Overview: Elmira Road - Meadow Street Corridor

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

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

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

A maintenance plan must be submitted with all site plans.

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

In cases where there is a modification to a site plan that received approval prior to the time of the adoption of these guidelines, and where the modification to the site plan does not increase the square footage or substantially alter the previously approved site plan, these guidelines will not apply.
Illustration AA - The hatched area of the map above defines the Elmira Road - Meadow Street Corridor project area which includes development parcels along Old Elmira Road. The dark line defines the project area for both the Southwest Area and the Elmira Road - Meadow Street Corridor.
Section III - Elmira Road - Meadow Street Corridor

1. **Elmira Road - Meadow Street Right-of-Way**

   **Relates to:** Bicycle Systems, Pedestrian Systems, Signage, Vegetation Selection.

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

   a. Elmira Road and Meadow Street should have a 10’-0” tree lawn adjacent to the existing street curb for all new and rehabilitation construction.

   b. Pedestrian system should be separate from streets and bikeways, where practicable.

   c. New sidewalks in the corridor should link smoothly into existing walks when possible.

   d. No curb cuts will be allowed from streets. Drop curbs only are acceptable from Elmira Road or Meadow Street to allow for a continuous uninterrupted sidewalk parallel to the street curbline. (See Illustration BB)

   e. The number of access drives per parcel should preferably be limited to one (1) and is subject to review by the City of Ithaca Planning Board through Site Plan Review. This should insure the intended landscape continuity of the street right-of-way and control traffic within development of individual parcels. It is recommended that drives be a maximum of 24 feet in width that provide both access and egress. Combined access/egress drives will not be located within 150 feet of a street intersection, measured from centerline of street right-of-way. In addition, access drives should be separated between parcels at a minimum of 34’-0” measured from edge of pavement to edge of pavement.

Checklist Considerations:

- Drop curbs only are allowed for any proposed driveways. No curb cuts should be considered. Curbs are to be continuously aligned with existing curblines on Elmira Road and Meadow Street. Old Elmira Road does not conform to continuous curblinke considerations. (See Illustration BB - Drop Curb and Curb Cut Details)
Driveways should be separated by no less than 30'-0".

Heavy duty, reinforced concrete sidewalks should be installed, continuously parallel to Elmira Road and Meadow Street and across driveways to give preference to pedestrians. Sidewalks should be 5'-0" in width and may occur within the right-of-way, 10'-0" from the curbline, where practicable or as supported by a geotechnical study. (See Illustration EE - Construction Detail for Heavy Duty Concrete Walk)

All existing trees in public rights-of-way must be protected. Tree permits are required from the City of Ithaca if any trees are to be removed. (See Illustration FF - Tree Protection Fence)

10'-0" tree lawns are required and occur immediately behind the curbline. Tree lawns may only vary in width and location based upon pre-existing conditions such as trees or site other impediments. Old Elmira Road has both conventional tree lawns and curbed planting islands. Select an appropriate planting area from these two site types.

Abutting property owners are responsible for the maintenance of sidewalks and lawns within the public right-of-way.

Tree species in the tree lawn should be selected from the list of Medium to Large Trees in Section I.7 of the Southwest Area Land Use Plan. Size of trees when planted must be a minimum of 2 1/2" caliper; 3" calipers are preferred. Grass should be established continuously for the full extent of the tree lawn, with mulch rings around new and existing trees.

Trees should be planted 6'-0" from the curbline on Elmira Road and Meadow Street and 4'-0" from sidewalks within a 10'-0" treelawn.

Acquire a New York State Department of Transportation (NYSDOT) and City of Ithaca work permit as appropriate to make improvements and alterations in rights-of-way.
Drop-curbs should be used for all new driveways.

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

**Illustration BB** - Drop-curb and curb-cut details recently constructed in the City of Ithaca.
Illustration CC - Typical Granite Curb Detail

Illustration DD - An example of 5’-0” concrete walk in the Meadow Street right-of-way.
Design Guidelines

Elmira Road - Meadow Street Corridor

Decorative Paver Detail

Heavy Duty Asphalt Detail

Heavy Duty Concrete Detail

Illustration EE - Typical Pavement Details
Illustration FF - Tree Protection Fence
2. **Parking and Service Area**

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

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

a. **Parking Requirements**

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

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

b. **Parking Lots Pavements**

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

c. **Minimum Landscape Areas**

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

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

e. **Handicapped Parking**

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

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

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

Checklist Considerations:

- Parking requirements for each land use type to be defined by existing or proposed zoning for the City of Ithaca.
- Parking lot pavements to be heavy duty bituminous concrete, concrete or decorative pavements. Gravel parking lots are not acceptable. (See Illustration EE - Details for Heavy Duty Bituminous Concrete, Concrete and Decorative Concrete Pavers).
- Parking lots should occur in the sideyards or rearyard rather than the frontyard.
- All curbs should be granite for new parking lot construction.
Landscape areas in parking lots and around buildings to be no less than 12% of gross site area. (Minimum of 10% green-scape, 2% may be hardscape such as sidewalks and plazas.)

Landscape areas in parking lots to be equally distributed, not less than one landscaped parking space for every twelve (12) spaces.

Handicapped parking shall be located and signed as required by A.D.A..

Service, storage and utility areas to be screened using architectural walls that match the related building, wood fences or landscape screens as appropriate. Chainlink or stockade fences are not acceptable as screen enclosures.

Illustration GG - Appropriate landscaped parking area with clearly defined site circulation.
3. **Lighting**  
**Relates To:** Parking and Service Areas, Pedestrian Systems and Commercial and Office Development.

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

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

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

Average levels of illumination should be:

<table>
<thead>
<tr>
<th>Description of Site Condition</th>
<th>Footcandle Levels</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building entrances and Parking Areas</td>
<td>5</td>
</tr>
<tr>
<td>Pedestrian Walks</td>
<td>1</td>
</tr>
</tbody>
</table>

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

Checklist Considerations:

- All on-site freestanding lighting should have 30’ pole heights or less.
- All site lighting should have sharp cut-off luminaires.
- Color-corrected high pressure sodium or metal halid lamping is preferred.
- Consider appropriate foot candle levels for site conditions as referenced above.
- Lexan luminaire lens are preferred.
- Architectural wall packs to wash building faces only with downlight. Luminaire shields to be used so lamping is not visible.
- No light spillage should occur off site. Lamp shields should be used to direct light.
- Light pole footers should not extend above finished grade more than 6”. (See Illustration HH - Light Pole Footer)

**Illustration HH** - Light Pole Footer, Typical
4. **Bicycle Systems**

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

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

   **Checklist Considerations:**

   □ When appropriate, locate bike parking area(s) near primary entrances to buildings. Select an
     appropriate number of bike racks for the development proposal. Each site should have provi-
     sions for bike parking.

   □ Provide the standard bike rack as defined in product information including finishes as
     referenced in Section I.4 Southwest Area Land Use Plan.

   □ Bike system design and planning should conform with the recommendations made in the
     City Bike Plan.
5. **Pedestrian Systems**  
**Relates to:** Elmira Road - Meadow Street Right-of-Way, Parking and Service Area, Lighting, Bicycle Systems and Commercial and Office Development.

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

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

Checklist Considerations:

- Provide as a minimum 5’-0” wide concrete sidewalks parallel to Elmira Road - Meadow Street which may be within the right-of-way. This should occur preferably 10’-0” from the curbline. (See Illustration EE - Detail for Heavy Duty Concrete Sidewalk)

- Provide clear and continuous linkage from sidewalks parallel to Elmira Road - Meadow Street rights-of-way to primary entrances of all buildings. On-site walks should be 5’-0” in width minimally.

- All on-site walks should be concrete or decorative pavements with appropriately located drop curbs and ramps to conform to A.D.A. requirements. (See Illustration EE - Details for Concrete and Decorative Pavement Walks)

- Provide lighting levels along walks as defined in Section I.3., Southwest Area Land Use Plan.
6. Signage

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

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

A. Commercial Development Signage -

1. One (1) freestanding sign not exceeding fifty (50) square feet in area is allowed for commercial buildings and each business, including framework, and not exceeding thirty (30) feet in height. The freestanding sign should preferably be twenty (20) feet in height but no more than the related building at its highest point. One (1) sign attached to the building is allowed, painted on or applied to the front of the primary facade of a structure or building, within which the sign should not exceed one and one-half (1 1/2) square feet for each linear foot of building frontage occupied by each business on the premises. The total area of both freestanding and building attached signs are not to exceed two hundred fifty (250) square feet; or

2. Two (2) signs attached, painted on or applied to the front or face of a structure or building, the aggregate sign area of which should not exceed one and one-half (1 1/2) square feet for each linear foot of structure or building frontage occupied by each business conducted on the premises. The total area of both signs not to exceed two hundred fifty (250) square feet.

3. Corporate or business logos should be included as part of a sign size and location requirements unless approved by the City of Ithaca Planning Board.

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

A freestanding sign at site entrances may have combined signage for all associated businesses. (See Illustration II) Such signage, related to entrances for vehicular traffic should be
allowed at one site entry on Elmira Road, Meadow Street or Old Elmira Road with site plan approval.

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

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

Checklist Considerations:

☐ Signage for all land use types should be consistent with the City of Ithaca Sign Ordinance with exceptions outlined below.

☐ When existing signs are replaced, the proposed guidelines for the Elmira Road - Meadow Street Corridor are in effect. Replacement or modified signage must have City of Ithaca Planning Board approval through the site plan review process.

☐ Commercial signage should not exceed the following for each defined business:

☐ One freestanding sign fifty (50) square feet in area is allowed and no more than thirty (30) feet in height maximum. The freestanding sign should preferably be twenty (20) feet in height, but no more than the related building height at its highest point. However, a preferred sign placement and height should be consistent with N.Y.S.D.O.T. traffic control signs.

☐ Combined commercial signage is encouraged for businesses that share common driveways. Combined signage is to conform to the City of Ithaca Sign Ordinance or criteria outlined in this section for freestanding signs.

☐ Building mounted signs may have 1.5 square feet for every linear foot of building or store frontage. A total sign area should not exceed two hundred-fifty (250) square feet for each building or store front.

☐ Building mounted signs should not extend above the building cornice line.

☐ Office signage should not be greater than four (4) square feet for each building or business
Signage may occur in the associated street treelawn with appropriate approvals of N.Y.S.D.O.T. and the City of Ithaca.

Business and corporate logos should be included as part of sign size and location requirements unless approved by the City of Ithaca Planning Board.

Sign materials, frame and structure should be consistent and compatible with associated building materials and colors.

Illustration II - An example of combined commercial signage that share a common drive.
7. **Vegetation Screens and Buffers**

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

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

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

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

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

Checklist Considerations:

- Selection of trees should be taken from the most recent addition of the publication, *Recommended Street Trees of Ithaca* when making species selection for landscaped areas in parking lots and around buildings.

- Tree species on site should continue to be selected for ultimate size and stature using the list of medium to large trees. (Section I.7, Southwest Area Land Use Plan) Caliper size should be no less than 2 1/2”.
Consider the use of trees, shrubs, vines and groundcovers that can tolerate drought, poorly drained and intermittently flooded soils. (See Section I.7, Southwest Area Land Use Plan)

Size and species composition as required for buffer planting to conform to Section I.10, Southwest Area Land Use Plan. Species composition of buffer to mature at varying heights and appear to be natural.

Development adjacent to residential areas, parklands, or public trails to require appropriate vegetative buffers as deemed appropriate by the City of Ithaca Planning Board.

Buffers for residential areas may include two (2) sided wood fences and/or vegetation plantings. (See Section I.10, Southwest Area for vegetation buffer requirements). Fences should be a minimum of 6'-0” in height.

Preserve significant existing vegetation on development parcels whenever possible.

Best horticultural practice should be used when installing new vegetation. Whether plants are installed bare root, container or balled and burlap the plant pit should be three (3) times the width of root spread as it comes from the nursery.

When trees are surrounded by pavement, ‘structural soil’ should be used (See Appendix D) under pavement.
8. **Commercial Development**  
*Relates to: Elmira Road - Meadow Street Right-of-Way, Parking and Service Areas.*

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

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

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

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

D. **Parking** - Parking must conform to Section I. 2. of the Southwest Area Land Use Plan. Land devoted to surface parking lots should be limited to the extent possible. Landscape areas in parking lots should conform to areas and distribution as described in Section I.A. of the Southwest Area.
E. **Exterior Appearance** - Commercial buildings will be evaluated in terms of the ability to maintain a high standard of construction and appearance. The commercial businesses in the Elmira Road - Meadow Street Corridor will be local and regional destinations. The architectural character of buildings should be coordinated to contribute to a locally distinctive identity and sense of place. This preferably should include the following architectural characteristics whether new or rehabilitated buildings.

- Primary structural materials for commercial buildings are limited to masonry, including brick, stone, and block on all elevations;

- Buildings should have at least two masonry types or colors used on its primary facade(s);

- Masonry pilasters and/or bays should occur every 40’ or less horizontally and 20’ vertically. Projections should be at least 3”. Masonry projections should occur on all facades;

- Primary building entrances should be recessed for a full door swing or not less than 3’-0”;

- Windows, awnings and arcades should not occupy less than 35% of the primary building facades and/or facade frontage on a street;

- The design of rear elevations of all buildings should be compatible with materials used on other elevations. This includes the 18” concrete or masonry “watercourse” and masonry pilasters and/or bays occurring every 40’ horizontally and 20’ vertically. Compliance with this may be mitigated by the use of vegetation.

**Checklist Considerations:**

- Commercial development should conform to all site improvements and guidelines outlined in Section I.7, Southwest Area Land Use Plan unless expressly different as outlined below.

- 12% of gross site coverage should be in landscape area, equally distributed in parking lots and around building(s), excluding any required vegetation buffers.

- Building yard setbacks for new buildings to conform to existing or proposed zoning. Frontyard setback should be no more than 34’-0” from the Elmira Road and Meadow Street curbline or perpendicular street for corner parcels. A minimum of 35% of a lot’s street front age must be occupied by building mass. Frontyard for Old Elmira Road should be 15’-0” setback from the right-of-way and parallel to the street. Buildings should not occur in the right-of-way.
□ Building heights should not exceed existing or proposed zoning.

□ Parking ratios for development must conform to existing or proposed zoning.

□ Existing significant on-site vegetation should be preserved where practicable.

□ Bicycle parking to be included when appropriate for each building proposal.

□ All primary building entrances to link to sidewalks on Elmira Road and Meadow Street.

□ New and rehabilitated building architectural appearance should conform to the following:

□ Primary structural materials being masonry on all elevations for new buildings and for rehabilitated buildings where practicable.

□ Masonry pilasters or bays to occur every 40’-0” or less vertically and 20’-0” horizontally on all new building and rehabilitated buildings where practicable. Material projections to be at least 3”.

□ Windows, awnings and arcades should not occupy less than 35% of the primary building facade as well as frontyards if the primary facade does not face a street. If a building has two frontyards, 35% of both facades should be windows, awning or arcades. (See Illustrations JJ and KK)

□ Roof-mounted mechanicals should not be visible from any point on the ground. When roofs are clearly seen from the gorge trail of Buttermilk Falls State Park, a mechanical penthouse should be used whenever possible. Roof-mounted mechanical screening can include parapit walls or architectural screens consistent with building materials.
Illustration JJ - An example of a rehabilitated building, conforming to primary facade having not less than 35% of windows, awnings and arcades.

Illustration KK - An example of a new building conforming to primary facade having not less than 35% of windows, awnings and arcades.
9. **Office Development**  
**Relates to: Elmira Road and Meadow Street Right-of-Way, Parking and Service Areas.**

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

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

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

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

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

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

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

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

Checklist Considerations:

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

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

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

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

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

Site Plan Review Application Form
Site Plan Data Checklist
Appendix B

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

Sign Ordinance of the City of Ithaca
Appendix D

Structural Soil
Description and Specifications