**AMENDED** PEDC Meeting
Planning and Economic Development Committee

This meeting will be conducted in person in Common Council Chambers, Third Floor, City Hall. The public and staff may participate remotely via the online platform Zoom, or in person. All public speakers must register (see instructions below). A live stream is available at City of Ithaca Public Meetings YouTube Channel

**Please refer to the second page of this agenda to learn how to participate either by written comment or joining the meeting to speak**

<table>
<thead>
<tr>
<th>Item</th>
<th>Voting Item</th>
<th>Presenter</th>
<th>Time Start</th>
</tr>
</thead>
<tbody>
<tr>
<td>1) Call to Order/Agenda Review</td>
<td>No</td>
<td></td>
<td>6:00</td>
</tr>
<tr>
<td>2) Public Comment</td>
<td>No</td>
<td></td>
<td>6:05</td>
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<tr>
<td>3) Announcements, Updates, Reports</td>
<td></td>
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<tr>
<td>a) Unsanctioned Encampments – Working Group Update</td>
<td>No</td>
<td>Lisa Nicholas, Director</td>
<td>6:15</td>
</tr>
<tr>
<td>4) Voting Items (To Council)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>a) Authorization for Matching Funds for a Federal Carbon Reduction Grant for a Transportation Network Project</td>
<td>Yes</td>
<td>Erin Cuddihy, Transportation Engineer</td>
<td>6:30</td>
</tr>
<tr>
<td>5) Discussion Items</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>a) * Ithaca Farmer’s Market Redesign – Update and Feedback – more materials added *</td>
<td>No</td>
<td>Lisa Nicholas, Director and Whitham Planning Design</td>
<td>6:45</td>
</tr>
<tr>
<td>b) The Breeze Overlook – Response to PEDC Comments</td>
<td>No</td>
<td>Lisa Nicholas, Director and Visum Development Group</td>
<td>7:00</td>
</tr>
<tr>
<td>6) Review and Approval of Minutes</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>a) February 2023</td>
<td>Yes</td>
<td>All</td>
<td>7:30</td>
</tr>
<tr>
<td>7) Adjournment</td>
<td>Yes</td>
<td>All</td>
<td>7:35</td>
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*If you have a disability and require accommodations in order to fully participate, please contact the City Clerk at 274-6570 by 12:00 noon on Tuesday, March 21, 2023.*
How to Participate in the meeting:

Register to Speak at the Meeting Via Zoom

At 9:00 am on the day of the PEDC meeting, a link will be opened on the Committee Webpage for people to register to speak at the beginning of the meeting. Registration will close at 3:00 pm the day of the meeting in order to allow staff to prepare and distribute an e-mail with the meeting link to the registered speakers. The first hour of the meeting will be dedicated to public speaking. Based on the total number of speakers, speaking times may be adjusted to fit within the public comment period. In person speakers will be called to speak first in order to decrease density in the room. Remote speakers will be called to speak in the order that they were registered. You must be present in the meeting, however you participate, when it is your turn to speak or you will forfeit your time. Remote speakers may use video or telephone to participate.

Email Common Council Your Comments

Written comments can be submitted to Common Council using this form: PEDC Public Comment Form. Comments should be submitted no later than 5:00 pm the day before the meeting in order to give Committee members time to review them. Comments received after 5:00 pm will be saved for consideration at the next meeting.

Watch the meeting Live

A live stream of the meeting is available on the City’s YouTube Channel: https://www.youtube.com/channel/UC7RtJN1P_RFaFW2lVCnTrDg

Meetings are also archived on this site for on-demand viewings. The agenda and written materials will be posted on the City’s Agenda Center prior to the meeting. Following the meeting, a recording of the proceedings will be posted on the City’s YouTube Channel and minutes will be made available here.
TO: Planning and Economic Development Committee  
FROM: Erin Cuddihy, Transportation Engineer  
DATE: March 15, 2023  
RE: Carbon Reduction Program funding

The United States Department of Transportation, through its Bipartisan Infrastructure Law, established the Carbon Reduction Program to fund projects that have the effect of reducing carbon emissions. New York State is allotted a share of that funding. Our local transportation metropolitan planning organization, Ithaca Tompkins County Transportation Council (ITCTC) is tasked with distributing $463,855 of Carbon Reduction Program funding to municipalities within Tompkins County for carbon reduction-related projects. The City of Ithaca was the only municipality in the county to submit a project for consideration for this funding.

The City of Ithaca Engineering team has expressed interest in using this funding to do a detailed block-by-block conceptual plan of a bike network for Ithaca, starting from the work that Bike Walk Tompkins did through their Better Bike Network project and the public outreach they performed in the past. Through their outreach and work, BWT identified six routes that would form the backbone of a robust bike network in the City, but the routes are currently rough sketches.

This project, called the “Ithaca Active Transportation Network”, would plan, with extensive public outreach, the actual routes. At the end of the project, we would have a proposed design for each block on the bike network streets, and we would know exactly where curbs would need to be moved and approximate construction costs. We also would plan pedestrian improvements and traffic calming along the corridors. With the detailed conceptual plan in hand, we would be in an extremely good position to apply for large federal implementation grants that could potentially fund the complete buildout of the network.

It would be ideal if we can design the network in one project rather than taking a piecemeal approach. It would likely also be better accepted by the community because we will not be seen as “picking on” nor favoring (depending on their perspective) residents/property owners on a particular street.

We received an estimate from a transportation planning/engineering firm of $587,000 for the detailed block-by-block concepts for the entire network. With the Carbon Reduction Program
providing up to 80% of funding – we would have access to $463,855 - that would leave the local match of minimum 20% at $123,145. Because this is a reimbursement grant program, the City would fund the entire $587,000 project cost at first, but the City would be reimbursed for the $463,855.

We have met with New York State Department of Transportation, and they have no objections to us using this funding source for this project.

Please feel free to reach out should you have any questions.

Erin Cuddihy, Transportation Engineer, City of Ithaca
607-375-7818, ecuddihy@cityofithaca.org
RESOLUTION
Proposal for the City of Ithaca to use federal funding through the Carbon Reduction Program for the “Ithaca Active Transportation Network” project

Planning and Economic Development Committee
March 15, 2023

WHEREAS, the City of Ithaca desires to provide safe multi-modal transportation infrastructure to its residents and visitors; and

WHEREAS, the City of Ithaca, through its Green New Deal, aspires to reduce carbon emissions originating from transportation sources, and understands that provision of multimodal transportation infrastructure results in a greater share of people walking and biking in the City; and

WHEREAS, the United States Department of Transportation, through its Bipartisan Infrastructure Law (BIL), established the Carbon Reduction Program to fund certain categories of projects that have the effect of reducing carbon emissions; and

WHEREAS, Ithaca’s transportation Metropolitan Planning Organization (MPO), Ithaca Tompkins County Transportation Council (ITCTC) is responsible for distributing $463,855 of the Carbon Reduction Program funding allotted to New York State to municipalities within Tompkins County; and

WHEREAS, the City of Ithaca expressed interest in utilizing the Carbon Reduction Program funding referenced above to create a detailed, block by block conceptual multimodal plan for six corridors identified by Bike Walk Tompkins in their Better Bike Network plan through robust public outreach; and

WHEREAS, no other municipalities in Tompkins County have submitted projects for consideration for the Carbon Reduction Program funding, and NYSDOT is supportive of using this funding source for this project; and

WHEREAS, the Carbon Reduction Program funding can provide up to 80% of a project cost, with a required local match of minimum 20%; and

WHEREAS, the City of Ithaca engineering team received an estimate from a transportation engineering/planning company for a total project cost of $587,000 which would create a detailed block-by-block conceptual plan for the project and includes public outreach for all routes; and

WHEREAS, since the Carbon Reduction Program provides reimbursement funding, the City would provide funding for the full project and be reimbursed for $463,855; therefore, the City’s share of the project after the reimbursement would be $123,145 ($587,000 minus $463,855); then be it

RESOLVED, that Common Council hereby agrees that the City of Ithaca will be responsible for the local match share of the project, $123,145.
MEMORANDUM

To: Planning & Economic Development Committee Members  
Date: March 17, 2023  
From: Nels Bohn, Director of Community Development  
Subject: Ithaca Farmers Market Revised Site Plans at Steamboat Landing

To facilitate a negotiated agreement to make the City-owned Steamboat Landing site available for use for the Ithaca Farmers Market, the City requested the IURA to structure proposed lease agreements. Since 2009 the City has leased the Steamboat Landing site to the IURA, who in turn sublease the site to the Ithaca Farmers Market Cooperative Inc. (IFM). IFM now propose significant changes to the site and the pavilion.

The lease structure requires consent from the IURA, but not the City, for modifications to existing structures and new structures. This framework makes sense to approve modest changes to structures but did not anticipate major modifications.

The IURA welcomes formal guidance from the Common Council regarding IFM-proposed changes before considering consent to proposed site changes. Alternatively, please let the IURA know if the Common Council prefers to let the IURA use its sole judgement to review the current proposed changes at Steamboat Landing.

Following are some highlights of the lease:

<table>
<thead>
<tr>
<th>Term:</th>
<th>11/1/09 – 12/31/28</th>
</tr>
</thead>
<tbody>
<tr>
<td>Renewal:</td>
<td>one 20-year renewal at option of lessee to 12/31/48</td>
</tr>
<tr>
<td>Rent:</td>
<td>$36,004 (annual CPI adjustment) – collected by IURA and remitted to City</td>
</tr>
<tr>
<td>Use:</td>
<td>Producer-to-consumer market operating no less than two days per week for six months of the year. Tenant may also rent out the pavilion for occasional events. At other times the premises shall be made available for passive, non-exclusive, low-impact recreational use.</td>
</tr>
<tr>
<td>Maintenance:</td>
<td>All improvements and maintenance are responsibility of IFM</td>
</tr>
<tr>
<td>Early Termination:</td>
<td>City retains authority to terminate the lease in the event of an emergency, wastewater treatment plant purposes (as of 2019) and for any reason (as of 2029).</td>
</tr>
</tbody>
</table>

Please let me know if you have questions.

Cc: C. Proulx, IURA Chairperson  
L. Nicholas, Director of Planning & Development  
Y. Fourtier, Whitham Design
Ithaca Farmers Market Upgrades and Renovation Summary

March 16, 2023

Lisa Nicolas
Director of Planning
City of Ithaca

Dear Lisa,

Thank you for inviting us to present at the March 22nd Planning and Economic Development Committee Meeting. Attached to this cover letter, please find the presentation we have prepared. Following are the key points:

The Ithaca Farmers Market (IFM) is pursuing a 3-Phase improvement of the site, including an improved parking lot (Phase 1), an improved waterfront (Phase 2), and new market building (Phase 3). Phase order is dictated by grant funding.

**Phase 1** is advancing through Construction Documents and will be seeking final site plan approval this summer and fall. It has implementation funding from the state and IFM will conduct a capitol campaign to raise the required matching funds. The parking lot will be surfaced with a mix of porous asphalt and pavers, will preserve trees where possible, will add plantings and stormwater retention areas, will provide EV charging infrastructure, and will have a dedicated TCAT stop. While the increase in parking spots is modest, the improvement in circulation and surface will mean that visitors can move through the space quickly and efficiently.

**Phase 2** has advanced through Concept Design. It will seek design development and implementation funding but will not be eligible for more funds until Phase 1 implementation is underway.

**Phase 3**, the new building, designed by nArchitects in 2021, carried a $16M-$20M cost. Because of decreased revenues, significant increases in materials and lending costs since the original estimate, the need to displace the market during construction, as well as lack of consensus about the building design, the IFM decided it had neither the capacity nor the appetite to pursue the building as designed. Instead, it engaged with Trade Design Build to explore renovation and improvements to the existing structure, resulting in the preservation of the much beloved structure. The following are key changes to the structure as proposed by Trade Design Build:

- Enclosure of clerestory and building ends to limit impacts of rain, snow, and wind.
- Rearrangement of booth layout to the north through removal of the circular end.
- Addition of fully enclosed, accessible, heated unisex bathrooms at either end of the building with more direct connection between the Waterfront Trail and the Pavilion.
- Addition of a dish room.
- Expansion of the office area with additional storage and a meeting room.
- Consistent flooring throughout vendor stalls.
- New roof and gutters will eliminate drips and ponding.
Ithaca Farmers Market
Phased Improvements to Parking Lot, Waterfront, and Pavilion
Summary of Changes

- Upgraded electrical infrastructure and improved WIFI, including two dedicated circuits to each stall, along with dedicated outlets, and lighting.
- Sprinkler system to bring building up to code.

The IFM leadership and members are enthusiastic about these improvements, pleased that they are not losing a structure they have come to deeply love and that improvements can be made in such a way to cause minimal disruption to the operation of the weekend market. We are excited to share these plans with members of the PEDC, Common Council, the IURA, and the general public and are eager to hear your feedback.

Thank you,

Yamila Fournier
Senior Designer
Whitham Planning and Design
ITHACA FARMERS MARKET
GRANT FUNDED IMPROVEMENT PROJECT

2021 Original Design vs. 2023 Design Updates

Presented by Whitham Planning Design Landscape Architecture &
Trade Design Build
PHASE 1 - PARKING LOT (WITH CHANGES HIGHLIGHTED)

**2021**
- Parking Numbers
  - Vendor: 89
  - Visitor: 252
  - Informal: 56
  - Total: 341 to 397

**2023**
- Parking Numbers
  - Vendor: 89
  - Visitor: 292
  - Total: 381

**Proposed Changes | ITHACA FARMERS MARKET**
PHASE 2 LIMIT LINE
SEE PHASE 2 DRAWINGS
PHASE 2 SHOWN HERE
NOT IN CONTRACT (N.I.C)
BUILDING & WATERFRONT
TRAIL REALIGNMENT
WATERFRONT
FUTURE CAYUGA

CAYUGA INLET PROPERTY BOUNDARY

390.94

PHASE 1 LIMIT LINE
SEE PHASE 2 DRAWINGS
FOR REFERENCE ONLY, NOT IN CONTRACT (N.I.C)
TRAIL REALIGNMENT
WATERFRONT

ITHACA FARMERS MARKET
2023

PROPOSED CHANGES ITHACA FARMERS MARKET

2021

2023

PHASE 2 - WATERFRONT (WITH CHANGES HIGHLIGHTED)
PHASE 3 - PAVILION (WITH CHANGES HIGHLIGHTED)

2021

2023

Potential Expansion
Additions at ends, and expansion of the office area toward lake

Add Bathrooms at ends B & C, and expand office at location A.

Showing 89 Stalls, with Stall 23B relocated to other end of Pavilion

Replace Circular End w/ 10 Stall Addition
(6) 8’ Stalls & (4) 12’ Stalls
Enclose Clerestory

Infill the clerestory with wood frames and polycarbonate greenhouse panels.

Add cable cross bracing to shore the building against wind loads.

Enclosure requires sprinkler system with main supply pipes running the length of the building.

Add ridge vent for air flow, and explore operable polycarbonate panels.
ITHACA FARMERS MARKET

Enclose Clerestory

We also envision enclosing the endcaps of the building to cut down on wind moving through the center cross aisle.

This could include natural wood siding, creating a spot for signage to improve wayfinding, and possible mural panels.
ITHACA FARMERS MARKET

Improve Office [ Location A ]

Durable masonry base, w/ natural wood siding upper area. Form is extension of existing gable roof. Windows provide views to the waterfront. Signage provides wayfinding for entrance from waterfront trail.
Bathrooms [ Location B ]

The bathroom addition is a smaller gable roof structure, that connects to the lower stall roof, and sweeps up at an angle matching the waterfront trail to create a welcoming entrance into the market from the trail.
ITHACA FARMERS MARKET

Circular End [ Location C ]

The bathroom addition is a smaller gable roof structure, that connects to the lower stall roof, and sweeps up at an angle matching the waterfront trail to create a welcoming entrance into the market from the trail.
From: 121-125 Lake Street LLC and Visum Development Group LLC  
To: City of Ithaca Planning & Economic Development Committee  
Date: March 17th, 2023  
Re: Breeze Apartments –  
Response to Common Council’s concerns on safety for the proposed bridge and overlook

Dear Committee Members:

During the February PEDC meeting, the committee voiced concerns around the safety of the proposed bridge and overlook adjacent to the property at 121-125 Lake St.

Visum is investing a large sum in this particular area of the project, which will be both built and maintained by the company, and sees as a priority to build something durable that is aligned with the city’s standards for safety.

This memo intends to acknowledge and address the following concerns raised by the committee on February 15th:

- The openness of the east side of the overlook, which might encourage visitors to wander around the island and up the hills along the gorge.
- The materiality of the proposed wood and chainlink fence.
- The idea that a new safety plan needs to encompass the whole area.

---

**Proposed Safety Plan**

Described below you will find steps to the proposed safety plan for the new overlook and its access way at the 121-125 Lake Street project - *All comments below are linked to an image at the end of this memo.*  
*Please refer to page 3 for visual representation:*

1. Create a safer path to the overlook by **replacing the currently proposed bridge with a fenced walkway**, filling the raceway void and adding a culvert pipe. We believe this would increase the safety over the raceway by reducing the depth of the void.  
   It's important to emphasize that there is no other way to access the Island on foot; a path over the raceway is the only feasible access. However, the path will not cross the “river segment” (i.e., the flowing waters of Fall Creek), so visual changes to the area will be extraordinarily minimal;

---

laura@visumdevelopment.com  
226 Cecil Malone Dr. Suite 3, Ithaca – NY14850
the path will only be visible from the site’s main grade (i.e., parking lot level and possibly from the sidewalk on Lake Street), and potentially from properties immediately uphill.

2. At the overlook, we propose to close off the east side intending to inhibit pedestrians from walking east and wandering around the premises. This overlook will now be entirely enclosed.

3. Connect the new proposed fence with the existing chain link fence at the north east end, which is currently intended to prevent pedestrians from accessing the gorge edge, but on its own as is, is not fulfilling its role appropriately.

4. Reduce the length of the overlook at its north end by moving the new fence towards the south by approximately 8’. This will add to the distance from the overlook to the gorge edge, providing a safer environment.

5. Along the entire perimeter of the overlook fence, we propose introducing a dense layer of spiky evergreen shrubs to create an extra physical barrier. The dense shrubs will make it difficult to walk through and the spikes will add to the difficulty to pass over the shrubs.

6. Lastly, we propose to change the materiality of the fences, previously intended to be constructed out of wood and chainlink. The new proposal would be to install a steel spike fence throughout both the overlook and the new proposed walkway that would replace the bridge. Based on our research, the steel spike fence has a visual impact that will help inhibit people from climbing over the fence and wandering around the premises.

We believe that by making these changes, this community dedicated space will be safer for both residents of the Breeze Apartments development as well as any community member that wishes to enjoy it.

We are happy to provide any additional information.

Sincerely,

Laura Mattos
Chief Operating Officer
Visum Development Group LLC
Proposed Safety Plan

Visual Representation

1. Replace the currently proposed bridge with a fenced walkway.

2. Close off the east side of the overlook.

3. Connect the new proposed fence with the existing chain link fence.

4. Reduce the length of the overlook.

5. Introduce a dense layer of spiky evergreen shrubs.

6. Change the materiality of the fences

(proposed spike fence)
City of Ithaca
Planning and Economic Development Committee Meeting
February 15, 2023
Draft Minutes

Committee Members Attending: Rob Gearhart, Chair; Alderpersons Cynthia Brock, Phoebe Brown, Ducson Nguyen, and Tiffany Kumar

Committee Members Absent: None

Other Elected Officials Attending: None

Staff Attending: Lisa Nicholas, Director, Planning and Development Department; Bryan McCracken, Historic Preservation and Neighborhood Planner; and Deborah Grunder, Executive Assistant

Others Attending: Laura Mattos, Chief Operating Officer, Visum Development Group

1) Call to Order/Agenda Review

Chair Gearhart read the emergency evacuation procedures and then called the meeting to order at 6:07 p.m. There were no changes to the agenda.

2) Public Comment/Written Comments

Todd Kurzweil, 511 N. Aurora Street and Owner of Sunny Days, spoke on his ongoing legal issues with Jeffrey Rimland. Rimland is now counter suing them.

Theresa Alt, 206 Eddy Street, spoke on the low-paying jobs currently held by City employees, CIITAP, unsanctioned encampments, and sustainability.

Alderperson Brock responded regarding the first speaker’s comments. She stated unfortunately Council cannot undo or change a project that has been successfully approved by the Planning and Development Board.

Alderperson Brown thanked both speakers. She enjoys hearing from people face-to-face. It is nice to put a face with the name.
3) Announcements, Updates, Reports

   a) Unsanctioned Encampments – Working Group Update

Planning Director Nicholas informed the group that the working group crafting the policy has now met ten times, along with homeless services providers, and a draft City policy is being drafted. The current plan is to have the policy circulated with a vote to take place in April.

She further stated the progress on the policy is good, and we'll be able to bring it forward. One of the approaches the group started to take is that we need something for the very short term, i.e., this year. That might be different from what we put forward for next year.

There was a cleanup of the peninsula area done by DPW. They were able to take advantage of a break in the weather.

Alderperson Brock, who is part of the working group, said that once the cleanup is done, the next step is to look at how will policies be put in place to keep these areas clean and well-maintained. These are other considerations that the group is trying to develop a policy around.

More updates will be provided at next month’s PEDC meeting.

4) Voting Items (to Council)

   a) No Voting Items

5) Discussion Items

   a) Feedback on Falls Overlook Design

Laura Mattos, Chief Operating Officer, Visum Development Group, provided drawings and input of the proposed Falls Overlook Design. Along with their proposed 77-unit apartment building, “The Breeze”, located at 121-125 Lake Street (the former Ithaca Gun site) Visium is proposing a public benefit known as “the Island”.

Last month, Common Council approved a revised and amended Development Agreement (DA) between the City of Ithaca and Visum pertaining to the Breeze and the Island. Under the terms of the DA, Visum must build and maintain access to the Island. Director Nichols stated that because it is going
to be on City property, comments are requested as they make their final submission.

This overlook would provide a prefabricated bridge from the parking area to a new Ithaca Falls Overlook with seating, historic signage, viewing pad and protective railings and fencing. “The Breeze” project is in the home stretch for project review. The Board of Zoning Appeals granted the requested variances for the four-story building. The project is now eligible for preliminary Site Plan Approval at the next Planning Board meeting which would allow them to pursue site prep and foundation work permits.

Members of the committee voices their concerns of the proposal. Some of those concerns are steep slopes on the sides, a 25-foot drop down, the anticipation of people going over the side of the wall, the edge, etc. if the area is not “chained in.” There will require some level of education and review.

Chair Gearhart, noting Brock’s concerns, stated that the provided renderings didn’t do a good job illustrating safety features, and further images would be needed to show how they would be implemented.

Laura Mattos stated they are installing a new fence around the actual overlook, and they are connecting that one to the existing chain-link fence. Mattos estimated the current overlook project cost at about $300,000 plus maintenance costs. Alderperson Brock wanted the northern flank more tightly fenced in.

Alderpersons Kumar and Brown also voiced their concerns of safety of the project.

This item will return next month for further discussion.

b) Smokestack Discussion

Bryan McCracken, Historic Preservation Planner, provided ILPC’s memo and arguments to the board along with a presentation. The presentation is included with these minutes. McCracken stated the estimated conditions assessment would cost between $15,000 and $30,000. The City is being asked to pay for half.

Alderperson Brown was uncomfortable with the preservation of the smokestack due to its association with guns. She stated she doesn’t agree with this request and is not something she wants to invest in. She further stated that preserving the smokestack is like preserving those statues that, their meaning today isn’t the same as it was back then.
McCracken responded that gun violence was definitely going to be part of the conversation. It is unavoidable. McCracken further stated that the retention of the stack allows us the opportunity to interpret this beyond just the word 'Guns' on the side of the structure. There are ways to come out strongly in opposition to guns and use the stack as a bold statement by the community saying that we are opposed to this. It is a difficult situation. Just imagine a big round mark that crosses out GUNS. You immediately know our opposition.

Alderperson Kumar agreed with Alderperson Brown. She stated that it is not only the association with guns and gun violence, but the association with environmental contamination that Ithaca Gun has. That’s not history that she feels deserves commemoration. She knows this conversation is just to have a study, but it shows our privilege, and that money could be going toward services.

Chair Gearhart stated we don’t want to lose sight of the opportunity to show deference to the past of Ithaca that we don’t have much of anymore and what it meant to this community. This is by far one of the historical legacies of the manufacturing economy of Ithaca and one of the few things that remains.

Alderperson Brock stated that the smokestack is a beacon not just a monument that we would preserve as a representation of who we are. It is a beacon you can see from miles and miles away. She further stated that if our monuments and how we spend our time and resources are a symbol of what we value, she doesn’t think that this is an appropriate use of our resources. This is not how she would choose to have a monument represent our community. It would not be something that she would support maintaining.

Alderperson Brown stated that to continue to have something representative of or trying to make it about Ithaca’s manufacturing, there are really other things. She votes “no.”

The City plans to solicit public comment to have a conversation about whether the smokestack is worth preserving. If it is, the best way to acknowledge the controversial history of the site and the guns that were manufactured there will be considered.

6) Review and Approval of Minutes

a) January 2023

Moved by Alderperson Brock; seconded by Alderperson Ducson. Passed unanimously.
7) **Adjournment**

Alderperson Brock moved to adjourn the meeting; seconded by Alderperson Ducson. The meeting adjourned at 7:20 p.m.
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PROPOSED 4 STORY 77 UNIT BUILDING

THE ISLAND OVERLOOK

SMOKESTACK

MEADOW BEDROCK

LOADING

LOADING

LOADING

PLAZA / FIRE TRUCK TURNAROUND

2 PUBLIC ADA SPACES

PARKING LOT (30)

GARAGE ENTRY

ENTRY

ENTRY

LOADING

OUTDOOR AMENITY SPACE

LAKE ST.

LAKE ST.

THE ISLAND OVERLOOK

SMOKESTACK

LOADING

LOADING

LOADING

PLAZA / FIRE TRUCK TURNAROUND

2 PUBLIC ADA SPACES

PARKING LOT (30)

GARAGE ENTRY

ENTRY

ENTRY

LOADING

OUTDOOR AMENITY SPACE
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TRUENORTH STEEL

Steel has been the foundation of our business since 1945, and that commitment and experience has shaped our company into one of the most trusted and knowledgeable bridge manufacturers in North America. Whether we’re replacing a trail bridge for a park or supplying an 80-foot county vehicular bridge, TrueNorth Steel brings dedication and mastery to every project. Our prefabricated and modular bridge products are pre-engineered with weather-protected, galvanized or painted steel construction and offer the benefits of fast installation, low maintenance and affordability.

WHY PREFABRICATED?

TrueNorth Steel prefabricated pedestrian bridges simplify construction yet deliver robust design and quality details.

We fabricate our bridges in our AISC-certified facilities, where we use only the highest quality materials and proven welding techniques. Our pre-engineered system shortens production timelines while ensuring a hassle-free and cost effective installation.

OUR BRIDGE TEAM

Quality, safety and on-time delivery are always our top priorities. Our team, including project managers and expert bridge product specialists, will assist from design kick-off through installation and ensure that expectations are not just met but exceeded.
PEDESTRIAN BRIDGE DESIGN

Whether it's for an urban or rural setting, park or busy highway overpass, TrueNorth Steel designs every pedestrian bridge to fit and enhance the surrounding landscape both aesthetically and environmentally. Our skilled fabricators and welders handcraft each bridge to stand the test of time.

TRUSS TYPES

- ARCH TRUSS
- BEAM STRINGER
- BOWSTRING
- BROWN TRUSS
- MODIFIED BOWSTRING
- PRATT TRUSS
- PIPELINE SUPPORT
- WARREN TRUSS
TrueNorth Steel prefabricated pedestrian bridges are built to stand the test of time, and are able to be shipped and installed quickly. Installation often takes less than a day, by utilizing readily available equipment. The ability to offer quick and hassle-free installation saves money on the need for additional subcontractors, equipment, and materials and also ensures your project stays on time. TrueNorth Steel succeeds when you succeed.

**ADVANCE YOUR PROJECT WITH EASE OF INSTALLATION**

- Can build to virtually any width
- Customizable to any design load
- One day installation
- Low-maintenance
- Designed to state, local, and AASHTO Codes
- Customizable aesthetics

**TRUENORTH STEEL**

**PEDESTRIAN BRIDGE KEY BENEFITS**
Full Spectrum Steel Solutions Since 1945
Ithaca Gun Company Factory, c. 1904
Photo credit: The History Center in Tompkins County

Ithaca Gun Company Smokestack Discussion
PEDC Meeting – February 15, 2023
Bryan McCracken, Historic Preservation Planner and Secretary,
Ithaca Landmarks Preservation Commission
Ithaca Gun Company Factory, c. 1948
Photo credit: The Ithaca Gun Company: From the Beginning
If you are shooting holes in the air and leading your birds several feet because your gun has a creepy trigger and a slow lock, you'd better pass the "old timers" along and get a down-to-date ITHACA.

Our new gun has a quick, snappy pull, and the hammer travels less than half an inch and falls in 1/25 of a second. That's twice the speed of any other gun lock.

You know, with this lock speed and the quick, snappy pull you can center your birds without leading them a yard or two.

We figure that it will increase your score at least five per cent.

It doesn't take a mechanic, a scientific man, or a college professor to see that our lock is simple—all we ask a shooter to do is to look at it—compare it with any other when set up in the gun, so you can see whether all the parts are being shown you or not, and if we haven't the simplest lock, we will make you a present of the gun.

Our hammer is all in one piece, no toggles or stirrups attached. It cocks direct from the toe of the hammer—no cocking levers, bars, or push rods. Coil springs guaranteed forever.

Send for beautiful catalogue in colors FREE; 16 grades, $17.75 net to $400 list. Our 5½ lb. 20 bore is a howling success.

ITHACA GUN COMPANY, BOX 7, ITHACA, NEW YORK
ANNIE OAKLEY
the greatest lady shooter
that ever lived uses

ITHACA GUNS

because the ITHACA
Lightning Lock is the
fastest ever put in a
gun — therefore she
can do better shooting
with an ITHACA.

Catalog FREE—
double guns, $17.75
up; single trap
guns, $85.00 up.

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Discussion