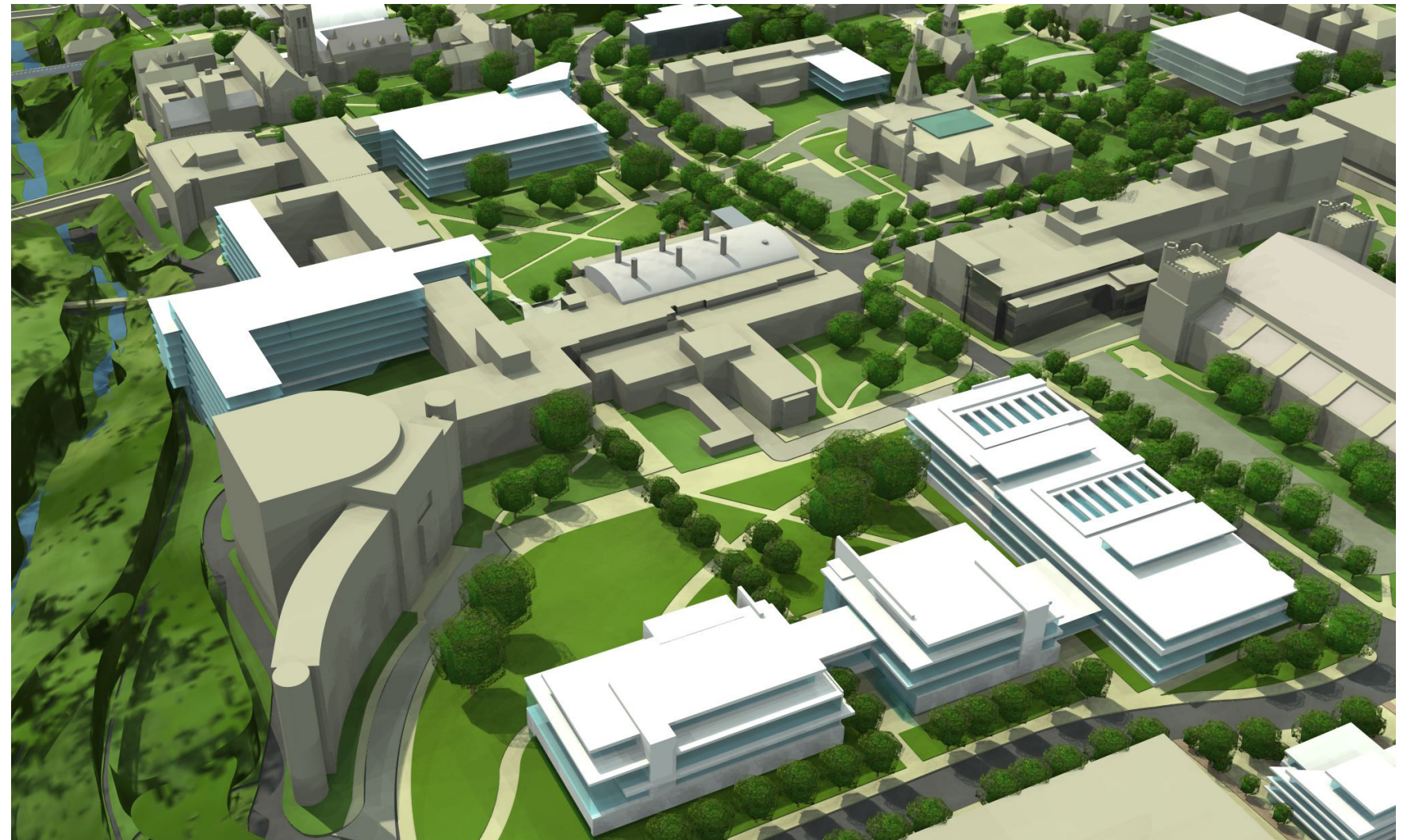
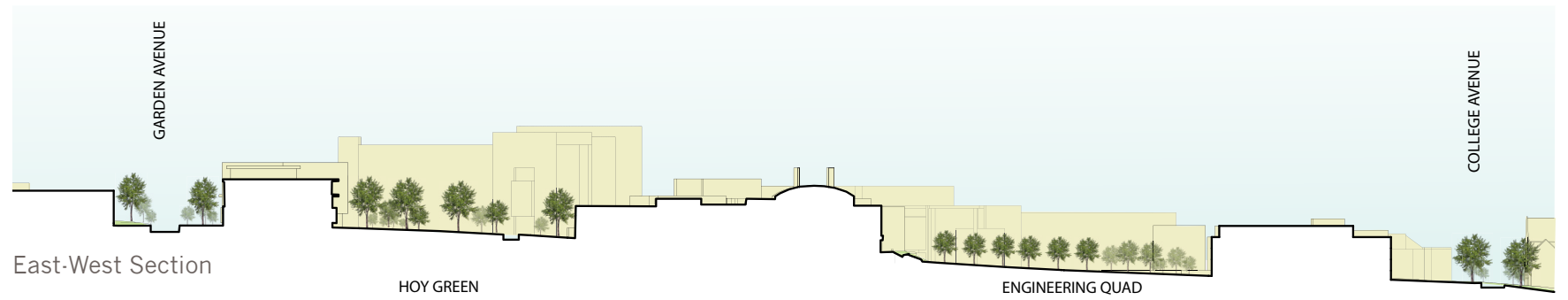
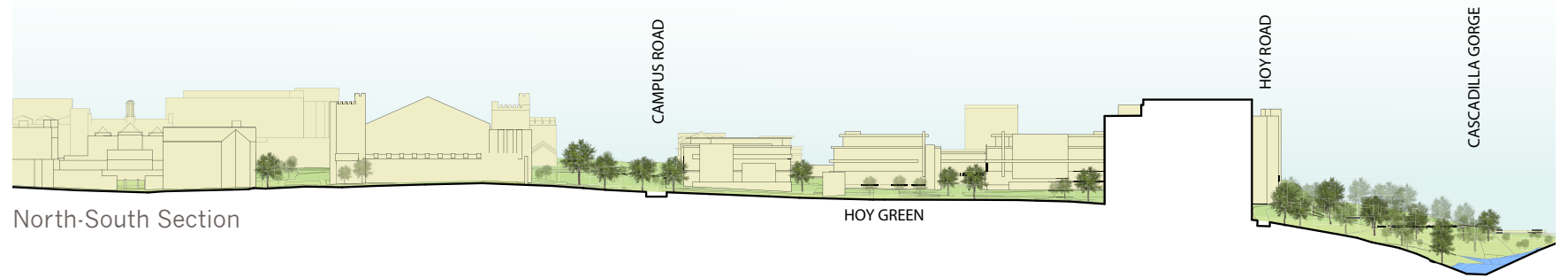
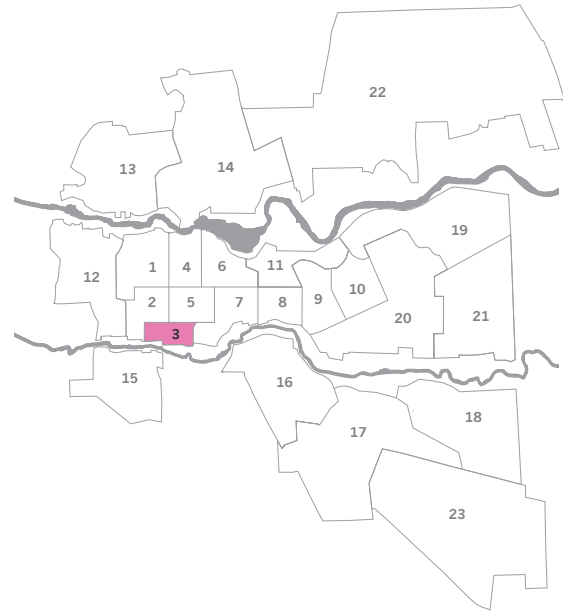


Core Campus Zone C03 Hoy Green

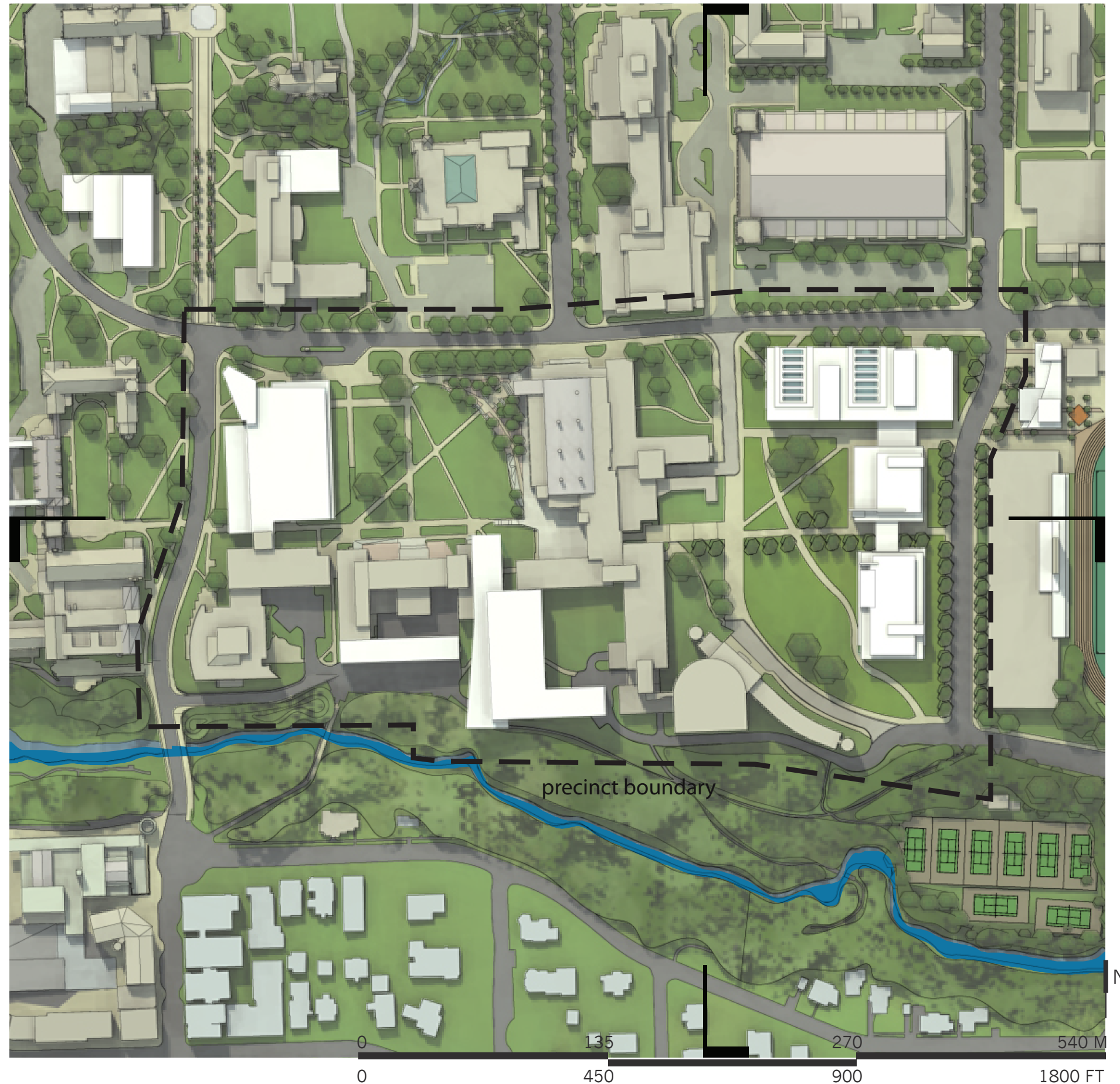


View of Hoy Green looking west













Zone C03 Overview




New development in Zone 3 will define a formal green space, Hoy Green, which complements the scale of the Engineering Quad. This space will become the focal point for activity within this zone, incorporating diagonal views from Campus Road to the Cascadilla Gorge. A strong spatial and pedestrian connection will connect the Engineering Quad and Hoy Green along the east-west axis that defines the southern edge of the Engineering Quad and terminates in the tower of Myron Taylor Hall to the west. The north extension of Hoy Road will be re-conceived as a new pedestrian route and Garden Avenue will be extended south to Hoy Road, opening up a new entrance to Core Campus, improving vehicular movement and re-introducing a new axial view to the campus's natural setting. A primary feature of this zone is the significant grade change leading down to Cascadilla Creek. Massing of new development must consider this terrain and seek to reconcile the significant height of Rhodes Hall with the lower scale structures of Duffield Hall and Barton Hall.

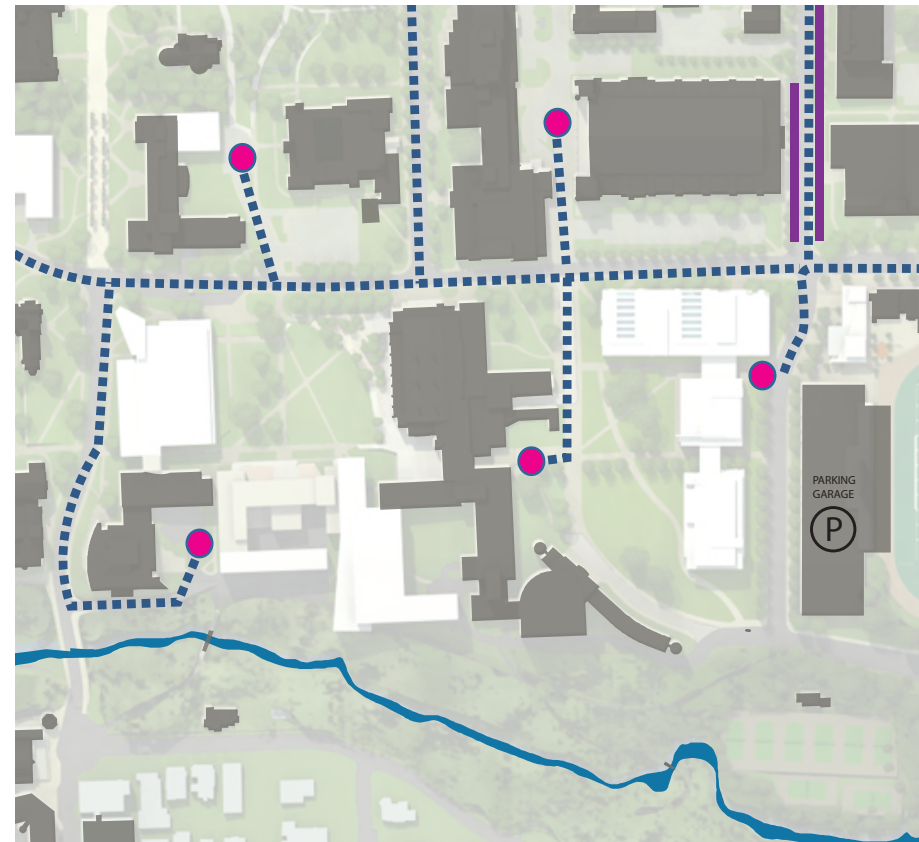


Zone Overview for Hoy Green

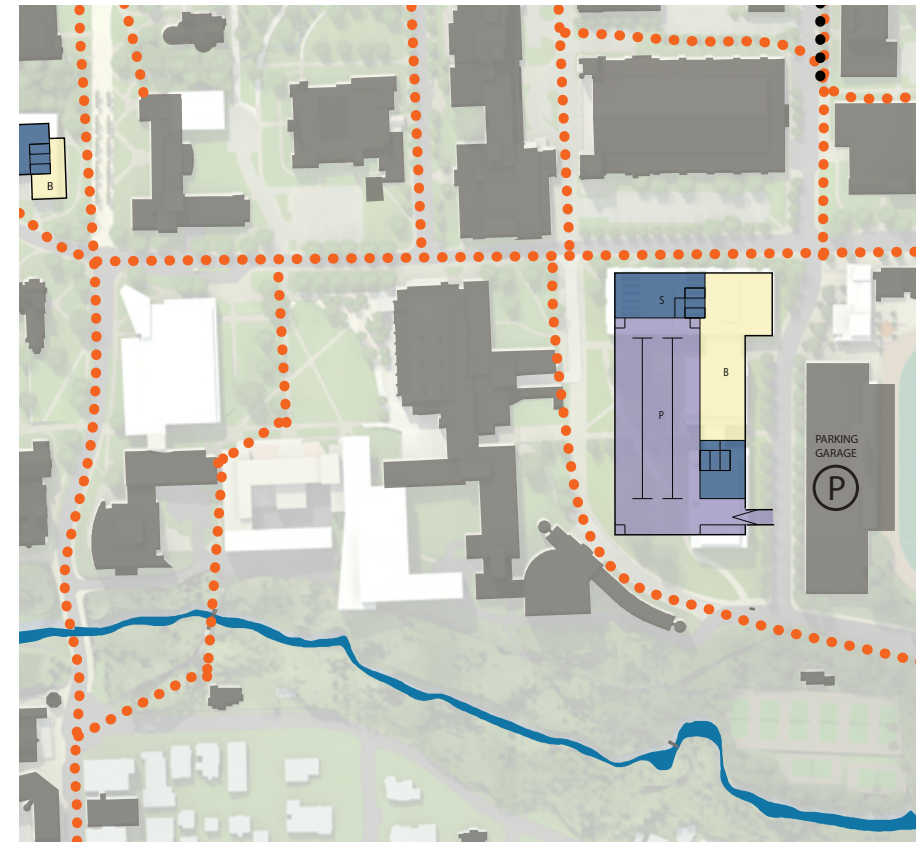
Potential Storm Water Management Area 
 Parking and Service Route 
 On-Street Parking 
 Above Grade Parking 
 Ground Level Service/Loading Areas 

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

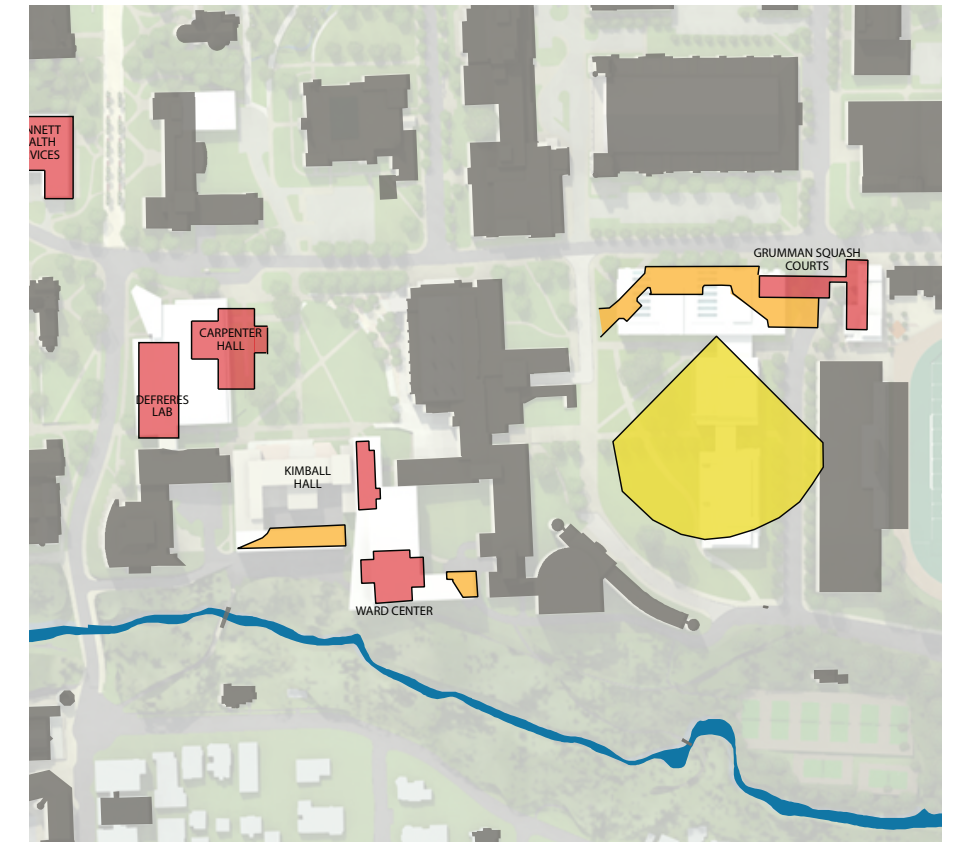
Building Demolition 
 Parking Lot Removal 
 Athletics Field Removal 



Surface Parking and Servicing



Below Grade Parking, Servicing and Utilities



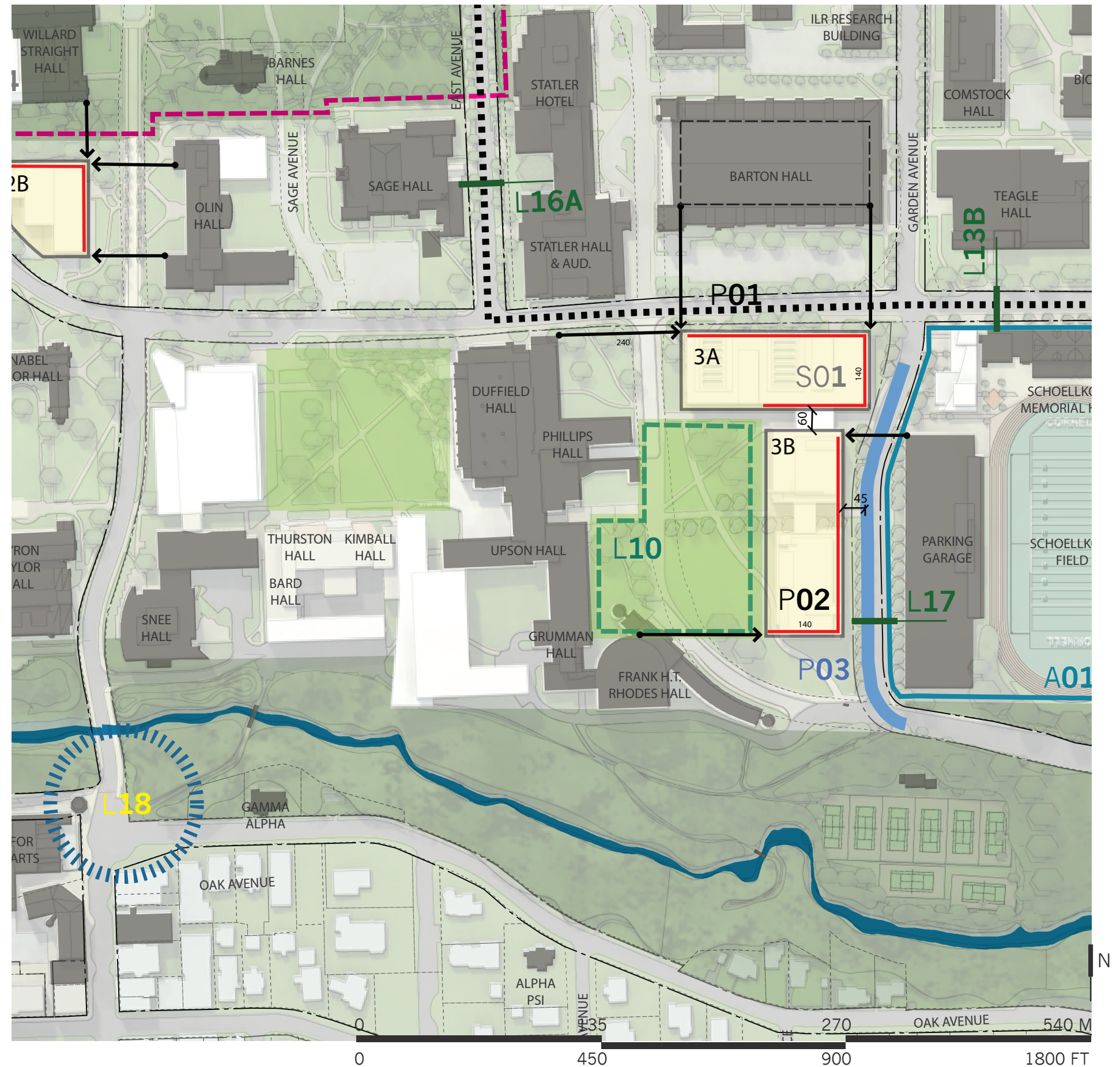
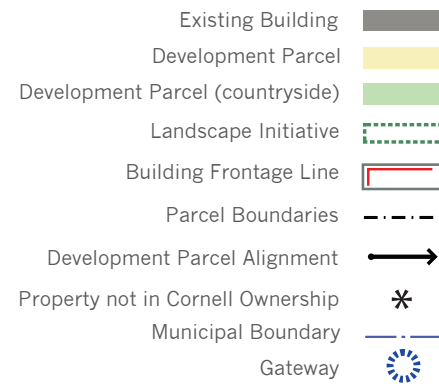
Strategic Renewal

Parking and Service Access

- Basement level parking and service provisions will be accessed from the Garden Avenue extension. One level of below-grade parking should be developed under the landscaped open space.
- The existing parking garage will continue to operate as it does today, but some changes may need to be made to accommodate the construction of the Garden Avenue extension and other re-grading related to development.
- A consolidated servicing plan should be developed for the new development proposed along the southern edge of this zone.

Zone C03 Parcel Development and Key Initiatives

- Hoy Field can accommodate two major buildings or one large L-shaped building. Entrances should be provided on both sides of the long facades of the new buildings.
- A continuous frontage line should be maintained opposite the new parking garage and along Campus Road, providing a defined street wall along the course of the new road and a complement to the massing of Barton Hall (L13). This should be coordinated with the Garden Avenue streetscape initiative and extension south to Hoy Road (L17, P03).
- More flexibility is suggested for the facades overlooking the green. The two parcels may be connected at the upper levels, allowing for pedestrian traffic to pass through at ground level.
- Parcel 3A should include active uses and public space at grade fronting on Campus Road to contribute to the vibrancy of this area of campus and may include a new welcome center (S01). This should be coordinated with the Campus Road streetscape initiative to ensure consistency with this important landscape.
- The new building on Parcel 3A should be setback from College Avenue to limit the urban condition on this street.
- Parcel 3B should be setback from the Garden Avenue extension to ensure adequate spacing from the parking garage.
- New development on the southern edge of the zone should be sensitive to the natural qualities and experiences of the gorge.
- The new Hoy Green will become an intimate setting with diagonal views out to the Cascadilla Gorge (L10). Diagonal pedestrian and bicycle movement will be supported along the Garden Avenue extension.



Parcel Development and Key Initiatives for Hoy GreenZone

Corresponding Landscape Initiatives:

L10 Hoy Green

L13 Campus Road streetscape

L17 Garden Avenue streetscape

Corresponding Access and Parking (University Projects)

P01 Campus circulator

P02 Structured parking

P03 Hoy Road realignment

Social/Cultural/Service/Administrative Infrastructure
(University Projects)

S01 Cornell Welcome Center

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
Zone C03 – Hoy Green									
Parcel 3A	42,000	35,700 – 42,000 85% 100%	3 – 4 (42 – 64 ft)	107,100 – 168,000			<ul style="list-style-type: none"> Academic Administration Welcome center Active use/public space at grade fronting Campus Road Below-grade parking, loading and servicing 	<ul style="list-style-type: none"> Remove and relocate Hoy Field Remove and relocate Grumman Squash Courts Remove and replace Hoy Field surface parking lot 	<ul style="list-style-type: none"> Realign Hoy Road with Garden Avenue, leaving pedestrian/bike path in the existing R.O.W. Develop and implement Garden Avenue streetscape initiative Develop and implement Campus Road streetscape initiative Develop and implement Hoy Green landscape initiative Develop campus circulator stop
Parcel 3B	55,000	46,750 – 55,000 85% 100%	4 – 5 (56 – 80 ft)	187,000 – 275,000			<ul style="list-style-type: none"> Academic Administration Below-grade parking, loading and servicing 	<ul style="list-style-type: none"> Remove and relocate Hoy Field 	<ul style="list-style-type: none"> Realign Hoy Road with Garden Avenue, leaving pedestrian/bike path in the existing R.O.W. Develop and implement Hoy Green landscape initiative Develop and implement Garden Avenue streetscape initiative
Total	97,000	82,450 – 97,000		294,100 – 443,000					