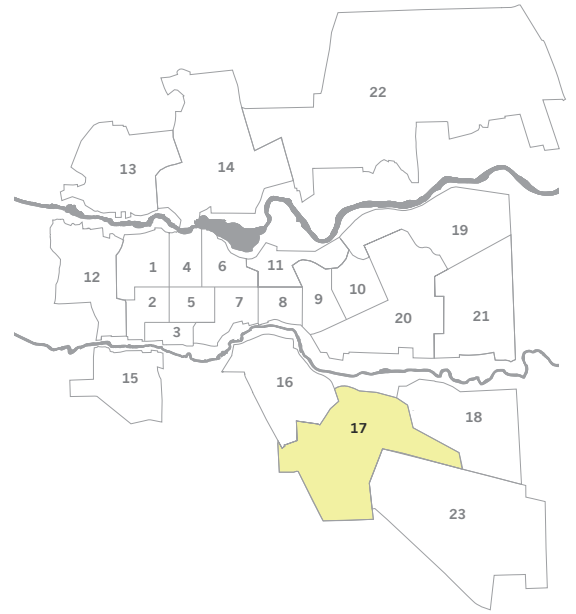


South Campus Precinct
Zone S17 East Hill Village



View of East Hill Village looking north



Zone S17 Overview

East Hill Village is a primary gateway to Cornell University, and the physical character and image should complement both Core Campus and the surrounding residential communities. The physical form of East Hill Village will evolve from that of auto-oriented plaza development to one which is much more pedestrian-friendly and village-like. An attractive public realm and interconnected network of streets will improve both pedestrian connections and vehicular circulation throughout the village. A new green, East Hill park, will provide further focus and identity for the zone. At the heart of the village, three to six story mixed-use buildings with stores, services and other amenities on the ground floor will line streets, promoting vitality. Sidewalks and multi-use trails will connect destinations within the village, such as the athletics facilities and existing housing, and link the village to Cornell Park, the Orchards, Maplewood Park, and Core Campus. The north-east edge of the zone is defined by an improved creek and storm water corridor, which will enhance the character of the landscape.

East Hill Village will continue to play an important role in the life of both the university and surrounding communities. It will accommodate a mix of uses, including administration, housing, retail, hotel accommodation, athletics and recreation facilities, and other services. East Hill Village, Downtown and Collegetown are the preferred locations for administrative offices that do not need to be located in Core Campus. East Hill Village may also provide locations for some academic and research-oriented uses that may benefit from the unique setting and mixture of amenities this area provides. Athletics facilities displaced from Core Campus can be accommodated in the Pine Tree Road Athletics Complex. A new residential neighborhood geared to faculty staff and graduate students is proposed to the east of the existing private housing.

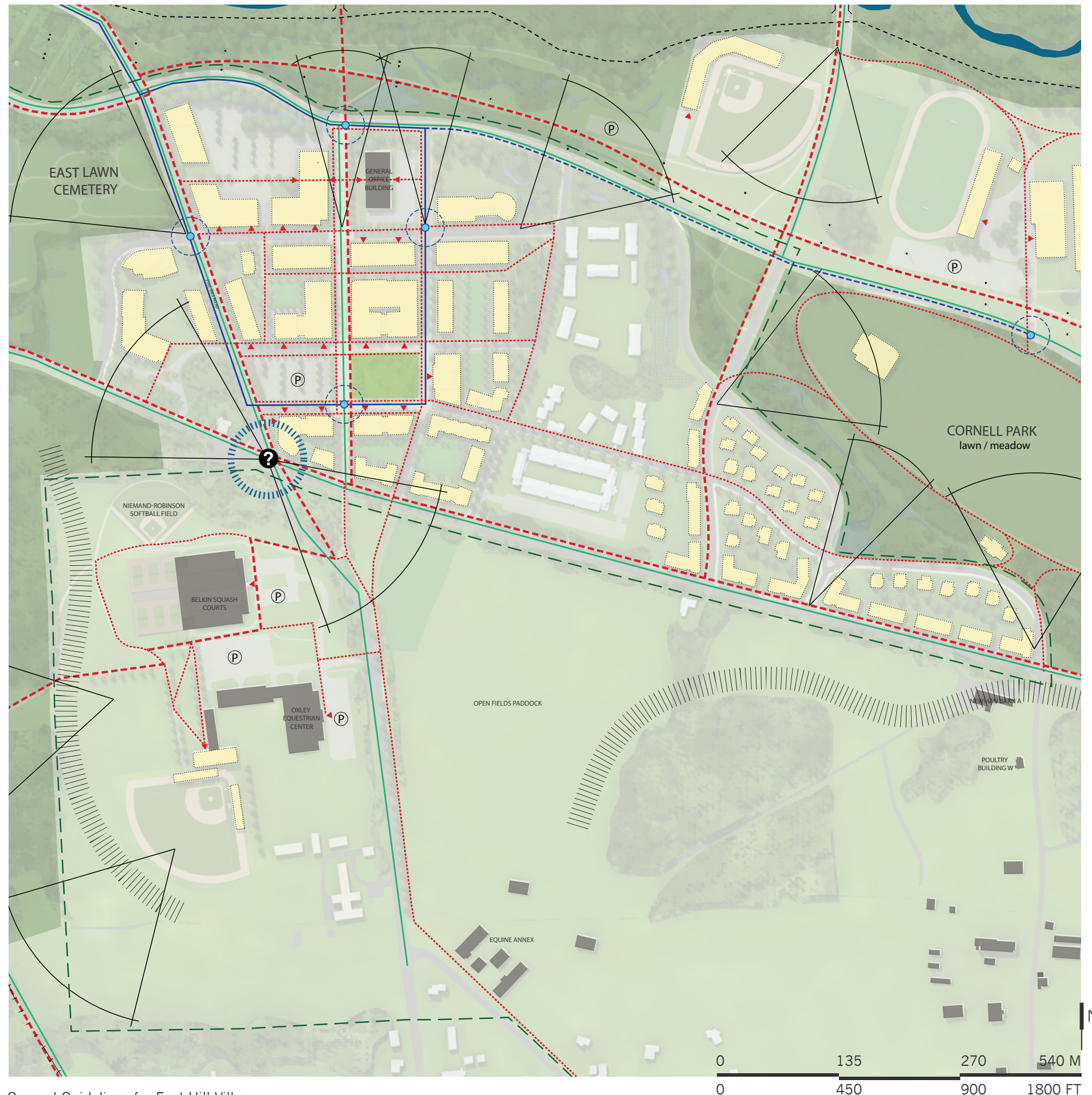


Zone Overview for East Hill Village






Existing Building		Transit Supportive Node	
Historic Districts (National and/or Local Register)		Potential Information Kiosks	
Historic Buildings		Gateway	
Buildings with Architectural Merit		Pedestrian Gateway	
Buildings/Planning Currently In Progress		Bike Route	
Unique Natural Area		Primary Pedestrian Route	
Potential Building Footprint: Program / Public		Secondary Pedestrian Route	
Primary Entrance		Steep Terrain / Slope	
Transit Circulator Loop with Stop		Important View	
Transportation Hub			






Zone S17 General Guidelines



- Future development and redevelopment of the East Hill Plaza area should support the creation over time of a grid network of internal streets and blocks and a complementary path system.
- A continuous and connected network of well-lit sidewalks should be established over time within the Village proper, and lighting of pedestrian connections to Core Campus should be improved. However, care to minimize light infiltration to natural habitats should be taken. Pedestrian and cycle connections to the East Ithaca Recreation Way should be considered and protected.
- Many of the development sites are identified as “mixed-use”. This means they are appropriate for a variety of uses in combination with each other. While some smaller buildings may be comprised of singular uses, larger sites and buildings in the heart of the village should contain a mix of uses, with retail and services on the ground floor and housing and offices above.
- Development and intensification in the Village will require removal of a number of low intensity uses, including the plaza. Demolition should be carefully planned to maximize utility of the plaza and surrounding uses through its evolution into a mixed-use community.
- Development surrounding East Hill Park should include active uses at grade (e.g. retail, restaurants, and cafés) to animate this central area. The existing grocery store should be replaced close to the park and parking.
- Views to surrounding landscapes, including the cemetery, Cascadilla Creek corridor, Cornell Park and the pastures south of Ellis Hollow Road should be protected and enhanced.
- The existing power lines and a planned gas line are proposed to share in a joint utility easement south of Cascadilla Creek. These services, and any others that may be proposed, should be located underground wherever

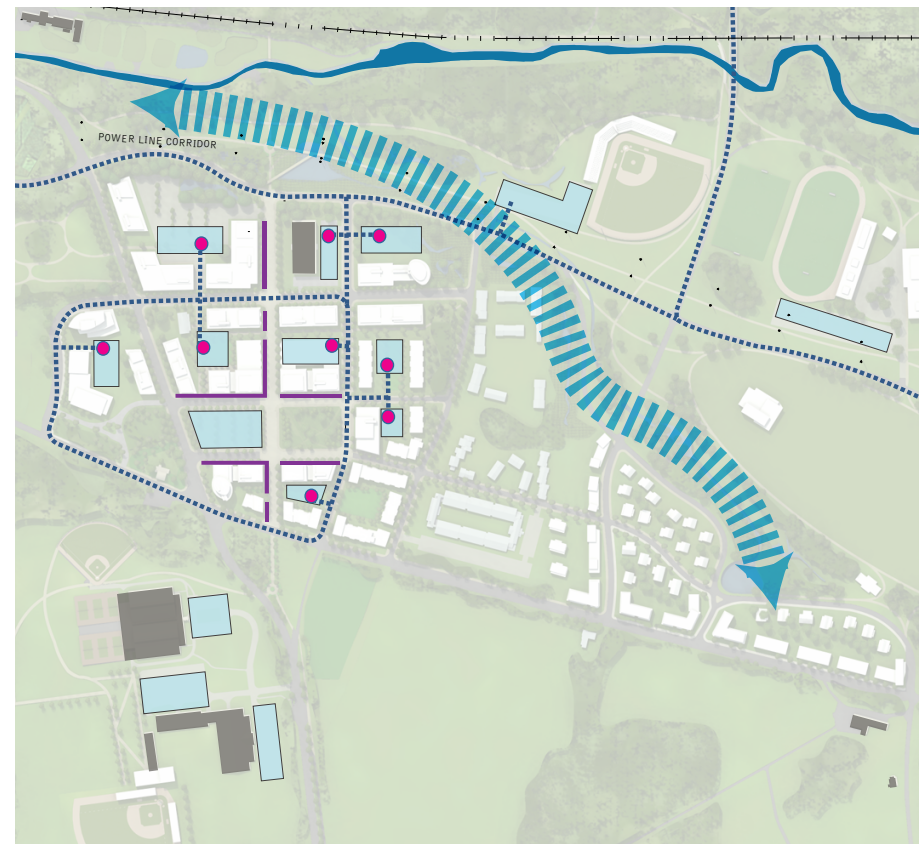


General Guidelines for East Hill Village

- Potential Storm Water Management Area 
- Parking and Service Route 
- On-Street Parking 
- Above Grade Parking 
- Ground Level Service/Loading Areas 

- Existing Major Campus Utility Corridor 
- Future Major Campus Utility Corridor 
- Below Grade Parking 
- Potential Service 
- Basement 

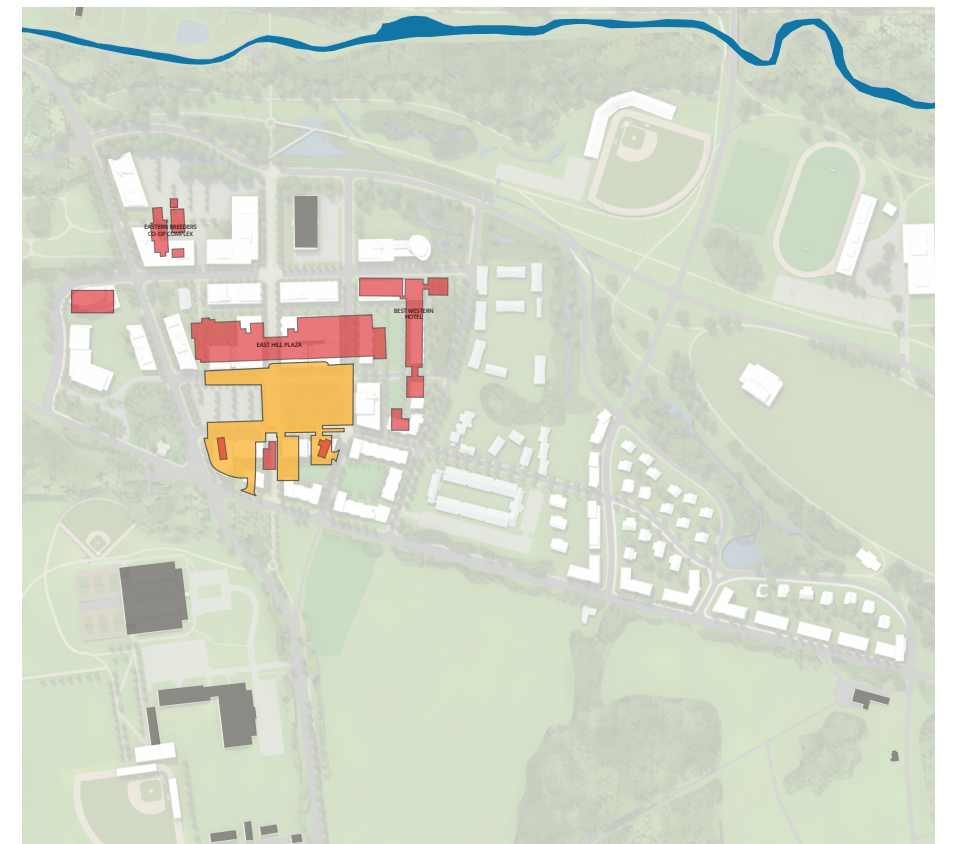
- Building Demolition 
- Parking Lot Removal 
- Athletics Field Removal 



Surface Parking and Servicing



Below Grade Parking, Servicing and Utilities



Strategic Renewal

possible to maximize use of the land and enhance the quality of the landscape. New development should occur outside of existing and planned rights-of-way.

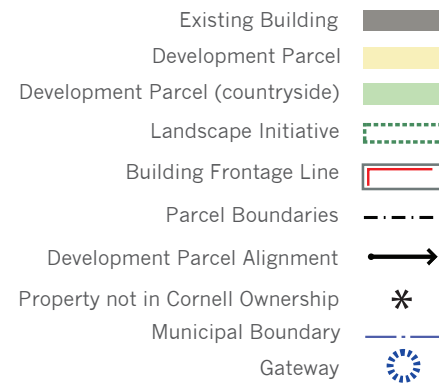
- Storm water infrastructure will be necessary to accommodate proposed development. It should be designed and landscaped so as to provide an enhanced setting for new development and extend the image of the Cascadilla Creek valley southward to the village.

Parking and Service Access

- Parking should be accommodated through a variety of strategies, including well-landscaped surface lots, on-street parking and discrete parking lots behind development. As the village intensifies a central parking structure may be necessary.
- Promoting centralized shared parking and service courts, positioned near the center of development blocks and screened from street views, will ensure more efficient utilization of space.
- New surface parking lots should not be permitted between the fronts of buildings and street rights-of-way.
- New drive-through commercial uses are inconsistent with the character of the village and should not be permitted.

Zone S17 Parcel Development and Key Initiatives

- Parcel sizes and street locations shown are general. Modifications to both are acceptable provided the concept of a fine-grained grid is maintained.
- Partial or whole redevelopment of the retail plaza should result in two or more development parcels to provide better north-south pedestrian and vehicular connections and unify the heart of the precinct. Every attempt should be made to maintain a variety of commercial amenities, including a food store and restaurants, in new buildings on the plaza site and to the south.
- New retail and mixed-use development generally should be oriented and built to the edge of the pedestrian realm lining all interior streets, 15-20 feet from the curb, to frame the streets.
- Generally, buildings should be two to four stories. Additional building height may be considered if stepped back from street rights-of-way or if building height and massing reinforces the identity of this precinct as a gateway location. Development proponents must demonstrate how their proposed development fits within the existing and emerging development context.
- East Hill Park will be a central green with the potential for hardscaping in the form of a playground, skating rink, bandshell or other community amenities, and should support retail or other community uses (L11).
- Surface parking lots should be landscaped to reflect the character of surrounding developments, to minimize the negative visual impacts from large surface lots and to reduce storm water flow. Structured parking should be screened and appropriately landscaped to ensure consistency with surrounding developments.
- Pine Tree Road and Ellis Hollow Road should be streetscaped in a manner reflecting their roles as primary approaches to the campus. Provision for pedestrians and cyclists, such as dedicated lanes and signalized intersections should be considered.



Parcel Development and Key Initiatives for East Hill Village

- A right-of-way for a Maple Avenue extension eastward from its current terminus at Pine Tree Road should be maintained to provide cross-precinct connections and to provide future connections to Cornell Park and the larger campus.
- A right-of-way for a Palm Road extension southward to Ellis Hollow Road should be maintained to provide cross-precinct connections and to provide future connections to Cornell Park and the larger campus.
- Development on Parcels 17B and 17F should be coordinated with the East Hill Village gateway initiative (L18). These parcels may also be a potential location for a visitor information kiosk.
- Development on Parcels 17C and 17I should be coordinated with existing and planned utility rights-of-way, including the gas line easement running along the proposed east-west street to Cornell Park.
- A campus circulator stop, with potential connections to TCAT, should be integrated into new development in the village when a location has been established (P01).
- The Pine Tree Road Athletics Complex south of Mitchell Street is an appropriate area for additional athletics and recreation facilities (A04).

Lands should be reserved for such uses, including a potential baseball field. Support facilities such as change rooms, restrooms, sports administrative and maintenance spaces are also anticipated.

- Should additional athletics facilities be considered south of Mitchell street, care should be given to preserve stands of trees and other natural habitats, including the stream bed lined with willows that runs parallel to and south of Mitchell Street. While some minor re-grading of land will likely be required, a tree inventory should be completed and provisions to preserve the most significant trees be made prior to any work being undertaken.
- Due to incompatibility with existing and planned uses, the swine barns on Pine Tree Road do not merit significant reinvestment. In time, the swine barns should be relocated as part of a comprehensive plan for the consolidation and coordination of large animal facilities and agricultural support services. The Game Farm Road complex is an appropriate location for such facilities.
- Prior to further development on agricultural lands in the zone, a comprehensive strategy for agricultural support services should be developed to address the relocation of these uses from this and other zones.

Corresponding Landscape Initiatives:

- L04 Cornell Park
- L11 East Hill Park
- L18 Campus gateways

Corresponding Athletic Initiatives:

- A03 Ellis Hollow Athletic Complex (optional location)
- A04 Pine Tree Road Athletic Complex (optional location)

Access and Parking (University Projects)

- P01 Campus circulator

Parcel	Parcel Footprint (ft ²)	Building Footprint (ft ²) % Parcel Coverage	Height (range in stories)	Potential GSF (range in ft ²)	Potential units per acre (residential)	Number of Units (residential)	Permitted Uses (required uses in bold)	Enabling Projects	Concurrent Projects
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Zone S17 – East Hill Village									
Parcel 17A	79,746	19,937 – 35,886 25% 45%	2 – 4 (28 – 56ft)	59,810 – 143,540			<ul style="list-style-type: none"> • Mixed-use (office/retail/restaurant/residential) • Residential 	<ul style="list-style-type: none"> • Remove former racquet club 	
Parcel 17B	19,384	4,846 – 8,723 25% 45%	1 – 4 (42 – 56ft)	4,840 – 34,890			<ul style="list-style-type: none"> • Retail/Service 		<ul style="list-style-type: none"> • Implement gateway improvements to intersection
Parcel 17C	237,662	59,416 – 106,948 25% 45%	3 – 4 (42 – 56ft)	178,240 – 427,790			<ul style="list-style-type: none"> • Administration/office • Academic support 	<ul style="list-style-type: none"> • Remove Ciser building and temporarily or permanently relocate uses • Remove and replace parking area 	<ul style="list-style-type: none"> • Upgrade/expand the road network
Parcel 17D	84,974	55,233 – 84,974 65% 80%	3 – 6 (42 – 84ft)	165,700 – 509,850			<ul style="list-style-type: none"> • Mixed-use • Active use at grade on east and south sides of parcel 	<ul style="list-style-type: none"> • Remove a portion of East Hill plaza and relocate uses 	
Parcel 17E	48,988						<ul style="list-style-type: none"> • public/market uses on existing surface parking lot 		<ul style="list-style-type: none"> • Coordinate landscaping and streetscaping with design of East Hill Park

Parcel	Parcel Footprint (ft²)	Building Footprint (ft²) % Parcel Coverage	Height (range in stories)	Potential GSF (range in ft²)	Potential units per acre (residential)	Number of Units (residential)	Permitted Uses (required uses in bold)	Enabling Projects	Concurrent Projects
Parcel 17F	34,745	22,584 – 34,745 65% 100%	2 – 4 (28 – 56ft)	45,170 – 138,980			<ul style="list-style-type: none"> • Mixed-use • Active use at grade on east side of parcel • Residential • Visitor Center • Gateway features 	<ul style="list-style-type: none"> • Remove gas station, fast food restaurant and surrounding parking and relocate uses 	<ul style="list-style-type: none"> • Implement gateway improvements to intersection
Parcel 17G	90,437	58,784 – 90,437 65% 100%	3 – 6 (42 – 84ft)	176,350 – 542,620			<ul style="list-style-type: none"> • Mixed-use • Active use at grade fronting East Hill Park and on West side of Parcel 	<ul style="list-style-type: none"> • Remove a portion of East Hill Plaza and relocate uses 	<ul style="list-style-type: none"> • Coordinate landscaping and streetscaping with design of East Hill Park
Parcel 17H	48,524	31,541 – 48,524 65% 100%	3 – 4 (42 – 56ft)	94,620 – 194,100			<ul style="list-style-type: none"> • Mixed-use • Active use at grade fronting East Hill Park • Active use at encouraged along west side of parcel 	<ul style="list-style-type: none"> • Remove bank building and relocate uses 	<ul style="list-style-type: none"> • Coordinate landscaping and streetscaping with design of East Hill Park • Upgrade/expand the road network
Parcel 17I	99,230	29,769 – 49,615 30% 50%	3 – 4 (42 – 56ft)	89,300 – 198,460			<ul style="list-style-type: none"> • Administration/office • Academic support 		<ul style="list-style-type: none"> • Upgrade/expand the road network
Parcel 17J	141,190	42,357 – 70,595 30% 50%	3 – 6 (42 – 84ft)	127,070 – 423,570			<ul style="list-style-type: none"> • Mixed-use • Residential 	<ul style="list-style-type: none"> • Remove and relocate hotel building • Remove a portion of East Hill plaza and relocate uses 	<ul style="list-style-type: none"> • Upgrade/expand the road network

Parcel	Parcel Footprint (ft²)	Building Footprint (ft²) % Parcel Coverage	Height (range in stories)	Potential GSF (range in ft²)	Potential units per acre (residential)	Number of Units (residential)	Permitted Uses (required uses in bold)	Enabling Projects	Concurrent Projects
Parcel 17K	62,680	18,804 – 31,340 30% 50%	3 – 6 (42 – 84ft)	56,410 – 188,040			<ul style="list-style-type: none"> • Mixed-use • Active use at grade fronting East Hill Park 		<ul style="list-style-type: none"> • Streetscaping to reflect the design character of East Hill Park • Upgrade/expand the road network
Parcel 17L	33,839		2 – 4 (28 – 56ft)	5,240 – 23,300	9 – 40	7 – 31	• Residential	• Implement agricultural support services strategy	• Upgrade/expand the road network
Parcel 17M	36,411		2 – 4 (28 – 56ft)	5,640 – 25,080	9 – 40	8 – 33	• Residential	• Implement agricultural support services strategy	<ul style="list-style-type: none"> • Ellis Hollow Road streetscape improvements • Upgrade/expand the road network
Parcel 17N	94,551		2 – 4 (28 – 56ft)	14,650 – 65,120	9 – 40	20 – 87	• Residential	• Implement agricultural support services strategy	<ul style="list-style-type: none"> • Development and implementation of Cornell Park master plan • Upgrade/expand the road network
Parcel 17O	76,951		2 – 4 (28 – 56ft)	11,920 – 53,000	9 – 40	16 – 71	• Residential	• Implement agricultural support services strategy	<ul style="list-style-type: none"> • Ellis Hollow Road streetscape improvements • Upgrade/expand the road network
Parcel 17P	130,757		2 – 4 (28 – 56ft)	20,260 – 90,050	9 – 40	27 – 120	• Residential	• Implement agricultural support services strategy	<ul style="list-style-type: none"> • Development and implementation of Cornell Park master plan • Ellis Hollow Road streetscape improvements • upgrade/expand the road network
Total	1,320,069	343,270 – 561,786		1,055,220 – 3,058,390		77 – 342			