



CITY OF ITHACA

108 East Green Street, Suite 202 Ithaca, New York 14850-5690

OFFICE OF THE CITY ENGINEER

Telephone: 607/274-6530 Fax: 607/274-6587

To: Planning and Development Board
Lisa Nicholas, Planner

From: Tim Logue, City Transportation Engineer 

Date: June 17, 2013

Re: Site Plan Review projects for June 2013 meeting

Minor Subdivision, 325 Elm Street

No concerns or comments.

Minor Subdivision, Collegetown Terrace

No concerns or comments.

Thurston Avenue Apartments

No comments other than those from last month.

Harold's Square

The site logistics discussion points are a good starting place, but there is much to discuss and more details to develop. I don't know if the City can allow them to block off the walkway along the southern façade for the duration of the project due to the easement granted to building owners extending to Home Dairy Alley. I don't know if the Green St garage can handle the demand for permit parking by contractors. I don't know how deliveries will be made to the site without disrupting the rather busy City Hall parking lot. There is not a staging plan. The City is preparing to bid the second contract for The Commons construction, which deals with utilities, so now is the time to coordinate. The primary City contact is Michael Kuo, Commons Project Manager, at mkuo@cityofithaca.org. Door swings need to stay within the property line. It looks like there might be an awning or canopy over the property line on the south side, too. That will need to comply with section 170 of the Code.

Purity

I've spoken with NYSDOT about the parking lot at the corner of Meadow Street and Cascadilla Street. NYSDOT will not allow a driveway on Meadow Street for this location and I support that. A new driveway will be allowed on Cascadilla Street. It should be located as far east as possible. I think this parking lot should be signed for employee parking only in order to minimize its negative impact on traffic operations at the intersection. It is not a good location for a busy-ish driveway, but we will allow a



point of ingress/egress. Minimizing traffic usage would be good. I don't know if my concerns from last month have otherwise been dealt with; I didn't see any updated info:

- If the sidewalk along Cascadilla Street is closed during construction, how are people going to walk to the temporary Purity location?
- I am still expecting a trip generation analysis for the record.
- On Cascadilla Street, along the new portion of the building, the existing driveway is shown as remaining. It should be removed. If the applicant is expecting deliveries from the street, a concrete walk will be allowed to a full height curb.
- The bike racks and concrete pads near the corner of Cascadilla and Meadow will be allowed by street permit. The City will not provide materials or labor.
- I still don't think the Esty Street parking lot dimensions will work. Coming in from Fulton Street, they are showing an 18' long parking space and a 12' wide drive aisle, for a total of 30' between the curbs. Architectural Graphic Standards (8th edition) recommends a 48' dimension instead, suggesting that it will be very difficult to get in or out of these spaces, which include the ADA accessible spaces. Similarly, the rest of the lot is shown as either the same condition (western half) or as a double loaded two-way aisle. For this condition, AGS suggests a 66' dimension and the plan shows 56 feet.
- The sidewalk along the east property line ought to extend a few more feet to the south to connect to the Esty Street sidewalk.

130 East Clinton Street Apartments

Either as part of the environmental review or as a part of the site plan review, the project should evaluate both the long term impact as well as the construction impact on the City's new retaining wall along Clinton Street. With only pedestrian walkways and stairs behind the wall, I do not expect any long term impacts, but I am concerned about the construction access for large equipment. This should be evaluated in the engineer's report.

I have not received any trip generation information from the applicant yet. It does look like a different proposal for the small parking lot off Clinton Street. A smaller parking lot with only one driveway should have less impact on Clinton Street, so it seems to be a positive change from that perspective. It is not clear what is happening with the rest of the parking lot besides the two reserved spaces; it will be important for that space to remain clear if vehicles are expected to turn around in the lot before exiting onto the street.