OFFICIAL NOTICE OF MEETING

A Regular meeting of the Common Council will be held on Wednesday, September 4, 2019, at 6:00 p.m. in the Common Council Chambers at City Hall, 108 East Green Street, Ithaca, New York. Your attendance is requested.

AGENDA

1. PLEDGE OF ALLEGIANCE:

2. ADDITIONS TO OR DELETIONS FROM THE AGENDA:

3. PROCLAMATIONS/AWARDS:

4. SPECIAL ORDER OF BUSINESS:

5. SPECIAL PRESENTATIONS BEFORE COUNCIL:
   5.1 Reports of Municipal Officials

6. PETITIONS AND HEARINGS OF PERSONS BEFORE COUNCIL:

7. PRIVILEGE OF THE FLOOR – COMMON COUNCIL AND THE MAYOR:

8. CONSENT AGENDA ITEMS:  
   City Administration Committee:
   8.1 Department of Public Works (DPW) – Amendment to Capital Project #799 for DPW Fuel Island - Resolution
   8.2 Establishing the Platinum Plan Offered Through the Greater Tompkins Municipal Health Insurance Consortium as an Option Available to All Active City Employees for Health Coverage Provided by the City - Resolution

9. CITY ADMINISTRATION COMMITTEE:
   9.1 Amendment to Capital Project #857 for the Comprehensive Parking Study - Resolution
   9.2 Finance Department – Request to Waive Penalty on Taxes - Resolution
   9.3 City Controller's Report

10. PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE:  
    10.1 Extension to Allow Continued Use of Green Street by Intercity Bus Companies – Resolution
    10.2 Approval of a Zoning Policy Change to Allow Alterations of Nonconforming Uses that Do Not Increase Occupancy – Resolution
    10.3 An Ordinance to Establish the Chain Works Planned Unit Development
11. **REPORTS OF SPECIAL COMMITTEES:**

12. **NEW BUSINESS:**

13. **INDIVIDUAL MEMBER – FILED RESOLUTIONS:**
13.1 Alderperson Nguyen - Creation of Grant-Funded Capital Project #868 Downtown Ithaca Transportation Management Association and Authorization to Enter into Agreement with the Downtown Ithaca Alliance for Project Implementation - Resolution

14. **MAYOR’S APPOINTMENTS:**
14.1 Reappointment to Ithaca Housing Authority Board – Resolution
14.2 Appointment to Board of Zoning Appeals – Resolution

15. **REPORTS OF COMMON COUNCIL LIAISONS:**

16. **REPORT OF CITY CLERK:**

17. **REPORT OF CITY ATTORNEY:**

18. **MINUTES FROM PREVIOUS MEETINGS:**
18.1 Approval of the July 3, 2019 Common Council Meeting Minutes – Resolution
18.2 Approval of the August 7, 2019 Common Council Meeting Minutes – Resolution

19. **ADJOURNMENT:**

If you have a disability that will require special arrangements to be made in order for you to fully participate in the meeting, please contact the City Clerk at 274-6570 at least 48 hours before the meeting.

Out of consideration for the health of other individuals, please refrain from using perfume/cologne and other scented personal care products at City of Ithaca meetings. Thank you for your cooperation and understanding.

“This meeting can viewed via livestream on [https://ithacany.viebit.com/](https://ithacany.viebit.com/)”

______________________________
Julie Conley Holcomb, CMC
City Clerk

Date: August 30, 2019
8. **CONSENT AGENDA ITEMS:**
   City Administration Committee:
   8.1 **Department of Public Works (DPW) – Amendment to Capital Project #799 for DPW Fuel Island - Resolution**

WHEREAS, Capital Project #799 was established in 2014 at $488,000 to design and construct a new fuel island at Streets and Facilities to serve the entire City fleet fueling needs, as well as decommissioning the existing fuel island and tanks; and

WHEREAS, on June 18, 2019, the Board of Public Works, acting as Lead Agency, declared that the project would not have a significant negative environmental impact in accordance with the City and State Environmental Quality Review laws and ordinances (CEQR and SEQR); and

WHEREAS, bids were opened on August 13, 2019, for this scope of work and the low bidder for General Construction was Boland’s Excavating & Topsoil, Inc. of Conklin, NY at $615,000, and the low bidder for Electric Construction was Diekow Electric, Inc. of Marathon, NY at $147,850 (after LaValley Bros. Construction Inc. of Wolcott, NY withdrew an unbalanced bid for the electric work); and

WHEREAS, Engineering staff is recommending award of contract to the low bidders conditioned on additional budget and completion of the full scope of work, plus an allowance for construction inspection and material testing and a contingency; now, therefore be it

**RESOLVED,** That Common Council hereby amends Capital Project #799 by $505,000 for the project, bringing the total authorization to $993,000; and, be it further

**RESOLVED,** That funds needed for said amendment shall be derived from issuance of Serial Bonds.
To: City Administration Committee  
From: Tim Logue, Director of Engineering  
Date: August 7, 2019  
Re: Request to Amend CP 799 for DPW Fuel Island

In the 2014 Capital Budget, Common Council authorized $488,000 to design and construct a new fuel island at Streets & Facilities. The City hired Barton & Loguidice Engineering to lead the design work and carried the work through to construction documents by the following year. At about this same time, the City started talking about our city-wide facilities, looking for opportunities to consolidate or relocate our operations. There was a fair consideration about the possibility of relocating Public Works and the decision was made to hold off on bidding the fuel island until we knew what we were doing. Over this past year, I believe two things have become clear: 1) the likelihood of moving or consolidating the Department of Public Works is very low, and 2) the consequences of not replacing our existing fuel facilities have become pretty high. The consequences are threefold: increased staff costs to maintain the aged system, especially through the winter when staff was keeping pumps warm in order to keep them functioning; risks of the control system failing leading to poor experiences getting fuel or poor record keeping and fuel management, which is important for regulatory and Green New Deal purposes; and 3) the increasing possibility of leaks in the single-walled underground fuel tanks. For these reasons, we reengaged the project design, made some modifications (including adding the full decommissioning of the existing fuel tanks and equipment), conducted the environmental and site plan reviews and put the project out to bid.

On August 13th, we opened bids for the project. Our low bidder was ________________ in the amount of $______________. In order to award the contract and carry a small budget for construction inspection, material testing, and a modest contingency, we need about $_______________ added to the Capital Project.

Based on these items, I am recommending awarding the contract to __________ and proceeding with the considered scope of work. A resolution is attached to amend the capital project.

"An Equal Opportunity Employer with a commitment to workforce diversification."
8.2 Establishing the Platinum Plan Offered Through the Greater Tompkins Municipal Health Insurance Consortium as an Option Available to All Active City Employees for Health Coverage Provided by the City - Resolution

WHEREAS, in 2019, the City added the Platinum Plan offered through the Greater Tompkins Municipal Health Insurance Consortium, to the health benefit plans available to certain active City employees; and

WHEREAS, the Greater Tompkins Municipal Health Insurance Consortium makes periodic adjustment to the Platinum Plan it offers in order to maintain an Actuarial Value as defined by the Patient Protection and Affordable Care Act (ACA) that is equal to an overall plan benefit for the average participant of 90% for the Platinum Plan, meaning that co-pays and deductibles may vary from year-to-year in order to preserve a 90-10 split of approved medical costs between the insurance plan and covered members; and

WHEREAS, the City now wishes to add the Platinum Plan, or equivalent plans that may succeed it, to the options available to all active City employees; now, therefore be it

RESOLVED, That Common Council hereby authorizes the Director of Human Resources and the City Controller to make the Platinum Plan option, or its equivalent successor plan, available to all active City employees.
9. **CITY ADMINISTRATION COMMITTEE:**
9.1 **Amendment to Capital Project #857 for the Comprehensive Parking Study - Resolution**

WHEREAS, Capital Project #857 was established in 2019 in the amount of $50,000 for the purpose of scoping both a Comprehensive Parking Study and a separate Transportation Study; and

WHEREAS, the Department of Public Works sent out a Request for Qualifications for a Comprehensive Parking Study on March 5, 2019 to fourteen consulting firms, The New York State Contract Reporter, and the New York Upstate Planning website; and

WHEREAS, The City received Statements of Qualifications from ten consulting firms by the deadline of April 12, 2019; and

WHEREAS, The Parking Division of the Department of Public Works established and convened a Consultant Selection Committee consisting of:

1. City staff: Chief of Staff, Superintendent of Public Works, Director of Parking, Director of Planning, Deputy Director of Economic Development, a Senior Planner, and the Director of the IURA;
2. The Director of the Downtown Ithaca Alliance;
3. Two members of the Mobility, Access, and Transportation Commission;
4. One representative of Allpro Parking

; and

WHEREAS, the Consultant Selection Committee evaluated, ranked, and fully vetted the Statement of Qualifications submitted, and selected Stantec Consulting Services Inc. as the preferred consultant; and

WHEREAS, Stantec Consulting Services Inc. has worked collaboratively with the City to produce a Scope of Services; and

WHEREAS, the proposed schedule to complete the full Scope of Services is planned to begin no later than September 16, 2019; and

WHEREAS, the fee for the Scope of Services mutually agreed to by the City and Stantec Consulting is $174,458; now, therefore be it

**RESOLVED,** That Common Council hereby amends Capital Project #857 by $126,900, including financing costs to fully fund the Comprehensive Parking Study, bringing the total authorization to $177,900; and, be it further

**RESOLVED,** That funds necessary for said project amendment shall be derived from the issuance of Serial Bonds.
Memorandum of Explanation

Date: August 21, 2019

Subject: Resolution to Amend Capital Project #857 for the Comprehensive Parking Study

The Parking Division has been directed by the Superintendent of Public Works to engage a consultant to conduct a Comprehensive Parking Study. The study will include four major tasks which are: assessment and evaluation of the existing conditions, operations, and management of the city-wide parking system; a public outreach to obtain comprehensive stakeholder input; analysis of future demand and development of alternative actions for implementation; and development of an action plan.

The broad objectives for the final action plan include: achieving a parking system that meets the projected parking demands for a ten year study period, especially in the primary areas of growth and development such as the downtown core, the west end and waterfront areas, and College Town; address neighborhood issues, concerns and problems; provide parking services that meet the demands of the broad range of users to include transient parkers, residential parkers, and the workforce; and provide financial analysis means to determine the impacts of various actions on the revenue, costs, and subsidy of the overall parking function.

The attached Fee Summary provided by Stantec Consulting Services Inc., shows the itemization of projected Fees for the four major tasks of the study. Also attached is the schedule proposed by the consultant for the execution of the study.

Capital Project #857 was established in 2019 in the amount of $50,000 for the purpose of scoping both a Comprehensive Parking Study and a separate Transportation Study. The Superintendent of Public Works proposes to utilize these funds, together with an additional $124,458 to pay the total estimated Fee of $174,458 for the parking study, as provided by Stantec Consulting Services Inc.
# City of Ithaca Comprehensive Parking Study - Fee Summary

## Tasks/Activities:

### 0 Project Management and Meetings
- **City of Ithaca Comprehensive Parking Study - Fee Summary**
- Bi-Weekly Conference Calls
- Team Meetings (Assume 6)
- QA/QC

### 1 Existing Conditions

#### 1.1 - Data Collection
- Review Existing City Data Inventory
- Review existing Wayfinding Study
- Verification of required data collection
- Parking Utilization Counts On-Street
- Parking Utilization Counts Off-Street
- Three (3) small areas for counts

#### 1.2 - Parking Demand Model
- Review of previous studies/plans
- Evaluate Land Use Data
- Existing Parking Demand and Land Use
- Future Scenarios (not included)

#### 1.3 - Multimodal and Wayfinding Analysis
- Incorporate historic traffic count data
- Transit Level of Service (not included)
- Curbside Management
- Recent Development
- Ped Infrastructure Opportunities

#### 1.4 - Parking Policy and Rate Analysis
- Evaluate Current Parking Policy, Parking Structure and
- Parking Garaged Utilization Data
- Evaluate utilization improvement strategies
- Existing Parking Demand and Land Use

#### 1.5 - Land Use and Transportation
- Geospatial data assessment
- Geospatial analysis of parking inefficiencies
- Pedestrian Infrastructure Opportunities

#### 1.6 - Parking Structure
- Review of (4) four existing parking structures
- Evaluate expansion/replacement alternatives

### 2 Public Outreach (Stantec Hours Only)
- Attend public meetings (3 Max)
- Attend small group Stakeholder Workshop

### 3 Future Direction

#### 3.1 - Future Analysis
- Analysis of up to (2) two scenarios per study area
- Identify parking impacts/shortfalls/challenges by zone
- Develop potential interventions
- Hold an Internal Charette

#### 3.2 - Alternative Actions (10 Years)
- Develop potential alternative actions
- Identify criteria for the Base Action Plan

### 4 Implementation - Base Action Plan

#### 4.1 - Base Action Plan
- Review alternative actions with Advisory Committee
- Prepare Base Action Plan
- Prepare Fiscal Analysis of Base Action Plan
- Development of base action plan

### 5 Total

#### Total Project Cost

<table>
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<tr>
<th>Team Member:</th>
<th>Hourly Rates:</th>
<th>Principal In Charge</th>
<th>Project Manager</th>
<th>Traffic Engineer</th>
<th>Parking Recommendations</th>
<th>TDM</th>
<th>Data Collection/Traffic Analysis</th>
<th>GIS</th>
<th>Structures</th>
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**Total**

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<th>Role/Responsibility:</th>
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<th>Principal In Charge</th>
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<th>Traffic Engineer</th>
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<th>Data Collection/Traffic Analysis</th>
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**Total**

- **Travel and Reproduction Costs:** $3,000
- **Travel and Reproduction Costs:** $1,200

**Highland Planning Cost:** $141,255

**Stantec Project Hours:** 904

**Stantec Project Hours:** $33,203

**Highland Planning Cost (see Highland Cost Proposal for Details):** $174,458
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## Task 0: Project Management

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## Task 1: Existing Operations

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<td>9/16 Kick-Off Meeting</td>
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<td>Data Collection (includes seasonal and College peaks)</td>
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<td>Parking Evaluation</td>
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<td>Agency Review (Estimated)</td>
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## Task 2: Future Direction

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<td>Analyze Future parking demand</td>
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<td>Recommendations for Smart Technologies/TDM/Other Enhancements</td>
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<td>Submit Draft Summary of Findings (Estimated)</td>
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## Task 3: Recommendations & Implementation

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<td>Develop Draft Recommendations and Implementation Plan</td>
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<td>Submit Draft Implementation Plan</td>
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<td>Submit Final Implementation Plan</td>
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<tr>
<td>Project Closeout and Completion</td>
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9.2 **Finance Department – Request to Waive Penalty on Taxes - Resolution**

WHEREAS, Common Council established guidelines for the waiver of penalty on taxes to assist in consistency when considering requests; and

WHEREAS, Nick Lambrou has made an appeal to have late penalties removed from his 2019 City 2\textsuperscript{nd} Installment tax payments; and

WHEREAS, the circumstances leading to his request do not fit the guidelines allowing for waiver of penalty as previously established by Common Council; now, therefore be it

**RESOLVED**, That the request to refund paid penalty is denied.
10. **PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE:**

10.1 **Extension to Allow Continued Use of Green Street by Intercity Bus Companies - Resolution**

WHEREAS, Section 346-31 of the City Code states that no bus shall operate, stop on or stand on any City street, nor shall such bus pick up or discharge passengers on any such City street or curb, or any other public property, or within 200 feet of any City bus stop in the corporate limits of the City of Ithaca, unless a permit is obtained from the Common Council or its designee; and

WHEREAS, in September 2018, Common Council passed a resolution to allow the use of East Green Street as an intercity bus stop; and

WHEREAS, staff prepared and executed agreements with the intercity operators for a 6 month trial period ending on March 31, 2019; and

WHEREAS, on April 3, 2019, staff recommended that the Common Council conditionally renew the agreement until August 31, 2019, in order to allow for a full year of consideration of this site; and

WHEREAS, staff from Planning and Public Works have been continually evaluating this program in order to determine whether this location is feasible as a long term solution for intercity bus use; and

WHEREAS, staff has determined that the inclusion of an intercity bus stop is convenient for bus patrons to be able to connect to points around the City or to alternate travel modes, increased foot traffic helps to support local businesses; and

WHEREAS, staff also found that the inclusion of intercity buses to downtown did not create significant challenges to the extent that bus companies adhered to agreed schedules generally, and since the April 3, 2019 extension, in part due to the staggered exit of students at the end of the academic year; and

WHEREAS, because staff recognized that the Green Street location created some challenges, including, City crews not having the capacity to remove snow from the street and sidewalk early enough to allow for the bus stop to remain functional, intercity buses parking in the TCAT spaces, lack of rest areas for intercity passengers, drivers and passengers loading luggage on the street side of the buses, and too many on street buses during holidays and other significant travel days; and

WHEREAS, in April 3, 2019, staff recommended that the agreement for the extension include conditions in order to ensure that the on street traffic continued to flow safely and effectively, including
• City staff convene a meeting with bus providers to discuss necessary changes that need to be made in order to continue with Green Street intercity bus service. The bus companies will also be informed that there is no room for expansion of future service at this location so that they can make an informed decision of whether this space meets their needs now and in the future, and

• the City will need to paint the bus lanes on Green Street and will charge the intercity bus providers for this improvement, and

• buses will need to specify dates that will have additional buses (holidays, student arrival and departure dates) and will need to provide on street staff on these dates to direct customers to their buses, and to direct bus drivers to the appropriate locations. If the City determines that an additional Community Service Officer (CSO) needs to be assigned to this area during heavy traffic times in order to issue tickets, the City will charge the bus operators for this service, and

• all of the bus companies will be required to provide accommodations for their passengers. This can be accomplished through an agreement with an existing facility, but they will need to show proof that they have permission to use existing facilities, and

• the bus permit agreement should continue to allow for revocation for failure to comply with requirements. There would be no tolerance of unloading luggage on the street side, encroaching on the bike lane, unloading from a travel lane or any other behavior deemed unsafe by the City, and

• implementation of these remedies or of other improvements deemed to be necessary may result in increased permit fees, and

WHEREAS, City staff and bus operators have been in contact to meet the above conditions concerning safety issues and passenger amenities, and as to painting the bus lanes, the City has requested approval to implement from the New York State Department of Transportation and has yet to receive such approval; and

WHEREAS, current intercity bus companies permit agreements are in effect until termination, which must be upon no less than 30 days’ notice; and

WHEREAS, with the anticipated return of students via intercity bus, it does not seem prudent to end the use of Green Street as the intercity bus stop at this time; and
WHEREAS, on November 7, 2018 Common Council set a bus permit fee of $5 per bus arrival or departure from the intercity bus location from Green Street; and

WHEREAS, the approved fee did not account for the cost of painting improvements or other costs actually or expected to be incurred by the City; and

WHEREAS, staff continues to look for other suitable interim locations for intercity bus operations while planning for a long term permanent location for an intercity transportation depot; now, therefore be it

RESOLVED, That Common Council approves the continued use of the Green Street stop by Shortline/Coach USA, New York Trailways, and Greyhound indefinitely until an alternate location or permanent solution can be found with an increase in fee to $15 per bus arrival or departure (but if the arrival or departure occurs within 30 minutes of the other, only one $15 per bus fee will be imposed); and, be it further

RESOLVED, That Common Council continues to authorize the Board of Public Works to modify the above-established Intercity Bus Permit fee from time to time, but retains the sole legislative discretion as to issuance of bus permits; and, be it further

RESOLVED, That Common Council instructs city staff to continue to work on the conditions specified above to minimize disruption to riders and the community and continue to provide this valuable service to the community; and, be it further

RESOLVED, That the Mayor and Senior Staff report to Common Council within six months regarding efforts to collaborate with other regional municipal officials to develop a long-term plan for inter-city services.
TO: Common Council  
FROM: Eric Hathaway P.E., Transportation Engineer  
RE: Green St. Inter-city Bus Stop Recommendations  
DATE: August 26, 2019

The Planning & Economic Development Committee of Common Council at its August 14, 2019 meeting passed a resolution to conclude the trial period of inter-city bus operations at the Green St. bus stop location and approved the continued use of this location indefinitely as an inter-city bus stop to satisfy the business needs of Shortline/Coach USA, New York Trailways, and Greyhound and to satisfy the City’s interest in supporting transit services. If the buses are going to continue to operate at this location, the bus stop will need to be redesigned to accommodate two buses at a time, which it currently does not. As mentioned in the resolution, some infrastructure improvements will be necessary to allow this usage to be safe and effective, and to provide appropriate amenities for passengers. As a first step, I recommend that a portion of the collected fee (approximately $20,000) be allocated for hiring an engineering firm to develop design alternatives for the City’s consideration. I anticipate this firm’s work would include the evaluation of:

- Typical bus stop geometric standards
- Lane line striping and pavement marking alternatives
- Relocation of curbing / removal of trees
- Lighting levels
- Wayfinding signage
- Evaluation of bicycle facilities
- Pedestrian circulation patterns
- Pedestrian amenities, such as rest areas

Once a design alternative has been selected by the City, construction funding will need to be authorized. I recommend the changes be implemented as soon as practicable. We currently estimate the costs will be in the range of $100,000, though we will have a much better sense after completing a design. Construction activities will presumably be undertaken by a contractor after securing a NYSDOT Highway Work Permit. I will likely oversee the contractor’s work activities on behalf of the Engineering Office.
To: Planning and Economic Development Committee Members
From: JoAnn Cornish, Director of Planning and Development
Date: August 12, 2019
Re: Inter City Bus Service on Green Street

In September of 2018 and again in March of 2019 Common Council passed resolutions allowing the use of East Green Street as an intercity bus stop. The March resolution was for an extension of the usage until August 31st, 2019, which allowed for a full year of observation and evaluation.

When the busses started using Green Street in September of 2018, there were many challenges. Most notably, Columbus Day Weekend which was the first weekend of the bus operations and happened to be fall break for both Cornell and Ithaca College. We were not prepared for the mass confusion that ensued. We have, since then, been able to work out many of the issues. Over the spring and summer, we have had little to no complaints about the intercity bus operations on Green Street, due in part, to the staggered exit of students at the end of the academic year rather than everyone leaving at one time.

Just as we had hoped, Planning Staff, working with the Downtown Business Alliance, has observed the positive outcome of having the intercity busses in the heart of downtown. One of the biggest benefits is that riders can reach their Ithaca destination (both coming and going) via TCAT busses. Increased foot traffic on and near the Commons has increased as a result of the intercity bus operations, boosting downtown businesses.

With classes starting in a few weeks, it would be very difficult for the bus companies to find another location for their operations and would put students and visitors at a great disadvantage since most tickets are bought on line in advance of the departure date. City staff have been looking for other locations for this operation but have not been able to find a workable solution.

Many of the suggestions brought forward by the bus operators, riders, and businesses have not been implemented or enforced. Painting the bus lane and curbs on both sides of Green Street to signal “Buses Only” and “Passenger Drop-off/Pick-up Only” signs have not been installed. To do this we need DOT permission, which to date, we have not received.

Some of the things we have been able to accomplish are the placement of a Jersey barrier at the Tioga Street stub so that busses do not block the area where Gadabout drops off and picks up Mental Health Facility clients. A bench has been placed in front of Urban Outfitters for passengers to use while waiting for their bus, which has helped to keep the walkway unencumbered for passersby. Other conditions will continue to be worked on by staff in partnership with Shortline/Coach USA, New York Trailways, and Greyhound as needed.

Meanwhile, staff continues to look for other suitable interim locations for intercity bus operations while planning for a long term permanent location for an intercity transportation depot.
PLANNING AND ECONOMIC DEVELOPMENT COMMITTEE

DRAFT RESOLUTION – Extension to Allow Continued Use of Green Street by Intercity Bus Companies

1. WHEREAS, Section 346-31 of the City Code states that no bus shall operate, stop on or stand on any City street, nor shall such bus pick up or discharge passengers on any such City street or curb, or any other public property, or within 200 feet of any City bus stop in the corporate limits of the City of Ithaca, unless a permit is obtained from the Common Council or its designee, and

2. WHEREAS, in September 2018, Common Council passed a resolution to allow the use of East Green Street as an intercity bus stop, and

3. WHEREAS, staff prepared and executed agreements with the intercity operators for a 6 month trial period ending on March 31, 2019, and

4. WHEREAS, on April 3, 2019, staff recommended that the Common Council conditionally renew the agreement until August 31, 2019, in order to allow for a full year of consideration of this site, and

5. WHEREAS, staff from Planning and Public Works have been continually evaluating this program in order to determine whether this location is feasible as a long term solution for intercity bus use, and

6. WHEREAS, staff has determined that the inclusion of an intercity bus stop is convenient for bus patrons to be able to connect to points around the City or to alternate travel modes, increased foot traffic helps to support local businesses, and

7. WHEREAS, staff also found that the inclusion of intercity buses to downtown did not create significant challenges to the extent that bus companies adhered to agreed schedules generally, and since the April 3, 2019 extension, in part due to the staggered exit of students at the end of the academic year, and

8. WHEREAS, because staff recognized that the Green Street location created some challenges, including, City crews not having the capacity to remove snow from the street and sidewalk early enough to allow for the bus stop to remain functional, intercity buses parking in the TCAT spaces, lack of rest areas for intercity passengers, drivers and passengers loading luggage on the street side of the buses, and too many on street buses during holidays and other significant travel days, and

9. WHEREAS, in April 3, 2019, staff recommended that the agreement for the extension include conditions in order to ensure that the on street traffic continued to flow safely and effectively, including

- City staff convene a meeting with bus providers to discuss necessary changes that need to be made in order to continue with Green Street intercity bus service. The bus companies will also be informed that there is no room for expansion of future service at this location so that they can make an informed decision of whether this space meets their needs now and in the future, and
• the City will need to paint the bus lanes on Green Street and will charge the intercity bus providers for this improvement. This will be an additional charge above the use agreement fee, and

• buses will need to specify dates that will have additional buses (holidays, student arrival and departure dates) and will need to provide on street staff on these dates to direct customers to their buses, and to direct bus drivers to the appropriate locations. If the City determines that an additional CSO needs to be assigned to this area during heavy traffic times in order to issue tickets, the City will charge the bus operators for this service. This will also be a charge above the agreement fee, and

• all of the bus companies will be required to provide accommodations for their passengers. This can be accomplished through and an agreement with an existing facility, but they will need to show proof that they have permission to use existing facilities, and

• the bus permit agreement should continue to allow for revocation for failure to comply with requirements. There would be no tolerance of unloading luggage on the street side, encroaching on the bike lane, unloading from a travel lane or any other behavior deemed unsafe by the City, and

• if additional improvements are determined to be necessary in order to allow for traffic flow, the City will pass the costs onto the bus operators, and

10. WHEREAS, City staff and bus operators have been in contact to meet the above conditions concerning safety issues and passenger amenities, and as to painting the bus lanes, the City has requested approval to implement from the New York State Department of Transportation and has yet to receive such approval, and

11. WHEREAS, current intercity bus companies permit agreements are in effect until termination, which must be upon no less than 30 days notice, and

12. WHEREAS, with the anticipated return of students via intercity bus, it does not seem prudent to end the use of Green Street as the intercity bus stop at this time, and

13. WHEREAS, on November 7, 2018 Common Council set a bus permit fee of $5 per bus arrival or departure from the intercity bus location from Green Street, and

14. WHEREAS, the approved fee did not account for the cost of painting improvements or other costs actually or expected to be incurred by the City, and

15. WHEREAS, staff continues to look for other suitable interim locations for intercity bus operations while planning for a long term permanent location for an intercity transportation depot, now, therefore be it

16. RESOLVED, that Common Council approves the continued use of the Green Street stop by Shortline/Coach USA, New York Trailways, and Greyhound indefinitely until an alternate location or permanent solution can be found with an increase in fee to $15 per bus arrival or departure (but if the arrival or departure occurs within 30 minutes of the other, only one $15 per bus fee will be imposed), and be it further
17. RESOLVED, that Common Council continues to authorize the Board of Public Works to modify the above-established Intercity Bus Permit fee from time to time, but retains the sole legislative discretion as to issuance of bus permits, and be it further

18. RESOLVED, that Common Council instructs city staff to continue to work on the conditions specified above to minimize disruption to riders and the community and continue to provide this valuable service to the community.
10.2 Approval of a Zoning Policy Change to Allow Alterations of Nonconforming Uses that Do Not Increase Occupancy – Resolution
WHEREAS, nonconforming uses are buildings that contain a use that is not permitted in the zoning district where the building is located; and

WHEREAS, nonconforming uses are the byproduct of changes to the Zoning Code over time and are now part of many neighborhoods throughout the city; and

WHEREAS, the City’s Zoning Code requires a property owner to obtain a use variance in order to extend or enlarge a nonconforming use; and

WHEREAS, current policy permits a property owner to make alterations within an individual residential unit that do not increase permitted “grandfathered” occupancy without obtaining a use variance but requires a use variance to reconfigure the interior layout of residential buildings (i.e. convert two three-bedroom apartments to three two-bedroom apartments), even if an increase in occupancy is not permitted; and

WHEREAS, the City wants to encourage property owners to maintain and improve residential properties and would like to provide a more streamlined process for those projects that will have positive impacts on the community; now, therefore be it

RESOLVED, That the Common Council hereby approves a revised zoning policy that allows alterations within a structure containing a nonconforming use to proceed without a use variance, provided that such alterations would not permit an increase in occupancy under NYS Residential Code or NYS Building Code; and, be it further

RESOLVED, That any alteration to a structure containing a nonconforming use that would allow an increase in occupancy or other extension or enlargement of the nonconforming use shall only be permitted by means of a use variance granted by the Board of Zoning Appeals.
An Ordinance to Establish the Chain Works Planned Unit Development District

ORDINANCE NO. 2019-____

BE IT ORDAINED AND ENACTED by the Common Council of the City of Ithaca that the Chain Works Planned Unit Development is hereby established as follows:

Section 1.

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   C. Environmental Quality Review
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5. Permitted Uses
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14. Compliance with City of Ithaca Code
15. Area Rezoned

List of Figures and Tables
Figure 1 – Chain Works District Location Map
Figure 2 – Chain Works District Sub Areas
Section 6. Severability clause.
Severability is intended throughout and within the provisions of this ordinance. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then that decision shall not affect the validity of the remaining portions of this ordinance.

Section 7. Effective date.
This ordinance shall take effect immediately upon publication as provided in the City Charter.
The Chain Works District
Planned Unit Development
Zoning Code for the City of Ithaca

Draft August 21, 2019
Chain Works District Planned Unit Development

Intent

A. The City of Ithaca’s Comprehensive Plan encourages development of community-oriented, environmentally conscious mixed-use developments; encourages focusing development in areas where adequate public infrastructure and facilities exist; encourages sustainable, dynamic developments designed to minimize the use of energy; encourages avoiding sprawl by focusing development within existing, repurposed structures and on sites where infrastructure already exists; encourages the conservation and protection of environmentally sensitive areas by siting potential new development in strategic locations; and

B. The Chain Works District is suitable for a Planned Unit Development (PUD) Zone within the City of Ithaca as it will include repurposing existing former industrial buildings for mixed-use consisting of residential, offices, commercial, retail, restaurants/cafes, warehousing/distribution, small business incubator and flex spaces, manufacturing, and open space, as well as potential future infill development, creating a mix and density of uses greater than that allowed as of right within the current zoning districts that apply to the property within both the City of Ithaca and Town of Ithaca; and

C. The Chain Works District is also suitable for development as a sustainable redevelopment to create a vibrant and walkable mixed-use neighborhood; and

D. The Chain Works District is intended to:
   (1) Develop and model a neighborhood district designed to accommodate pedestrians and cyclists, with functional and attractive landscaping;
   (2) Create an identifiable community that bridges the City and Town of Ithaca by reactivating a formerly idle industrial complex;
   (3) Avoid sprawl by repurposing existing structures with potential future development where adequate infrastructure and appropriate environmental conditions exists, comprised of a greater mix of uses than the existing Industrial zoning allows;
   (4) Protect environmentally valuable and sensitive areas by limiting all intense development to approximately one-third of the 95-acre property, retaining open space as an ecological and recreational amenity for the neighborhood and surrounding community;
   (5) Promote human-scaled development and social connectivity within the Chain Works District and around the community by creating pedestrian oriented pathways and streets;
   (6) Encourage walking, biking, car sharing, and public transit by providing the minimum, but adequate amount of parking necessary for Chain Works District residences and businesses;
   (7) Utilize a zoning strategy that creates an aesthetic and safe neighborhood district to help foster a sense of community and connectivity with the surrounding communities;
(8) Improve public access to the South Hill Recreation Way and Black Diamond Trail with the planned Gateway Trail through the Chain Works District;

(9) Celebrate the property’s history by retaining the existing industrial character of the structures in their repurposing;

(10) Demonstrate how a meaningful open space network may be created within a former 800,000+ sf industrial complex, in conjunction with potential new infill development of mixed uses, retaining greater open space than is ordinarily required;

(11) Encourage a vibrant and walkable mixed-use neighborhood.

**Using This Code**

The Chain Works District PUD is composed of two parts that work together to provide the consistency and predictability desired by the City of Ithaca as well as the flexibility appropriate for a long-term redevelopment project. The two parts are: 1, The Chain Works District Planned Unit Development Zoning Code for the City of Ithaca (this document, the PUD); and 2, Schedule A: Design Guidelines.

A. The Zoning Code includes the intent and vision for the redevelopment of the Chain Works District, administrative processes for review, approval and permitting, allocation of allowed uses by sub area, performance standards for nuisance conditions, and other general requirements and processes. Compliance with the PUD is mandatory. The PUD also includes mandatory design standards for Maximum Building Footprint Area, Building Setbacks, Required Buffer Area, Building Heights, and Maximum Front Facade Length.

B. The Schedule A: Design Guidelines provide objectives for bulk, articulation, and design that are specific to individual building types, building materials guidelines, as well as public planting guidelines, and an inventory of suggested traffic calming measures. Compliance with the Design Guidelines is expected for new buildings constructed after the adoption of this PUD, unless the Board determines that there are clear and completing reasons for non-compliance.

**Applicability and Administration**

A. Applicability. Except as otherwise specified in this section, all provisions of the City of Ithaca Code shall apply to all development, structures and uses in this PUD.

(1) The language in this PUD is intended to supersede any provision of the City Code insofar as said provision is inconsistent with and language in this PUD.

(2) If any section, subsection, sentence, clause, phrase or portion of this Section 325-13 is held to be invalid or unconstitutional by a court of competent jurisdiction, then that decision shall not affect the validity of the remaining portions of this ordinance.
(3) This code applies to the Chain Works District, which is bounded by: ALL THAT TRACT OR PARCEL OF LAND situate in the City and Town of Ithaca, County of Tompkins and State of New York and being more particularly described as follows: BEGINNING at an existing railroad monument in the northerly line of the former Lehigh Valley Railroad with the westerly road boundary of South Aurora Street (A.K.A New York State Route 96B); THENCE S.02º51'33"E., along said westerly road boundary of South Aurora Street, a distance of 72.42 feet to an angle point; THENCE S.02º02'26"E., continuing along said westerly road boundary of South Aurora Street, a distance of 204.12 feet to a point of curvature; THENCE southwesterly, along a curve to the right, having a radius of 370.00 feet an arc distance of 177.34 feet and a chord bearing and distance of S.11º41'26"W., 175.65 feet; THENCE S.25º25'18"W., continuing along said westerly road boundary of South Aurora Street, a distance of 295.74 feet to an existing iron pipe; THENCE N.63º50'28"W., a distance of 100.00 feet to a point; THENCE S.26º09'32"W., a distance of 413.00 feet to a point; THENCE S.74º58'28"E., a distance of 101.00 feet to its intersection said westerly road boundary of South Aurora Street; THENCE S.26º09'32"W., along said westerly road boundary of South Aurora Street, a distance of 28.00 feet to a point; THENCE N.63º54'22"W., a distance of 32.40 feet to an existing iron pipe, THENCE N.85º05'42"W., a distance of 72.17 feet to an existing iron pipe; THENCE S.26º54'14"W., a distance of 161.60 feet to an existing iron pipe; THENCE S.03º30'29"E., a distance of 55.30 feet to an existing iron pipe; THENCE S.84º53'19"E., a distance of 89.00 feet to its intersection with said westerly road boundary of South Aurora Street; THENCE S.26º42'55"W., along said westerly road boundary of South Aurora Street, a distance of 48.00 feet to an angle point; THENCE S.31º44'06"W., continuing along said westerly road boundary of South Aurora Street, a distance of 80.48 feet to the northerly boundary of the City of Ithaca line; THENCE westerly along the City of Ithaca boundary line S 85º34'21.69" W, a distance of 985.567 feet to a point; THENCE southwesterly along the City of Ithaca boundary line S 37º08'28.28" W, a distance of 672.567 feet to a point. THENCE continuing southwesterly along the City of Ithaca boundary line along a curve to the right, having a radius of 5539.98 feet, an arc distance of 380.30 feet and a chord bearing and distance of S 39º06'28" W, 380.22 feet to a point; THENCE continuing southwesterly along the City of Ithaca boundary line along a curve to the right, having a radius of 5891.59 feet, an arc distance of 239.45 feet and a chord bearing and distance of S 42º14'19.46" W, 239.44 feet to a point; THENCE continuing southwesterly along the City of Ithaca boundary line along a curve to the right, having a radius of 3294.65 feet, an arc distance of 466.264 feet and a chord bearing and distance of S 47º28'23.49" W, 465.87 feet to a point; THENCE continuing southwesterly along the City of Ithaca boundary line along a curve to the right, having a radius of 1799.49 feet, an arc distance of 295.08 feet and a chord bearing and distance of S 55º11'46.7" W, 294.75 feet to a point; THENCE continuing southwesterly along the City of Ithaca boundary line along a curve to the right, having a radius of 59º03'21.98", a distance of
89.55 feet to a point lying in the centerline of Stone Quarry Road; THENCE northeasterly along said centerline of Stone Quarry Road the following courses and distances: N.29°26'06"E., a distance of 22.74 feet to a point; N.24°48'25"E., a distance of 43.66 feet to its intersection with the northwesterly line of the former Lehigh Valley Railroad; THENCE N.59°15'37"E., along said northwesterly line of said former Lehigh Valley Railroad, a distance of 56.57 feet to an existing iron pipe at a point of curvature; THENCE northeasterly, along a curve to the left, having a radius of 1766.95 feet an arc distance of 267.50 feet and a chord bearing and distance of N.54°55'24"E., 267.24 feet to an existing railroad monument; thence N.51°30'47"E., along said northwesterly line of said former Lehigh Valley Railroad, a distance of 743.49 feet to an existing railroad monument at a point of curvature; THENCE northeasterly, along a curve to the left having a radius of 3261.76 feet an arc distance of 462.53 feet and a chord bearing and distance of N.47°26'38"E., 462.14 feet to an existing iron pipe and point of compound curvature; THENCE northeasterly, along a curve to the left having a radius of 5637.73 feet an arc distance of 615.64 feet and a chord bearing and distance of N.40°17'19"E., 615.33 feet to an existing railroad monument; THENCE N.37°06'36"E., along said northwesterly line of said former Lehigh Valley Railroad, a distance of 641.31 feet to an existing railroad monument; THENCE N.19°17'24"W., a distance of 427.60 feet to its intersection with the southeasterly road boundary of West Spencer Street; THENCE N.28°28'18"E., along said southeasterly road boundary of West Spencer Street, a distance of 542.73 feet to a point; THENCE S.60°31'42"E., a distance of 123.00 feet to an existing iron pipe; THENCE N.29°28'18"E., a distance of 50.00 feet to an existing iron pipe; THENCE N.60°31'42"W., a distance of 1.30 feet to a point; THENCE N.29°28'18"E., a distance of 60.00 feet to an existing iron pipe; THENCE N.20°16'18"E., a distance of 22.00 feet to a point; THENCE S.58°01'42"E., a distance of 136.72 feet to its intersection with the westerly road boundary of South Cayuga Street; THENCE S.01°44'18"E., along said westerly road boundary of South Cayuga Street, a distance of 118.54 feet to an existing iron pipe; THENCE S.37°19'45"W., a distance of 318.10 feet to an existing iron pipe; THENCE S.52°40'15"E., a distance of 131.48 feet to its intersection of said northeasterly line of said former Lehigh Valley Railroad; THENCE N.37°10'20"E., along said northeasterly road boundary of said former Lehigh Valley Railroad, a distance of 42.66 feet to an existing iron pipe at a point of curvature; THENCE northeasterly, along a curve to the right, having a radius of 2187.09 feet an arc distance of 157.02 feet to a point; THENCE S.01°12'09"E., a distance of 28.39 feet to a point; THENCE S.47°59'07"E., a distance of 113.00 feet to a point; THENCE N.42°00'53"E., a distance of 127.56 feet to a point; THENCE N.48°02'39"W., a distance of 81.00 feet to a point; THENCE N.36°58'29"E., a distance of 102.64 feet to a point; THENCE N.43°11'21"W., a distance of 234.75 feet to its intersection with the easterly road boundary of South Cayuga Street; THENCE N.59°22'08"E., a distance of 142.00 feet to an existing iron pipe; THENCE N.40°16'41"W., a distance of 47.38 feet to a point of curvature along the southeasterly road boundary of South Hill Terrace; THENCE northeasterly, along a curve to the left, having a radius of 257.27 feet an arc distance
of 84.00 feet and a chord bearing and distance of N35°37'08"E., 83.63 feet to a point; THENCE S.68°10'44"E., a distance of 89.62 feet to a point; THENCE N.36°10'17"E., a distance of 50.00 feet to a point; THENCE N.67°17'10"W., a distance of 100.00 feet to its intersection with said southeasterly line of South Hill Terrace; THENCE N.22°53'08"E., along said southeasterly road boundary of South Hill Terrace, a distance of 50.00 feet to an iron pipe; THENCE S.67°06'52"E., a distance of 128.38 feet to a point; THENCE N.01°05'38"E., a distance of 106.32 feet to a point; THENCE N.88°14'20"E., a distance of 23.66 feet to a point; THENCE N.22°35'04"E., a distance of 64.09 feet to a point; THENCE N.87°40'07"E., a distance of 160.94 feet to its intersection with the westerly road boundary of Turner Place; THENCE S.02°19'41"E., along said easterly road boundary of Turner Place, a distance of 214.20 feet to its intersection with said northeasterly line of said former Lehigh Valley Railroad; THENCE N.50°10'21"E., along said northeasterly line of said former Lehigh Valley Railroad, a distance of 305.02 feet to an existing iron pipe; THENCE N.82°08'58"E., a distance of 7.60 feet to an existing iron pipe; THENCE N.00°00'04"W., a distance of 7.00 feet to an existing iron pipe; THENCE N.53°53'26"E., continuing along said northeasterly line of said former Lehigh Valley Railroad, a distance of 13.44 feet to a point of curvature; THENCE northeasterly, along a curve to the right, having a radius of 1825.61 feet an arc distance of 167.10 and a chord bearing and distance of N52°48'05"E., 167.04 feet to an existing railroad monument; THENCE northeasterly, along a curve to the right, having a radius of 14500.77 feet an arc distance of 139.18 feet and a chord bearing and distance of N.58°10'53"E., 139.18 feet to a point of compound curvature; THENCE northeasterly, along a curve to the right, having a radius of 411.32 feet an arc distance of 46.08' and a chord bearing and distance of N.61°39'27"E., 46.06 feet to the point of beginning.

(4) No Building or part thereof within the Chain Works District shall be erected, moved, demolished, or altered on its exterior unless in conformity with the regulations herein.

(5) Existing building at the time of the adoption of the Chain Works District Planned Unit Development are exempt from the requirements of Table 3 Chain Works District Building and Site Requirements.

(6) In cases of pre-existing buildings and lots, refer to City Municipal Code Chapter 325 Zoning, Article VI or the currently effective regulations in the municipality where the building or use is located.

(7) Notwithstanding the provisions of this Ordinance, the New York State Uniform Fire Prevention and Building Code, and State Energy Conservation Construction Code, are applicable and controlling at all times.

B. Administration

(1) Building permits shall be required for any construction except as otherwise provided by Chapter 146, Building Construction of the City of Ithaca Code.
(2) Site Plan Approval shall be in accordance with the City of Ithaca Code, Section 325-12E., Site Plan Approval in a Planned Unit Development, No structure shall be erected or placed within the PUD, no building permit shall be issued for a building or structure within a PUD, and no existing building structure, or use in a PUD shall be changed, unless the proposed building and/or use is in accordance with a site plan approved pursuant to the provisions of chapter 276 of the City of Ithaca Code.

C. Environmental Quality Review

(1) Environmental review for any new construction in the PUD will be in accordance with the City of Ithaca Environmental Quality Review Ordinance (“CEQRO”) §176-4 (I), and the State Environmental Quality Review Act (“SEQRA”) § 617.4.

(2) Chain Works District Generic Environmental Impact Statement (GEIS)

(a) GEIS Process: The City of Ithaca Planning Board established itself as Lead Agency for Environmental Review and issued a Positive Declaration of Environmental Significance on October 28, 2014. The Lead Agency held a public scoping session on November 18, 2014, accepted comments through December 10, 2014, and adopted the Final Scope on January 13, 2014. The Lead Agency filed a Notice of Complete Draft GEIS on March 14, 2016, held a public hearing on March 29, 2016 and accepted public comments until May 10, 2016. The Lead Agency filed a Notice of Completion for the Final GEIS on 02/27/19 and adopted Findings on 03/26/19.

(b) GEIS Rationale: In accordance with §176-10 of the City Code, the Lead Agency determined that a GEIS should be undertaken because the project consists of “A sequence of actions, contemplated by a single agency or individual.” The project would be constructed in phases with the Project’s initial phase of development more clearly defined than later phases.

(c) Chain Works District GEIS Thresholds and Conditions: Should a particular Project component, when fully designed, exceed any threshold or standard established in the GEIS or be determined to result in an impact not evaluated in the GEIS, additional environmental review will be required in accordance with the City of Ithaca Environmental Quality Review Ordinance (“CEQRO”) §176-4 (I), and the State Environmental Quality Review Act (“SEQRA”) § 617.4.
<table>
<thead>
<tr>
<th>Environmental Setting</th>
<th>Threshold/Condition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Land Use</td>
<td>Material changes to when site plan approvals are triggered; allowable uses in Sub Areas; size and location of Sub Areas (see Figure 2.1-3 and Table 2.7-1); required buffers; maximum Sub Area coverage; and maximum density.</td>
</tr>
<tr>
<td></td>
<td>A material change to the Conceptual Site Layout Plan such as the general location or grouping of structures and streets or Site access points.</td>
</tr>
<tr>
<td></td>
<td>Total square footage of uses (residential, commercial and industrial) as set forth in Table 2.7-1.</td>
</tr>
<tr>
<td>Land – Topography</td>
<td>Development proposed on slopes greater than or equal to 20%.</td>
</tr>
<tr>
<td>Water Resources – Stormwater</td>
<td>Future proposed action likely to exceed total impervious coverage rate of 70%.</td>
</tr>
<tr>
<td>Vegetation</td>
<td>Non-recreational facilities proposed in CW1.</td>
</tr>
<tr>
<td></td>
<td>Material change to size (23.86 acres) and location of CW1.</td>
</tr>
<tr>
<td>Public Health</td>
<td>The approved ROD Amendment must allow residential development.</td>
</tr>
<tr>
<td>Historic</td>
<td>Proposed demolition or partial demolition of buildings other than 3A, 4A, 6, 6A, 8A, 9, 10A, 11A and 14.</td>
</tr>
<tr>
<td>Transportation</td>
<td>Future proposed action likely to exceed a mixed-use development of 1.7 MSF or square footage allocations for land uses set forth in Table 5.7-4.</td>
</tr>
<tr>
<td>Utilities</td>
<td>Proposed action likely to cause the Project’s total demand to exceed:</td>
</tr>
<tr>
<td>Water</td>
<td>271,500 GPD and peak @ 1500 gpm</td>
</tr>
<tr>
<td>Discharge to Turner Place Sewer</td>
<td>2,033 gpm</td>
</tr>
<tr>
<td>Discharge to South Cayuga Street Sewer</td>
<td>1,450 gpm</td>
</tr>
<tr>
<td>Total peak sewer discharge</td>
<td>1,500 gpm</td>
</tr>
<tr>
<td>Natural Gas</td>
<td>143,400 MMBTUs</td>
</tr>
<tr>
<td>Electric</td>
<td>Not to exceed Design Standards, Table 13</td>
</tr>
<tr>
<td>Light</td>
<td></td>
</tr>
<tr>
<td>Air Quality</td>
<td>Proposed action likely to cause Project’s total emission of carbon dioxide equivalent to exceed 2,686 tons/year.</td>
</tr>
<tr>
<td>Visual and Aesthetic Resources</td>
<td>Proposed maximum building height exceeds Design Standards, Table 7.</td>
</tr>
<tr>
<td></td>
<td>Material change to size (23.86 acres) and location of CW1.</td>
</tr>
<tr>
<td>Open Space</td>
<td>Non-recreational facilities proposed in CW1.</td>
</tr>
<tr>
<td></td>
<td>Material change to size (23.86 acres) and location of CW1.</td>
</tr>
<tr>
<td>Noise</td>
<td>Proposed action has potential for significant adverse environmental impact.</td>
</tr>
</tbody>
</table>

*Table from DGEIS (with an additional edit regarding noise) will be revised for FGEIS. This is intended as a placeholder.
325-13.3. Sub Area and Character Intent

A. **Natural Area / CW1.** These areas consist of lands approximating or reverting to a wilderness condition, including lands unsuitable for development due to topography, hydrology, or vegetation. The CW1 Sub Area is intended to permanently protect areas from development that would damage the contiguity, quality, character, and ecological function of natural areas. These are permanently preserved as natural open space with the following permitted uses: passive recreation, stormwater management facilities which may consist of constructed wetland or other water cleansing and stormwater practices, gardens, walking / recreational trails that may provide pedestrian connectivity to other zones, and other alike or corresponding non-intrusive uses. New structures are only allowed if they serve as auxiliary to a permitted use. Sheds, park restrooms, pavilions, gazebos, visitor centers, or affiliated buildings needed to maintain this area are examples of permitted auxiliary structures allowed in the Natural Area / CW1. Parking is permitted by special approval, but only appropriate amounts and types of parking will be permitted to support the allowable uses within the district.
B. Neighborhood Center Area / CW3 A&B. These areas will consist of higher density mixed-use buildings that accommodate retail, office, and other commercial uses, rowhouses, apartments, and incubator/artisan uses, and light industrial use are permitted by special permit in buildings #13A, 13B, and 35. Adult uses are excluded. It has a tight network of streets, with sidewalks, and buildings set close to the sidewalks. Open spaces consist of plazas in addition to green space. In the CW3A Sub Area, development is limited to 4 stories. Development in the CW3B Sub Area is limited to 6 stories, with an allowance for an additional 1-2 stories on the downhill side below grade plane.

C. Neighborhood Edge Area / CW3C. This area will consist of higher density residential buildings. Adult uses are excluded. It has a tight network of streets, with sidewalks, and buildings set close to the sidewalks. Open spaces consist of plazas and parks. In the CW3C Sub Area, development is limited to 4 stories with no additional stories allowed on the downhill side below grade plane.
Permitted Uses.

A. Permitted Uses and relevant standards apply to new development and existing buildings based on Sub Areas specified in the Chain Works District Planned Unit Development.

NP = Not Permitted Use
P = Permitted Use
S = Allowed by Special Permit

Use definitions are mutually exclusive. Broader general use types do not include more specific use types in the use table. (Example: retail and service: general does not include adult uses or restaurant/bar uses.) A use must follow use-specific conditions and standards (if any), and applicable performance standards in this section and other applicable regulations. If any use-specific requirements, conditions and standards, or performance standards found in other regulations conflict with this section, this section shall prevail. A use-specific requirement for spacing, separation, or buffering from another use does not impose a “vice versa” requirement for that other use.

Table 2: Permitted Uses

<table>
<thead>
<tr>
<th>Residential Uses</th>
<th>Definition and conditions</th>
<th>CW1</th>
<th>CW3A</th>
<th>CW3B</th>
<th>CW3C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dwelling</td>
<td>Any building or structure or part thereof used that is occupied for human habitation or intended to be so used.</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Collective Living</td>
<td>Principal housing unit, for occupancy by ≥3 unrelated people, where the collective living arrangement is intentional, and not transient, temporary, seasonal, or arranged by a non-resident third party. Number: ≤1.5 residents per bedroom at the housing unit.</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Live-work housing</td>
<td>Principal housing unit, with separate but connected space for a non-residential use the subarea allows. The non-residential space may occupy ≤75% of the GFA of a live-work unit. It must have direct internal access from living space. The operator of a non-residential use in live-work space must live in the live-work unit as their primary residence</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Residential care</td>
<td>Multi-unit or group housing, with ancillary on-site supervision, services, and care, to people who need help with daily living activities, or who cannot care for themselves. Adult day health care (10 NYCRR §425), day programs, social adult day care (9 NYCRR §6654.20), or outpatient physical rehabilitation, may be an ancillary use.</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>
### Commercial Lodging Uses

<table>
<thead>
<tr>
<th>Lodging</th>
<th>Definition and conditions</th>
<th>CW1</th>
<th>CW3A</th>
<th>CW3B</th>
<th>CW3C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inn</td>
<td>A building containing rooms occupied for sleeping purposes provided by the owner/occupant for compensation for the accommodation of transient guests with or without meals.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Hotel</td>
<td>A building containing rooms occupied for sleeping purposes by guests and where a general kitchen and dining room are provided within the building or in an accessory building.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
</tbody>
</table>

### Commercial Office Uses

<table>
<thead>
<tr>
<th>Office</th>
<th>Definition and conditions</th>
<th>CW1</th>
<th>CW3A</th>
<th>CW3B</th>
<th>CW3C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Health/Wellness Practice</td>
<td>Establishment providing outpatient medical, medical allied health care, or alternative medical services.</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Professional Office</td>
<td>Establishment providing professional, administrative, clerical, or information processing services.</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Veterinary Practice</td>
<td>Establishment providing veterinary services. Veterinary care may include short-term boarding for recovery and observation, but not general boarding.</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Retail and Service</td>
<td>Definition and conditions</td>
<td>CW1</td>
<td>CW3A</td>
<td>CW3B</td>
<td>CW3C</td>
</tr>
<tr>
<td>--------------------</td>
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</tr>
<tr>
<td>Commercial recreation: indoor</td>
<td>Establishment or facility, not associated with or ancillary to a civic use, providing an indoors recreation or entertainment-oriented activity to the public.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Day care center</td>
<td>Child day care (18 NYCRR §418.1), small day care (18 NYCRR §418.2), school-aged child care (18 NYCRR §414), adult day health care (10 NYCRR §425), social adult day care (9 NYCRR §6654.20), or adult day or program, to unrelated children or adults in a protective setting. A fence 4' to 8' high must enclose an outdoor play area. A day care center may be an accessory use to a place of assembly, or primary or secondary school.</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Pet Care Facility</td>
<td>Establishment providing a supervised area where groups of pets can socialize and play. This includes related training, grooming, and/or overnight boarding. Outdoor play yard use ≥8AM to ≤8PM.</td>
<td>NP</td>
<td>NP</td>
<td>S</td>
<td>NP</td>
</tr>
<tr>
<td>Restaurant / bar</td>
<td>Establishment preparing and selling food, drinks, and/or alcoholic beverages in a ready-to-consume state, to customers onsite or delivery offsite. <strong>CW3B subarea only:</strong> Alcohol production and packaging for distribution offsite may be an ancillary use. For the CW3B subarea, GFA above the following limits needs special permit approval: Production and packaging area: ≤50% of total GFA; Beer: 15 bbl (bbl = standard 31 gallon barrel) brewing system; Distilled spirits: 150 gallon still capacity; Wine or cider: 1,700 gallon fermenter capacity.</td>
<td>NP</td>
<td>S</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Retail and service – general</td>
<td>Retail/rental or service activity, providing a service or tangible product to the general public of less than 10,000sqft.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Retail and service – heavy</td>
<td>Retail/rental or service activity, providing a service or tangible product to the general public of greater than 10,000sqft; or any retail/rental or service activity involving permanent operations or storage in outdoor areas or partly enclosed structures greater than 10,000 sqft; or retail/rental or service activity providing specialized equipment, supplies, or services for businesses or workers in the industrial, building, construction, transportation, extraction, or agricultural sectors. (Examples: bulk building or landscaping materials, bulk fuel, portable buildings, building supply, farm or garden equipment, industrial or construction equipment, heavy/commercial vehicles, recreational vehicles, trailers, boats.)</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
</tr>
<tr>
<td>Retail and service – vehicular</td>
<td>Retail/rental or service of light motor vehicles, motorsports or powersports products, or related accessories; or vehicle fueling or washing/detailing.</td>
<td>NP</td>
<td>NP</td>
<td>S</td>
<td>NP</td>
</tr>
<tr>
<td>Retail - outdoor market</td>
<td>Regularly recurring grouping of retail and service—general or restaurant uses at a purpose-built outdoor or unenclosed facility. (Example: farmers’ market, food truck corral).</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Industrial and Semi-Industrial Use</td>
<td>Definition and conditions</td>
<td>CW1</td>
<td>CW3A</td>
<td>CW3B</td>
<td>CW3C</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td><strong>Agriculture</strong></td>
<td>Farming and similar commercial endeavors relating to the land and its use for growing crops for profit.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td><strong>Artisan</strong></td>
<td>Establishment or studio where people use handheld tools or small-scale table-mounted equipment to make art or products by hand. This includes related sales onsite.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td><strong>Industrial - low impact</strong></td>
<td>Manufacture mainly from previously prepared materials, preparation, processing, indoor warehousing, or repair of items for offsite distribution or sale, where impacts are minimal or undetectable beyond the site. In CW3B, Industrial – low impact uses permitted only in Buildings 13A, 13B, and 35</td>
<td>NP</td>
<td>NP</td>
<td>S-Only in buildings 13A, 13B, and 35</td>
<td>NP</td>
</tr>
<tr>
<td><strong>Industrial - high impact</strong></td>
<td>Large scale processing or manufacture of materials or products mainly from extracted or raw materials; significant outdoor storage areas or manufacturing processes which may generate substantial impact on surrounding properties.</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
</tr>
<tr>
<td><strong>Research/Laboratory</strong></td>
<td>Establishment conducting scientific research, investigation, testing, or experimentation. This includes related manufacture or sale of products incidental to the main purpose of the laboratory.</td>
<td>NP</td>
<td>NP</td>
<td>S</td>
<td>NP</td>
</tr>
<tr>
<td><strong>Self-storage facility</strong></td>
<td>Facility providing secured storage units or areas in a structure for passive, short-term storage of household items, or other non-hazardous, non-perishable durable items. Storage units/areas may be in a fully enclosed structure. A storage facility must not have outdoor storage. Related sales of packing, moving, and storage supplies may be an ancillary use. A storage unit/area may be for passive storage only. It must not have active uses (examples: office or manufacturing work, band practice, art studio, auto repair). A storage unit/area must not have electrical outlets, plumbing, or other improvements that could make it useful for active uses. Electrical service to a storage unit/area may be for lighting and climate control.</td>
<td>NP</td>
<td>NP</td>
<td>S</td>
<td>NP</td>
</tr>
<tr>
<td>Civic use</td>
<td>Definition and conditions</td>
<td>CW1</td>
<td>CW3A</td>
<td>CW3B</td>
<td>CW3C</td>
</tr>
<tr>
<td>------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>Incubator Space</td>
<td>Community facility providing an open, collaborative environment for people to learn, experiment, invent, or make things using shared tools, resources, and knowledge. (Examples: makerspace, hackerspace, community kitchen.)</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Cultural facility</td>
<td>Facility for display, performance, or enjoyment of heritage, history, arts, or sciences. (Examples: museum, gallery, library, arts performance venue by a public or private entity.)</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Government facility</td>
<td>Facility or office owned, occupied, or run by a government agency. (Examples: town hall, courthouse, government office, social service facility, public works facility.)</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Park</td>
<td>Land used mainly for active or passive recreation, or natural resources protection. Park buildings are limited to bathrooms, information booths, visitor centers, outdoor community pavilions, gazebos, and other gathering spaces that are open to the public, warming huts, storage sheds for park uses and play structures.</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Place of assembly</td>
<td>Facility used mainly for public/resident assembly for worship, meeting, or community purposes. (Examples: religious congregation, secular assembly, community center, common house, amenity center.) The main entrance of a use triggering distance requirements for liquor license issuance must be ≥200 feet from commercial storefront frontage space on the same street.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Club</td>
<td>Any organization catering exclusively to members and their guests or premises and buildings for recreational or athletic purposes which are not conducted primarily for gain, provided that there are not any vending stands, merchandising or commercial activities, except as required for the membership and purposes of such club. It shall include fraternal, social and service organizations. Any such organization's premises or building which provides sleeping accommodations for more than five persons shall be considered a multiple dwelling.&quot;</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Public safety</td>
<td>Police station, fire station, ambulance service, or other public safety service.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>School: primary/secondary</td>
<td>Institution providing primary or secondary education. (Examples: kindergarten, elementary school, junior high school, middle school, high school.)</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>School: vocational</td>
<td>Establishment providing training in technical subjects or skills for specific occupations or trades.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Utility and infrastructure use</td>
<td>Definition and conditions</td>
<td>CW1</td>
<td>CW3A</td>
<td>CW3B</td>
<td>CW3C</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
<td>-----</td>
<td>------</td>
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</tr>
</tbody>
</table>
| **Solar panels/farm**         | Solar photovoltaic cells, panels, or arrays, or solar hot air or water collector devices, which rely upon solar radiation as an energy source for the generation of electricity or transfer of stored heat.  
*In CW1 Solar Panels permitted only for on-site energy use within CW1, for example a pole mounted panel that powers a trail light fixture or other amenity.*                                                                                      | S*  | NP   | S    | NP   |
| **Utility substation**        | A facility for collecting, processing, or distributing a public utility commodity. (Examples: electrical substation, water tank and pumps, telephone switching office and exchange.)  
An enclosed building, or screening wall that is architecturally compatible with the nearest principal building, must screen and conceal a utility substation, switchyard, or other area with exposed outdoor equipment (examples: transformer, regulator, breaker, switch, pump)from public vantage points and adjacent uses. Screening does not need to be taller than 12' | NP  | NP   | S    | NP   |
| **District Heating/Cooling**  | Facility providing centralized heating or cooling for multiple buildings or developments.                                                                                                                                                                                                                 | NP  | NP   | S    | NP   |
| **Personal Wireless Service** | A facility for the provision of personal wireless services, as defined by Section 704 of the Telecommunications Act of 1996. A PWSF is any facility for the transmission and/or reception of personal wireless services, usually consisting of an antenna array, transmission cables, equipment shelter and a mount.                                                                 | NP  | NP   |      | NP   |

See City Code Ch. 325: Telecommunications Facilities and Services.
<table>
<thead>
<tr>
<th>Accessory uses</th>
<th>Definition and conditions</th>
<th>CW1</th>
<th>CW3A</th>
<th>CW3B</th>
<th>CW3C</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Accessory Building or Structure</strong></td>
<td>A structure, the use of which is incidental to that of the main building and which is located on the same premises.</td>
<td>NP</td>
<td>NP</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td><strong>Antenna</strong></td>
<td>A whip (omnidirectional antenna), panel (directional antenna), disc (parabolic antenna) or similar device used for transmission and/or reception of radio frequency signals. “. Conditions: refer to zoning/land use regulations for amateur radio antennas for the underlying municipality.</td>
<td>NP</td>
<td>NP</td>
<td>S</td>
<td>NP</td>
</tr>
<tr>
<td><strong>Day care home</strong></td>
<td>Establishment providing group family day care (18 NYCRR §416) or family day care (18 NYCRR §417) in a protective setting, for all or part of a day.</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td><strong>Drive-through facility</strong></td>
<td>Facility used by a retail and service use to provide products or services to customers in queued vehicles.</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
</tr>
<tr>
<td><strong>Off Street Parking</strong></td>
<td>Off-street garage or parking space for the occupants, users, and employees in connection with the uses specified in its Sub Area only, but subject to other provisions of this section.</td>
<td>S</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>

Note-Special permit approval will provide an additional level of review to ensure that only appropriate amounts and types of parking will be permitted to support the allowable uses within the district.
B. Additional Requirements for Specified Uses

(1) Day Care – Pet Day Care – Pet facilities must conform to the following standards, which are minimum requirements for special permit approval:

(a) The actual facility and all associated runs or fenced areas shall be setback a minimum of one hundred fifty (150) feet from all lot lines.

(b) All Day Care – Pet facilities: All associated runs or fenced areas shall be adequately screened by fence, plantings, or landscaping from streets and adjacent properties.

(c) All animal wastes shall be disposed of properly to avoid odor, diseases, and contamination of soils, creeks, waterways, and drinking water supplies.

(d) Fencing surrounding exterior exercise areas must be between six and seven feet in height to prevent escape and must be buried a minimum of one foot to prevent escape by digging beneath the fence.

(e) Indoor area per animal shall be a minimum of 16 sq. ft. in size.

(f) Outdoor runs per animal must be a minimum of 4-1/2 feet wide and 12 feet long and must be appropriately separated from adjacent runs by fencing, concrete block or other appropriate materials.

(g) Any exterior boarding quarters and exercise areas located outside must be designed to provide shelter against weather.

(2) Retail and Service-Vehicular- Retail and service – vehicular facilities must conform to the following standards, which are minimum requirements for special permit approval:

(a) For unstaffed self-wash facilities, a security system must be installed and maintained, including a functional security camera to monitor all areas of the car wash.

(b) Vehicle rental and sales must be located within a fully enclosed building.

(c) Any repair and service operations must be performed within a fully enclosed building. Bay doors may be open during hours of operation.

(d) No partially dismantled, wrecked, or unregistered vehicle may be stored outdoors on the premises.

(3) Industrial-Low Impact - Industrial-low impact must conform to the following standards, which are minimum requirements for special permit approval:

(a) The processing or manufacturing of finished products or parts from previously prepared materials (including processing, fabrication, assembly, treatment, and packaging of such products, and incidental storage, sales, and distribution of such products) must be contained entirely within a fully enclosed building.

(b) All incidental outdoor storage must be screened from public view by opaque fencing, screening, or landscaping.
(c) A light industrial use may include a showroom or ancillary sales of products related to the items manufactured on-site.

(d) Storage of materials that are explosive, corrosive, combustible, or which are controlled substances due to being pharmaceutical in nature, infectious in nature, putrescent in nature, or which have a toxic or deleterious health or environmental impact are prohibited.

(e) Any heat, glare, dust, smoke, fumes, odors, or vibration must be confined to the building.

(f) Industrial - low impact uses are permitted only in existing Buildings 13A, 13B, and 35.

(4) **Restaurant/bar** - Restaurants/bars in the CW3A subarea must conform to the following standards, which are minimum requirements for special permit approval:

   (a) Restaurants/bars are limited to 5,000 square feet per establishment.

   (b) Bakery floor area used for production is limited to 500 square feet per establishment.

   (c) Outdoor dining must not interfere with ingress and egress points, including building entrances, parking spaces, and drive aisles, and must maintain a minimum of five feet of sidewalk clearance at all times.

   (d) Outdoor dining areas must be located on private property.

   (e) Ventilation systems may not be installed on any front facade unless the applicant can prove that no other feasible alternative is available. To the maximum extent feasible, ventilation systems must be directed away from adjacent residential properties.

(5) **Self-Storage Facility** - Self-storage facilities must conform to the following standards, which are minimum requirements for special permit approval:

   (a) The individual storage units of a self-storage facility must be located in a fully enclosed building, with access to individual storage units provided from common areas located indoors.

(6) **Solar Panels/Farm**

   (a) To the maximum extent practicable, solar panels must not obscure architectural details or features.

   (b) A ground-mounted solar energy system is limited to a maximum height of 20 feet. Power transmission lines from a ground-mounted solar energy system to any structure must be located underground to the greatest extent practicable and must be completely shielded against shock hazard.
(7) **Utility Substation**

Utility substation infrastructure located underground and structures accessory to utilities, such as transformers, poles, transmission lines, and cabinet structures, may encroach upon required yards, except that such utility infrastructure, when located aboveground, may be located in front yards only where locating such structures in alternate locations is not practicable. Nothing in this Law shall restrict the construction or use of underground or overhead distribution facilities of public Utilities operating under the Laws of the State of New York.

(8) **District Heating / Cooling**

Demonstrate compliance with the New York State Department of Public Service Standardized Interconnection Requirements (SIR) or equivalent.

(9) **Antenna**

(a) The antenna is enclosed, camouflaged, screened, obscured, or otherwise not readily apparent to a casual observer; or the antennas are mounted on or in a structure that is already allowed within the zone, such as an existing wireless communication tower, and does not increase the overall height of the structure.

(b) Any buildings, cabinets, or shelters may house only equipment and supplies for operation of the antenna. Any equipment not used in direct support of such operation must not be stored on the site.

(c) The facility must be unstaffed.

(d) Signs for the ancillary communication structure are limited to ownership and contact information, FCC antenna registration number (if required), and any other information required by a governmental authority. Commercial advertising is prohibited.

(e) Flags hung from antennas are prohibited.
Required Buffer Areas

Buffers Applying to all Sub Areas

A. A minimum 30 foot Side and/or Rear Yard Buffer is required for all parking, primary, and accessory structures within 100’ of existing residential buildings located outside the Chain Works District.

B. A 30 foot buffer area is required wherever the Chain Works District directly abuts R-1, R-2 or R-3 Zoning Districts (except at the Route 96B street line) where no new parking, primary, or accessory structures are permitted.

C. Vegetation within the required Buffer must be permanently maintained in a healthy growing condition at all times.
Site

In order to regulate buildings that do not have their own parcel, site requirements should be applied to a Building Site Envelope delineated around any primary building. Building Site Envelopes must not overlap.

A. **Maximum Building Area** - See Table 1 – Chain Works District Building and Site requirements

B. **Yard Dimensions** - The network of Thoroughfares and Building Site Envelopes will define Yard Dimensions for the existing and proposed buildings. See Table 1 – Chain Works District Building and Site Requirements

C. **Building Projections** - No part of any building shall encroach into any Setback, except as described below:

   1. Overhanging eaves and bay windows may project up to 2 feet into any required Setback.
   2. Awnings and balconies may extend up to 5 feet into any required Setback provided that such extension is at least 2 feet from the vertical plane of any edge of a thoroughfare.
   3. Arcades may overlap Sidewalks.
Parking

A. All parking must occur in approved Parking Spaces, Parking Areas or Parking Structures meeting the general guidelines herein. Parking is specifically not permitted on lawns, sidewalks, or other spaces not developed as a Parking Space.

B. Clear boundaries. All Parking Areas, including associated driveways and vehicle maneuvering areas, shall have clearly defined boundaries. A “clearly defined boundary” shall mean, at a minimum, the existence of a distinct edge to the material used to pave the parking area, such that the yard area where parking is permitted is clearly distinguished from the yard area where parking is not permitted. Where approved parking areas are contiguous with sidewalks or other paved areas, there shall be a minimum 4-inch-high curb or other equivalent continuous permanent barrier separating the Parking Area from other paving, except as required to allow for accessibility.

C. Physical character of Parking Spaces. Each Parking Space shall be even-surfaced and internally unobstructed by structures, walls, landscape elements or other obstructing features, except that low curbs or wheel stops may be located within or adjoining a space if they do not impede vehicular access to or egress from the Parking Space. Acceptable surface materials include crushed stone, brick, concrete, asphalt, permeable pavement, or similar materials.

D. Drainage. All newly constructed or enlarged Parking Areas, including associated driveways and vehicle maneuvering areas, shall have adequate provisions to prevent surface or runoff water from draining to or across adjoining properties, Sidewalks or streets in accordance with the City of Ithaca Stormwater Standards. All drainage systems in existing Parking Areas shall be maintained in good working order. These requirements must be met in addition to, and do not pre-empt, existing City, State, and Federal stormwater requirements.

E. Access requirements. The portion of access driveways extending from the street to the Sidewalk, or to the Building Site Envelope if no Sidewalk exists, must be hard-surfaced with concrete, brick, asphalt or other approved material, as required by the municipal engineer.

F. Driveways. Where permitted, one-way driveways shall have a minimum width of 10 feet and a maximum width of 12 feet. Two-way driveway aisles shall have a minimum width of 20 feet and a maximum width of 24 feet.

G. Parking Area aisles. All Parking Area aisles shall have a minimum width of 20 feet for both single and double loaded parking.
H. Parking Location. Parking Spaces including attached and detached garages must be behind the Parking Setback line as described in Table 1 – Chain Works District Building and Site Requirements

I. Internal or underground Parking Areas must be wrapped by active uses on street-facing facades (except for entries/exits) and may not be visible from a thoroughfare, except as described below:

   (1) Entries/exits to Parking Areas

   (2) Parking in stories below grade plane as defined by the New York State Uniform Fire Prevention and Building Code.

J. Off-Street Parking: There is no minimum off-street parking requirement.
Buildings

A. **Building Height** - To accommodate existing tall stories that may be necessary for specific uses, stories taller than the max heights specified in Table 1 may be allowed if they are counted as multiple stories based on the allowed height of individual stories. For example, a 24’ story for a gymnasium is considered two 12’ stories. See Table 1 – Chain Works District Building and Site Requirements below.

B. **Front Façade Length** - The Front Façade Length allowed in each Sub Area is listed in Table 1 – Chain Works District Building and Site Requirements below. Buildings may exceed the maximum Front Façade Length if the City of Ithaca Planning and Development Board grants a conditional approval for a longer facade. The Planning and Development Board may allow facades to be as long as the Maximum Façade Length with Conditional Approval shown in the table below. Existing buildings are exempt from Maximum Façade Length regulations.
<table>
<thead>
<tr>
<th>District</th>
<th>Minimum Lot Size</th>
<th>Maximum Building Height</th>
<th>Maximum Percent Lot Coverage by Buildings</th>
<th>Yard Dimensions</th>
<th>Front Façade Length</th>
<th>Minimum Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CW1</td>
<td>NONE</td>
<td>NONE</td>
<td>2</td>
<td>5'</td>
<td>NONE</td>
<td>Not Applicable</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>max 2000 sq ft building area</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CW3A</td>
<td>NONE</td>
<td>NONE</td>
<td>4</td>
<td>12'</td>
<td>12'</td>
<td>120'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CW3B</td>
<td>NONE</td>
<td>NONE</td>
<td>6</td>
<td>12'</td>
<td>12'</td>
<td>180'</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CW3C</td>
<td>NONE</td>
<td>NONE</td>
<td>4</td>
<td>12'</td>
<td>12'</td>
<td>120'</td>
</tr>
</tbody>
</table>

Building and Site Requirements do not apply to buildings that existed at the time of the adoption of the Chain Works District Planned Unit Development. Area requirements apply to any additions to existing buildings.
Signage

A. Signage is permitted in accordance with the following specifications and the requirements of City of Ithaca Code Chapter 272: Signs.

B. Throughout the Chain Works District, up to 10 (ten) interactive directional kiosks may be constructed so long as backlit screens are not visible from city roads and the kiosks do not exceed eight (8) feet in height. Unlit painted metal directional and wayfinding signs may be erected (one per interior access road intersection) within the Chain Works District; design may not exceed 15 square feet in viewing area.

Performance standards

A. Intent. The intent of this section is to permit a broad range of uses by establishing standards of performance to protect residential districts from adverse effects of industrial activities and to promote a safe and healthy environment.

B. General restrictions. All uses in districts where reference is made to this section shall conform to performance standards herein and shall be constructed, maintained and operated so as not to be injurious or offensive to occupants of adjacent properties or to those passing by on a public way by reason of the emission of noise, vibration, smoke, dust or other particulate matter, toxic or noxious waste materials, odors, fire and explosive hazards or glare.

(1) All production or processing of materials or substances shall be enclosed by a fence or other safe barriers for the public safety and visual screening.

(2) All storage shall be effectively screened from the view of adjacent properties, pedestrian passersby on any public way adjacent to the premises containing such storage.

(3) Storage of waste products must be completely enclosed within a building or storage shed.

(4) Outside display of finished or semi-finished products must be effectively screened from the view of adjacent properties, pedestrian passersby on any public way adjacent to the premises on which such products are displayed.
C. Noise. Sound levels shall be measured with a sound-level meter and associated octave-band filter, and they shall not exceed standards prescribed by the American Standards Association at any point along the sound-producer’s lot line. Objectionable noises due to intermittence, beat frequency or shrillness shall be muffled so as not to become a nuisance to adjacent uses.

D. Vibration. No use or associated activity shall be operated so that ground vibration is perceptible without instruments at any point along the lot lines of such use.

E. Smoke. No smoke shall be emitted in violation of this Code. Industries shall be required to monitor their own emissions when the County Health Department finds it necessary for environmental health reasons to check an industry's smoke, particulate or heat pollution levels.

F. Dust, dirt, odor and fumes. No amount of dust, dirt, soot, cinders, odors or fumes shall be emitted in violation of this Code. Every use shall be so operated as to prevent the emission into the air of dust or other solid matter, odors or fumes in amounts which exceed the maximum standards of the New York State Board of Health. No objectionable, noxious, toxic or corrosive fumes or gases shall be emitted. A noxious or objectionable odor concentrate shall be deemed to be present at the point at which it can be perceived by smell or otherwise affects the breathing process.

G. Fire and safety. All uses must conform to Building Code standards and shall operate so as to minimize the danger of fire or explosion by conforming to the requirements of the National Fire Code.

H. Glare and heat. Glare or heat resulting from the day-to-day operation or from exterior signs, building materials or other objects situated on the lot shall not be detectable beyond the lot line of that land use.

I. Industrial sewage and waste. Every use shall be in conformance with Chapter 264 of the City Code. All uses shall be operated so as to prevent the discharge into any public sewer, stream, river, lake or the ground of waste or other matter in amounts which will exceed the maximum standards of the Tompkins County Health Department and the New York State Department of Environmental Conservation. No connection with any public sewer or appurtenance shall be made or maintained in such a manner that there may be conveyed or created any hot, suffocating, corrosive, flammable, poisonous or explosive liquid, gas, vapor or substance or material of any kind. No wastes conveyed to or allowed to flow in or through the sewer or appurtenance shall contain materials which contain or create deposits obstructing the flow in the sewer.

J. Enforcement. The Director of Zoning Administration shall be responsible for alerting the appropriate agency or department of a need for performance measurement when he/she becomes aware of a possible infraction of the special performance standards. Enforcement of this section shall be under the jurisdiction of the Director of Zoning Administration and shall comply with City Code Article VII: Administration and Enforcement.

K. Penalties for violation. Any person who violates any provision of this section shall be guilty of an offense. Each week's continued violation will constitute a separate offense. Each offense shall be punishable by a fine not exceeding $1,000.
L. Civil proceedings. In addition to other remedies, the Director of Planning and Development or designee may institute appropriate action or proceedings to prevent any unlawful conduct or emissions prohibited by this section or to compel compliance with the provisions of this section.

**Appeals**

A. The determination (by the Director of Planning and Development or his/her designee) of whether a development proposal is subject to Site Plan Review may be appealed to the Planning and Development Board within 30 days of the written notification that Site Plan Review is required.

B. Any person aggrieved by any decision of the Director may appeal to the Planning & Development Board.

C. Any person aggrieved by any decision of the Planning & Development Board, or any officer or agency of the City, regarding Site Plan Review, may apply to the Supreme Court for review by a proceeding under Article 78 of the Civil Practice Law and Rules.

**Violations**

Any violations of the terms of this section shall constitute a violation of the City of Ithaca Zoning Ordinance and shall be punishable as set forth in said ordinance and in §276-11 of the City Law of the State of New York. Each day’s continued violation shall constitute a separate offense. Notwithstanding the foregoing, the City of Ithaca reserves for itself, its agencies, and all other persons having an interest, all remedies and rights to enforce the provisions of this section, including, without limitation, actions for any injunction or other equitable remedy, or action and damages, in the event the owner of the parcel covered by this section fails to comply with any of the provisions hereof. If any building or land development activity is installed or conducted in violation of this section, the Code Enforcement Officer may withhold any building permit or certificate of occupancy and/or prevent the occupancy of said building or land.

**Compliance with City of Ithaca Code**

Except as otherwise specified in this section, or as otherwise shown on the final site plan or final subdivision plat, all provisions of the City of Ithaca Code shall apply to all development, structures, and uses in within this Planned Unit Development Zone.

**Area rezoned**

The area encompassed and rezoned in accordance with this section as a Planned Unit Development Zone is described in Schedule A of this section. The Official Zoning Map of the City of Ithaca, New York, is hereby amended by adding such district at the location described.
Section 6. Severability clause.
Severability is intended throughout and within the provisions of this ordinance. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is held to be invalid or unconstitutional by a court of competent jurisdiction, then that decision shall not affect the validity of the remaining portions of this ordinance.

Section 7. Effective date.
This ordinance shall take effect immediately upon publication as provided in the City Charter.
Chain Works District Planned Unit Development

SCHEDULE A: DESIGN GUIDELINES

August 21, 2019
City of Ithaca Planned Unit Development Zone
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C. Design Review Process
D. Precedent Images
E. Building Guidelines
F. Landscaping and General Site Guidelines
G. Thoroughfare Assembly
H. Signage
I. Lighting

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Figure 2 – Chain Works District Sub Areas

Part 2
Design Guidelines

Introduction

The purpose of this document is to describe the Design Guidelines intended to create a vibrant and walkable mixed-use district in a way that respects and enhances the form and character of the industrial heritage of the Chain Works District. Below, Figure 1 – Chain Works District Location Map, depicts the Chain Works District boundary and its location within the Town and City of Ithaca.
Figure 1 – Chain Works District Location Map
A. Intent

The Chain Works District is intended to:

(1) Develop and model a neighborhood district designed to accommodate pedestrians and cyclists, with functional and attractive landscaping;

(2) Create an identifiable community that bridges the City and Town of Ithaca by reactivating a property with an idle industrial complex;

(3) Avoid sprawl by repurposing existing structures with potential future development where adequate infrastructure exists, comprised of a greater mix of uses than the existing Industrial zoning allows;

(4) Protect environmentally valuable and sensitive areas by limiting all intense development to approximately one-third of the 95-acre property, retaining open space as an ecological and recreational amenity for the neighborhood and surrounding community;

(5) Promote human-scaled development and social connectivity within the Chain Works District and around the community by creating pedestrian oriented pathways and streets;

(6) Encourage walking, biking, car sharing, and public transit by providing the minimum amount of parking necessary for Chain Works District residences and businesses;

(7) Utilize a zoning strategy that creates an aesthetic and safe neighborhood district to help foster a sense of community and connectivity with the surrounding communities;

(8) Improve public access to the South Hill Recreation Way and Black Diamond Trail with the planned Gateway Trail through the Chain Works District;

(9) Celebrate the property's history by retaining the existing industrial character of the structures in their repurposing;

(10) Demonstrate how a meaningful open space network may be created within a former 800,000+ sf industrial complex, in conjunction with potential new infill development of mixed uses retaining greater open space than is ordinarily required;

(11) Encourage a vibrant and walkable mixed-use neighborhood.
Sub Area and Character Intent

A. Natural Area / CW1. These areas consist of lands approximating or reverting to a wilderness condition, including lands unsuitable for development due to topography, hydrology, or vegetation. The CW1 Sub Area is intended to permanently protect areas from development that would damage the contiguity, quality, character, and ecological function of natural areas. These are permanently preserved as natural open space with the following permitted uses: passive recreation, stormwater management facilities which may consist of constructed wetland or other water cleansing and stormwater practices, gardens, walking / recreational trails that may provide pedestrian connectivity to other zones, and other alike or corresponding non-intrusive uses. New structures are only allowed if they serve as auxiliary to a permitted use. Sheds, park restrooms, pavilions, gazebos, visitor centers, or affiliated buildings needed to maintain this area are examples of permitted auxiliary structures allowed in the Natural Area / CW1. Parking is permitted by special approval, but only appropriate amounts and types of parking will be permitted to support the allowable uses within the district.
B. **Neighborhood Center Area / CW3 A&B.** These areas will consist of higher density mixed-use buildings that accommodate retail, office, and other commercial uses, rowhouses, apartments, and incubator/artisan uses, and light industrial use are permitted by special permit in buildings #13A, 13B, and 35. Adult uses are excluded. It has a tight network of streets, with sidewalks, and buildings set close to the sidewalks. Open spaces consist of plazas in addition to green space. In the CW3A Sub Area, development is limited to 4 stories. Development in the CW3B Sub Area is limited to 6 stories, with an allowance for an additional 1-2 stories on the downhill side below grade plane.

C. **Neighborhood Edge Area / CW3C.** This area will consist of higher density residential buildings. Adult uses are excluded. It has a tight network of streets, with sidewalks, and buildings set close to the sidewalks. Open spaces consist of plazas and parks. In the CW3C Sub Area, development is limited to 4 stories with no additional stories allowed on the downhill side below grade plane.

**Design Review Process**

A. The City of Ithaca Design Review Ordinance requires design review of projects in the Chain Works District in accordance with Chapter 160: Design Review. 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. Existing buildings, which establish the industrial character of the Chain Works District, are exempt from the Design Guidelines. Expansions of existing buildings are not exempt.

B. In addition to design review, a project must be reviewed by the full Planning and Development Board to verify that it complies with the base zoning standards in the City of Ithaca Municipal Code (in this case, Planned Unit Development 1), the provisions of the Site Plan Review Ordinance and the Findings Statement adopted after completion of the FGEIS for this project. All locally designated historic properties are exempt from design review because they undergo a special approval process conducted by the Ithaca Landmarks Preservation Commission (ILPC).

**Precedent Images**

The following images were selected as precedents to provide examples of qualities or characteristics that are reflective of and complementary to the Project goals of creating a vibrant, human-scaled mixed-use development while respecting and enhancing the specific industrial heritage of the Project site.
A. CW2A – Scale, Massing and Articulation

These images exhibit preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
B. CW2B – Scale, Massing and Articulation

These images exhibit preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Front Façade
- Structural Artication / Expression
C. CW3A & CW3B – Scale, Massing and Articulation

These images exhibit preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Front Façade
- Front Stoop
- Recessed Entry
- Landscaped Buffer
- Mitigation of Site Grade
These images exhibit preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Front Façade
- Front Stoop
- Recessed Entry
- Landscaped Buffer
- Mitigation of Site Grade
This image exhibits preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Front Façade
- Front Stoop
- Recessed Entry
- Landscaped Buffer
- Mitigation of Site Grade
D. CW3B

(1) Scale, Massing and Articulation

This image exhibits preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Front Façade
- Recessed Entry
- Structural Articulation / Expression
This image exhibits preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Front Façade
- Recessed Entry
- Articulation / Expression

This image exhibits preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Front Façade
- Front Stoop
- Landscaped Buffer
- Mitigation of Site Grade
(2) Existing Buildings – Scale, Massing and Articulation

These images exhibit preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Front Façade
- Integration of Existing and New
This image exhibits preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Compact Streetscape

These images exhibit preferred characteristics related to:

- Building Height
- Building Massing
- Building Scale
- Material / Cladding Variety
- Glazing Percentage
- Blank Wall Extents
- Façade Length
- Integration of Existing and New
Building Guidelines
The reuse of buildings that existed at the time of adoption are exempt from this Section. Expansions of existing buildings should comply with the Guidelines in this Section as practicable.

A. Energy
(1) In new buildings, natural ventilation should be made available to all rooms by providing operable windows where the open window area is at least 4% of the floor area of the room being ventilated. The operable windows should be distributed to maximize the direction of prevailing breezes.
(2) The Solar Reflectivity Index for flat roofs should be a minimum of 78.
(3) The Solar Reflectivity Index for sloped roofs should be a minimum of 29.
(4) The Solar Reflectivity Index for pavement should be a minimum of 29. Except pavement shaded by trees.
(5) Solar photovoltaic/solar thermal energy systems are permitted.

B. Architecture
(1) Pitched roofs along frontage line facing facades, if provided, should be symmetrically sloped no less than 5:12, except that roofs for porches, dormers and attached sheds may be no less than 2:12.
(2) Flat roofs should be screened from view from the frontage line by parapets a minimum of 24 inches high, or higher as required to conceal mechanical equipment.
(3) All utilities and mechanical equipment must be screened from public view.
   (a) Incorporation of mechanicals into stories with occupiable space is encouraged; if this is done, mechanicals will be calculated as part of building height.
   (b) Alternatively, mechanicals will not be measured as part of building height, provided that:
      [1] The mechanical equipment is not incorporated into stories with occupiable space;
      [2] The mechanical equipment is architecturally integrated into the building; and
      [3] The mechanical equipment is less than one-third of the building footprint and does not exceed 9 feet in height above the roof.
(4) Frontage line facing facades on floors below 50 feet tall or below any required stepback, should use a durable outer material with a thickness greater than 1/4 inch.
   Examples: Brick, stone, wood, cement, and traditional stucco/plaster are almost always thicker than ¼ inch. Thin stucco as applied in many Exterior Insulation and Finish Systems (EIFS), vinyl and aluminum siding, fiberglass and sheet metal panels are frequently thinner than ¼ inch, and would not comply with this guideline.
(5) Frontage line facing facades should be constructed from a material that provides small-scale detail.
   Either the height or width of any material uninterrupted by a change in color or thickness should
be less than 8 inches. (For example, lap siding may be unlimited in length as long as it is no more than 8” high) Alternative larger scale durable façade materials may be allowed through Planning Board review.

(6) Structures should blend in with natural surroundings and with the colors and textures of the existing/adjacent early twentieth century industrial/historic structures through preferred use of stone, brick, concrete and/or natural wood and/or metal siding.

In all cases, structures shall be constructed and maintained so predominating exterior wall colors (including the colors of basement walls on the downhill side of the structure) and sloped roof surfacing materials repeat the colors found most commonly in the land, vegetation and historic buildings around the site. Furthermore, at least 65% of the building facade area should have a light reflectance value (LRV) less than 65%.

(7) Architectural variety is important for community character. While primary facades facing thoroughfares should be prioritized, secondary facades visible from other properties should include architectural detailing that is consistent with the primary façade.

C. Windows, Awnings and Doors

(1) All windows larger than 6 SF in area (with the exception of shopfronts) should be vertical or square in proportion. Arched-top windows are allowed so long as the overall dimensions of the window assembly are taller than they are wide.

(2) Multi-pane glass or the appearance of multipane glass should be used to break up windows larger than 20 SF, except for shopfront windows.

(3) Openings above the first story should not exceed 50% of the total building wall area, with each facade being calculated independently.

(4) Awnings should not be backlit.

(5) Awnings on shopfronts should be a minimum of 4 feet deep. Adjustable roll-up awnings are encouraged.

(6) Shopfront awnings are encouraged to encroach above the public pedestrian way as long as no support or structure is lower than 7 feet high within the public right of way.

(7) Doors of commercial buildings should allow visual access to the interior of the building.

(8) Balconies and porches should be visibly supported by columns, or architectural brackets, made of or covered by cement, stone, cast iron, wood, steel, aluminum or brick.

(9) The maximum distance between functional entries measured along thoroughfare is 85 feet.

(10) Residential façade glazing (% front façade area between 2’-12’ above the sidewalk) should be at least 30%.

(11) Commercial façade glazing (% front façade area between 2’-12’ above the sidewalk) should be at least 70%.

(12) A maximum of 20% of the glazing area should be obscured by opaque or translucent obstructions including but not limited to signs, mullions, muntins, decorative architectural elements, screening, frosting, and etching.

(13) Maximum length of blank walls should be 85’.
D. Renovation & Reuse of Buildings

(1) The retention of at least 20% of the surface of historic buildings is required except when authorized by the Ithaca Landmarks Preservation Commission and/or NYSOPRHP.

Calculating Surface:
(a) Each assembly (vertical or horizontal) may be calculated as up to three layers of surface area. For vertical building elements, the layers include structure, enclosure, and interior finish. For horizontal building elements, the layers include structure, floor finish, and ceiling finish.
(b) Structural support elements, such as columns, beams, and studs, are considered part of the larger surfaces they support. Calculate the surface area of these elements as equal to surface area of the wall.
(c) Not all projects will have all layers present at the beginning of construction, depending on the state of the building. If a layer that existed before construction or demolition is removed and replaced with new material, it must be included in the calculation. If an existing layer was removed and not replaced, it is excluded from the calculations.
(d) Examples:
[1] A project has a floor assembly consisting of structural slab, ceiling tiles, and carpeting. The structural slab and ceiling tiles are reused, but the carpet is removed and not replaced because the design uses the exposed structural concrete as the finish material. Exclude the carpeting from the calculation but count the slab as reused.
[2] A building has an existing steel structure, brick enclosure, and drywall. The project is reusing the structure and enclosure but replacing the existing drywall with new drywall. The team must include all three existing layers in the denominator but only the reused portions in the numerator.
[3] A building has an existing steel structure and brick enclosure, with no drywall or interior finish. Include only those two layers in the reuse calculations.

(2) Restoring and/or rehabilitating existing structures-to-remain in a way that preserves, reflects, and promotes the inherent historic and architectural significance of these selected buildings. This may include:
(a) Cleaning and repairing existing exterior walls
(b) When practical, repairing and restoring existing fenestration at existing openings
(c) Replacing existing windows (deteriorated to the point of inoperability) to closely emulate the design, pattern, color, and perhaps material construction of what currently exists on various existing CWD structures
(d) Wherever possible, restoring and maintaining the interior character of key existing structures with additional modifications developed to meet the needs and requirements of potential tenants.
(e) Working with a preservation professional to adequately photo document those structures that will be demolished, so that an historical record will remain of the architecture, context and materials removed.
(f) Selectively preserving historically significant elements of buildings, both internal and external, that contribute to the historical narrative of both the structure and the Morse Chain Factory itself.
Landscaping and General Site Guidelines

A. Street and Yard Landscaping
(1) Where feasible and environmentally acceptable, stormwater should be treated, slowed and infiltrated as close to where it falls as possible:
   Street trees should be planted below the grade of the sidewalk and the street in structural cells with sufficient root space, or in tree lawns.
   Rain gardens and bioswales should be installed to infiltrate runoff from parking lots, thoroughfares, plazas and other impervious surfaces.
   Where vegetative solutions are not feasible, porous concrete or porous asphalt may be specified for sidewalks, parking lots, and plazas to infiltrate stormwater.
(2) Native or climate adapted plant perennial landscapes should replace turf grass where possible and should be diverse. They should be placed lower than walkways, not mounded up.
(3) All landscaping should be restricted to non-invasive species.
(4) In addition to these guidelines, all projects should comply with all DEC stormwater requirements.
(5) Screening, ground cover and other plantings will be considered in site design and site plan review.

B. Street Screens and Fences
(1) Street screens should be used to screen parking when it is placed along the side of a building.
   Screening should cover at least 75% of the linear frontage that is not dedicated to the access drive.
(2) Street screens should be constructed of a material with durability similar to materials guidelines for front facades. Screening should be no more than 25% open and at least 6 feet high.
(3) Street screens should match the setbacks of adjacent buildings.
(4) Fences and walls along thoroughfares should be 3.5 feet or lower.
(5) Chain link fencing should not be erected between the front facade and frontage line.

C. Public Planting Areas
(1) Planting details should be appropriate to growing healthy trees, taking into account tree species, root medium, and width and soil volume of planter strips or wells.
(2) Tree species in the project area should not be considered invasive according to USDA or Cornell Cooperative Extension.
D. Street Trees
(1) Street trees should be provided on both sides of all streets where possible and practical. Exceptions relate to topography, soil conditions or areas where road follows existing forest that will be maintained. Other site constraints may make street trees inappropriate for a particular location.
(2) In addition, the following guidelines apply:
(a) CW3A+B: Provide street trees on both sides of at least 60% of new and existing streets within the project between the vehicle travel way and walkway, at intervals averaging no more than 40 feet (excluding driveways and utility vaults). Planting intervals should be appropriate based on type of tree proposed.

E. Parking Lot Requirements
Provide shade by planting no fewer than one (1) tree per ten (10) parking spaces in islands within parking areas. Existing trees that are preserved on the edges of parking lots may count against the required tree count if at least 30% of their canopy extends over parking spaces.

F. Site Selection for Tree Planting
(1) Tree lawns should be equal to or greater than 8 feet wide, wherever possible
(2) Tree pits should have a porous opening at least 50 square feet (e.g. 5’ x 10’, 8’ x 8’, etc.).
(3) Trees should not be planted:
   (a) within 20’ from the corner of intersecting streets
   (b) within 35’ in front of a stop sign
   (c) within 15’ from hydrants
   (d) within 15’ from a utility or street light pole
   (e) within 15’ of where driveway intersects with thoroughfare
   (f) within 4’ of the street curb (additionally, trees should be planted as far from the sidewalk as possible)
(4) Breakout underground soil paths between tree lawns and adjacent private green space should be considered when tree lawns are less than or equal to 8 feet wide. This provides a deep path for tree roots to grow into the adjacent private property while minimizing sidewalk damage as the tree grows.
(5) No tree is to be planted directly under or in competition with an existing large tree.
(6) For tree planting sites under single or triple phase utility wires, trees that mature at 30’ tall or less should be specified. It is preferred that utility wires be located underground.
(7) Smaller trees (<30’ at maturity) require a minimum of 240 cubic feet of soil (e.g. 8 x 10 x 3=240 cubic feet) per tree, unless there is opportunity for the tree to grow into adjacent green space.
(8) Small trees should have a mature shape and stature so that pedestrians may eventually walk under them.
Medium-large trees (>30’ at maturity) require a minimum of 720 cubic feet of soil (e.g. 60’ x 6’ x 2’=720 cubic feet) per tree, unless there is opportunity for the tree to grow into adjacent green space on the other side of the sidewalk.

Planning staff may grant an administrative exception to site selection for tree planting guidelines a-i based on professional judgment and site conditions.

G. Tree Planting

Open planting sites in areas with little or no shade should be given priority over already shaded streets.

1. Where feasible, pavement should be removed to make spaces for trees in areas lacking shade.
2. On main thoroughfares, large trees maturing at a height greater than 30’ should be planted in all sites unless there are primary electric lines overhead. Where primary wires are present, trees maturing at a height of 30’ or less should be planted.
3. Based on research, planting of bare-root trees in the fall should continue to be the main method of planting. Evergreens or large trees should be planted balled and burlapped in the spring.
4. All newly planted trees should have irrigation bags and mulch during their first growing season.
5. After the first year, the mulch should be renewed and low expandable tree trunk guards placed around the bases of young trees until they reach 6” caliper.
6. In areas with heavy pedestrian traffic, sunken tree pits with grates or a permeable tree pit system aggregate covering are appropriate.
7. Species should not be over-planted. As a rule, no one species should make up more than 5% of the total population.
8. Species should be used that:
   a. Are tolerant of site conditions and not invasive
   b. Have few management problems
   c. Meet functional and aesthetic needs
   d. Are resistant to pests

H. Plaza Design

1. Locate 90% of planned and existing dwelling units and nonresidential use entrances within a 1/4-mile walk of at least one civic and passive use space. The spaces must be at least 1/6 acre in area. Spaces less than 1 acre, such as ‘pocket parks,’ must have a proportion no narrower than 1 unit of width to 4 units of length.

2. Open Space Courtyards, street-adjacent plazas, linear outdoor dining areas and other open spaces provide places for customers and tenants to gather and engage in activities. 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 via the following guidelines:
   a. Consider placing an open space so that it is visually and physically connected to a public space.
   b. Link an open space to internal site features and the public realm.
   c. Size an open space to be adequate for its function.
(d) Enclose an open space by framing it with building edges, landscaping or other site elements.
(e) Site an open space to maximize sun exposure.
(f) Program an open space with site features or activities that will keep it lively and occupied.

**Thoroughfare Assembly**

A. Intent – Thoroughfare assemblies for the Chain Works District are intended to create streets, roads and sidewalks that prioritize in the following order, slow and safe travel for people walking; people riding bikes; people taking transit; people driving in cars; and lastly, people moving freight. The specific dimensions focus on keeping lane widths to the minimum that is practical in order to calm traffic. Life safety and fire protection takes precedence in the development of any new thoroughfares and is at the discretion of the Chief of Fire Department or his designated representatives. On-street parking is encouraged wherever possible to buffer and protect people walking on sidewalks from auto traffic. Vehicular traffic speed and counts are kept low in order to facilitate shared multi-modal uses. Many of the thoroughfare assemblies are designed around a yield condition where two-way traffic is allowed but autos must yield to oncoming traffic in order to pass. This yield condition is described by American Association of State Highway and Transportation Officials (AASHTO) as “typical” for residential streets and it creates the conditions most conducive to naturally slow and careful driving, as is necessary to make roads safe for people walking and biking.

B. In general sidewalks should be at least 5’; however, the City of Ithaca Planning & Development Board may grant approval for the ADA minimum, 4’, at its discretion if all ADA conditions are met and special site conditions such as topography or very low expected pedestrian traffic merit an exception.

C. Assembly types.
Assembly Type A is intended to serve most of the development, this yield condition street may include occasional bump-outs into the parking area to accommodate street trees if there is not room for a continuous tree lawn due to site topography. With two 8’ travel lanes, average size cars (6’ wide) will easily pass each other but will naturally slow down to do so. On rare occasions when two larger vehicles encounter each other they may need to yield to pass in driveways, intersections or open parking spaces. People riding bikes will ride in the traffic lanes due to the low expected speeds and traffic counts on these streets.
(2) Assembly Type B is intended to be used between residential clusters where parking is not needed and as access between existing surface parking lots. This yield condition street will handle low traffic volumes and will encourage slow travel speeds where walking and biking are prioritized. With 16' clear space in the lane and the availability of adjacent sidewalk space without obstructions firetrucks will be able to access and spread supports easily in emergency situations but other large vehicles should not frequently use these roads under non-emergency circumstances.
(3) Assembly Type C is a one way alley/driveway with parallel parking on one side. The narrow lanes, low speeds and limited traffic make this assembly appropriate for people riding bikes to share the lane with slow moving cars.

**THOROUGHFARE ASSEMBLIES: TYPE C**

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Street</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub Area Assignment</td>
<td>CWB</td>
</tr>
<tr>
<td>Right-of-Way Width</td>
<td>36 feet minimum</td>
</tr>
<tr>
<td>Pavement Width</td>
<td>15 feet</td>
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<tr>
<td>Movement</td>
<td>Slow</td>
</tr>
<tr>
<td>Design Speed</td>
<td>25 MPH</td>
</tr>
<tr>
<td>Pedestrian Crossing Time</td>
<td>XX seconds</td>
</tr>
<tr>
<td>Traffic Lanes</td>
<td>1 lane</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>One-side @ 7 feet minimum un-marked</td>
</tr>
<tr>
<td>Curb Radius</td>
<td>10 feet</td>
</tr>
<tr>
<td>Walkway Type</td>
<td>4 foot minimum sidewalk</td>
</tr>
<tr>
<td>Planter Type</td>
<td>8 foot continuous planter</td>
</tr>
<tr>
<td>Curb Type</td>
<td>Granite curb</td>
</tr>
<tr>
<td>Landscape Type</td>
<td>Trees at 30 o.c. avg.</td>
</tr>
<tr>
<td>Transportation Provision</td>
<td>Bikes share lane</td>
</tr>
</tbody>
</table>

Perspective View
Assembly D is an off-street parking area that also provides emergency fire access, the 20 foot fire lane could be stripped smaller or include a rolled curb area to reduce the space available for cars to keep speed low while maintaining emergency access options.

THOROUGHFARE ASSEMBLIES: TYPE D

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Parking alley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub Area Assignment</td>
<td>CVG</td>
</tr>
<tr>
<td>Right-of-Way Width</td>
<td>N/A</td>
</tr>
<tr>
<td>Pavement Width</td>
<td>36 feet</td>
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<tr>
<td>Movement</td>
<td>Slow</td>
</tr>
<tr>
<td>Design Speed</td>
<td>25 MPH</td>
</tr>
<tr>
<td>Pedestrian Crossing Time</td>
<td>N/A</td>
</tr>
<tr>
<td>Traffic Lanes</td>
<td>1 lane</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>Reverse angled</td>
</tr>
<tr>
<td>Curb Radius</td>
<td>10 feet</td>
</tr>
<tr>
<td>Walkway Type</td>
<td>4-8 foot sidewalk</td>
</tr>
<tr>
<td>Planter Type</td>
<td>8 foot continuous tree lawn</td>
</tr>
<tr>
<td>Curb Type</td>
<td>Granite curb</td>
</tr>
<tr>
<td>Landscape Type</td>
<td>Trees at 30' o.c. avg.</td>
</tr>
<tr>
<td>Transportation Provision</td>
<td>Bikes share lane</td>
</tr>
</tbody>
</table>
(5) Assembly E is a pedestrian priority shared street, also known as a Woonerf. This neighborhood street type allows vehicles as infrequent guests but is mainly intended for people walking and biking. Assembly E will be used exclusively in the space that will be created between the existing buildings when the development process opens the space between buildings 2-6 and buildings 8, 10 and 13. The area where slow and careful driving is allowed is flush with the sidewalks where driving is not allowed, people walking and biking will generally use the middle of the road, but have the option of moving to the side to let slow vehicles through.

**THOROUGHFARE ASSEMBLIES: TYPE E**

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Through alley</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub Area Assignment</td>
<td>CMS</td>
</tr>
<tr>
<td>Right-of-Way Width</td>
<td>N/A</td>
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<tr>
<td>Pavement Width</td>
<td>21 feet +/-</td>
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<td>Movement</td>
<td>Slow</td>
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<td>Design Speed</td>
<td>25 MPH</td>
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<tr>
<td>Pedestrian Crossing Time</td>
<td>N/A</td>
</tr>
<tr>
<td>Traffic Lanes</td>
<td>1 lane</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>None</td>
</tr>
<tr>
<td>Curb Radius</td>
<td>10 feet</td>
</tr>
<tr>
<td>Walkway Type</td>
<td>4-8 foot flush sidewalk</td>
</tr>
<tr>
<td>Planter Type</td>
<td>None</td>
</tr>
<tr>
<td>Curb Type</td>
<td>flush in-ground lights, bollards, or change of materials</td>
</tr>
<tr>
<td>Landscape Type</td>
<td>None</td>
</tr>
<tr>
<td>Transportation Provision</td>
<td>Bikes share lane</td>
</tr>
</tbody>
</table>

Perspective View
(6) Assembly F is an option for part of the woonerf between the existing buildings, Assembly E, where a planter can further compress the auto traffic lane, forcing a queuing /yield condition where cars in opposite directions must slow and wait for an opportunity to carefully pass – having an exceptional traffic calming effect while also introducing some natural beauty into the area where there is enough light for trees to survive. Bicycles and people walking will dominate the road way but vehicles will be allowed as careful guests.

THOROUGHFARE ASSEMBLIES: TYPE F

<table>
<thead>
<tr>
<th>Thoroughfare Type</th>
<th>Woonerf</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sub Area Assignment</td>
<td>CMS</td>
</tr>
<tr>
<td>Right-of-Way Width</td>
<td>30 feet +/-</td>
</tr>
<tr>
<td>Pedestrian Width</td>
<td>20 feet +/-</td>
</tr>
<tr>
<td>Movement</td>
<td>Slow</td>
</tr>
<tr>
<td>Design Speed</td>
<td>25 Mph</td>
</tr>
<tr>
<td>Pedestrian Crossing Time</td>
<td>N/A</td>
</tr>
<tr>
<td>Traffic Lanes</td>
<td>2 lanes yield</td>
</tr>
<tr>
<td>Parking Lanes</td>
<td>None, 15 minute banning</td>
</tr>
<tr>
<td>Curb Radius</td>
<td>10 feet</td>
</tr>
<tr>
<td>Walkway Type</td>
<td>3 foot minimum flush sidewalk</td>
</tr>
<tr>
<td>Planter Type</td>
<td>7 foot flush planters</td>
</tr>
<tr>
<td>Curb Type</td>
<td>Flush granite curb</td>
</tr>
<tr>
<td>Landscape Type</td>
<td>Small trees @ 30 feet b.c.</td>
</tr>
<tr>
<td>Transportation Provision</td>
<td>Bikes share lane</td>
</tr>
</tbody>
</table>

Perspective View
Signage

A. Signage plays a major role in expressing the character and quality of a place. The Chain Works District is intended to create a lively, walkable, and people centered community of residents, businesses and shopping/dinning opportunities. In an evolving and flexible space where start-up businesses are expected to grow and thrive it is important to minimize red tape for small local enterprise while also protecting the community from noxious and out of scale impacts. To meet both goals, strict standards limit signs to pedestrian scale sign types that are consistent with the low speed and high quality commercial and retail place types that are desired. Within these strict standards, the high quality and small scale signs are allowed by right.

B. Monument signage at driveway entries and oversized building mounted signage may be determined appropriate in rare circumstances by the Planning Board to enhance the overall identity and character of the Chain Works District and reference the District’s industrial history. Signs that are not in compliance with the strict pedestrian scale regulations will be considered by the Planning Board on an individual basis for artistic quality, impact on the development and surrounding community, and potential to have a negative community impact.

C. Throughout the Chain Works District up to 10 interactive directional kiosks may be constructed so long as backlit screens are not visible from city roads. Unlit painted metal directional and wayfinding signs are allowed without a permit.
<table>
<thead>
<tr>
<th></th>
<th>CW1</th>
<th>CW3A</th>
<th>CW3B</th>
<th>CW3C</th>
<th>SPECIFICATIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nameplate Sign</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>a. Quantity (max) 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>b. Area max 3 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>c. Width max 14 in</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>d. Height min 2 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>e. Depth / Projection max 3 in</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>f. Clearance min 3 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>g. Apex max 2 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>h. Letter Height n/a</td>
</tr>
<tr>
<td>Outdoor Display Case</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>a. Quantity 1</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>b. Area max 6 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>c. Width max 2 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>d. Height max 1.5 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>e. Depth / Projection max 5 in</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>f. Clearance min 4 ft</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>g. Apex n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>h. Letter Height n/a</td>
</tr>
<tr>
<td>Shingle Sign</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>a. Quantity 1 per facade, 2 max</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>b. Area 4 of</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>c. Width max 2 ft</td>
</tr>
<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td>d. Height max 3 ft</td>
</tr>
<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>e. Depth / Projection max 2 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>f. Clearance min 7 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>g. Apex n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>h. Letter Height max 8 in</td>
</tr>
<tr>
<td>Sidewalk Sign</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>a. Quantity 1 per business</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>b. Area max 8 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>c. Width max 8 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>d. Height max 4 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>e. Depth / Projection n/a</td>
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<tr>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>f. Clearance n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>g. Apex n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>h. Letter Height n/a</td>
</tr>
<tr>
<td>Window Sign</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>✔️</td>
<td>a. Quantity 1 per window</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>b. Area max 25% of glass</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>c. Width n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>d. Height n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>e. Depth / Projection n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>f. Clearance 4 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>g. Apex n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>h. Letter Height max 4 in</td>
</tr>
<tr>
<td>Yard Sign</td>
<td>CW1</td>
<td>CW3A</td>
<td>CW3B</td>
<td>CW3C</td>
<td>Specifications</td>
</tr>
<tr>
<td>-----------</td>
<td>-----</td>
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<td>------</td>
<td>------</td>
<td>----------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>b. Area: max 6 ft</td>
</tr>
<tr>
<td></td>
<td></td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>c. Weight: max 3 lbs (not counting post)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>d. Height: max 2 ft (not counting post)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>e. Depth / Projection: n/a</td>
</tr>
<tr>
<td></td>
<td></td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>f. Clearance: min 3 ft to sign edge</td>
</tr>
<tr>
<td></td>
<td></td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>g. Alms: max ft to top of post</td>
</tr>
<tr>
<td></td>
<td></td>
<td>![Image]</td>
<td>![Image]</td>
<td>![Image]</td>
<td>h. Letter Height: max 8 in</td>
</tr>
</tbody>
</table>
Public Lighting

Lighting varies in brightness and also in the character of the fixture according to the Sub Area. “Table XX Lighting Standards by Sub Area” shows three sizes of street light that are appropriate for different contexts and building mounted light requirements. Maximum light levels measured at the building Frontage Line are described for each Sub Area. All new lighting in the City of Ithaca must comply with dark sky requirements.
### Table XX Lighting Standards by Sub Area

<table>
<thead>
<tr>
<th>Sub Area</th>
<th>CW1</th>
<th>CW2A</th>
<th>CW2B</th>
<th>CW3A</th>
<th>CW3B</th>
<th>CW 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking Lot</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Park</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Column</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Sidewalk</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Roadway Standard</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
</tbody>
</table>

---

### Table 13 Light Standards by Task Area

<table>
<thead>
<tr>
<th>Task Area</th>
<th>Average</th>
<th>Not to Exceed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Active Building Entrance</td>
<td>2.0 fc</td>
<td>5.0 fc</td>
</tr>
<tr>
<td>Active Building Approach</td>
<td>0.2 fc</td>
<td>5.0 fc</td>
</tr>
<tr>
<td>Sidewalks</td>
<td>0.2 fc</td>
<td>5.0 fc</td>
</tr>
<tr>
<td>Surface of Signs</td>
<td>n/a</td>
<td>2.0 fc</td>
</tr>
<tr>
<td>Parking Lots (Uniformity ratio 20:1 / 4:1)</td>
<td>0.8 fc  (0.2 fc min.)</td>
<td>2.0 fc</td>
</tr>
</tbody>
</table>
13. **INDIVIDUAL MEMBER – FILED RESOLUTIONS:**

13.1 **Alderperson Nguyen - Creation of Grant-Funded Capital Project #868 Downtown Ithaca Transportation Management Association and Authorization to Enter into Agreement with the Downtown Ithaca Alliance for Project Implementation - Resolution**

WHEREAS, at its July 5, 2018 meeting, Common Council unanimously adopted a resolution stating, “That the City of Ithaca Common Council hereby wholeheartedly supports and encourages the application for the 2018 New York State Department of Environmental Conservation Climate Smart Communities Consolidated Funding Application grant to create an ongoing Transportation Demand Management program for the greater downtown Ithaca community”; and

WHEREAS, the City of Ithaca, in partnership with the Downtown Ithaca Alliance (DIA), applied for and was awarded this grant for the purpose of creating a Transportation Management Association and providing an ongoing downtown area Transportation Demand Management (TDM) program; and

WHEREAS, the City of Ithaca, as described in the grant application and the previous Common Council resolution, intends to contract with the Downtown Ithaca Alliance (DIA) to fulfill the terms of the grant; and

WHEREAS, the goal of this project is to remove a daily average of 600 parked vehicles from the urban core, with project activities aiming to shift a portion of trips to modes other than single occupancy vehicles (SOVs) with their associated downtown parking demand; and

WHEREAS, the project team will implement the following tasks:

- Gathering and analyzing travel patterns of downtown employees and residents,
- Producing specific, customized commuter/travel plans for both businesses and individuals,
- Creating and implementing an effective marketing strategy to support downtown employees and residents in a measurable shift away from SOVs,
- Measuring and evaluating the effectiveness of these plans and any associated marketing in achieving transportation mode change (and thus reductions in greenhouse gas emissions and parking demand),
- Providing for ongoing two way communications with the downtown community (including employees and residents) to evaluate program effectiveness, identify potential gaps in transportation services, and gather other relevant feedback, and
- Demonstrating the program’s value and effectiveness to both public and private sector stakeholders and securing ongoing community, political and financial resources to sustain ongoing activities; and

WHEREAS, this project aligns with a number of overarching goals for transportation in Plan Ithaca, Ithaca’s comprehensive plan, and will directly implement the following Plan Ithaca recommendation: “Promote participation in public and private transportation demand management (TDM) programs. The City should work in partnership with the private sector to find mutually beneficial solutions to accommodate employee commuting and other transportation needs, including bicycles”; and
WHEREAS, the City adopted a Green New Deal policy on June 5, 2019, which included adoption of a goal to achieve a carbon neutral city by 2030, and this project is designed to reduce carbon emissions in Ithaca related to transportation; and

WHEREAS, the downtown parking garages are at or near capacity, and the business and economic development communities have expressed concerns about the potential of parking capacity issues to dampen continued business and investment growth in the downtown; and

WHEREAS, the downtown parking garages are already subsidized by City taxpayers, and without limiting the number of single occupancy vehicles attempting to park Downtown, the City will either run out of parking or will need to build additional structured parking, increasing the subsidy even further; and

WHEREAS, administration of the five-year contract between the City of Ithaca and New York State (March 2019 - March 2024) and administration of the subcontract between the City of Ithaca and the Downtown Ithaca Alliance will be managed by the City’s Department of Planning, Building, Zoning & Economic Development; and

WHEREAS, all of the match requirements for the grant will be met by the DIA and its affiliated TDM partners, and no City funding is required as a match for this grant; now, therefore be it

RESOLVED, That Common Council hereby establishes Capital Project #868 “Downtown Ithaca Transportation Management Association” in the amount of $460,397 for implementation of DEC-CSC contract #C00777 to create a Downtown Ithaca Transportation Management Association and an ongoing downtown area Transportation Demand Management Program; and, be it further

RESOLVED, That funds needed for said Capital Project shall be derived entirely from DEC-CSC grant funding; and, be it further

RESOLVED, That the Mayor or his designee is authorized to enter into agreement with the Downtown Ithaca Alliance for implementation of this grant-funded project; and, be it further

RESOLVED, That any payment to the DIA through this grant-funded project will be subsequent to the approval and payment of vouchers from the DEC to the City of Ithaca.
14. **MAYOR’S APPOINTMENTS:**

14.1 **Reappointment to Ithaca Housing Authority Board – Resolution**
RESOLVED, That Valerie Wilson be reappointed to the Ithaca Housing Authority Board with a term to expire October 17, 2024.

14.2 **Appointment to Board of Zoning Appeals – Resolution**
RESOLVED, That Stephanie Egan-Engels be appointed to the Board of Zoning Appeals to fill a vacancy with a term to expire December 31, 2021.