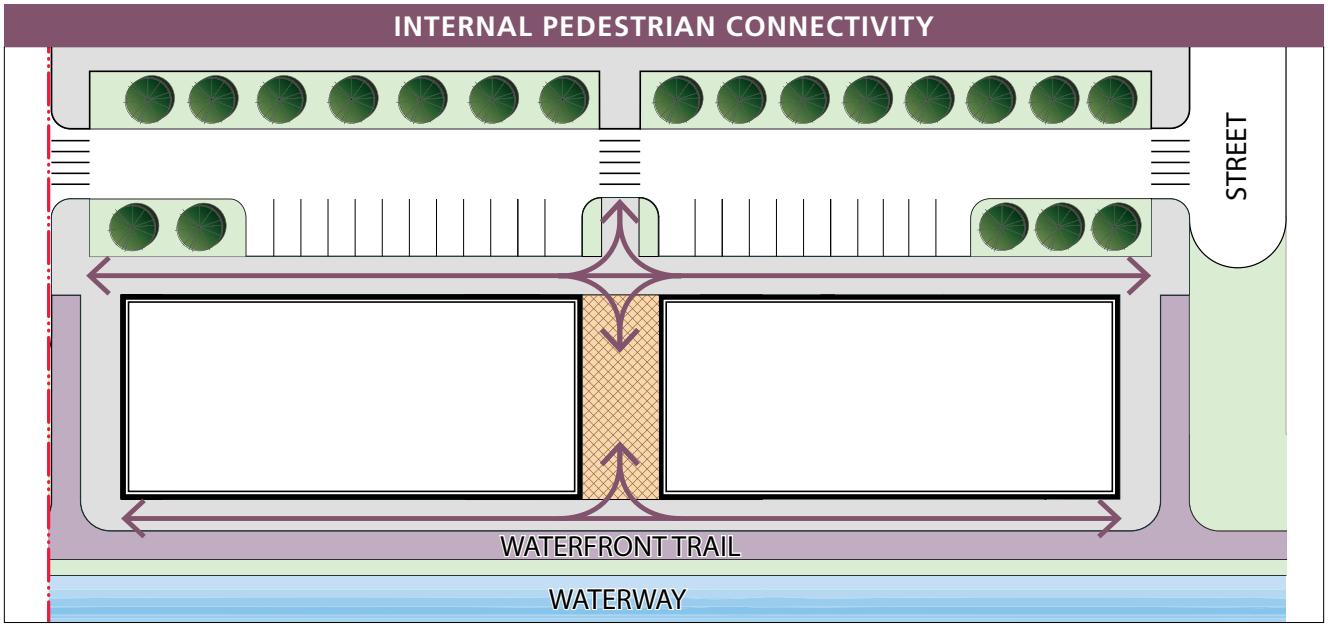
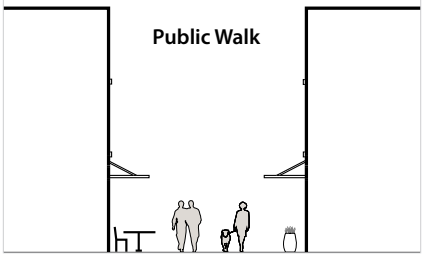


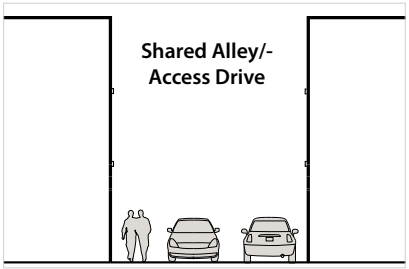
FIGURE 16. Integrate an internal walkway system with the public-pedestrian circulation system.

Through-Block Connectivity

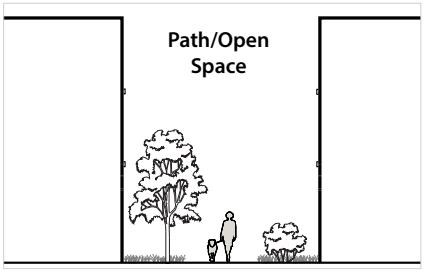
Methods include:



A Public Walk integrated with an open space or retail amenity that connects through a block.



An alley that is designed to be shared by pedestrians and automobiles.



A path connecting two streets through a block.

Through Block Connectivity

Long blocks can create barriers to pedestrian access. Projects are encouraged to provide a pedestrian connection through a long block where possible to increase area-wide pedestrian connectivity. Incorporating pedestrian connections throughout all the waterfront is critical toward creating a livable and vibrant area.

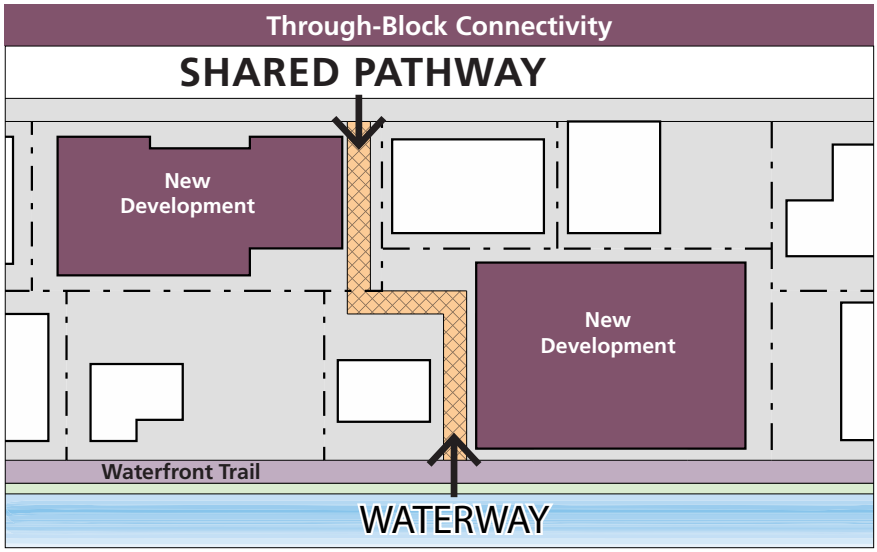
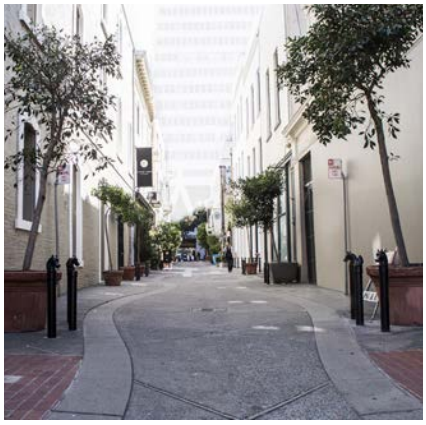


FIGURE 17. Provide a pedestrian pathway integrated with an open space or retail amenity that connects through a block where feasible. This may require coordination with neighboring property owners.

SD. 5. Provide convenient public pedestrian access through a block

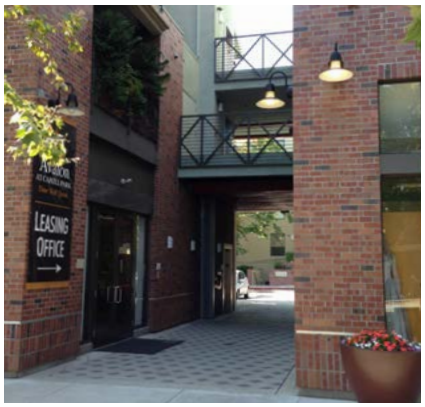
- Site a simple path connecting two parallel streets through a block.
- Use architectural features to generate street interest along through-block connections.
- Integrate a public walk with an open space or retail amenity that connects through a block
- Design alleys as shared public ways to create usable public spaces; these small streets should calm traffic to pedestrian speeds.



Alleyways should function as shared public ways, with amenities accommodating pedestrians.

Sites should provide pathways to vibrant public spaces.

Pathway enabling pedestrian movement between two streets.



Open Space

Courtyards, street-adjacent plazas, linear outdoor dining areas and other open spaces provide places for customers and tenants to gather and engage. When located adjacent to a public space, these features can activate and enhance the pedestrian experience. A project should incorporate open space into a site design where feasible.

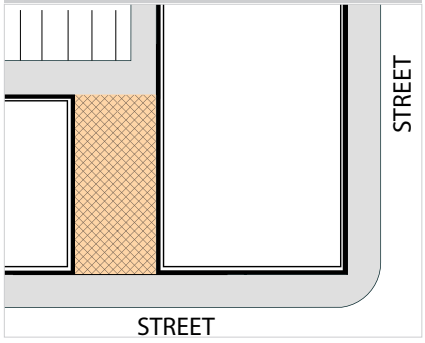
SD. 6. Incorporate an open space into a site design where feasible

- Place open space so that it is visually and physically connected to a public space, sidewalk or trail.
- Link open space to internal site features and the public realm.
- Program open space with site features or activities that keep it lively and occupied.
- Place open spaces on a site where greater sun exposure exists.
- Size an open space to be adequate for its function.
- Enclose an open space by framing it with building edges, landscaping, or other site elements.

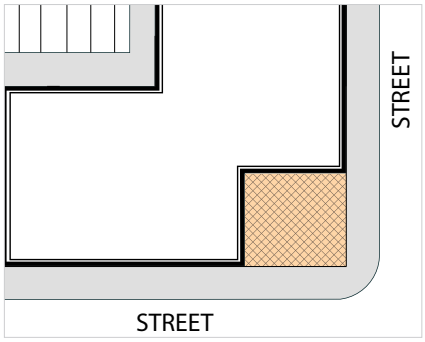
Orient an open space to be visually and physically connected to the public street and sidewalk.

OPEN SPACE

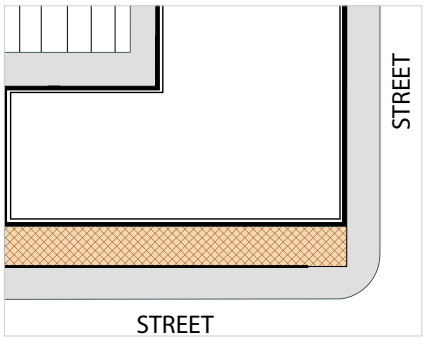
Options for a public-oriented open space include:



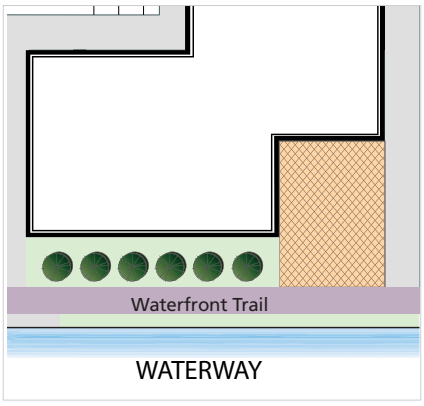
Courtyard between buildings, integrated with the public sidewalk.



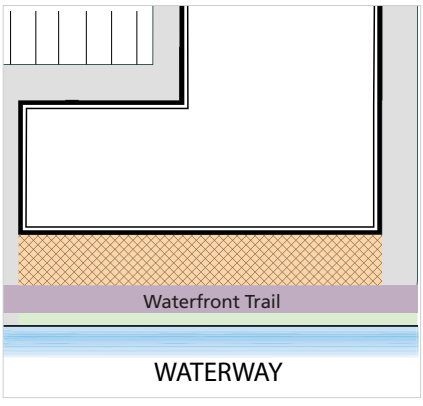
Corner plaza adjacent to the public sidewalk and street.



Linear outdoor space.



Corner Plaza on Waterfront



Linear outdoor space on the Waterfront

SURFACE PARKING SCREENING

Options include:

Landscaping

Public Art

Site Wall

Surface Parking

Careful design is needed where a surface parking area is adjacent to a sidewalk or public space. A parking facility can create a void along the street edge and decrease pedestrian comfort. Where surface parking is provided, its visual impact on the public realm should be minimized.

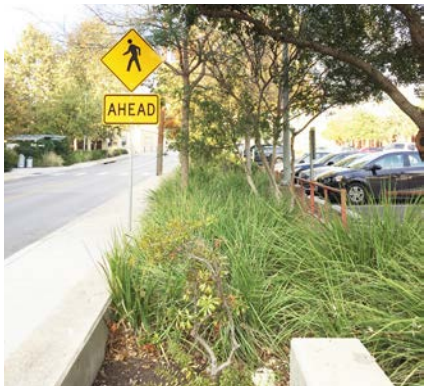
SD. 7. Locate surface parking area to the interior of a site, avoid fronting on a public street or waterfront. If possible consolidate and share parking with neighboring properties.

- Set back the surface parking area away from the property line that is adjacent to a street. If feasible, a minimum setback of 20 feet is ideal.
- Coordinate with neighboring properties to create a shared parking area.

SD. 8. If surface parking must be located adjacent to a street or waterway, buffer or screen the lot.

a) Active landscaping
b) Low site walls or decorative fencing
c) Public Art
d) Other methods that meet the intent of this guideline

If you provide any screening, provide convenient means of access.



Setting back surface parking area from the street and screen the area diminishes the visual impact it may have in the public realm.

Coordinate with neighboring properties to create shared parking opportunities.

Driveways and Access

While automobile access is critical to the function of a site, pedestrian movement should have priority. Vehicular access points should prioritize safety and minimize pedestrian-vehicle conflicts.

SD. 9. Limit the number of vehicular access points of a site to reduce pedestrian-vehicular encounters.

- Coordinate and share a consolidated access between adjacent properties.

SD. 10. Minimize width of driveway where it crosses a pedestrian way.

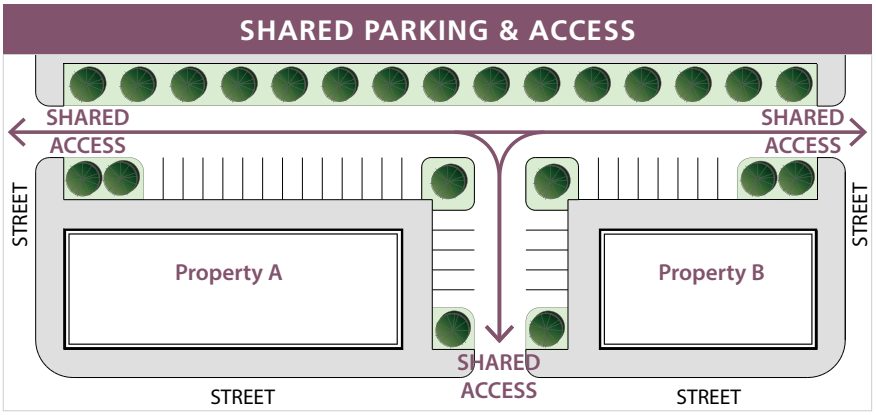


FIGURE 18. Shared Parking and Access.

Screen a service area from view with a solid wall, opaque fence or landscaping.

Service Areas

Service areas (trash receptacles, loading areas) and mechanical equipment (HVAC, air source heat pumps and utility meters) can also negatively impact the streetscape and the pedestrian experience when visible. These features may produce hazards that should not be visible from the street or water. Service areas should be integrated and coordinated with site and building elements, to not be visible.

SD. 11. Locate or screen a service area so that it is not visible from the public street.

- Locate service area in the interior of a site where it is not visible from a public street, park, or plaza.
- Screen service area with a solid wall or opaque fence.
- Use screening materials that are compatible with building materials.

Fences and Walls

Fences and walls are often used to enclose a private outdoor space. Retaining walls are used to address site topography. Fences and walls should be carefully coordinated with the overall site design of a property. Visible fence and wall materials should be compatible with materials used throughout a site and on a building. Fence and wall guidelines are most critical for areas of a site that are visible from the public realm.

SD. 12. Coordinate a fence or wall with an overall site design concept.

- Create a fence or wall opening as needed to integrate an internal circulation system.

SD. 13. Use a fence or wall material that is compatible with other building materials and overall site design concepts.

- Coordinate a fence material with a primary or secondary material of the primary building.
- Use a consistent material and pattern for a publicly visible fence or wall.

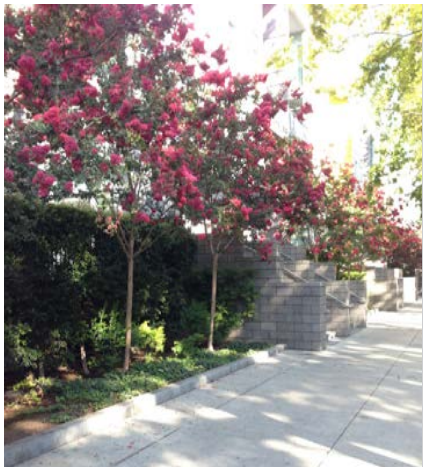
SD. 14. Concrete walls, including retaining walls, should provide visual interest.

- Scoring
- Staining
- Terracing
- Landscaping screening

A coordinated use of materials between the primary building and the fencing or wall provides compatibility.

REFERENCE TO FORESTRY MASTER PLAN

https://www.cityofithaca.org/247/Forestry-Master-Plan



Use a coordinated landscape palette to establish a sense of visual continuity in the design of a site.

Minimize irrigation.

Landscape Design

Landscaping can enhance a project by providing shade, visual interest, tying together key site features, screening for unattractive site features and a buffer between properties. It also can help soften an urban environment, provide storm water attenuation, increase energy efficency, and provide habitat for native species. Landscaping should be used to visually enhance a public space.

SD. 15. Preserve existing trees wherever possible.

- Incorporate an existing tree into the site design using adequare tree preservation planning.
- Highlight an existing tree as a design element.
- Plant or preserve additional trees to increase canopy and accommodate new planting areas with sufficient underground infrastructure for tree roots, taking into account adequate soil volumes, adequate soil quality, permeable surfacing and use of structural soils or the like when planting surrrounding pavement.

SD. 16. Use a coordinated landscape palette to establish a sense of visual continuity within a site.

- Use a consistent and diverse palette of complementary species throughout the property. Variation is encouraged, but landscaping elements should be thoughtfully organized.

SD. 17. Use landscaping to highlight a building entry, walkway or other feature.

SD. 18. Use landscaping to shade buildings, parking areas and outdoor public gathering spaces.

SD. 19. Use landscaping to screen a sensitive edge, such as an abutting residential property or natural feature. Maintain visual access for safety and to prevent completely hidden areas.

SD. 20. If a property is located along a waterway, use landscaping to enhance the waterfront.

Plant and Tree Selection

Plants and trees that are proven successful in Ithaca's climate should be selected to reduce the need for maintenance and replacement.

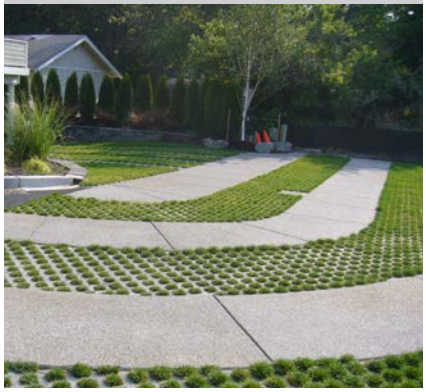
SD. 21. Use native tree and non-invasive tree and plant species that thrive in Ithaca's climate and adapted to specific site conditions (i.e. salt or wind exposure).

- Select plants based on specific site assessment (i.e. poor drainage, flood tolerant)
- Use drought and cold weather tolerant species.
- Use tree species that are able to survive in an urban setting.
- Show preference for native plants along the water edge.

SD. 22. Minimize the need for irrigation.

PERMEABLE SURFACES

Systems that allow infiltration



Sustainable Site Design (Stormwater Design)

Sustainability is a critical community objective in Ithaca and is prioritized in many city policies. Each site design should contribute to a sustainable future for Ithaca. Incorporate sustainability features to reduce energy consumption and stormwater runoff.

SD. 23. Integrate low impact development (LID) features to minimize impacts to energy consumption, the municipal stormwater system and area watersheds.

- Include a stormwater management feature, such as a bioretention area or rain garden, as a site amenity or landscape feature.
- Use permeable surfaces and paving systems that allow water infiltration.
- Use generous site landscaping to absorb site runoff.
- Collect and use rainwater for irrigation.

SD. 24. Use landscaping to reduce the need for heating and cooling.

- Use trees and landscaping to create shade in the warm months and allow for sun exposure in cool months.

SD. 25. Choose a material that reduces energy consumption.

- Use a local, recycled material where possible.
- Use a light colored surface material that reflects heat.
- Incorporate an energy-generating feature on site. This may include solar panels, solar powered lighting or other similar features.

Include a stormwater management feature, such as a biorention area or raingarden.

Winter City Design

The impacts of Ithaca's climate on site design should be considered. Snow removal and snow storage can directly pedestrian circulation, landscaping and parking, etc. Buildings and open spaces should be placed to maximize sun exposure. Pedestrian areas and open spaces should also be sheltered from prevailing winter winds.

SD. 26. Design a site to promote efficient snow removal and adequate space for snow storage.

SD. 27. Site a building and/or open space to maximize sun exposure and utilize passive solar design.

SD. 28. Site a building to shelter open spaces and pedestrian areas from prevailing winter winds.

SD. 29. Provide shared snow storage area.

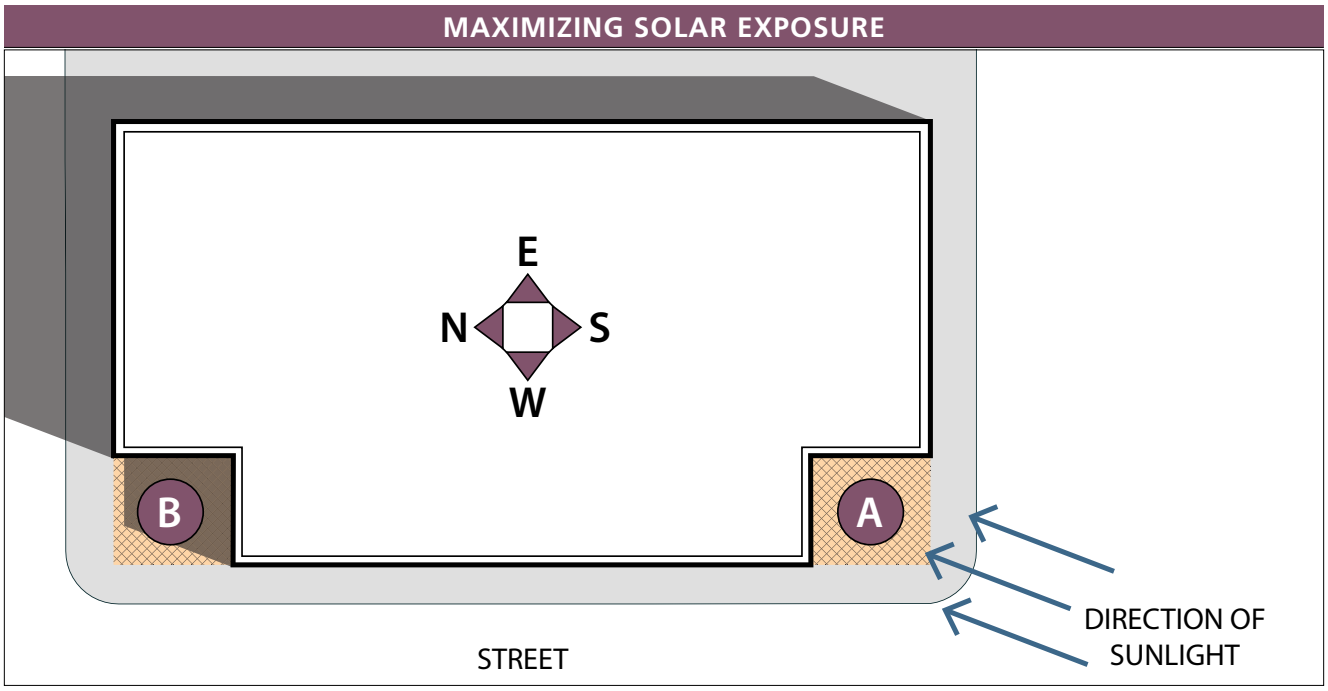


FIGURE 19. The location of plaza A is preferred over the location of plaza B because plaza A receives greater solar exposure, particularly in winter months when the sun is low in the sky.

FREESTANDING FEATURES

Options include:

Planters.

Chairs, Tables, Benches.

Public Art.

Bike Racks.

Free Standing Structures (Street Furniture)

Freestanding structures include, but are not limited to: benches, planters, bike racks, and tables. These structures are functional design components and enhance a project aesthetically. They enable passive pedestrian activities and complement open spaces.

SD. 30. Integrate freestanding features to enhance a site or the public realm. Potential features include:

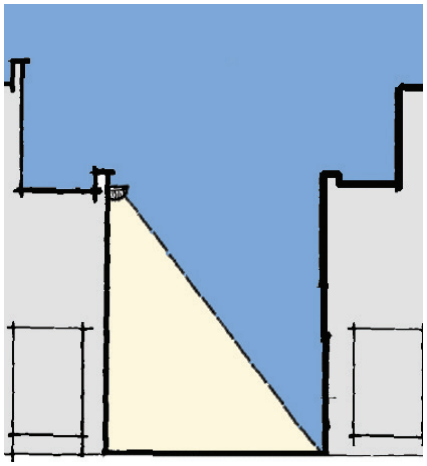
- Benches
- Tables
- Planters
- Public Art
- Kiosks
- Bike Racks

SD. 31. Integrate a freestanding feature within the overall design of a site.

- Locate feature(s) where it does not impede pedestrian circulation or vehicular access.
- Strategically incorporate freestanding feature(s) in an active areas: Cayuga Waterfront Trail, internal walkway or near building entry.
- Use materials with consistency and coordinate them with other site and building features.

Strategically locate site furnishings and public art to enhance the public realm or an open space.

Scale site lighting to reflect its purpose.



Design lighting to minimize light spill onto adjacent properties and the sky.

Site Lighting

Site lighting can be used to enhance building and landscape design and to provide additional safety to a space. Lighting should be carefully placed to minimize unnecessary light pollution and avoid disruption to nearby residential areas across the waterways in the West End. Successful site lighting balances form, intensity, color, technology, and energy-efficiency, contributing to the Waterfront's overall nighttime character and safety.

SD. 32. Scale site lighting to functional purpose.

- Use a small-scale fixture with down-lighting or light bollards to illuminate a pedestrian walkway.
- Use medium scale (15-18ft height) overhead lighting for a common outdoor space, building entry, parking area or internal driveway.

SD. 33. Prevent light spill to adjacent properties, the sky or waterway.

- Use a fixture that provides even lighting for a plaza, courtyard or patio area.
- Shield site lighting to avoid off-site glare.
- Orient fixtures toward the ground.

SD. 34. Integrate a lighting fixture with the design of the overall building and site.

- Use a style that is compatible with a building and site design, e.g. contemporary fixture for a contemporary building.
- Choose a material that is compatible with materials used on the building and throughout a site.

Light on a waterfront

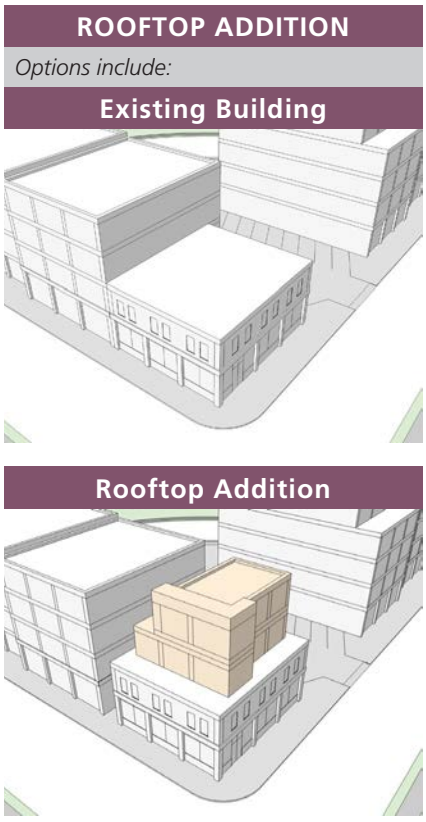
Design a site to integrate with and take advantage of existing topography.

Creating with Topography

Despite the Waterfront Area's lack of existing topography, development is encouraged to generate topography to activate spaces and mitigate challenges associated with the area. Strategic topographical interventions could be used to mitigate noise from busy roads and create desirable mirco-climates that protects from wind. Added topography is also beneficial as passive landscaping that adds visual interest to the overall site.

SD. 35. Design a site to integrate added or existing topography.

- Incorporate a topographic feature as an open space or landscape amenity where feasible.
- Use topography to buffer noise disturbances



Adaptive Reuse and Integration of Existing Buildings

Adaptive reuse involves existing buildings and sometimes integrating them into new development projects. Reusing a building avoids the use of energy and resources required to produce new construction materials, significantly reducing environmental impacts. New development should explore opportunities to integrate an existing building or buildings into site design. For locally designated historic buildings or buildings within a locally designated historic district, please also refer to the City of Ithaca Historic District and Landmark Design Guidelines.

SD. 36. Encourage reuse of an existing building instead of developing a new building, especially within or adjacent to local or nationally designated historic buildings.

- Consider a use that activates and enhances a public space.
- When conducting an adaptive reuse project, consider redesigning a parking or other paved area between a building and the street as an active outdoor use, such as a plaza, outdoor seating area, display area or similar space.
- Increase landscaping in an existing parking area where the number of parking spaces can be reduced.

Consider a rooftop addition instead of demolishing the existing building.

Seek opportunities for adaptive reuse in an existing building.

Adaptive Reuse and Integration of Existing Buildings

SD. 37. Consider providing a rooftop addition instead of demolishing the existing building. Additional care should be taken when the building is known to be of historic importance.

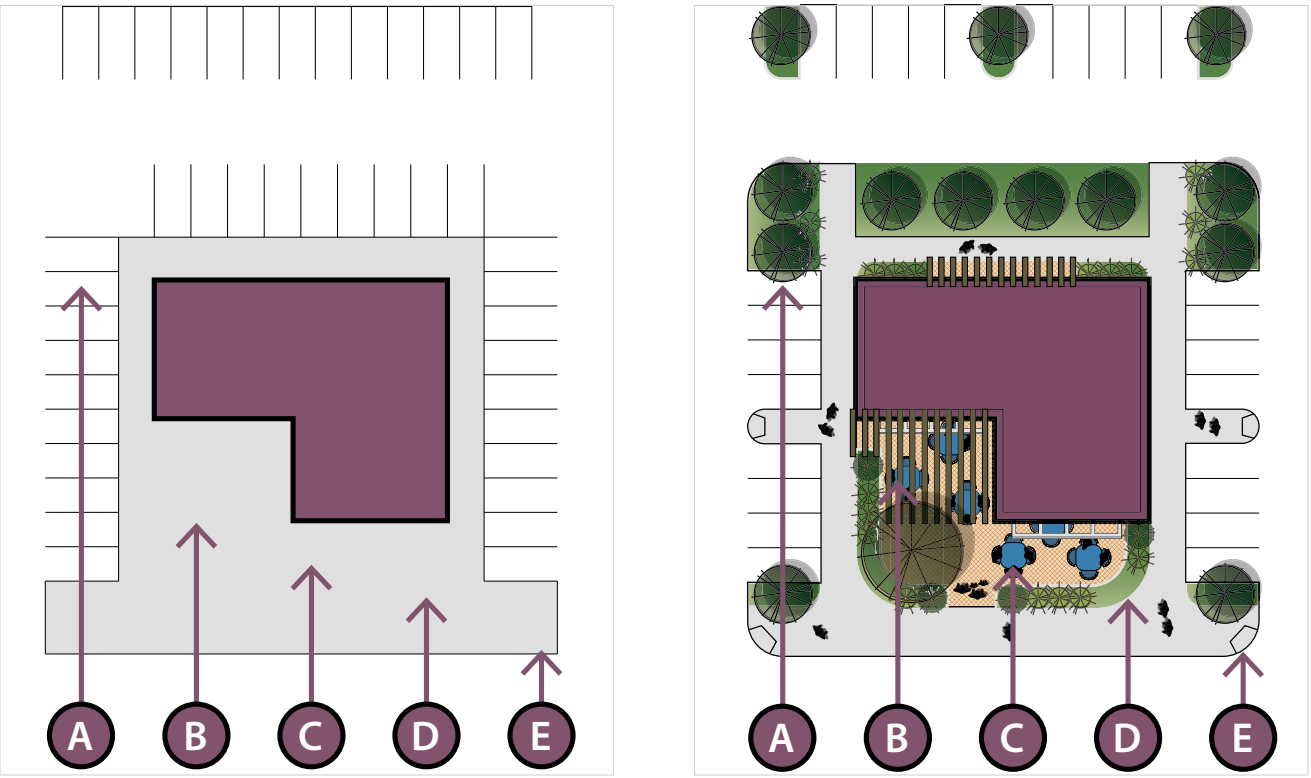
- Design a rooftop addition to be subordinate to the original building.
- Provide transition in scale between the rooftop addition and an adjacent traditional building.
- Set back the walls of the rooftop addition to differentiate it from the original building.
- Use different material on the rooftop addition to differentiate it from the original building.
- Design a facade on a rooftop addition to be compatible with, but not replicate, the original structure.

SD. 38. Consider integrating an existing building into a new development project rather than demolishing it.

- Create a shared outdoor space for buildings.
- Transition in scale downward toward the existing building when the new development is taller.
- Integrate pedestrian site circulation between buildings
- Consolidate and share parking between buildings, and potentially with other uses nearby.
- Consider dual use for spaces - a plaza that can used for parking or closed for events

Adaptive Reuse and Integration of Existing Buildings

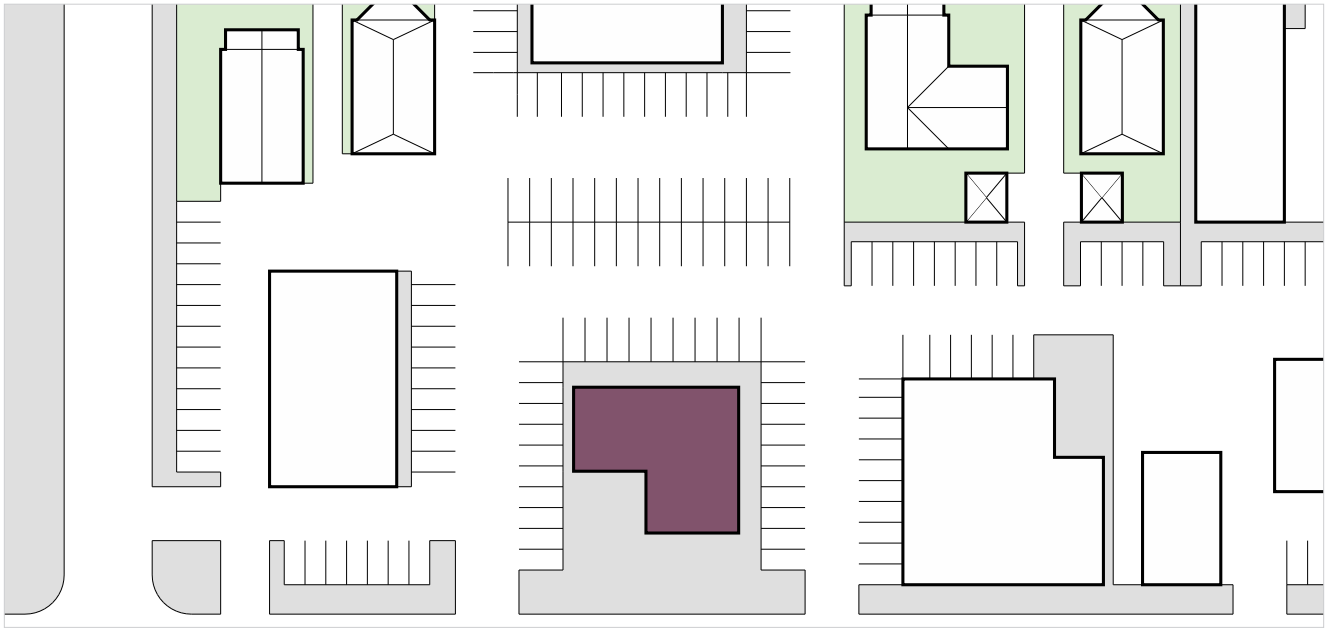
ADAPTIVE REUSE OF AN EXISTING BUILDING



A	*Surface parking lots receive landscaping enhancements to improve aesthetics.*
B	*Under-utilized space is activated and updated with a contemporary architectural element (pergola) that provides additional seasonal flexible-use space.*
C	*Paved area becomes an outdoor patio and dining area.*
D	*New landscaping buffers the patio area from the street, and provides pedestrian interest to passersby.*
E	*New accessibility improvements enhance pedestrian and ADA access.*

FIGURE 20. Adaptive Reuse of an existing building.

EXISTING CONDITION



INFILL DEVELOPMENT AND SITE IMPROVEMENTS

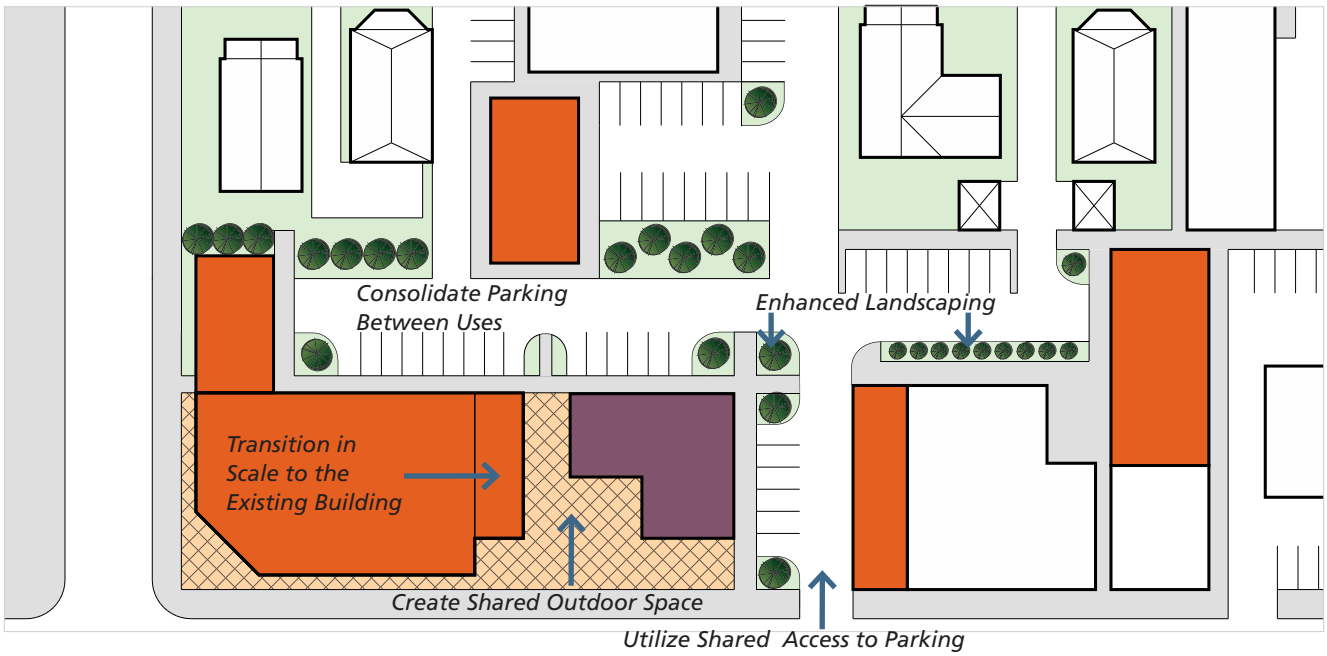
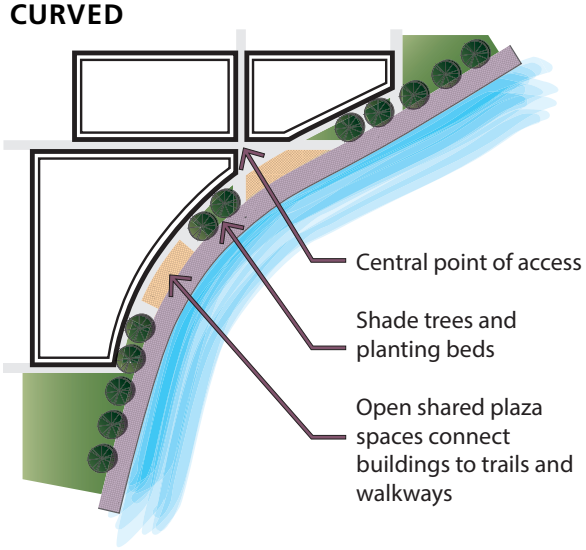


FIGURE 21. A new infill project could work within the existing site without demolishing the original building. The new structure could step down in scale to transition smoothly to the original building. Parking consolidation between uses would allow for site enhancements.

Sensitive Site Design Transitions

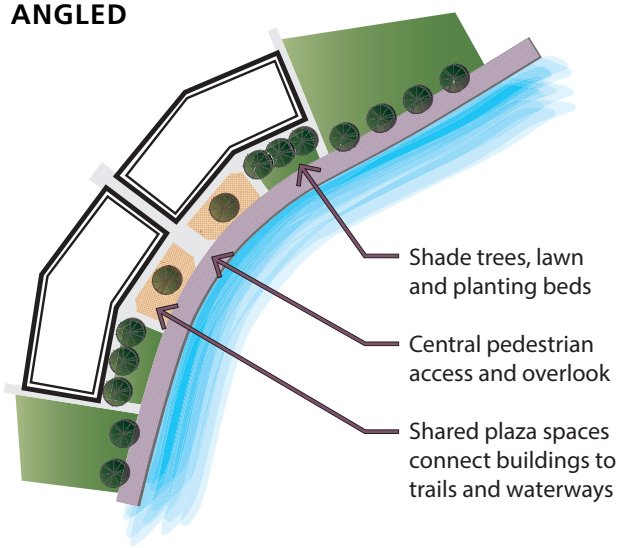
BUILDING PLACEMENT ADJACENT TO THE WATERWAYS

CURVED



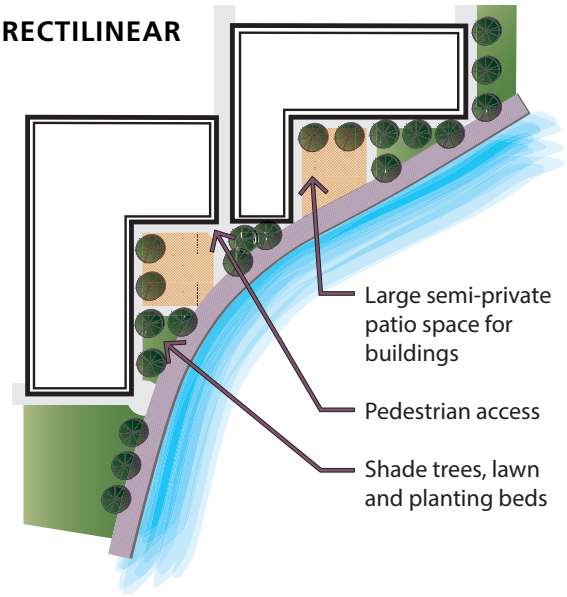
These buildings match the curvature of the waterway and activate the walkway with plaza spaces and pedestrian access.

ANGLED



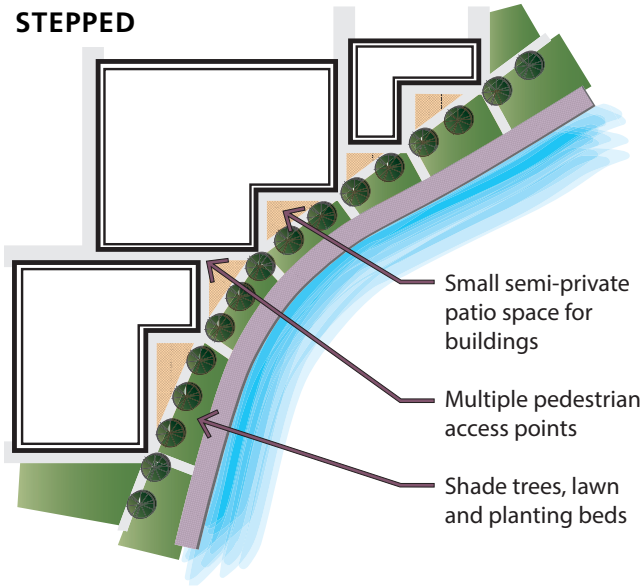
Angled buildings frame the waterway and provide plaza space and centralized water access.

RECTILINEAR



Rectilinear buildings are placed along the waterway so that they provide triangular plazas and open space along the walkway.

STEPPED



A series of buildings provides a "stepped" edge to the waterway. Open space along the walkway is broken up and distributed more evenly along the edge of the site.

FIGURE 22. Sensitive site transitions along a waterway.

CHAPTER 4 BUILDING DESIGN

A building's design and the arrangement of its features can strongly impact the public realm. Each building should incorporate "human scale" components to break it up into smaller, perceivable elements that are closer in size to a typical person, adding to pedestrian comfort and increasing walkability. As noted in Chapter 1, a building needn't be "small" to express human scale; a building can accomplish human scale by providing articulation, detail and design elements that break larger-scale masses into smaller visual proportions. A building design should accentuate key building elements and provide visual interest at interfaces to the public realm. Buildings should be designed to sensitively "fit in" to an existing neighborhood by using compatible materials, or drawing on the basic characteristics of nearby buildings and neighborhoods.

In this Chapter:

City of Ithaca Zoning Code

The City of Ithaca Zoning Code includes basic standards for building form, including height and setbacks:

http://ecode360.com/8393835

Design a primary entrance to a building to be clearly identifiable

Common entry height and consistent spacing establishes a rhythm for a series of entries.

Building Entries

Building entrances provide a key visual connection between the public and private realm. A door should be easily recognizable and should provide a strong visual and physical connection to the public realm. Building entries should be spaced to provide visual continuity along a street and read similarly to traditional buildings in an area.

BD. 1. Design a primary entrance to a building to be clearly identifiable.

- Using architectural element(s) to highlight an entrance, treatments include:
  - » Canopy
  - » Arcade
  - » Portico
  - » Stoop
  - » Building Recess
  - » Awning
  - » Moldings

BD. 2. Use an authentic, functional entry on a street-facing facade.

BD. 3. Size and proportion an entry element to be in the range of heights and widths of nearby traditional entries.

- Size a door to be easily readable and recognizable, but to not be overly large.
- Use a vertically oriented door that is in keeping with traditional door patterns in the area.

BD. 4. Maintain a regular rhythm of entries along a street or waterway.

- Use a common door height on a ground floor and on a visible upper floor.
- Provide space between entries on a buildings to be generally consistent with spacing on nearby traditional buildings.

Provide a sheltering element such as a canopy, awning, arcade or portico.

Common entry height and consistent spacing establishes a rhythm for a series of entries.

Windows

Windows are and continue to be a key design element for waterfront buildings. Their design and arrangement should express a human scale, create visual continuity with context and provide interest to the public realm and Waterfront.

BD. 5. Locate and space windows to express a traditional rhythm and create visual continuity.

- Provide consistent horizontal spacing between windows on a floor or vertically align windows over multiple floors.
- Align windows vertically on upper floors.
- Provide a common head height for windows on a single floor. Minor deviations may be appropriate for an accent, but vertical and horizontal spacing should remain consistent.
- If a curtain wall is used, place spandrels, moldings, awnings or sills to provide vertical and horizontal expression.
- Create depth in a window opening to generate shadows and visual interest.

BD. 6. Place a window opening to correspond to an actual interior space.

BD. 7. Design a window to create depth and shadow on a facade.

- Design a window to appear to be "punched" into a masonry wall.
- Avoid windows that appear pasted on the facade and fail to create any visual depth to the facade.

Design a roof to be architecturally consistent with the overall architectural design and detailing of the structure.

Roofs

Roofs contribute to a building's character. Roofs should be integrated with overall design of a building and be compatible with surrounding context.

BD. 8. Design a roof to be architecturally consistent with the overall architectural design and detailing of the structure in terms of the form and material.

Materials

Materials and their composition strongly impact the perception of a building or site. They should be used to convey human scale and provide visual interest to the public realm. Materials should also be proven durable in Ithaca's climate to prevent deterioration over time. Typical materials vary significantly among the character areas of the Waterfront, it is important to consider context when choosing materials. Figure 12 shows appropriate materials for each Character Area.

BD. 9. Use materials to convey a sense of human scale and generate visual interest.

- Add visual interest through texture, finish and detailing.
- Use changes in material to add visual interest and express a human scale.
- Use an accent material to highlight an important feature like an entry or window.
- Use materials to create contrast and shadow.
- Use a limited number of materials so that a façade does not appear overly busy or confusing.
- Avoid visually "flat" or panelized materials (such as synthetic stucco or EIFS) that result in monotonous, featureless surfaces on any street-facing or water-facing façade. Limited applications of synthetic stucco or another visually flat material may be appropriate on an interior façade as a wall panel or as an accent, but should be complemented with a material rich in texture or with a dynamic finish.

BD. 10. Use a material that is compatible with the surrounding context.

- Use a material or alternative material that is similar in appearance to a traditional material.

BD. 11. Use a high quality material that is proven durable.

- Use a material that is proven durable in Ithaca's climate.
- Use a ground level material that can withstand on-going contact with the public and retain its quality.

Materials

Appropriate Cladding Materials For Each Character Area

The following table indicates cladding materials that are appropriate as primary (P), secondary (S) materials or those that are not allowed (-) in each of the Character Areas. Secondary materials cannot exceed 25% of the surface area of any one building façade. These guidelines apply to the primary and secondary materials that are integral to the wall of a building. They do not limit use for accents or accessories such as storefronts, awnings or canopies. This list is not all encompassing; other materials may be appropriate if they satisfy the intent of these guidelines.

		Newman District	Market District	West End/ Waterfront	Cherry St District
Cladding	Wood Clapboard	P/S	P/S	P/S	P/S
	Wood Shingle	P/S	P/S	P/S	P/S
	Cementitious Clapboard	P/S	P/S	P/S	P/S
	Cementitious Shingle	P/S	P/S	P/S	P/S
	Brick	P/S	P/S	P/S	P/S
	Stone	P/S	P/S	P/S	P/S
	Cementitious Panel	P/S	P/S	P/S	P/S
	Synthetic Stucco (EIFS)	S*	S*	S*	S*
	True Stucco	P/S	P/S	P/S	P/S
	Pre-Finished Metal Panel	P/S	P/S	P/S	P/S
	Glass Curtain Wall	P/S	P/S	P/S	P/S
	Seam Metal	S	-	-	P/S
	Split Face CMU	-	-	-	S
	Architectural Metal	S	P/S	P/S	P/S
		*Interior façades only	*Interior façades only	*Interior façades only	*Interior façades only

Appropriate Building Materials For Each Character Area

This table indicates which building materials are appropriate (A) or inappropriate (-) in each of the Character Areas. This list is not all encompassing; other materials may be appropriate if they satisfy the intent of these guidelines.

		Newman District	Market District	West End/ Waterfront	Cherry St District
Windows	Wood Frame	A	A	A	A
	Clad Wood Frame	A	A	A	A
	Extruded Aluminum	A	A	A	A
	Steel Frame	A	A	A	A
	Clear Glass	A	A	A	A
	Specialty Windows	A	A	A	A

Materials

		Newman District	Market District	West End/ Waterfront	Cherry St District
Trim	Wood	A	A	A	A
	Cementitious Trim Board	A	A	A	A
	Cellular PVC Trim Board (AZEK)	A	A	A	A
	Stone	A	A	A	A
	Brick	A	A	A	A
	Pre-finished Metal Panel	A	A	A	A

		Newman District	Market District	West End/ Waterfront	Cherry St District
Doors	Wood	A	A	A	A
	Fiberglass	A	A	A	A
	Steel Doors	A	A	A	A
	Extruded Glass and Aluminum	A	A	A	A
	Solid Glass	A	A	A	A

		Newman District	Market District	West End/ Waterfront	Cherry St District
Stoops / Porches	Stone, Natural or Cast	A	A	A	A
	Brick	A	A	A	A
	Concrete	A	A	A	A
	Powder-Coated Steel	A	A	A	A
	Powder- Coated Aluminum	A	A	A	A
	Painted Metal	A	A	A	A
	Wood	-	-	A	A
	Cementitious Shingle	-	A	A	A
	Wood Composite (TREX)	-	A	A	A
	Cellular PVC Trim Board (AZEK)	-	A	A	A
	True Stucco	-	A	A	A
	Wood Shingle	-	A	A	A

Materials

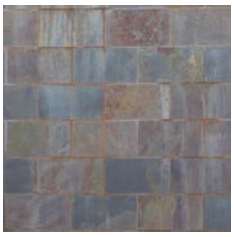
		Newman District	Market District	West End/ Waterfront	Cherry St District
Fencing	Wood	A	A	A	A
	Iron	A	A	A	A
	Steel	A	A	A	A
	Powder-CoatedAluminum	A	A	A	A

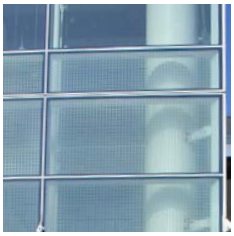
		Newman District	Market District	West End/ Waterfront	Cherry St District
Retaining Walls	Natural Stone	A	A	A	A
	Split-Face CMU	A	A	A	A
	Textured/ Scored Concrete	A	A	A	A

Materials

Cladding

Wood Clapboard	Wood Shingle	Cementitious Clapboard	Cementitious Shingle	Brick
				

Stone	Cementitious Panel	Synthetic Stucco	True Stucco	Pre-finished Metal Panel
				

Glass Curtain Wall	Architectural Metal	Split-Face CMU	Seam Metal
			

Trim

Wood	Cementitious Trim Board	Cellular PVC Trim Board (AZEK)	Stone, Natural	Brick
				

Pre-finished Metal Panel	Stone, Cast
	

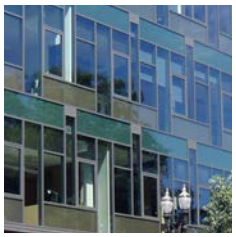
Materials

Doors

Wood	Fiberglass	Steel Doors	Extruded Glass and Aluminum	Solid Glass
				

Windows

Wood Frame	Clad Wood Frame	Fiberglass Frame	Extruded Aluminum	Steel Frame
				

Clear Glass	Specialty Windows
	

Roofs

Asphalt Shingle	Clay Tile	Slate	Metal Shingle	Panelized Standing Seam Metal
				

Traditional Standing Seam Metal	Single-Ply or Asphalt Rolled Roofing
	

Materials

Porches

Stone, Natural	Stone, Cast	Concrete	Powder Coated Steel or Aluminum	Painted Metal
				

Wood	Cementitious Shingle	Wood Composite (TREX)	Cellular PVC Trim Board (AZEK)	True Stucco
				

Brick	Wood Shingle
	

Fences

Wood	Iron	Steel	Powder-Coated Aluminum
			

Retaining Walls

Natural Stone	Split-Face CMU	Textured/Scored Concrete
		

City of Ithaca Zoning Code

The City of Ithaca Zoning Code includes basic standards for building form, including height and setbacks:

http://ecode360.com/8393835

FIGURE 24. Design an accessory structure to be subordinate to the primary structure.

Accessory Structures

Accessory structures are desired for many properties. An accessory structure should be subordinate to a primary structure and its visibility from a public space should be minimized. A visible accessory structure should be compatible with a primary structure.

BD. 12. Design an accessory structure to be subordinate to a primary structure.

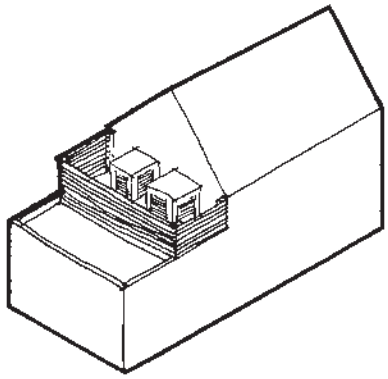
- Locate an accessory structure to the rear of a primary structure.
- Where possible, locate an accessory structure so that its view from the street is blocked by the primary structure
- Size an accessory structure to be at a lower scale and size as compared to the primary structure.

BD. 13. If an accessory structure is partially or fully visible from the public street, design it to be compatible with the primary structure.

BD. 14. Use detailing and materials that are coordinated with the primary structure.

Building Equipment / Mechanical

Utility service boxes, air-source heat pumps, telecommunication devices, cables, conduits, vents, chillers and fans are among the equipment that is often attached to a building. This equipment impacts the aesthetics of the structure and can adversely affect the quality of the pedestrian experience. Buildings should minimize the visual impact of mechanical and other building equipment, including the Waterfront trails and the Waterfront.



Minimize the visual impact of building equipment and equipment affixed to a building.

BD. 15. Minimize the visual impact of building equipment and equipment affixed to a building.

- Locate a utility connection or service box to the sides or rear of a building and not on a primary facade.
- Screen equipment with an architectural screen wall, fencing and/or a landscape element.
- Integrate air-conditioning units into the design of a building. Screen a window a/c unit that is visible from the public realm with an architectural feature.
- Place mechanical equipment on a rooftop or in a location that is out of view from the street and/or waterway. Otherwise screen it or integrate it architecturally with the overall building design.

BD. 16. Utilities should be moved underground, if possible, in coordination with the City.

On upper floors, minimize the visibility of parked cars and prevent a monotonous appearance on a parking garage wall.

Parking Garages

Parking garages can consolidate parking, thereby decreasing the need for large surface parking areas. Their design at the street level and upper levels should minimize the visibility of parked cars. For ground floor design on a parking garage, refer to "Street Level Interest".

BD. 17. Minimize the visibility of parked cars and prevent a monotonous appearance on a parking garage wall.

- Use an architectural screen, special architectural feature, landscaping or other method to screen vehicles
- Programming an active use to front the parking garage.

BD. 18. Place a screening feature to fit within the overall architectural design of the parking garage.

- Wrap the parking garage with an active use is the preferred screening alternative.

Parking Garage Screening

Appropriate methods include:

Wrap garage with an active use (preferred screening)

Landscape Screening along ground floor.

Architectural screening providing visual interest.

LEED Building Certification

For more information on sustainable building design, see LEED Building Certification:

http://www.usgbc.org/leed

Incorporate renewable energy.

Consider including a building design feature that conserves energy, such as a window pergola/ sun shading device.

Sustainable Building Design

Sustainability is a critical objective for Ithaca. Buildings should be designed to maximize energy efficiency and must comply with Ithaca's Green Building Code. Designs should also address seasonal changes in natural lighting, solar access, and ventilation conditions. Buildings in the Waterfront should incorporate sustainable design features wherever possible, with an understanding that sustainability objectives must be balanced with those of placemaking and urban design.

BD. 19. Consider including a building design feature that conserves energy.

- Utilize external shading (landscape and/or integrated into the building) to keep out summer sun and let in winter sun.
- Design a building to take advantage of energy-saving and energy-generating opportunities.
- Design windows to maximize light into interior spaces.
- Use exterior shading devices, such as overhangs, to manage solar gain in summer months and welcome solar access in winter months.
- Incorporate a renewable energy device, including a solar collector, wind turbine on site or through the offsite purchase of renewable energy credits.
- Utilize highly efficient internal equipment (e.g. lighting) and controls.
- Use air- or ground-source (geothermal) heat pump systems for space heating and cooling, air-source heat pumps hot water, and non-natural gas-fired boilers.
- Use energystar and water-efficient appliances and fixtures.
- Avoid use of fossil fuels.

BD. 20. When redeveloping a site, salvage or reuse site and building materials where possible.

- Incorporate a functional existing building into a redevelopment project in order to minimize waste and greenhouse gas emissions associated with demolition.

BD. 21. Include amenities that encourage walking or biking as an alternative to driving.

- Include bicycle storage facilities, covered bicycle parking, employee showers and other bicycle-friendly amenities in a building or on-site.
- Include pedestrian facilities that are well connected to the external pedestrian circulation system and the trail network.

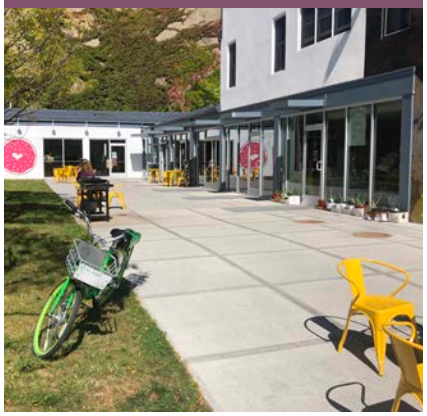
BD. 22. If a parking area is essential, provide one that supports fuel-efficient and electric vehicles.

- Provide compact parking spaces.
- Provide one or more electric vehicle (EV) charging stations.

Functional Entry (Storefront)

Functional Entry (Residential)

Windows



Street Level interest

A building's ground floor strongly impacts the pedestrian experience on an adjacent public space, like a sidewalk, public plaza, Waterfront trail, or promenade. Architectural elements must be combined to establish interest for pedestrians and boaters. A blank or featureless ground floor can diminish interest. This applies to both standard buildings and parking garages. Options for creating street level interest are shown below.

BD. 23. Design a ground floor to engage the public realm and provide visual interest for pedestrians.

- Preferred architectural elements include:
  - » Functional entries
  - » Windows
  - » Display windows
- If a preferred architectural element is not feasible, appropriate alternatives include:
  - » Decorative wall surfaces
  - » Landscaping
  - » Wall art
- Apply these guidelines to a parking garage that occurs at the street level. As stated on page 63, the ideal solution is wrapping the garage with active uses.

Building Articulation

Building articulation includes vertical or horizontal changes in materials, color, wall plane or other elements that reduce real and perceived building scale. All Waterfront buildings should incorporate articulation methods. For the purposes of these guidelines, building articulation methods include two categories:

- Façade Articulation. Façade articulation methods reduce perceived building mass. They break down a building into human scale components and express a sense of horizontal and vertical scale. However, these methods do not significantly affect the overall square footage of a floor or building. All Waterfront buildings should incorporate façade articulation methods.
- Massing Variation. Massing variation methods reduce actual building mass and scale. They modulate a building floor or wall in a manner that creates a physical relief in an architectural form. Variations may affect enclosed square footage on a floor and building.

Building Articulation methods are illustrated in Figure 13.

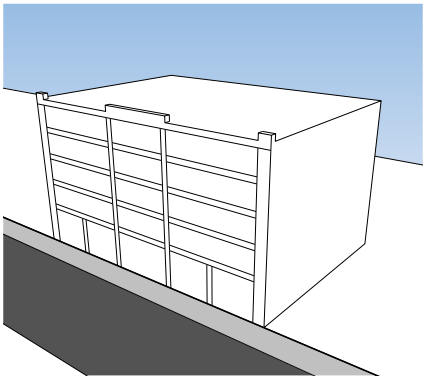
Building Articulation

Façade Articulation Methods

A1 Accent Lines

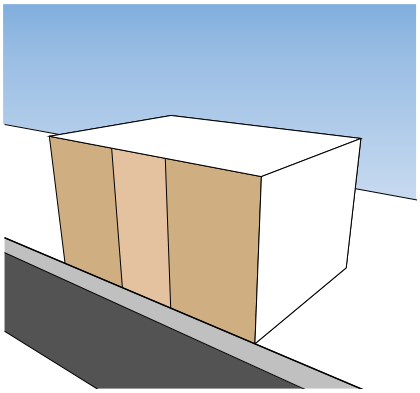
Accent lines include vertical and horizontal expression lines on a building wall. An accent line often projects slightly from the face of a building wall. Examples include:

- Moldings
- Sills
- Cornices
- Canopies



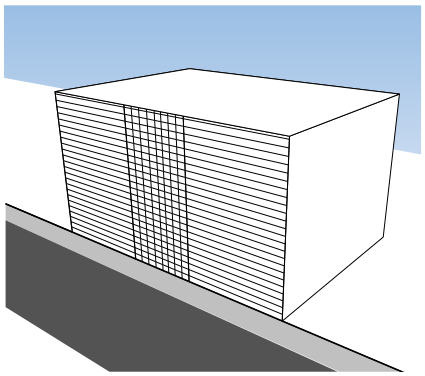
A2 Color Changes

Color changes include significant vertical or horizontal changes (15'-30' min.) in color on a building wall.



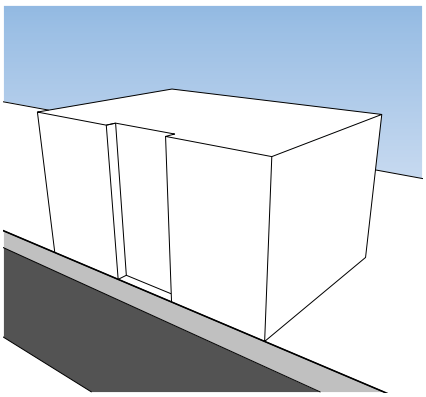
A3 Material Changes

Material changes include significant vertical or horizontal changes (15'-30' min.) in material on a building wall.



A4 Minor Wall Offsets

A minor wall offset is a vertical expression line created by notching a building wall for its full height. Minor wall offsets are typically 5 feet or less.

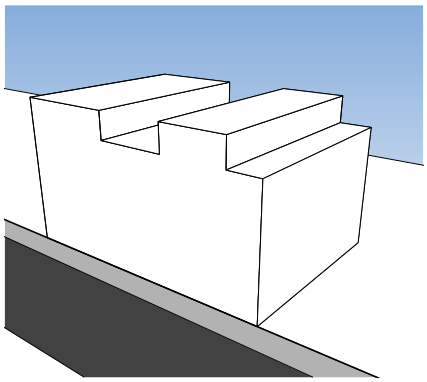


Building Articulation

Massing Variation Methods

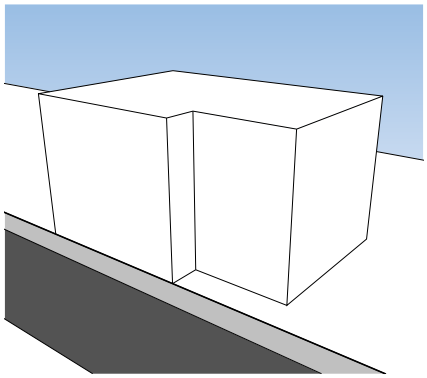
A5 Height Variation

A height variation is an actual reduction in the vertical height of a building of at least one floor. (Note that it is not the intent of this variation method to require multiple elevators.)



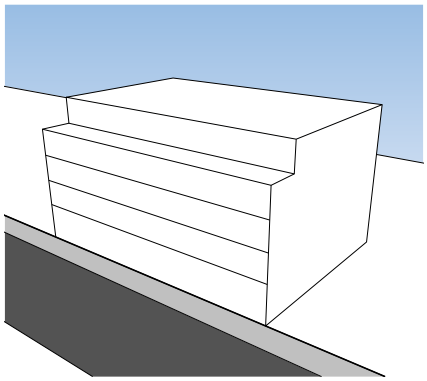
A6 Increased Setbacks

An increased setback is similar to a minor wall offset, but with a larger dimension. It is established by providing a larger setback on a portion of a wall for its full height.



A7 Upper Floor Stepback

An upper floor stepback is similar to an increased setback, but it only occurs on an upper floor(s). It is created by setting back an upper story building wall relative to those on a lower story. A stepback of 8-12 feet in depth is suggested.



Combining Building Articulation Methods

A single building articulation method is typically insufficient to achieve a desired design outcome or promote architectural creativity and interest. Combining multiple methods into a single building is highly encouraged. As shown in Figure 14, a building often includes some or all of the building articulation methods identified previously in Figure 13.

A1 Accent Lines

A2 Color Changes

A3 Material Changes

A4 Minor Wall Offsets

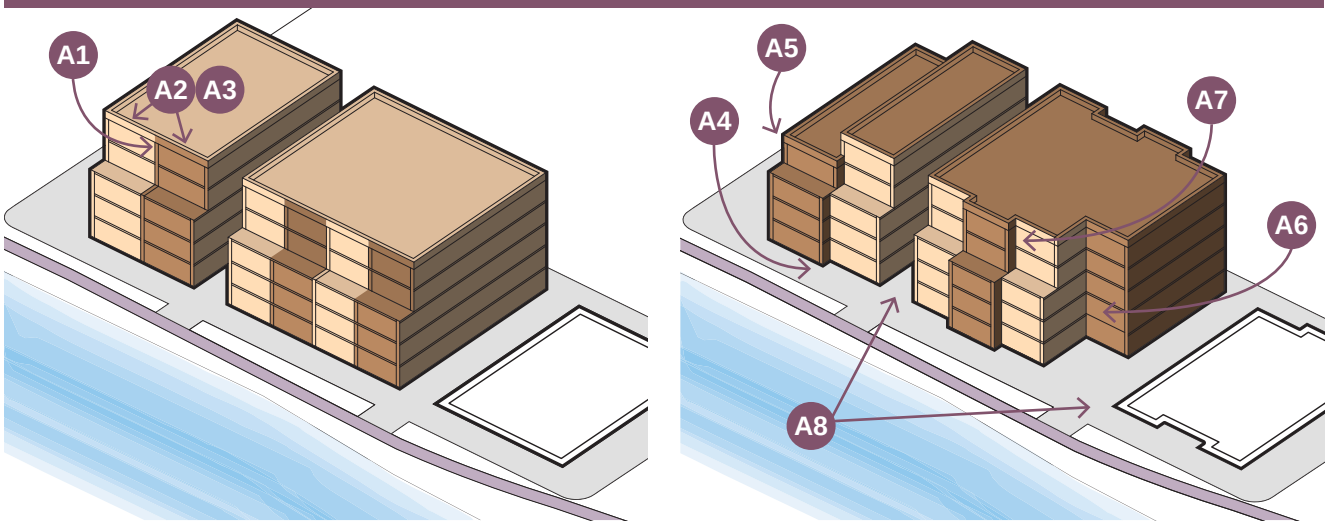
A5 Height Variation

A6 Increased Setbacks

A7 Upper Floor Stepbacks

A8 Through Block Connection

ARTICULATION METHODS ON THE WATERFRONT



Combining Building Articulation Methods

The following pages provide specific recommendations for combining building articulation methods. Suggested methods vary based on the specific design issue to be addressed and the dimensions and circumstances of a project. Recommendations are provided for the following objectives:

- Maintain compatibility with traditional scale of the Waterfront
- Address a Waterfront
- Maintain a public view to waterways and public amenities
- Provide solar access in public spaces
- Create outdoor space for pedestrian activity

BD. 24. Use a combination of "façade articulation" and "massing variation" methods shown in Figure 13 to reduce the perceived and/or actual mass and scale of a building.

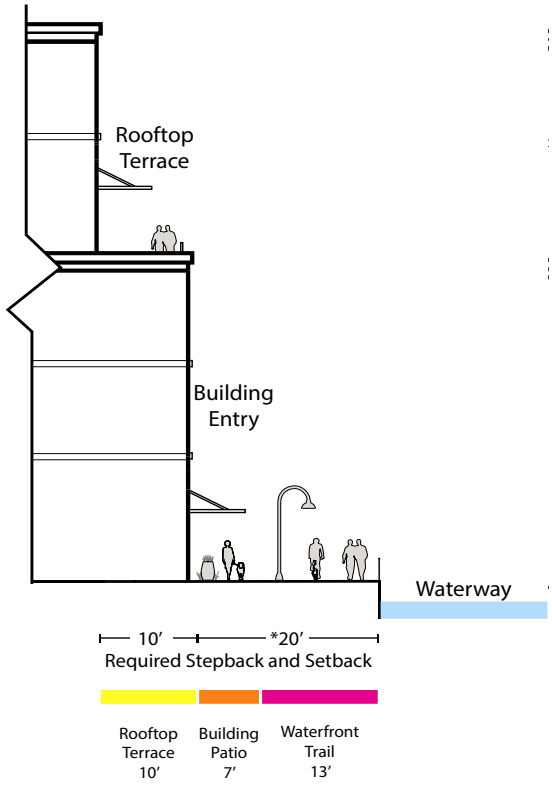
Use a combination of "façade articulation" and "massing variation" methods to reduce the perceived and/or actual mass and scale of a building.

Combining Building Articulation Methods

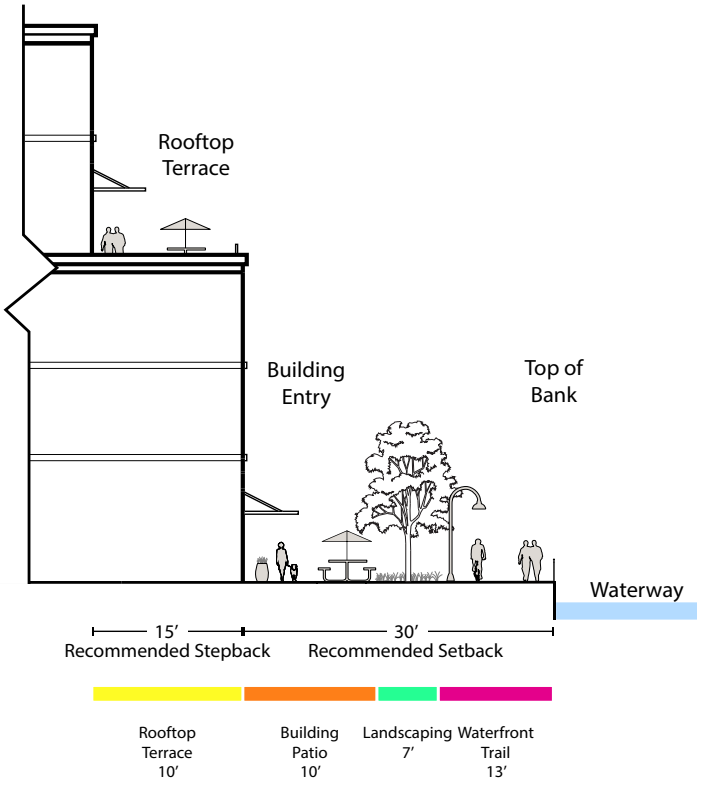
A. Waterways

If a building is located next to a waterway, articulate the building wall that is adjacent to it. Use one of the following treatments:

- Required: The building should provide an increased setback (A6) of at least 5 feet from the required setback line for the first two stories, and an increased stepback (A7) of at least 10 additional feet for any portion above two stories.
- Recommended: Buildings over 2 stories can be completely setback (A6) fifteen feet from the required setback line.



Required



Recommended

Combining Building Articulation Methods

B. Maintaining Public Views/Increasing Solar Access

Intent: Maintain or create views down a public street, to the sky or to a natural feature. Maximize sunlight to the public realm or a private outdoor space, either at the street level or on an upper level.

C. Creating Outdoor Space

Intent: Create an opportunity for private outdoor space for tenants, customers or other building users on a ground floor, upper floor or rooftop.

At the Ground Level: Use A6.

On an Upper Floor or Rooftop: Use A5 or A7.

A1 Accent Lines
A2 Color Changes
A3 Material Changes
A4 Minor Wall Offsets
A5 Height Variation
A6 Increased Setbacks
A7 Upper Floor Stepbacks

Interior Façade Articulation

Buildings should be compatibly scaled and draw on the Waterfront's architectural traditions, yet also allow new, creative designs. This will create visual continuity along the street and a cohesive transition from building to building.

BD. 25. Use minimal articulation methods to express human scale on an interior façade that is not visible to the public; additional articulation is encouraged but not required.

CHAPTER 5 SIGN DESIGN

Signs are important in the Waterfront Area, providing visibility and wayfinding to businesses. Their design should balance functional requirements with objectives for character, design, location, and compatibility. Orderly sign location and design can make fewer and smaller signs more effective. The design guidelines promote the use of signs that are aesthetically pleasing, of appropriate scale, and integrated with surrounding buildings in order to meet the community's desire for quality development. All signs throughout the city are subject to the regulations in the Sign Ordinance of the City of Ithaca, which provides the definitions and legal framework for a comprehensive and balanced system of signage.

IN THIS CHAPTER:

THE SIGN ORDINANCE OF THE CITY OF ITHACA

The Sign Ordinance of the City of Ithaca includes basic parameters for signs, including maximum area, quantity and other topics.

http://ecode360.com/8392479

Use a permanent durable material

General Sign Design Guidelines

Signs should contribute to a cohesive character of the Waterfront Area. All signage should also be compatible with the materials, colors and details of the building. Its contents should be visually interesting and clearly legible. Illumination sources should be shielded to minimize glare and light pollution. A sign should remain subordinate to a primary building.

S. 1. Design a sign to be compatible with the primary building.

- Use materials, colors and details that are comparable with those used for the building.
- Avoid obscuring the ground floor cornice with any signage
- Avoid covering up upper floor window openings with signage

S. 2. Design and locate a sign to be subordinate to a site and primary building.

- Design the sign to be simple in character.
- Design the content of the sign to be clearly legible.
- Limit the number of colors used on the sign, generally no more than three colors should be used
- Locate and design the sign to emphasize rather than overshadow building features.
- Locate sign on a building to help with immediate wayfinding; note signage visible from Waterfront should be minimal, secondary.

Lighting

S. 3. Shield sign illumination to minimize glare and light pollution.

- Use a compatible shielded light source to illuminate a sign
- Direct lighting to a sign from an external, shielded lamp.
- Do not overpower the building or street edge with sign lighting.
- If halo lighting is used to accentuate a sign or building, place the light source so that it is not visible.
- If internal illumination is used, design it to be subordinate to the overall building composition.
- If internal illumination is used, use a system that only backlights the individual characters of sign text.
- Avoid the internal illumination of an entire sign panel.

Materials

S. 4. Use a sign material that is compatible with the architectural character and materials of the building.

S. 5. Use permanent, durable materials for a sign.

Water-facing Signage

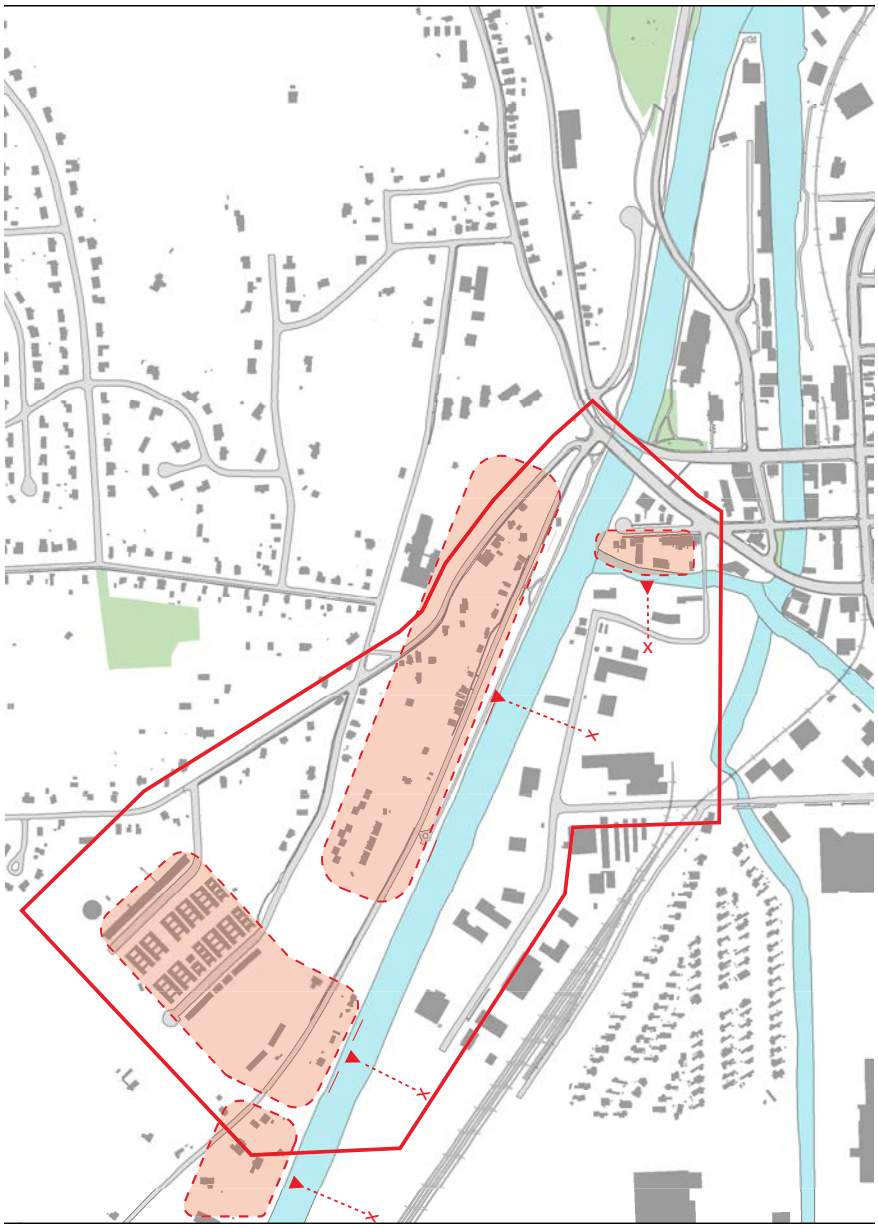
Signage along the waterway adds vibrancy to the Waterfront and significant visibility to associated businesses. However light from signage on the Waterfront travels a considerable distance by reflecting off of the surface the waterways and can have unfavorable impacts on nearby residential neighborhoods. To minimize these impacts additional guidelines are applicable to signage located near the waterways.

S. 6. Control light direction

- Use shielded external light to accentuate sign and building architecture and not spill over the building.
- External lighting should not overpower sign or architecture.

S. 7. Limit glare and reflection.

- Avoid any internal illumination for signage along the Waterfront.
- Apply shielding for any external lighting direct at signs.



Residential Areas and their View Corridors

The table below includes additional guidelines applicable to specific sign types. They shall be used in concert with the general signage guidelines above. The definitions included below are established in the City of Ithaca Sign Ordinance.

WALL MOUNTED SIGNS

A sign fastened, painted or otherwise erected on the wall of a building so that the wall becomes the sign's supporting structure and wholly or partially forms its background. May include Flat Signs, Icon Signs, Box Signs

S. 1. Locate and design a wall sign to promote design compatibility among buildings.

- Place a wall sign to align with other signs on nearby buildings.
- Design a wall sign to minimize the depth of a sign panel or letters.
- Design a wall sign to fit within, rather than forward of, the fascia or other architectural details of a building.

WINDOW SIGNS

A permanent sign affixed to a window surface or in front of or behind a window in such a manner that the window acts as its frame or background.

S. 2. Design a window sign to preserve transparency at the sidewalk edge.

- Use a minimal amount of opaque material on a window sign.
- Scale a window sign so that it only covers a modest amount of a glass window panel.

BLADE AND PROJECTING SIGNS

Any sign that projects from the exterior of any building. May include Icon Signs

S. 3. Locate and design a blade sign to relate to building entries and convey visual interest.

- Locate a small blade sign near the business entrance, just above the door.
- Mount a larger blade sign higher on the building, centered on the façade or positioned at the corner.
- Design a bracket for a projecting sign to

AWNING SIGNS

A sign that is painted, printed, or stenciled onto the surface of an awning.

S. 1. Design printing on an awning to be subordinate to the awning.

- Scale the printing on an awning sign to only cover a modest amount of the awning material.
- Use a color that contrasts well with the color of the awning.

FREESTANDING SIGNS

A sign or signs mounted, painted on or fastened to a freestanding wall, pier or other sign structure, of which any horizontal dimension of a structural member exceeds 18 inches between two feet and eight feet above grade level.

S. 2. Locate a monument sign to integrate with a site design.

- Ensure that a monument sign does not encroach on or interrupt a prominent site feature or internal walkway.

S. 3. Scale a monument sign to be a size and height that expresses human scale.

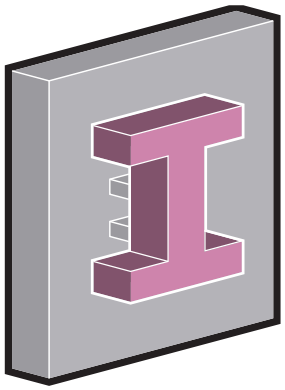
- Use a low profile monument sign that is easily readable, but does not block views to a building.

Sign Appendix: General Sign Techniques

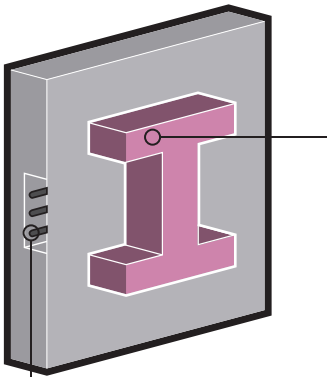
INDIVIDUAL LETTERS

Individual Letters or symbols may be fabricated from many materials in any font. They may be solid and externally illuminated or electrified and internally illuminated.

Appropriate methods include:



Pin-Mounted: Letters cut from solid materials such as wood, metal, or plastic are individually mounted and may be back-lit or illuminated from the front. *Appropriate for Flat, Blade, Icon or Marquee sign types.*

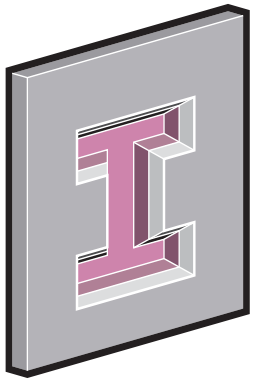


Channel Cut, Internally Illuminated: Internally illuminated letters are surface-mounted and may use a variety of light sources. District regulations require the electrical raceway and all wiring to be hidden from view. *Appropriate for Flat sign types.*

SOLID BACKGROUND

Solid Background Signs may be made from many materials and letters or symbols may be inset, applied, cut-out or pushed-through.

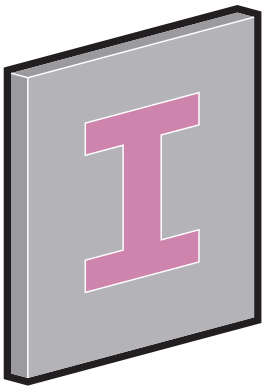
Appropriate methods include:



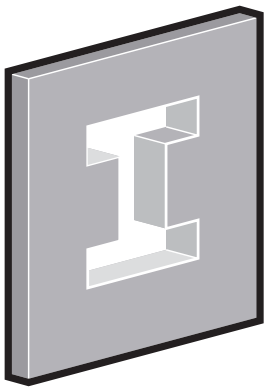
Inset: Letters may be stamped or routed into a background. *Appropriate for Flat, Blade, or Icon sign types.*

SOLID BACKGROUND

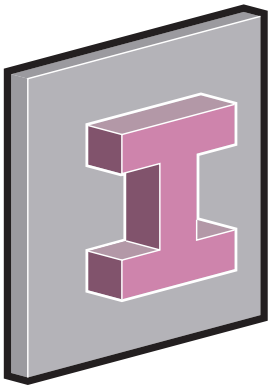
Solid Background Signs may be made from many materials and letters or symbols may be inset, applied, cut-out or pushed-through.



Applied/Flush: Signs with painted or applied letters may be illuminated externally from above or below. *Appropriate for Flat or Blade sign types.*



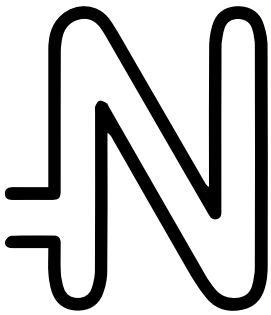
Cut-Out: Letters are cut out of a background, creating a negative effect. *Appropriate for Flat, Blade, or Icon sign types.*



Push-Through: Letters are pushed through cut outs in a background. Per the signage regulations, only the letters or logo may be internally lit. The background should remain opaque. *Appropriate for Flat or Blade sign types.*

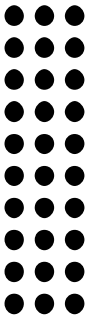
Sign Appendix: Illumination Methods

NEON



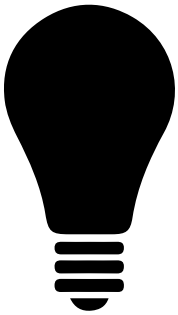
Electrified, luminous tubes containing neon or other gases come in a variety of colors and are excellent for creating outlines and fluid shapes.

LED



Light Emitting Diodes (LED) are more energy efficient than incandescent bulbs. They are low-maintenance and LED signs have thinner profiles and raceways.

INCANDESCENT



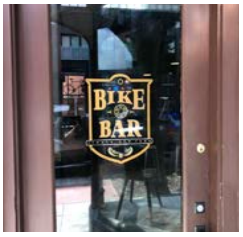
This traditional form of lighting is slowly being phased out in favor of newer, more efficient lighting technologies.

FLUORESCENT

Fluorescent lights come in tube form and in compact versions that resemble regular bulbs. The initial cost is higher, but is offset by lower energy-use costs.

Sign Appendix:

Types of Signs

Vertical Blade	Horizontal Blade	Flat Sign	Awning Sign	Window Sign
				
Icon Sign	**Banner Sign**	**Motion / Marquee Sign**	**Box Sign**	**Freestanding Sign**
				

Illumination Methods

Halo Illumination	External Illumination	Internal Illumination	Channel Neon Tube	Exposed Neon Tube
				
Exposed Incandescent				
				

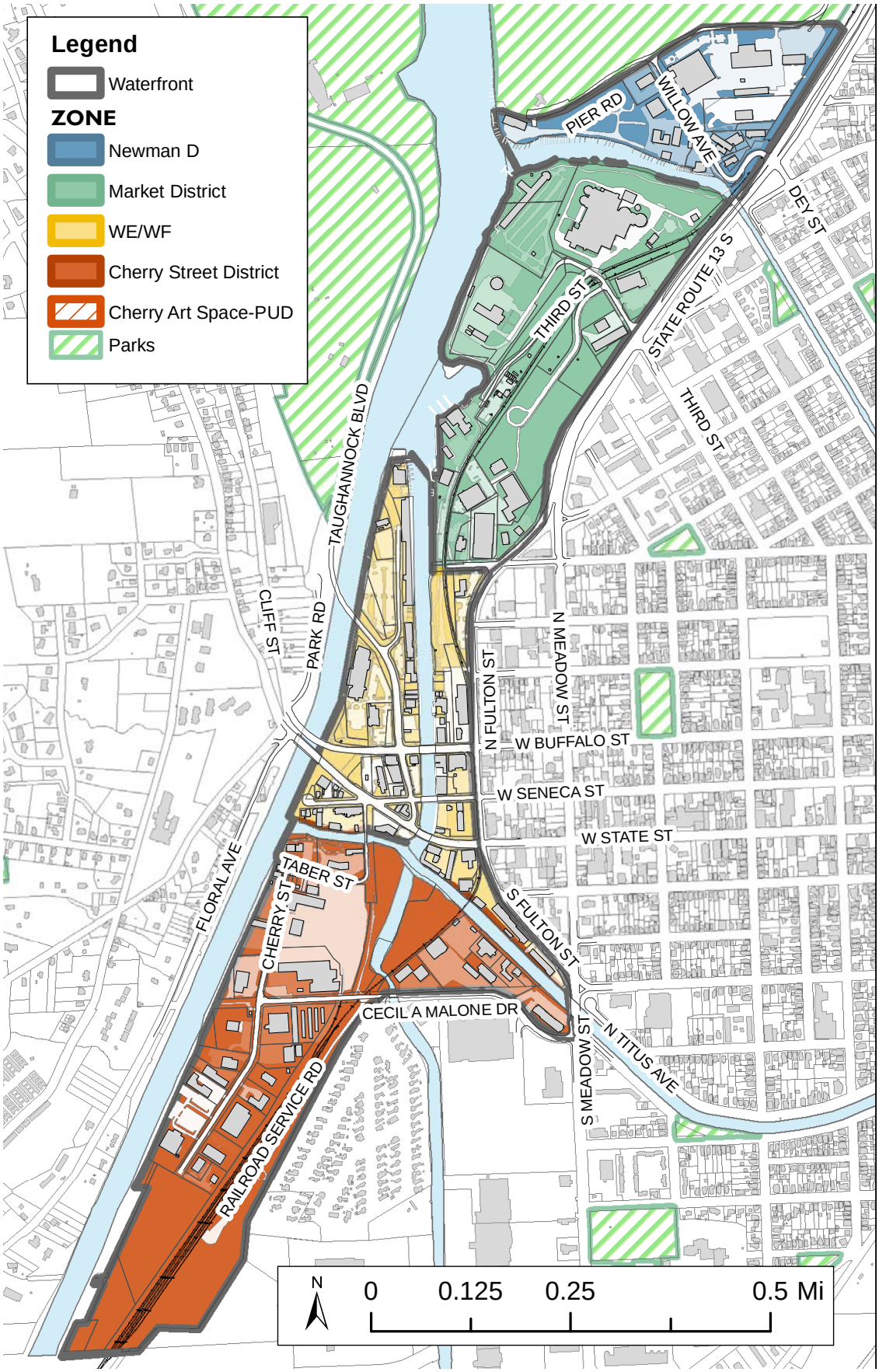
CHAPTER 6 GUIDELINES SPECIFIC TO CHARACTER AREAS

This chapter provides special guidelines for each of the four Character Areas defined in Chapter 1 and discusses areas of emphasis for specific topic areas. The guidelines and content shall be used in addition to the general guidelines provided in Chapters 3, 4 and 5.

All Waterfront projects should encourage water based/dependent activities and maintain visual and physical access to the water.

New and expanded development should incorporate features facilitate multimodal transportation, including, sidewalks, accessible plazas, bike facilities, through site crossings, and where appropriate enhance connections to the Cayuga Waterfront. Shared parking is highly encouraged in all districts to avoid the negative environmental and aesthetic impacts of multiple surface level parking lots.

IN THIS CHAPTER:


Legend
Waterfront
ZONE
Newman D
Market District
WE/WF
Cherry Street District
Cherry Art Space-PUD
Parks
PIER RD
WILLOW AVE
DEY ST
STATE ROUTE 13 S
THIRD ST
THIRD ST
TAUGHANNOCK BLVD
CLIFF ST
PARK RD
N MEADOW ST
N FULTON ST
W BUFFALO ST
W SENECA ST
W STATE ST
TABER ST
FLORAL AVE
CHERRY ST
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Newman District

The Newman District is characterized by its adjacency and connection to nearby public works facilities east of Willow Ave and public recreational facilities, Newman Golf Course and Cascadilla Creek to the south. The district has one only point of vehicular access at Willow Ave and Route 13, however the Cayuga Waterfront Trail offers an exceptional recreational connection to the entire waterfront on both sides of the Inlet, including Stewart Park, the Farmer's Market and the Black Diamond Trail in Cass Park.

The district is ideal for residential mixed use. This use is supported and enhanced by its proximity to the waterfront and recreational facilities. Mixed use development west of Willow Ave should aim to address both the street and waterfront edges, and preserve physical and visual access to the water. Future development east of Willow Ave should strengthen the street edge. Large development sites should limit vehicular points of access to preserve pedestrian and bike connectivity to the Cayuga Waterfront trail.

Building Orientation

Buildings in the Newman District should establish a visual connection between Willow Ave and the waterfront to strengthen the pedestrian experience between the two public areas. Along the Waterfront, development should continue the Waterfront Trail and provide open spaces. On Willow Ave, locate buildings near the street edge to create a sense of enclosure and establish the street edge as a place of interest for pedestrians.

NMD.1. Place buildings along Willow Ave to establish a strong and consistent building edge and frame the street.

- Place buildings relatively close to the sidewalk edge along Willow Ave.
- No front yard setback is required except as necessary to provide a minimum of sidewalk and preferred 8' tree lawn

NMD.2. If Development is along the Waterfront, place site and building features along Waterfront edge to generate visual interest.

- Place a functional entry along the Waterfront edge.
- Provide outdoor spaces, such as a plaza, courtyard, or outdoor dining area for users to gather and engage in activity.
- For properties located along the Waterfront, the first 12 feet of the building depth facing the water is restricted to a maximum building height of 2-3 stories.
- For properties located along the Waterfront, there is a minimum setback of 20 feet from the top of bank.

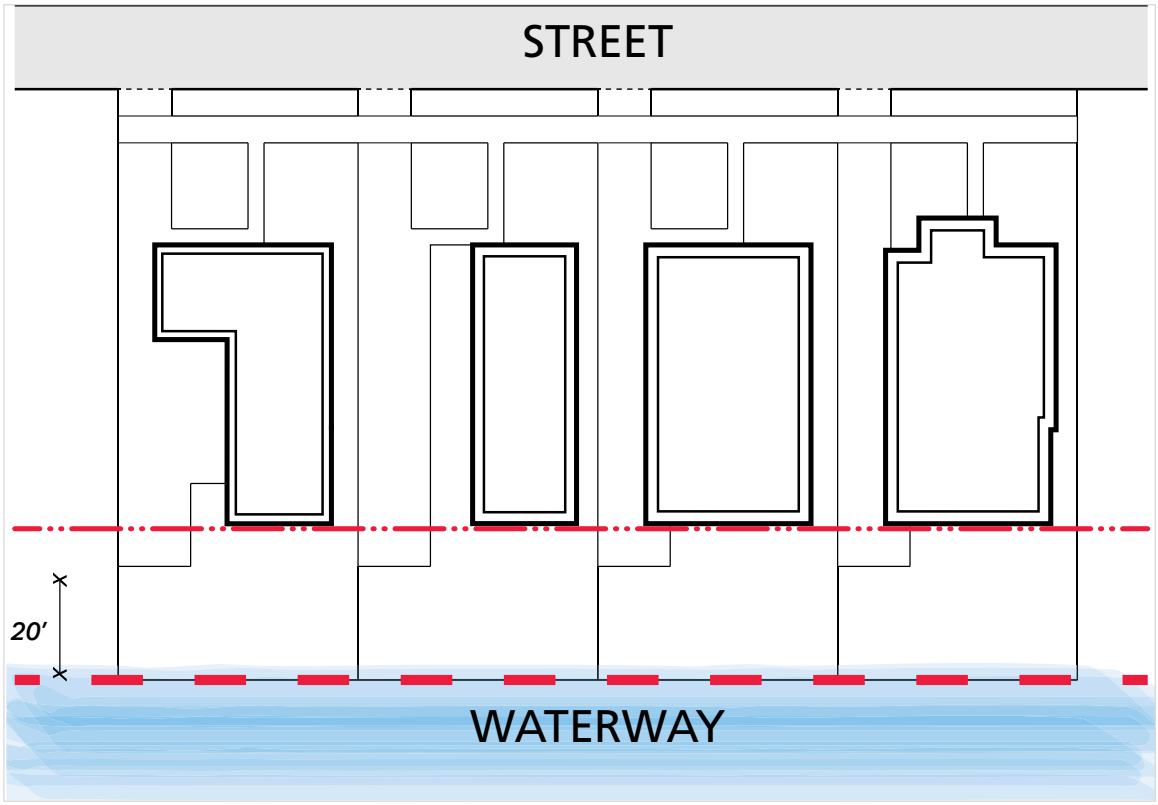
Development along a waterway.

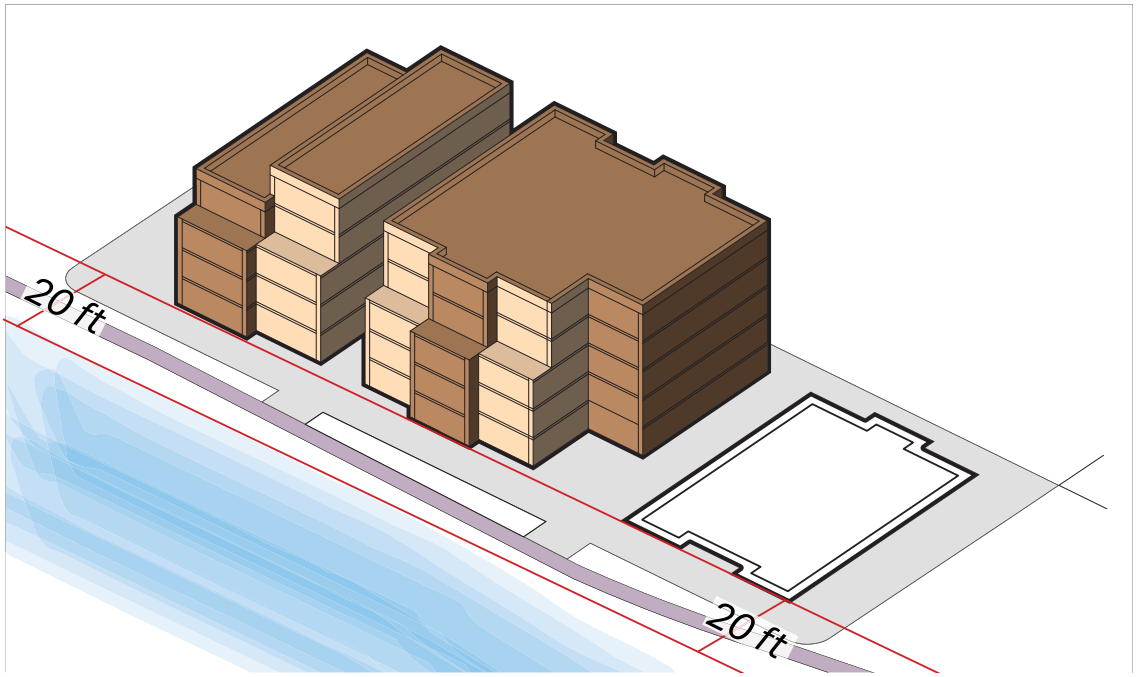
Development along the waterway adjacent road.

Newman District

BUILDING PLACEMENT IN THE NEWMAN DISTRICT

Buildings in the Newman District should be at an 20' setback from the top of bank if adjacent to a waterway.





6 – 2 Market District

The Market District borders two waterways to the west and north (Cascadilla Creek and the Cayuga Inlet) and Cascadilla St and Route 13, to the south and east. The Market District is a hub for food related retail due to the Ithaca Farmers' Market, which draws large numbers of visitors to the district. The Norfolk Southern Cargo rail divides the district, placing the Waterfront, the Ithaca Farmer's Market and the Ithaca Area Wastewater Treatment Facility (IAWWTF) on one side of the district and properties including community gardens along the highly visible Route 13 corridor. The district has one point of public vehicular access at Third St and Route 13. However, the Cayuga Waterfront Trail offers exceptional recreational connections to the entire Waterfront on both sides of the Inlet, including Stewart Park, the Farmers Market, Newman Golf Course, and the Black Diamond Trail in Cass Park.

The district is ideal for a mix of development types including residential, retail and commercial. New development should aim to support and enhance existing uses. Waterfront sites should encourage water based/dependent activities and provide connections to the Waterfront trail. Development across the rail toward Rt. 13 should function as gateway to the City and the Waterfront, and be accessible to the Northside neighborhood community.

Building Orientation

In the Market District, building sites should be located where they can establish a strong visual and physical connection to highly visible areas in the district, Route 13 and the Waterfront. Development along the Waterfront and Route 13 should orient building and site features to engage, interact, enhance these areas.

MD.1. Orient site and building features to highly visible areas and natural features in Market District.

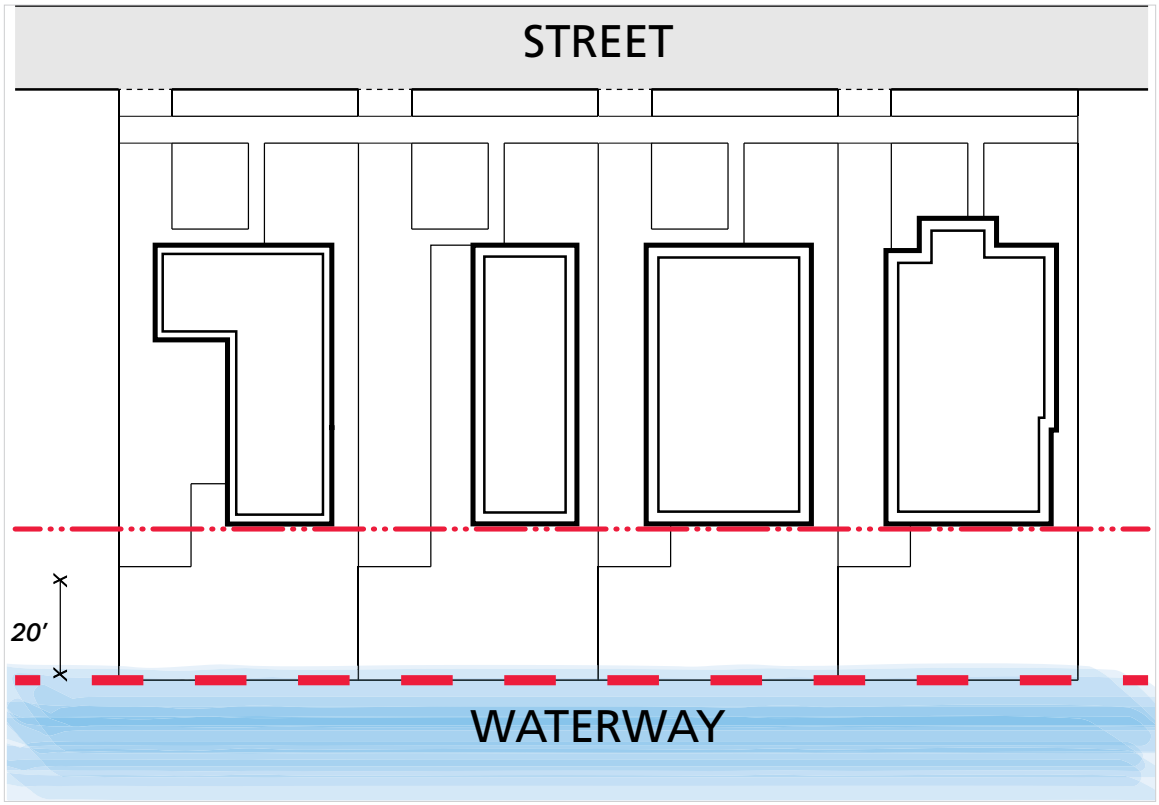
- For development adjacent to the waterfront, place architectural features along the Waterfront and the Waterfront Trail
- For development along Route 13, position functional entries and accessible open spaces along the street edge to strengthen and support the street edge.
- For properties located along the waterfront, the first 12 feet of the building depth facing the water is restricted to a maximum building height of 2-3 stories.
- For properties located along the waterfront, there is a minimum setback of 20 ft from the top of bank.

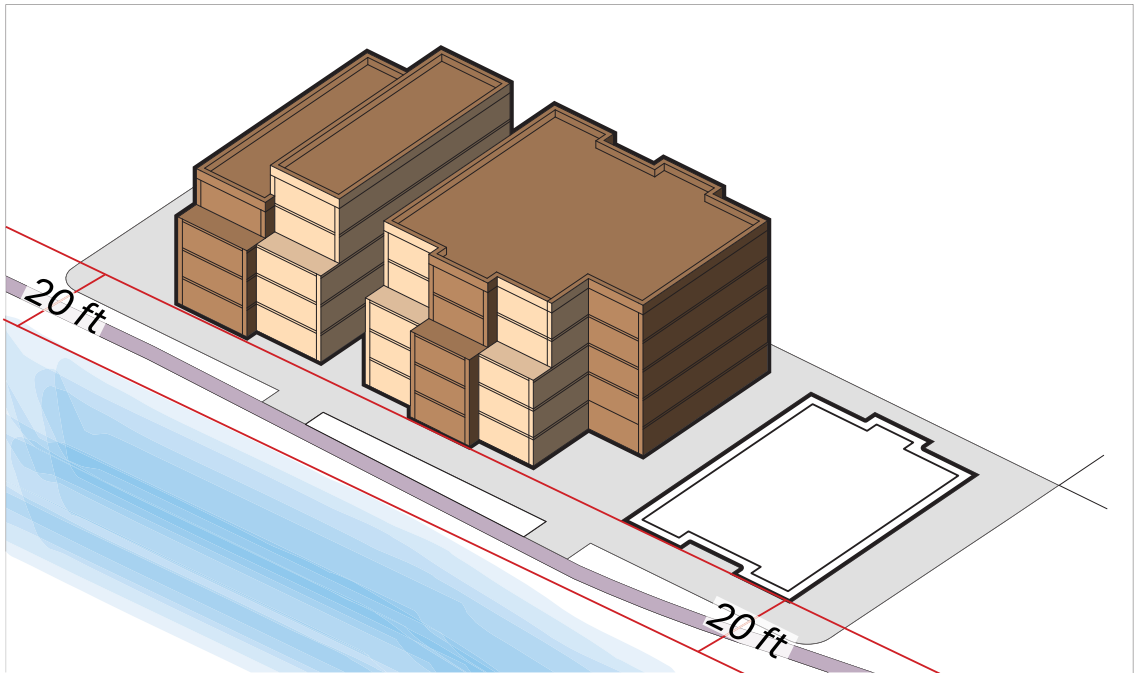
Caption for images above.

Market District

BUILDING PLACEMENT IN THE MARKET DISTRICT

Buildings in the Market District should be at an 20' setback from the top of bank if adjacent to a waterway.





6 – 3 West End / Waterfront District

The West End/Waterfront district stretches west from the Flood Control Channel east to Route 13/Fulton Street, Six Mile Creek to the south and Cascadilla Street to the north. The district connects the Waterfront Area to the downtown area and features as a destination hub with Inlet Island and the Waterfront Trail. The district is the most developed area of the Waterfront. Primarily commercial, the district has several long-standing local businesses, some notable historic buildings and many larger sites with development potential. The district contains major east-west transportation corridors that travel through and out of the city. Many of the City's visitors and in-commuters pass through this district, which creates peak hour traffic congestion and stressful pedestrian and bike experiences.

Future development should aim to enhance and strengthen the district's role as a gateway to the Waterfront and an area with unique waterfront destinations. A wide mix of architectural styles and high quality building materials are appropriate in most areas of the district. Projects along the waterfront and adjacent to historic structures should respond directly these conditions. New and expanded development should incorporate bike-pedestrian facilities that add promote safety and convenience.

Building Orientation

New Development in the West End/Waterfront District should engage the major corridors that run through the district and the waterways. If a site is adjacent to the Waterfront and the street, the building and site should a establish a strong visual and physical connection to both public areas. Key site features such as primary entrance(s) should face the street and/or the Waterfront to create an active pedestrian friendly streetscape.

WE.1. Place site and building features along the waterway and the street, if site is adjacent to both public features.

- Place a primary entry along the street and the Waterfront.
- Create visual interest along spaces that connect Waterfront and street.
- Position open spaces between the Waterfront and the street to establish a visual connection.
- For any buildings located along the waterway, the first 10 ft in depth of building facing the water, must be between 2-3 stories in height.
- For properties located along the Waterfront, there is a minimum setback of 20 ft from the top of bank, except for the eastern side of Inlet Island. On the eastern side of Inlet Island the setback for buildings is 10 ft from the water.

Boatyard Grill

West End / Waterfront District

Pedestrian and Bike Safety

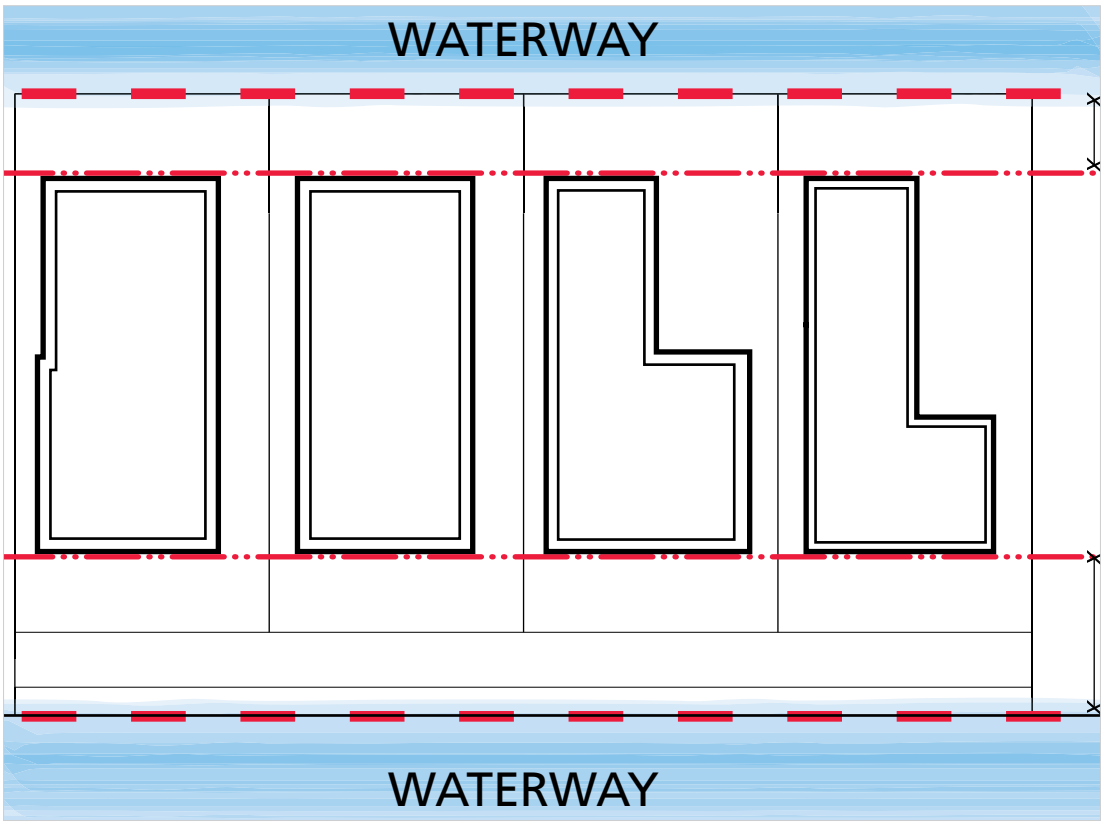
High amounts of traffic in the West End can create stressful environments for cyclist and pedestrians. New Development should carefully place lighting and path connections where pedestrians will be visible for all users in the West End.

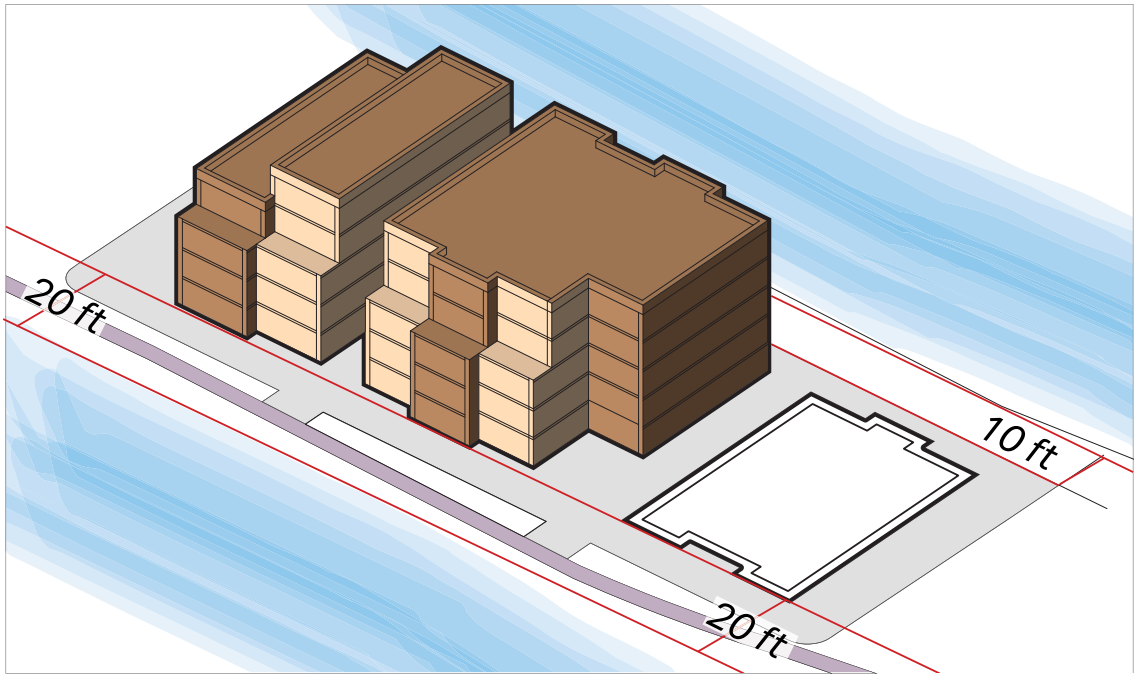
WE.2. Establish well lit and visible connections between Pedestrian-Bike paths and the public right-of-way (sidewalks and streets)

- Place scale-appropriate lighting at pedestrian-bike paths where they intersect with driveways, streets and public sidewalks.
- Avoid large scale landscaping, freestanding features near sidewalk-driveway intersections and similar intersections at bike-pedestrian paths.

BUILDING PLACEMENT IN THE WEST END / WATERFRONT DISTRICT

Buildings in the West End / Waterfront District should be at an 20' setback from the top of bank if adjacent to a waterway. On Eastern side of Inlet Island the setback is 10' from the water.





Cherry Street District

The Cherry Street District is the southernmost location in the study area. The district bounds the Flood Control Channel to the west and Six Mile Creek to the north. The area historically served as the City's Industrial Park and continues to be a hub of industrial and commercial uses, including several high tech and manufacturing businesses. The District has a distinct industrial character with primarily 1-2 story buildings featuring brick, steel, metal panels and Cement Masonry units (CMU). The district's limited road network allows for only two points of vehicular access – Cecil B. Malone Drive and a second outlet that would span over Six Mile Creek and connect to Taughannock Boulevard, currently under construction. Expanded multimodal access will help connect this district to the surrounding urban fabric and other areas of the Waterfront.

Future development of the Cherry Street District should aim for an expansion of uses while retaining the district's industrial character. Mixed-use residential development, particularly housing that offers live/work opportunities, is encouraged north of Cecil B. Malone Drive, while non-residential commercial, light industrial and manufacturing uses will continue to the south. Building design and materials should be compatible with the industrial character. New and expanded development should, when possible, offer a connection to the future Black Diamond Trail network and the redesigned pedestrian Brindley St Bridge.

Building Orientation

Buildings in the Cherry Street District exhibit a vide variety of forms and orientation, however all maintain an industrial character. Buildings north of Cecil Malone Dr. should orient to Cherry St/Taber St/ Brindley St to create a sense of enclosure to the street and pedestrian paths. South of Cecil Malone Dr, development should continue to be setback from street to maintain access needed for light industrial uses.

CSD.1. North of Cecil Malone Dr, place building and site features along the street to establish a strong and consistent built edge and frame the public realm.

CSD.2. If site is adjacent to the Waterfront, position building and site features along rear setback to encourage access and activity along the Waterfront.

- Place buildings relatively close to the sidewalk edge
- If development is along the waterfront, rear setbacks of 20 feet is required.
- An additional setback area may be appropriate to provide an expanded sidewalk, entry plaza, landscaped area or other outdoor feature provided that is still designed to establish a Waterfront edge and/or street edge through materials or other features.
- Locate a open space between the waterfront and the street to establish a visual connection.

Cherry Street District

BUILDING PLACEMENT IN THE CHERRY ST DISTRICT

Buildings in the Cherry St District should be at an 20' setback from the top of bank if adjacent to a waterway.