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Note: Additional studies were undertaken as part of this Master Plan process. They are:

1. Siting Study for Parking Garage
2. Parking Study for Old Taughannock Boulevard
3. Hydraulic Analysis of the Flood Control Channel (by T.G. Miller Engineers)

These studies are available under separate cover at the City of Ithaca Department of Planning and Development.
The Master Plan for the Inlet Island Promenade is the product of ideas and input solicited over the course of many years from a diverse contingent of interest groups including residents, business people, elected officials, city staff and professional consultants. The idea for a promenade originated with the vision for Inlet Island as a densely developed, vibrant waterfront area comprising a mix of restaurants and specialty retail shops on the ground level, and office space and residential units on the upper levels. This vision began with the preparation in 1992 of the Report of the Inlet Island Land Use Committee, a work amplified in the 1998 Inlet Island Urban Design Plan. One of the most exciting aspects of the anticipated development continues to be the promenade.

The Inlet Island Promenade Committee was appointed by Mayor Alan J. Cohen in the fall of 2001 and charged with addressing the regulatory, technical and design issues necessary to make the promenade a reality. Working with the consultant firm of Trowbridge and Wolf Landscape Architects and Planners, the Committee began with a study of waterfront projects from across the country. The master plan draws on these examples as well as on the creativity and commitment of local community members. It provides specific design guidelines and recommendations to direct both public and private investment in the promenade’s eventual construction.

Safe and convenient waterfront access for a variety of transportation modes is key to the Island’s successful development and long term economic viability. While the design guidelines focus on pedestrian uses, the plan links the promenade to a complex urban network of multi-modal trails such as the New York State Park’s Black Diamond Trail and the City’s Cayuga Waterfront Trail. Related improvements, including curbing and sidewalks along Old Taughannock Boulevard, increased vehicular parking and the addition of bike racks, will enhance the experience of those arriving to the Island. All of these improvements will make the Island more accessible by foot, bicycle, bus and car.

The creation of a destination with a visual identity drawn from Inlet Island’s rich history was a tightly held objective of the plan. Intriguing physical remnants on the Island include portions of the original Erie Canal harbor wall at Lookout Point and the fanciful Brindley Park water fountain, referencing both the industrial and recreational value of the 19th century waterfront. The master plan combines these historical features with contemporary elements that will support the promenade’s viability and versatility long into the future.

The promenade is the centerpiece of Inlet Island’s development. The impending shift from the design phase to construction moves us closer to realizing the vision of an urban community, alive with residents, diners, shoppers and visitors, brought together by the desire and the enhanced ability to enjoy our community’s spectacular waterfront.
The remnant stone seawall at the northern tip of Inlet Island marks a portion of what historically was the Cayuga Harbor and the southern terminus of the New York State Barge Canal.

The historic map on the left shows a portion of the original plan used for the construction of the Cayuga Harbor, ca. 1916. The Flood Control Channel was constructed later and is sketched on the historic plan for reference.

The above photograph clearly shows an aerial view of the Cayuga Harbor ca. 1930s.

It is recommended that the remnant wall of the Cayuga Harbor at the northern end of Inlet Island be maintained and interpreted as Ithaca’s link to the Barge Canal system.
**MASTER PLAN CONCEPT:**

- Construct a seawall 15' +/- west of the existing shore between the Rt. 89 bridge and Lookout Point. Extend land out to the new seawall. Construct the promenade on the land extension.

- Move the DEC permanent easement 15' +/- west of the existing top of bank, north of the Rt. 89 bridge.

- Construct a terraced stone edge along the shore south of the Rt. 89 bridge.

- Construct a new pier north of Lookout Point.

- Install six (6) brick-paved plazas along the public promenade. (Locations to be determined.) Use of State Street brick is encouraged.
### Promenade Concept:

- Maintain a 15'-8" clear zone for DEC and other maintenance access.
- Establish an 8' amenity zone for trees, benches, trash receptacles, etc.
- Construct the 15' building setback to be visually and physically linked to the public promenade.
**DESIGN GUIDELINES FOR PROMENADE:**
- Pave the public promenade between plazas with scored concrete.
- Pave the 15' private building setback and the tree planting strip between tree grates continuously with Pine Hall brick. Place the plazas with brick.
- Use of State Street brick is encouraged. Install brick in a herringbone pattern for maximum interlocking stability.
- Install tree grates in the tree planting strip.
- Place lights on the public promenade approximately 80' on-center.
- Ensure that adequate, compatible lighting is provided under Rt. 89 bridge.
- Install benches in pairs, approximately 40' apart along the public promenade.
- Place interactive heritage markers at the back edges of the plazas.

**DESIGN GUIDELINES FOR 15’ BUILDING SETBACK/PRIVATE ZONE:**
- Use Pine Hall brick set in a herringbone pattern for all paved areas.
- Use pole and building-mounted lights that are compatible with those selected by the City for the public promenade.
- Do not use pressure treated lumber to construct furnishings.
- Outdoor cafes, eating areas and seating are encouraged.
- Public access between promenade and the 15’ setback zone is encouraged.
- Landscape areas are allowed along the front of buildings for a width of up to 8'.
- Canopies and awnings are permissible.
- No porches or decks are allowed.
**DESIGN GUIDELINES: LOOKOUT POINT**

- Construct a plaza paved with specialty pavers on the west side of Lookout Point, between the promenade and the lawn. Install a vertical element in the plaza as a focal point for the promenade, and install amenities, such as chess tables and benches.
- Install a sculptural bench at the end of Lookout Point.
- Establish a lawn on Lookout Point to preserve the view toward the water.
- Consider establishing a boat display, such as a Canal Barge or an historic boat display at the east edge of Lookout Point.
- Construct a pier approx. 20’ wide and 230’ long perpendicular to the northeast edge of Lookout Point. Install boat docks along the east side of the pier. Install a floating dock for kayaks and canoes to access the tip of Lookout Point.
- Install a lookout tower at the end of the pier as a terminus for the promenade and for pedestrian viewing.

*Sculptural bench at end of Lookout Point (example only, design to be determined)*

*Sculptural bench at the end of Lookout Point (example only, design to be determined)*

*Vertical landmark at Lookout Point Plaza (example only, design to be determined)*

*Observation tower at end of pier (example only, design to be determined)*

*Wooden pier extending from tip of Lookout Point (example is of Watkins Glen, NY pier, which is more than 200’ long)*

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**Lookout Point: Enlarged Plan**

*Rowing marker 1500 m*

*Plaza with vertical landmark, chess tables & benches*

*Sculptural bench*

*Floating dock for kayaks & canoes*

*Observation tower*

*New Transient Boat Slips*

*Not to Scale*
**DESIGN GUIDELINES: BRINDLEY PARK**

- Construct a terraced stone edge with pedestrian access to the water along the shore.
- Construct a walkway between Route 96 and the hard-edge public promenade.
- Pave the walkway with limestone dust, concrete or asphalt.
- Construct an entry plaza containing a Cayuga Waterfront Trail marker at the walkway intersection with Route 96.
- Install low maintenance plantings.
- Install a 1000 meter rowing marker.
- Install lights approximately 80’ apart.

- Restore the historic Brindley Fountain. Two of the four original foot-pedal operated drinking fountains remain, but are missing bowls and foot pedals. The company that manufactured the original drinking fountains, Murdock Fountains, Inc., may be able to repair the existing fixtures, or replace them with new fixtures.
- Make Brindley Fountain ADA accessible by sloping concrete paving around entire perimeter of base. Do not construct a visually intrusive "ramp."
- Preserve existing large trees near Brindley Fountain.

Grasses & perennials

Terraced stone edge

Plaza

with heritage markers

Restored historic Brindley Fountain

Entry plaza with Cayuga Waterfront Trail marker

BUILDING SITE

LEGEND

Existing Tree

Proposed Tree

Station Restaurant

Simulated Cayuga Waterfront Trail Marker

Not to Scale

Brindley Park: Enlarged Plan

Proposed character for Brindley Park

Proposed character of terraced stone edge

Rowing Marker 1000m

NYS Roadway

Flood Control Channel

Terraced stone edge

Grasses & perennials

Plaza with heritage markers

Scored concrete Lawn

Brick

Rowing Marker

Proposed character for Brindley Park

Proposed character of terraced stone edge

Two original, foot-pedal operated fountains remain in Brindley Park (left) but are missing bowls and foot pedals. The original manufacturer Murdock Fountains, Inc. still manufactures the same fountain (right), with brass bowls and foot pedals.

Ithaca, NY 1929

Historic image of Brindley Park Fountain, ca. 1929, provided by Murdock Fountains, Inc. Murdock still manufactures the same fountains.
PEDESTRIAN LIGHTS

- Metal halide luminaire
- Refractor
- 16' Pole
- Color: Black
- Cost: Approx. $1,750 each
- Approx. 80' apart (approx. 28 lights)
- Large techtra luminaire CFT series
- Designed to withstand wet conditions (i.e. periodic flooding)
- Manufacturer: Hadco

TRASH RECEPTACLES

- Color: Black
- Cost: Approx. $650 each
- Manufacturer: Victor Stanley Ironsites, TM Bethesda Series

BENCHES

- Custom metal benches to match Cayuga Waterfront Trail benches
- 5' long
- Color: Black
- Cost: Approx. $1,500 each
- Manufacturer: Trystan

BICYCLE RACKS

- Tubular steel / inverted U
- Embedded (ground) mount
- Color: Black
- Cost: Approx. $120 ea. powdercoat finish
- Manufacturers include: BRP, Madrax, Function First, Inc.

TREE GRATES

- Color: Natural Finish
- Cost: Approx. $1,100 each
- Manufacturer: Ironsmith

GAME TABLES

- Match precast concrete, ground mounted tables found on the Ithaca Commons

ROWING MARKERS

- Stone markers sponsored by local rowing groups: Cascadilla Boat Club, Cornell University, Ithaca College, Ithaca High School
- Placed at 1000m point in Brindley Park and 1500m at Lookout Point.

DESIGN CRITERIA FOR SITE FURNISHINGS:

- Comfortable and Safe
- Visually Interesting
- Durable and Vandal Resistant

Plan of Rowing Lanes

Example of proposed stone rowing markers on promenade