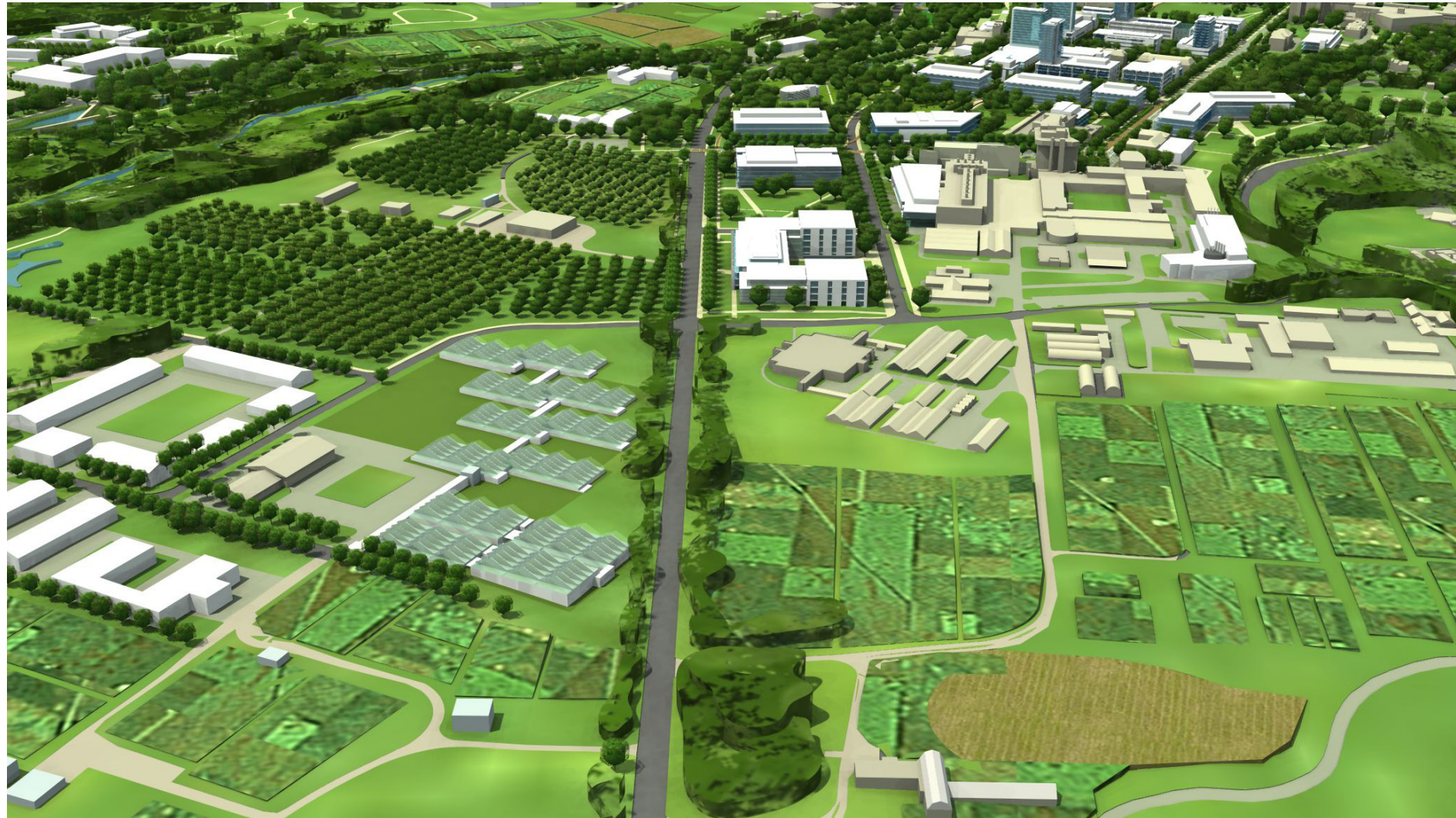
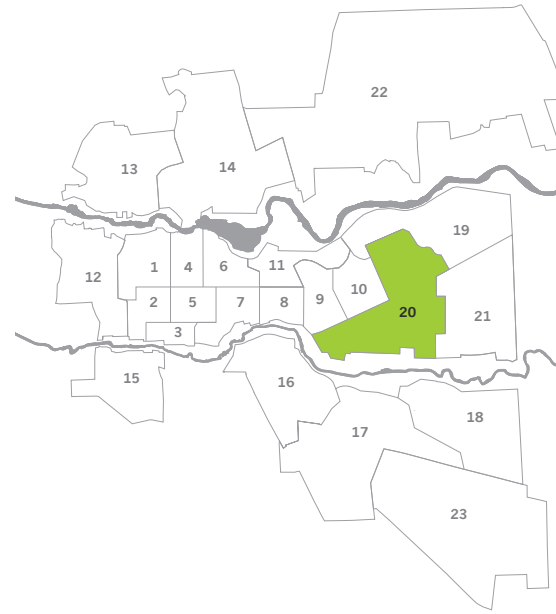


Countryside Campus Precinct  
**Zone CS20 Orchards**



View of Orchards looking west



## Zone CS20 Overview

Being adjacent to Core Campus, the Orchards Zone is the best place for land-based facilities routinely used by faculty and students, or other facilities that will complement the rural settings.

The western half of the zone, west of the intersection of Dryden Road and Tower Road, contains uses such as the student organic farm and the produce/apple sales pavilion. Planned uses also include a new teaching winery and teaching barns, bringing more pedestrian traffic across Route 366 from Core Campus. Much of this area is also part of the Judd Falls Greenway and will remain largely open as field and pasture lands, maintaining the long views to and from Core Campus and the distant setting. The orchards should be maintained and enhanced as a key resource for the university, and naturalization of the southern edge of the zone should be promoted where compatible with agricultural uses. Given its size, this zone can accommodate a variety of uses and movement patterns. However, its primary role as orchards should be maintained.

The eastern half of this zone contains more built structures. Greenhouses and related research facilities should be consolidated along Caldwell Road and Palm Road. The current works yards, shops and proposed central receiving facility, which need to be close to the core, should also be clustered as tightly as practical.

While this area should be considered for a central receiving facility, generally development in the Palm Road Complex should be small-scale, related to existing uses and complimentary to the agrarian landscape.

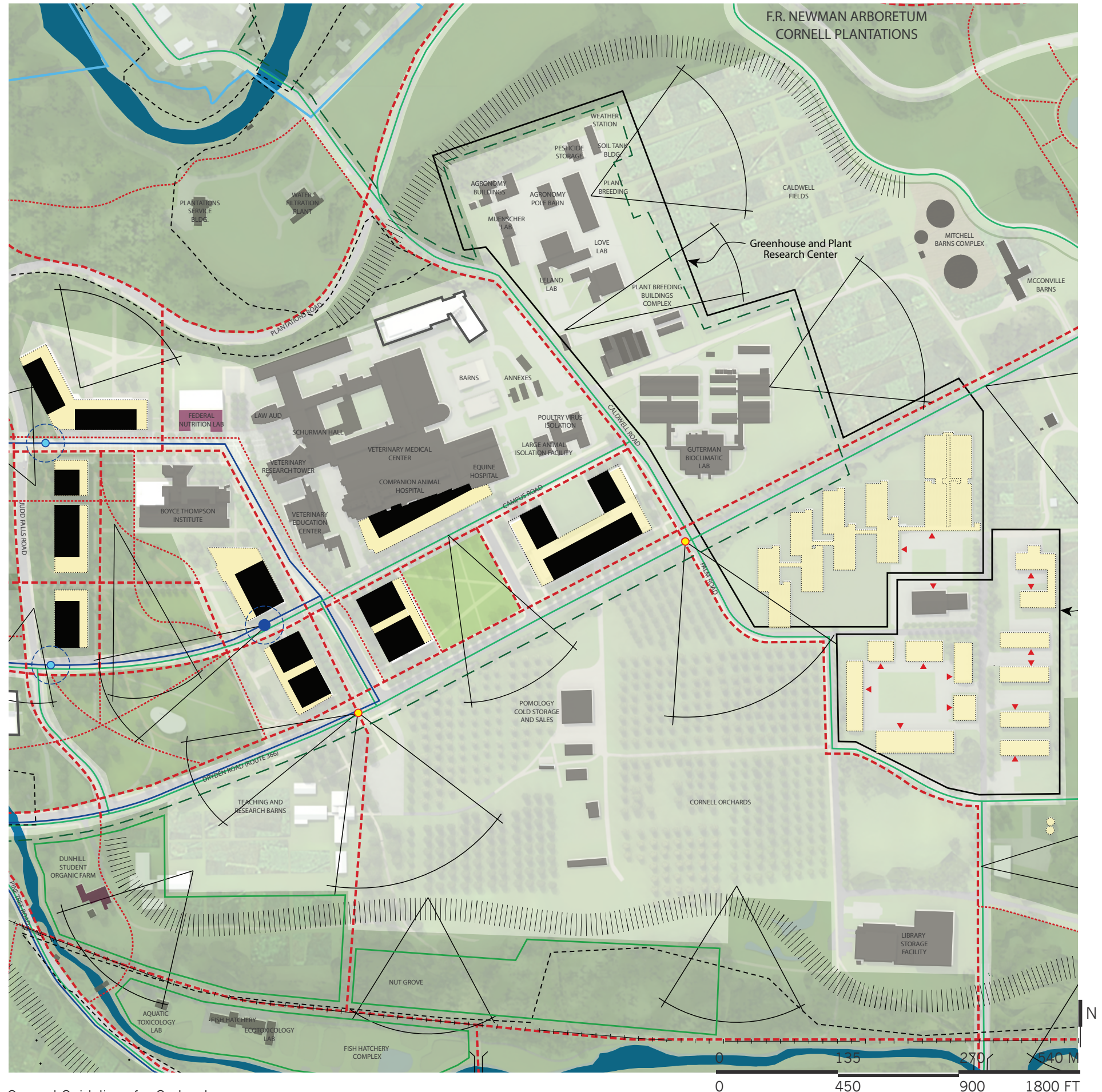


Zone Overview for Orchards






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 CS20 General Guidelines


- Although the Palm Road Complex is considered an important administrative hub, it is not an appropriate location for office uses or other support facilities with a significant number of employees. Such uses belong in Core Campus, East Hill Village, Downtown or Collegetown where there is good access to amenities, transit and parking
- The building development parameters for this zone are intentionally broad, allowing for a great deal of interpretation and site variation. Buildings, however, should be just one or two stories and rural in character.
- A plan should be developed for the rationalization of the greenhouse complex on Caldwell Road and its eventual extension southward.
- The Blair Farm Complex and Dilmun Hill Student Organic Farm are important facilities both functionally and as part of the image and history of Cornell. These facilities should be preserved and could be augmented with an interpretive center to highlight activities in the precinct, organic farming practices, and the history of the lands and their relationship to the university.
- The physical relationship between the works yard and related buildings in other areas of this zone needs to be improved. Over time, the shops and other service uses should be consolidated as much as possible to create a unified complex and expand surrounding open spaces. Hedgerows and other plantings in keeping with the rural image of this precinct should be considered. Relocation of some shops and services to the Humphreys-Maple Avenue Complex should be considered.
- Exterior storage is discouraged and must be screened from view. A permanent construction staging area should be planned and designed to minimize visual impacts.

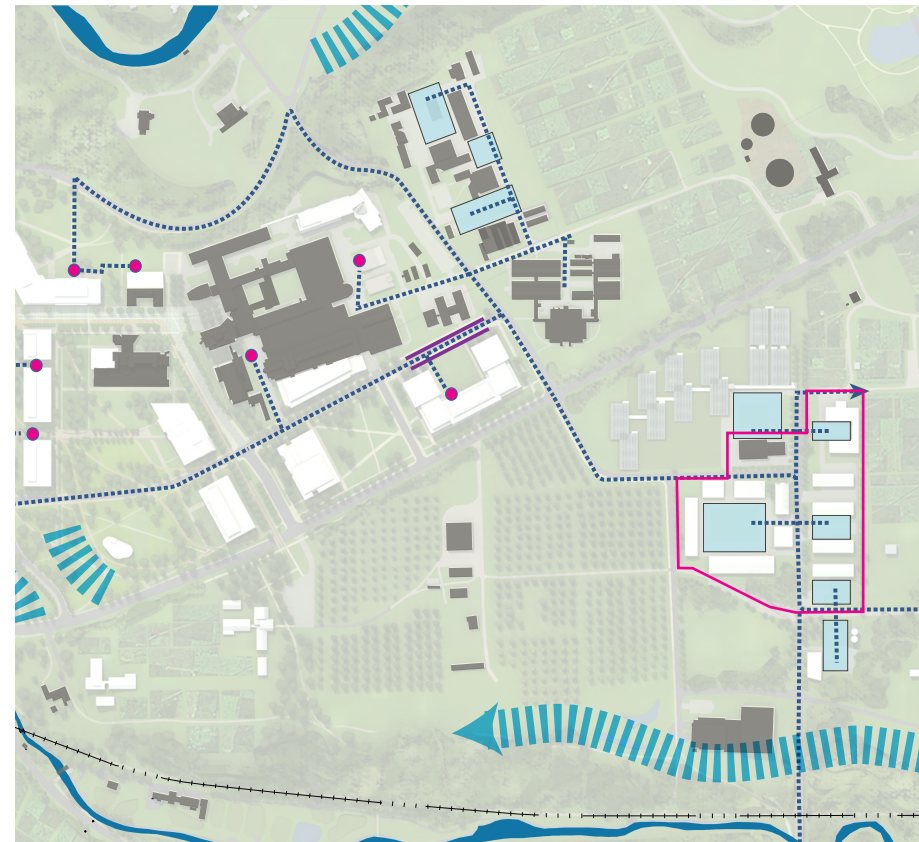


General Guidelines for Orchards

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

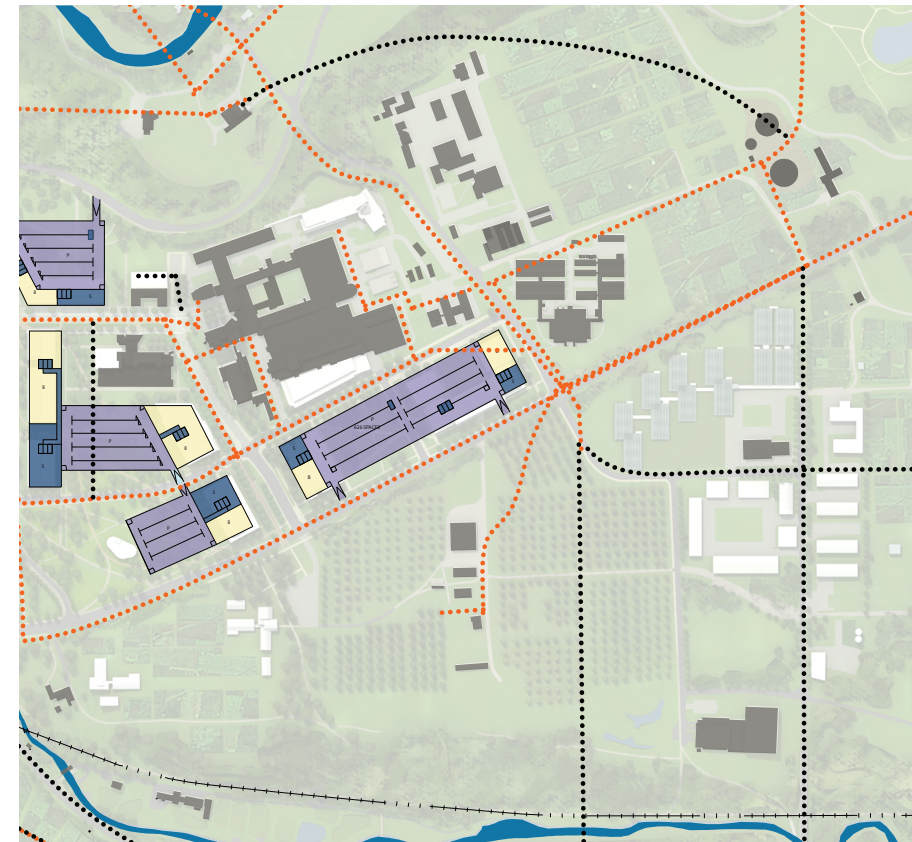
Existing Major Campus Utility Corridor   
 Future Major Campus Utility Corridor   
 Below Grade Parking   
 Potential Service   
 Basement 

Building Demolition   
 Parking Lot Removal   
 Athletics Field Removal 



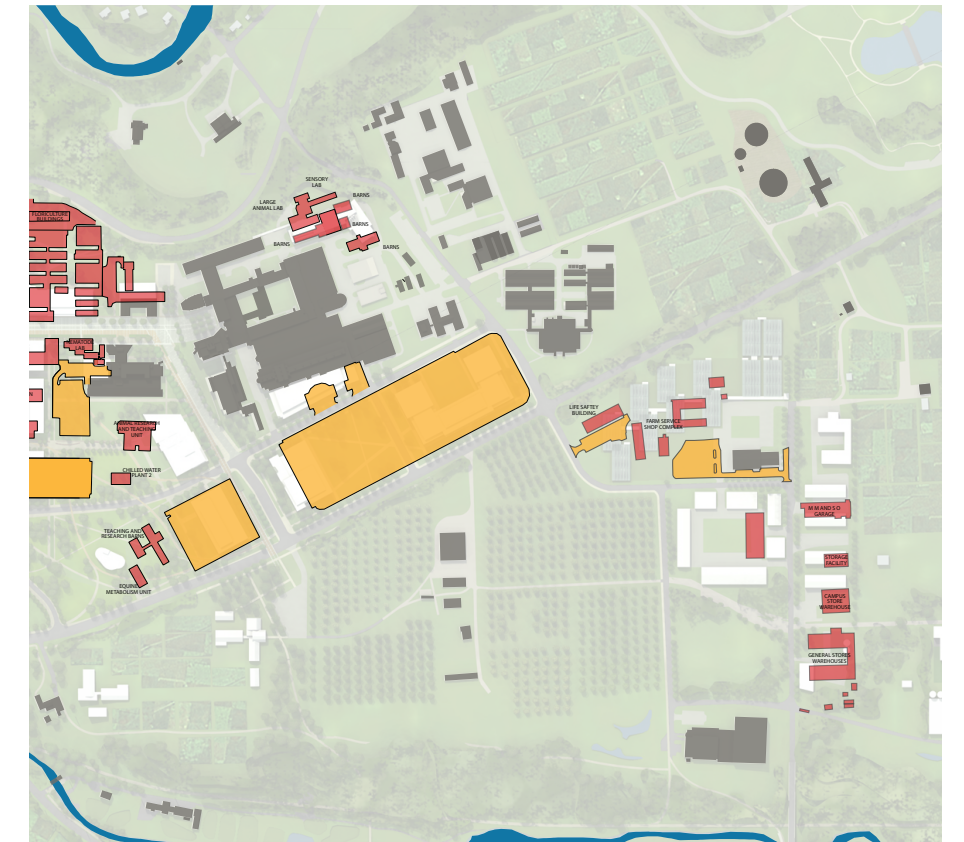
Surface Parking and Servicing

- Trail circulation to and through this zone should be improved to provide better access between it, Core Campus and East Hill Village. Increased pedestrian volumes from new teaching facilities requires safe pedestrian crossings on Route 366. While this network of trails will be necessary for the functioning of this and adjacent zones, care should be given to ensure pedestrians and other movement is directed away from highly sensitive areas. Sensitively designed fencing, signage and gates may be needed to help manage circulation.
- Roads and driveways are to be designed and managed in a manner consistent with university use. Most roads are anticipated to be “country roads” and should discourage through traffic while providing for internal circulation, emergency vehicle access and connections to the Core Campus. Road widths should be kept to a minimum and in some cases may be one travel lane wide. They should be unpaved or paved with a permeable material such as “grass-crete”. The design of pedestrian walks for intermittent



Below Grade Parking, Servicing and Utilities

- vehicle use may also be considered. The intent is not to exclude vehicles, but to design the roadway sections and manage vehicle movement to ensure access while mitigating the negative impacts of large numbers of vehicles, excessive speeds, and the exposure of sensitive environmental and research areas.
- The nut grove adjacent to Cascadilla Creek should be preserved and trail and other connections through it minimized.



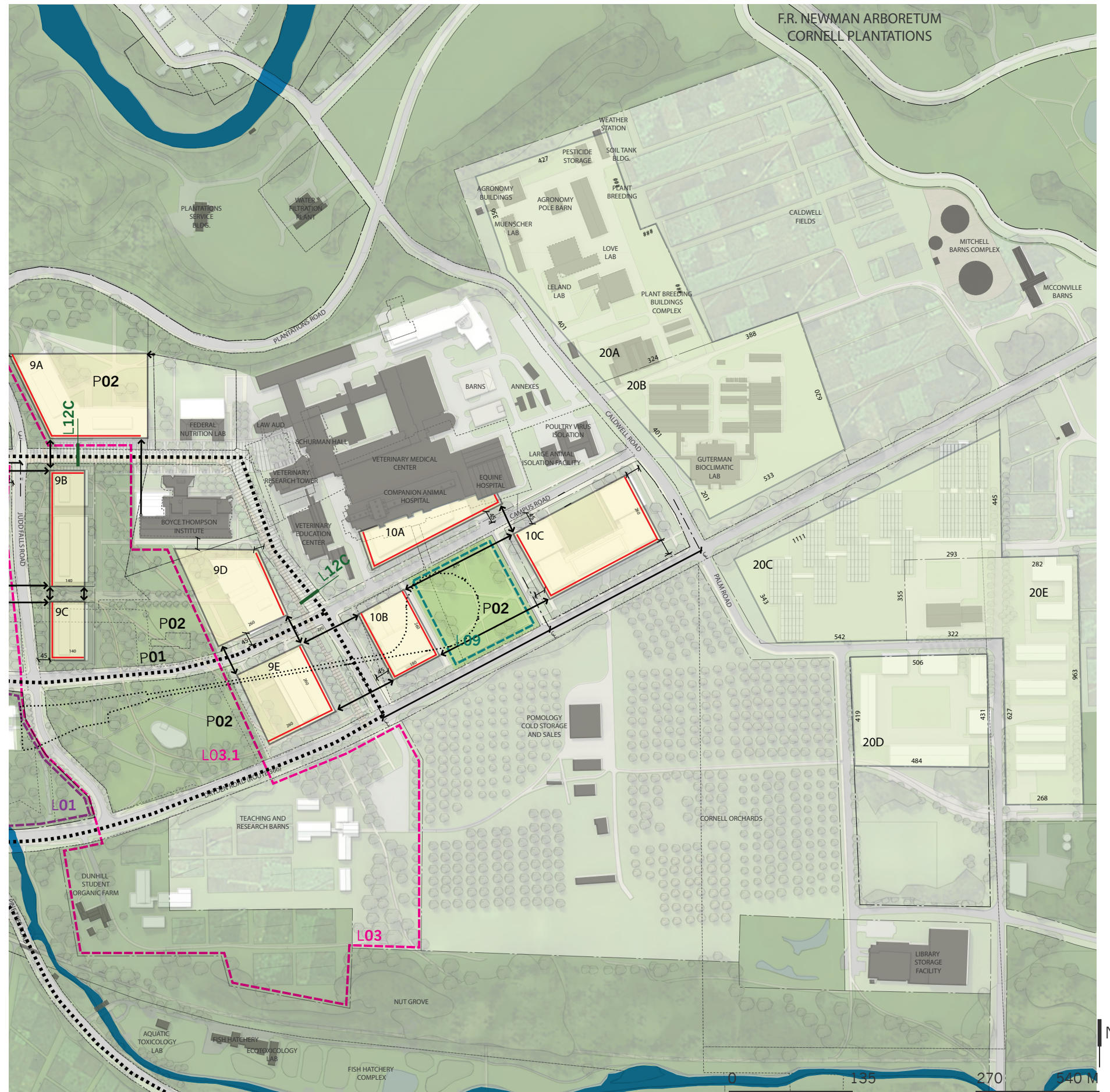
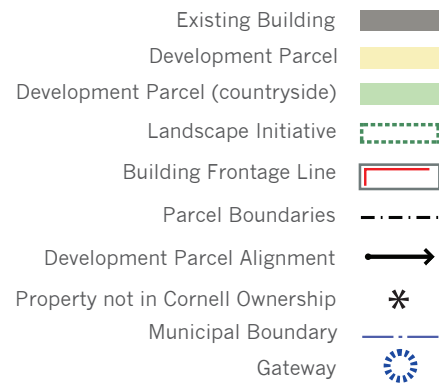
Strategic Renewal

**Parking and Service Access**

- It is anticipated that surface parking lots may be required to support future uses. These lots should be designed and located in to minimize their visual prominence. Numerous small lots are preferred over large central lots.
- Commuter parking lots should not to be permitted in this zone.
- This zone is an excellent location for parking lots with porous surfaces, storm water swales and other features that will minimize storm water run-off. Parking lots should be treed and landscaped.

## Zone CS20 Parcel Development and Key Landscape Initiatives

- Parcel 20D is appropriate for one to two story work shops or similar service buildings that help to screen the existing storage yard. The land south of parcel 20D, currently used for contractor parking, should in time revert to green space that physically and visually links the Orchards to the rural landscape to the east. In the interim, the existing lot should be divided by rows trees. Similarly the land immediately south of parcel 20E should revert to green space in time.
  - The Library Annex is located adjacent to the Cascadilla Creek Valley. Significant expansion of this facility should be carefully considered due to this sensitive location. Such uses may be more appropriate in East Hill Village or the Game Farm Road Complex.
- Parcels 20B and 20C are candidate parcels for new or relocated teaching and research greenhouses that do not require frequent access by students and faculty. Care should be taken to not shade future greenhouse sites.
- As per the Dryden Road/Route 366 landscape initiative the campus approach along Dryden Road should be improved through landscape additions and naturalization that will also help guide visitors into Cornell. The nature of Dryden Road should evolve from rural arterial road to campus street, where pedestrians and other modes of travel are better accommodated. At-grade crossings should be reinforced at Judd Falls Road, Tower Road and Palm Road with pedestrian crosswalks to support anticipated increases in pedestrian traffic. Pedestrian signals or full movement signalization should be considered in these locations as well. Grade separated crossings of Dryden Road, pedestrian or otherwise, should not to be permitted as they tend to encourage higher traffic speeds and are counter to the desired character of this important approach.



Parcel Development and Key Landscape Initiatives for Orchards

Corresponding Landscape Initiatives:

- The landscape of the Judd Falls Greenway should be extended south of Route 366 and into this zone, with direction to be provided by the proposed Judd Falls Greenway Landscape Plan (L03).

L03 Judd Falls Greenway landscape plan

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
<b>Zone CS20 – Orchards</b>									
Parcel 20A	430,306	21,515 – 215,153 5% 50%	1 – 2 (14 – 28ft)	21,515 – 215,153			<ul style="list-style-type: none"> <li>• Land-based academic/greenhouses</li> <li>• Campus Services</li> </ul>	<ul style="list-style-type: none"> <li>• Remove/relocate existing buildings various buildings on Caldwell Road and relocate uses</li> </ul>	
Parcel 20B	333,824	16,691 – 166,912 5% 50%	1 – 2 (14 – 28ft)	16,691 – 166,912			<ul style="list-style-type: none"> <li>• Land-based academic/greenhouses</li> </ul>		
Parcel 20C	418,559	20,928 – 209,280 5% 50%	1 – 2 (14 – 28ft)	20,928 – 209,280			<ul style="list-style-type: none"> <li>• Land-based academic/greenhouses</li> <li>• Campus Services</li> </ul>	<ul style="list-style-type: none"> <li>• Remove and relocate existing campus service buildings and sheds</li> </ul>	
Parcel 20D	210,220	10,511 – 105,110 5% 50%	1 – 2 (14 – 28ft)	10,511 – 105,110			<ul style="list-style-type: none"> <li>• Campus Services</li> </ul>	<ul style="list-style-type: none"> <li>• Remove and relocate existing campus service buildings and sheds</li> </ul>	
Parcel 20E	366,366	18,318 – 183,183 5% 50%	1 – 2 (14 – 28ft)	18,318 – 183,183			<ul style="list-style-type: none"> <li>• Campus Services</li> </ul>	<ul style="list-style-type: none"> <li>• Remove/relocate existing campus service buildings and sheds</li> </ul>	
Total	1,759,275	87,964 – 879,638		87,964 – 879,638					