



MEMORANDUM

To: Tim Logue, City of Ithaca Transportation Engineer
Date: June 19, 2013

Re: Responses to Comments on Site Plan Review for Purity Project, June 2013

Dear Tim,

Responses to your comments from June 17, 2013 are contained within this letter. The Purity project team is hopeful that we can provide the information you are seeking and resolve any concerns you may have in time for the Planning Board Meeting on Tuesday, June 25, 2013.

We're very glad that you and NYSDOT have agreed to a strategy for ingress and egress from the 621 Cascadilla St. parking lot and we are amenable to implementing that strategy. The curb cut and driveway on Meadow St. will be removed and a new two-way drive will be constructed in the area of the existing curb cut on Cascadilla St. The driveway shall be placed as far east as possible while providing the most efficient parking layout, which is a double-loaded center aisle design.

We appreciate your concern for minimizing the amount of traffic going into and out of the lot. Your suggestion of signing the lot for employee use only would certainly meet that aim, but it may also potentially lead to the construction of a parking lot that cannot be put to optimal use. The compromise suggested by members of the Planning Board at yesterday's Project Review Committee was to designate half of the spaces, those on the eastern edge of the lot, as employee parking and allow the other half to be utilized by Purity customers. Please note that providing a parking lot on this site is a permitted accessory use. Furthermore the compromise offered by the planning board is a mitigation we are willing to make.

Responses to your questions (in bold type) are as follows:

If the sidewalk along Cascadilla St. is closed during construction, how are people going to walk to the temporary Purity location (at the corner of Fulton and Cascadilla St.)?

- *Response: Customers walking from the east of the project site to the temporary Purity space shall have to walk a block South of Cascadilla St. along Esty St. to Fulton St. as there is no sidewalk on the southern side of Cascadilla St.*

I am still expecting a trip generation analysis for the record.

- *Response: SRF Associates provided a trip generation analysis in their report, which I am resubmitting to you along with this memorandum.*

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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.

- *Response: Earlier in the design process, the loading zone was discussed during one or two meetings that we had in person. It is my recollection that keeping a curb cut on Cascadilla St. for deliveries was deemed acceptable, and that the design team had even suggested reducing the width of the existing drive so that more landscaping could be done, which was met with approval. There is some discrepancy in our submitted drawings, with the T.G. Miller plans showing the existing drive remaining as-is, and the Landscape Plans showing the drive reduced in width but in the same location which is the desired design. The project team would like keep a dropped curb and apron that is wide enough for a forklift truck (as well as hand dollies) to traverse from the street to the loading hallway. A sidewalk with full height curb will not meet the delivery needs of the building occupants. Will a loading area much smaller (approx. 8' wide) than the existing one be allowed?*

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.

- *Response: We are glad that the pads and racks in the City ROW have your approval. There was some discussion that the City standard bike racks could be provided at no cost to the Owner. We look forward to working with the City on installing these bike racks in the future.*

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.

- *Response: The project team does not have the same edition of Architectural Graphic Standards and therefore did not use those dimensions when designing the lot at 555 N. Fulton St. We did begin by using the dimensions suggested by the City of Ithaca Zoning Code, Section 325-20. Off-street parking, paragraph D(2)(e)[3]:*

Driveway aisles. Where permitted, one-way drive aisles shall have a minimum width of 10 feet and a maximum width of 12 feet. Two-way driveway aisle shall have a minimum width of 20 feet and a maximum width of 24 feet.

We interpreted those requirements as being applicable to parking lot driveway aisles and sized our one-way drives at 12 feet and our two-way drives at 20 feet wide, but perhaps that was not the intent of the Code. T.G. Miller subsequently performed an analysis of the automobile turning radii into and out of the parking spaces with their AutoTURN software. They concluded that the 20 foot wide double-loaded aisle was sufficient and that the 12 foot wide one-way aisle should be bumped up to 15 feet wide to be more comfortable, and that no site accoutrements or plantings will fall within the curb overhang in areas where cars may be backing up. These dimensional changes can be accomplished within the confines of the site with the loss of one parking stall to the south of the bike lockers.

For good measure we also did some quick field reconnaissance to confirm the AutoTURN results. We measured the parking dimensions of the uppermost levels of the Seneca St. garage, finding that at the roof level the stalls are striped 16 feet deep and the aisle is 22.5 feet wide. One level below that, inside, the stalls are 17 feet deep and the two-way aisle is 20 feet wide. We're aware that the layout of the Seneca St. garage is on the tighter side for parking in Ithaca, but we think that the slightly revised layout at Fulton St. is comparable and feasible. We are of the opinion that providing a 30' wide aisle, whether for one-way or two-way traffic would be overkill for this application.

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The sidewalk along the east property line ought to extend a few more feet to the south to connect to the Esty Street sidewalk.

- *Response: It was our intention to incorporate this suggestion in last month's submission, we apologize for the oversight. The sidewalk will be extended to meet the Esty Street sidewalk.*

If you would like to further discuss the comments and responses, please contact me and/or Andy Sciarabba at T.G. Miller to meet at your earliest convenience.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John Snyder", with a long horizontal stroke extending to the right.

John Snyder AIA
John Snyder Architects PLLC