

**Draft-Final Scope of Work to Prepare  
a Draft Environmental Impact Statement  
for the CornellNYC Tech Project**

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**A. INTRODUCTION**

Cornell University (the applicant), together with the New York City Economic Development Corporation (NYCEDC) and the New York City Department of Citywide Administrative Services (DCAS), is seeking a number of discretionary approvals (the “proposed actions”) to support and allow for the development of an applied science and engineering campus on Roosevelt Island (the “proposed project”). These actions include the disposition of City-owned property and the approval of the lease and sale terms for the disposition; a modification of the Roosevelt Island Operating Corporation (RIOC) lease with the City; an amendment of the New York City Health and Hospitals operating agreement with the City; zoning map and text amendments; and a City map amendment.

As shown on **Figure 1**, the project site is located on the southern portion of Roosevelt Island, south of the Ed Koch Queensboro Bridge (Queensboro Bridge). A majority of the site (Block 1373, Lot 20) is owned by the City of New York and is occupied by the Coler-Goldwater Specialty Hospital and Nursing Facility’s Goldwater Memorial Hospital (Goldwater Hospital), which is operated by the New York City Health and Hospitals Corporation (NYCHHC). The remainder of the project site (Block 1372, part of Lot 1) is vacant and owned by the City of New York and leased to ~~the Roosevelt Island Operating Corporation (RIOC)~~. **Figure 2** shows the project site and reflects its current ownership. Independently of, and prior to, the proposed project, NYCHHC will vacate the Goldwater Hospital and relocate patients and services elsewhere.<sup>1</sup> ~~Outside of the project area~~ hospital site, the Island is controlled by RIOC, under a long-term lease with the City.<sup>2</sup> North of the Queensboro Bridge, Roosevelt Island is a predominantly residential community with community facility, open space, and transportation and utility uses. It is under the political jurisdiction of the borough of Manhattan.

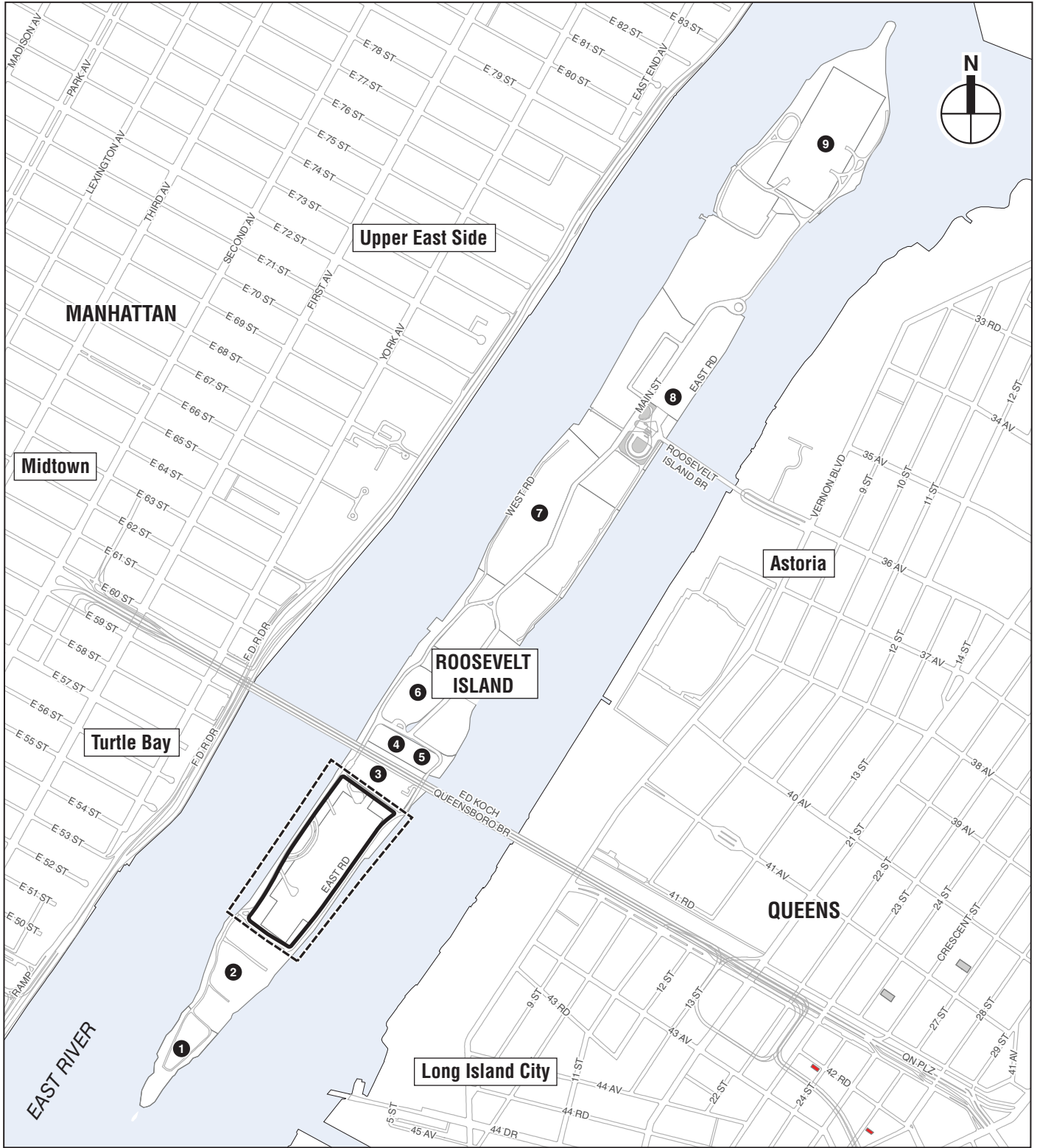
Under the terms of an agreement between the City of New York and NYCEDC Cornell is required to build a total of 300,000 gsf of building space in Phase 1, of which a minimum of 200,000 gsf must be for academic use. Phase 2 requirements include a cumulative total of 1.8 million gsf of building space, of which 620,000 gsf must be for academic use.





Academic use is defined as classrooms, offices for academic personnel, technology transfer offices, laboratories, teaming areas, lecture halls, incubators and accelerators, seminar and meeting rooms (for academic purposes), other uses primarily for teaching, learning and/or






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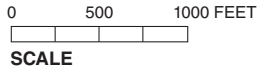
<sup>1</sup> NYCHHC issued a Negative Declaration on December 6, 2011 for the closure and relocation of operations currently housed at the Goldwater Hospital (CEQR No. 12HHC001M).

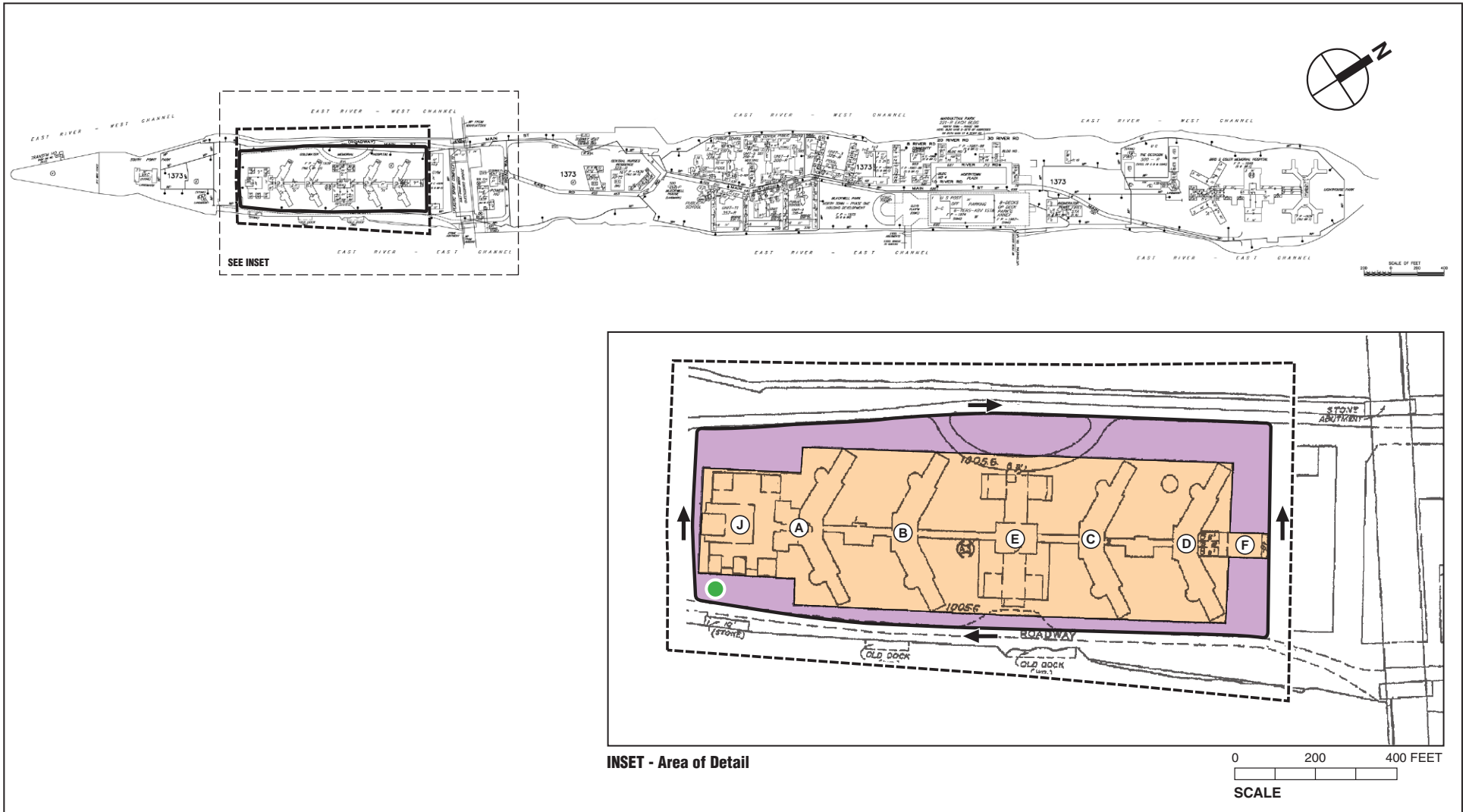
<sup>2</sup> Roosevelt Island is owned by the City of New York, and the entire Island except for the Goldwater Memorial Hospital campus and the Coler Memorial Hospital campus is leased to the State of New York. RIOC was established by New York State in 1984 to manage the operation, maintenance, and development of the Island. The State’s lease on the Island expires in 2068, when control will revert to New York City.



-  Project Site
-  Rezoning Area (Special Southern Roosevelt Island District)
-  Four Freedoms Park (Under Construction)
-  South Point Park
-  Sports Park
-  Tram Station

-  Steam Plant
-  Southtown
-  Northtown
-  Motorgate
-  Coler Memorial Hospital Campus





- Project Site
- Rezoning Area (Special Southern Roosevelt Island District)
- A Goldwater Hospital Building Name
- DEP South Pump Station
- ➔ Traffic Direction

- Block 1373 Lot 20  
Owned by: City of New York  
Occupied by: Goldwater Memorial Hospital (NYCHHC)
- Block 1373 Lot 1 (portion)  
Owned by: City of New York  
Leased to: RIOC

Project Site: Current Ownership  
**Figure 2**

## CornellNYC Tech

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academic research, and other ancillary facilities for the use and convenience of academic personnel such as lounges, dining areas and similar facilities.

In contrast, permitted non-academic uses include community uses, residential buildings for academic personnel (including student lounges located therein), ancillary recreational uses, visitor lodging, eating and drinking establishments, corporate co-location space for technology-related businesses, and other uses ancillary to the academic uses.

The first phase of the CornellNYC Tech project, ~~which Cornell University (Cornell) would undertake in collaboration with Technion — Israel Institute of Technology,~~ is expected to be constructed and begin operations on Roosevelt Island in ~~s~~Summer 2017; 2018 will be the first full year of operation.<sup>1</sup> Phase 1 would consist of up to ~~a maximum of~~ 790,000 gross square feet (gsf) of development consisting of approximately 200,000 gsf of academic ~~research~~-space,<sup>2</sup> 100,000 gsf of ~~partner research and development space (corporate co-location space),~~ 300,000 gsf of residential space (442 units), ~~and~~ 170,000 gsf for an Executive Education Center ~~academic-oriented hotel with hotel and conference facilities.~~ Up to another 20,000 gsf ~~would be developed as a central energy-utility plant, and up to 250 parking spaces could be provided.~~ Phase 2, expected to be completed by 2037~~8~~, would add a maximum of 1.34 million gsf consisting of approximately 420,000 gsf of academic ~~research~~-space,<sup>3</sup> 400,000 gsf of ~~R&D~~corporate co-location space, 500,000 gsf of residential space (652 units), and possibly another 20,000 gsf central energy-utility plant. In total, the maximum potential CornellNYC Tech project program is assumed to comprise up to 2.13 million gsf of development consisting of 620,000 gsf of academic research-space, 500,000 gsf of corporate co-location partner research and development space, 800,000 gsf of residential space (1,094 units), 170,000 gsf for an Executive Education Center academic-oriented hotel with conference facilities, and 40,000 gsf for the central energy-utility plants. Up to approximately 25,000 gsf of campus-oriented retail would be provided within this program, and at full build, up to 500 parking spaces could also be provided.

The proposed actions require environmental review and the preparation of an Environmental Impact Statement (EIS) under the New York State Environmental Quality Review Act (SEQRA) and City Environmental Quality Review (CEQR). The purpose of this ~~Draft Final~~ Scope of Work (the “Draft Final Scope”), which accounts for public comments on the Draft Scope, is to describe the scope of the EIS and ~~and to solicit public comments on the key issues to be studied in the EIS. The preparation of a final scope based on the public comments will ensure that the full environmental impacts of the CornellNYC Tech project are identified and studied consistent with environmental law and regulations. Under those laws, public review of the proposed actions will not begin until the Office of the Deputy Mayor for Economic Development (ODMED), the lead agency for this project, has determined that the environmental issues have been adequately studied in the form of a Draft EIS (DEIS) in order to permit meaningful review by the public and decision-makers.~~

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<sup>1</sup> Cornell ~~anticipates opening some a~~ portion of its CornellNYC Tech academic program in leased space in New York City in 2012. Leasing such space ~~would did~~ not require any governmental approvals.

<sup>2</sup> ~~Under the terms of the agreement between the City of New York and the New York Economic Development Corporation, Cornell is obligated to build no less than 300,000 sf of buildings, of which at least 200,000 sf shall be academic and research space by June 30, 2017.~~

<sup>3</sup> ~~Under the terms of the agreement between the City of New York and the New York Economic Development Corporation, Cornell University is obligated to build a minimum of 1,800,000 sf of total building space of which a minimum of 620,000 sf must be academic use by 2037.~~

A public meeting ~~has been~~was scheduled~~held~~ to receive public comments on ~~the~~is Draft Scope on Tuesday, May 22, 2012. The public meeting ~~will commence at 6:30 P.M. and will be~~was held at Manhattan Park Community Center, 8 River Road, Roosevelt Island. Written comments on the Draft Scope ~~will also be~~were accepted by ODMED until 5:00 P.M. on Friday, June 8, 2012. After considering comments received during the public comment period, ODMED issued this Final Scope of Work to direct the content and preparation of a Draft EIS (DEIS).

## **B. PROJECT DESCRIPTION**

### **SITE CONDITIONS AND HISTORY**

The project site, which consists of Manhattan Block 1373, Lot 20 and a portion of Lot 1, is located on the southern portion of Roosevelt Island and totals approximately 12.4 acres. ~~The majority of the project site (Block 1373, Lot 20) is currently owned by the City of New York and occupied by the Goldwater Memorial Hospital campus, which is operated by NYCHHC. The remainder of the site (Block 1372, part of Lot 1) is vacant and owned by the City of New York and leased to RIOC.~~

Goldwater Memorial Hospital opened on the Island in 1939 as a chronic care and nursing facility. As shown on Figure 2, the facility consists of the original six-building complex (Buildings A through F) and a circa 1971 addition (Building J). In 1996, Goldwater Memorial Hospital and Coler Memorial Hospital (which is located on the northern portion of the Island) merged to become Coler-Goldwater Specialty Hospital and Nursing Facility. As part of a major modernization planning effort, including the relocation of Goldwater Hospital patients and services, that has been on-going since approximately 2007, NYCHHC will move current Goldwater Hospital activities to other facilities and vacate the Goldwater Hospital site. Cornell would receive the site after it has been vacated; demolition of the existing and vacant hospital buildings would occur as part of the proposed CornellNYC Tech project.

~~Independently of, and prior to, the CornellNYC Tech project, NYCHHC will vacate the Goldwater Memorial Hospital site and relocate patients and services elsewhere. Cornell would receive the site after the Goldwater Memorial Hospital has been vacated; demolition of the existing and vacant hospital buildings would occur as part of the proposed project.~~

A sanitary pump station, owned and maintained by the New York City Department of Environmental Protection (NYCDEP) is located in a fenced area on the southeast corner of the project site (see Figure 2). This pump station is called the South Pump Station, and it collects sanitary sewage from the buildings south of the Queensboro Bridge and pumps these flows to a gravity sewer within Main Street that eventually discharges to Roosevelt Island's main pump station.

As shown on Figure 2, a one-way ~~ring~~ loop road encircles the project site with traffic flow in a clockwise direction (i.e., southbound on the roadway east of the site, East Road westbound on the roadway south of the site, and northbound to the west of the site~~and northbound on West Road~~). ~~To the north of the site, the street is unnamed. To the east of the site, the street is named East Road; East Road runs along the east side of the project site from its southern perimeter to a triangle located north of the Roosevelt Island subway station, where it merges with Main Street. To the west of the site, the street is named West Road.~~

An esplanade (not part of the project site) extends along the east and west sides of the Island along the entirety of its waterfront north of South Point Park, providing a walkway for

pedestrians; a concrete seawall forms the barrier along the East River. South Point Park, an open space resource that contains natural areas, pathways, benches, and a restroom facility in addition to the landmarked ruins of a former Smallpox Hospital, is located to the south of the project site. Farther to the south is Four Freedoms Park, a new park and memorial to President Franklin D. Roosevelt that is currently under construction and scheduled to be opened later in 2012~~completed in 2014~~. To the north of the project site is Sports Park, the Island's primary recreational facility (containing an Olympic-size swimming pool, gymnasium, basketball courts, ping pong room, and tennis courts); Sports Park is located south of, under, and north of the ~~Ed Koch~~ Queensboro Bridge. A steam plant is also located north of the site east of Sports Park and on the north side of the ~~Ed Koch~~ Queensboro Bridge. ~~Independently of~~ Unrelated to the proposed project, NYCHHC intends to cease operations of this plant.

North of the ~~Ed Koch~~ Queensboro Bridge, Roosevelt Island is occupied by Southtown and Northtown, which are apartment communities with supporting retail and community facilities. Vacant land to the east of the existing Southtown towers is designated for an anticipated additional three buildings that will complete the Southtown development. There is also the Coler Memorial Hospital site, which is located to the north of the residential developments at the northern end of Roosevelt Island. The Motorgate Garage, a centralized parking garage for the Island, is located adjacent to the Roosevelt Island Bridge on the north side.

The Island is accessed by subway and tram; vehicular access is provided only from 36th Avenue in Queens via the Roosevelt Island Bridge.

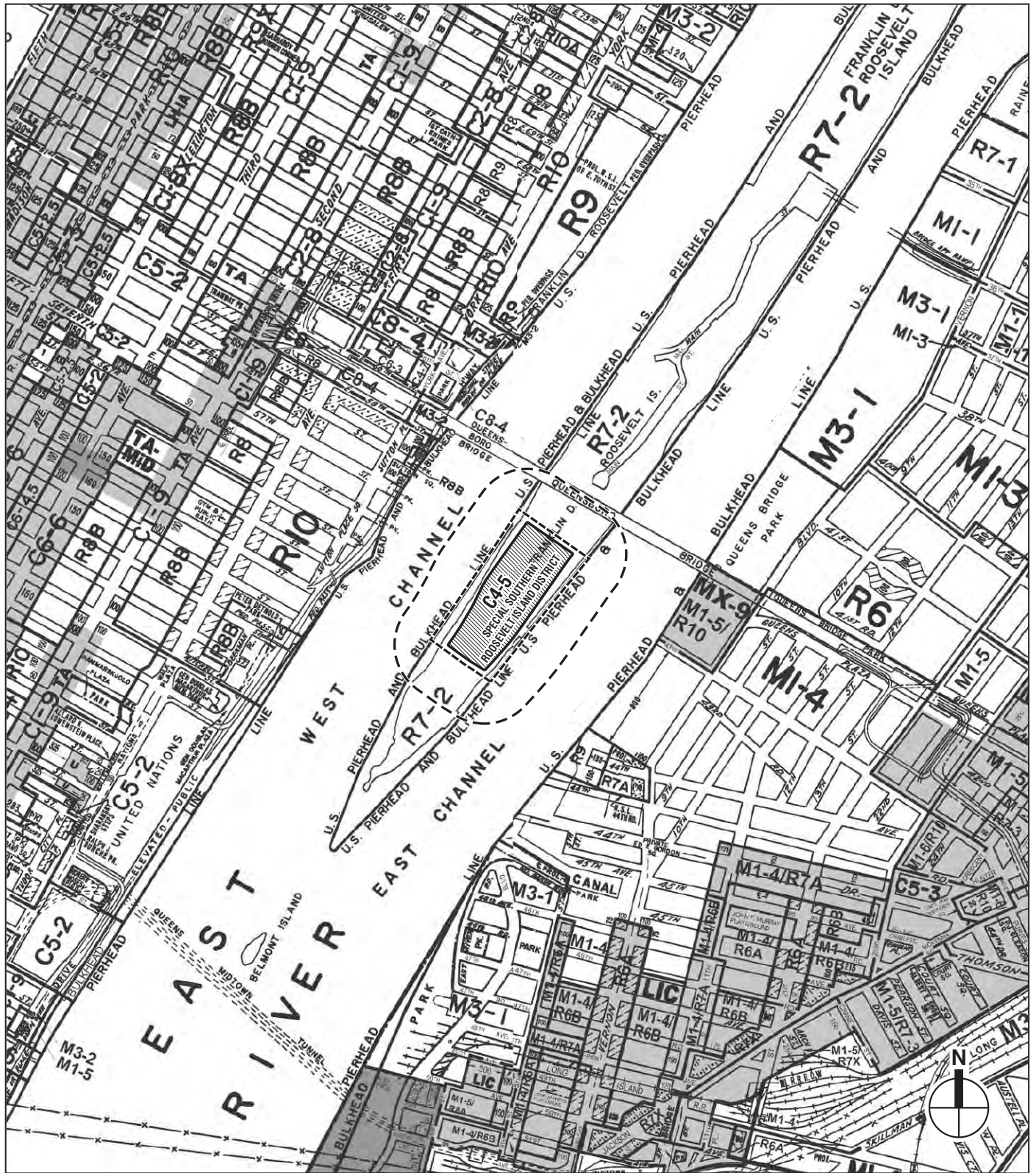
The project site, like all of Roosevelt Island, ~~All of Roosevelt Island, including the project site,~~ is zoned R7-2, a medium-density residential designation (see **Figure 3**). Much of Roosevelt Island is under the jurisdiction of New York State through the RIOC. Under New York State law, State agencies such as RIOC are exempt from the New York City Zoning Resolution.




## PROPOSED ACTIONS

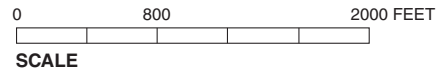
The proposed actions required to facilitate the proposed project are as follows:

- Disposition of City-owned property (by lease with a purchase option) from the City of New York to the New York City Land Development Corporation (NYCLDC), which will assign the lease to Cornell.
- ~~Disposition of City owned property from the City of New York to the New York City Economic Development Corporation (NYCEDC) for a subsequent proposed long term lease and potential future sale to Cornell.~~
- ~~Mayoral a~~ Approval of the lease and sale terms of the disposition parcels pursuant to Section 384(b)(4) of the New York City Charter.
- RIOC's actions as an involved agency may include amendment of the 1969 Master Lease originally between the City of New York and the New York State Urban Development Corporation (RIOC's predecessor in interest) and related actions ~~approval of a modification of the City's its lease with RIOCthe City.~~
- Amendment of the NYCHHC operating agreement with the City by the Corporation Board in order to surrender a portion of the project site.
- Zoning Map amendment to change the project site and surrounding area zoning from R7-2 to C4-5, and to map the Special Southern Roosevelt Island District over the same area, as shown on **Figure 4** (the "rezoning area").





-  Project Site
-  Rezoning Area (C4-5 Special Southern Roosevelt Island District)
-  Study Area Boundary (400-Foot Perimeter)





- Zoning Text amendment to create the Special Southern Roosevelt Island District and to establish special use, bulk, parking and public access controls for the rezoning area. The Special District is intended to create a uniform, flexible framework for the ongoing development of the CornellNYC Tech campus.

The Special District goals include the following specific purposes:

- To provide opportunities for the development of an academic and research and development campus in a manner that benefits the surrounding community;
- To allow for a mix of residential, retail, and other commercial uses to support the academic and research and development facilities and complement the urban fabric of Roosevelt Island;
- To establish a network of publicly accessible open areas that take advantage of the unique location of Roosevelt Island and that integrate the academic campus into the network of open spaces on Roosevelt Island and provide a community amenity;
- To strengthen visual and physical connections between the eastern and western shores of Roosevelt Island by establishing publicly accessible connections through the Special District and above grade view corridors;
- To encourage alternative forms of transportation by eliminating required parking and placing a maximum cap on permitted parking;
- To provide flexibility of architectural design within limits established to assure adequate access of light and air to the street and surrounding waterfront open areas, and thus to encourage more attractive and innovative building forms; and
- To promote the most desirable use of land in this area and thus conserve the value of land and buildings, and thereby protect the City's tax revenues.

Properties within the proposed Special Southern Roosevelt Island District would be subject to special use, bulk, and public access provisions that would supplement or supersede the underlying zoning district.

~~bulk, use, parking and waterfront controls for the rezoning area.~~

- City Map Amendment to map the one-way ~~ring~~ loop road surrounding the project site as a City street.

~~Other potential approvals, such as approvals from the New York City Department of Environmental Protection (NYCDEP) and New York State Department of Environmental Conservation (NYSDEC), may also be required. It is also possible that an approval from the U.S. Environmental Protection Agency (USEPA) would be required with respect to a geothermal well system that may be part of the project.~~

## PROPOSED DEVELOPMENT PROGRAM

As discussed above in Section E, "Proposed Actions," the proposed actions include zoning and text amendments that would change the allowable development potential of the project site. Pursuant to this zoning, and beginning in 2014, over a period of approximately 24 years, Cornell is proposing to anticipate building up to the following on the project site, which represent the maximum likely development program, or reasonable worst-case development scenario (RWCDS) for purposes of analysis in the DEIS:

- ~~Three new Cornell buildings for academic research purposes;~~ The academic buildings would accommodate classrooms (i.e., classrooms, lecture halls, seminar rooms, auditoria, meeting rooms, and breakout spaces), faculty and staff offices, research space for faculty and scientists,<sup>1</sup> and space for commercial activities, from student projects to corporate-sponsored research. Ancillary space would also be provided for exhibits, interactive and social gatherings, cafés, and other amenities as well as meeting space for the adjacent conference center. Within the academic space, there would be incubator space, with services and facilities that would support start-up businesses; accelerator space, where partnerships would be made between local accelerators and entrepreneurs; and demonstration space, with areas for venture capitalists, corporate partners, faculty, and students to come together to view and discuss new businesses and products.
- ~~Three~~ Two new residential buildings to house Cornell leadership and faculty, postdoctoral fellows, Ph.D. candidates, and master's students; The residential units would consist of a mix of studio, one-bedroom, and two-bedroom units.
- An Executive Education Center ~~—academic-oriented hotel with conference facilities;~~ The Executive Education Center would accommodate meetings, events, and conferences arising from the campus's academic programs and commercial activities.
- Three new corporate co-location ~~buildings for partner research and development~~ space; This would include space for private companies that wish to take advantage of the proximity to Cornell's academic activities and to Cornell's faculty, researchers, and students.
- A mixed use building that comprises corporate co-location space (with uses similar to other such buildings) as its base with a residential tower rising above the base for Cornell leadership, faculty, fellows, and students.
- A modest amount of campus-oriented retail uses; Retail space would include uses such as restaurants, cafés, newsstands, or a University bookstore and would serve the CornellNYC Tech residents and workers.
- Two central energy plants to serve the campus; ~~and~~
- Publicly accessible open space. The open spaces proposed for the site would have mixed programming, with some open spaces geared toward more active social engagement and others that would encourage quieter contemplation. The open space network would be designed to encourage movement within the campus. Under the proposed zoning text, at least 20 percent of the project site—or 2.5 acres—must be publicly-accessible open space. While it is Cornell's intention to create more than this minimum requirement, for purposes of a conservative analysis, the DEIS will assume the minimum amount of publicly-accessible open space. Approximately 7.5 acres of publicly-accessible open space

In addition to these uses, parking may be provided for the Executive Education Center ~~academic-oriented hotel and conference facilities~~ and corporate co-location ~~for the three partner research and development~~ buildings. It is anticipated that approximately 500 spaces would be provided at the project site, with 250 spaces in Phase 1 and another 250 spaces provided in Phase 2.

The above-described development would require the demolition of the existing Goldwater Memorial Hospital buildings, which would be undertaken as part of the CornellNYC Tech project; as discussed

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<sup>1</sup> The proposed project is not expected to include chemical or biological laboratories.

above, independently of, and prior to, the proposed project, NYCHHC will vacate the Goldwater Memorial Hospital site and relocate patients and services elsewhere.

**Table 1** summarizes the proposed development by use and by phase.

**Table 1**  
**Reasonable Worst-Case Development Program for CEQR <sup>(1)</sup>**

Use	Phase 1: 2018		Phase 2: 2038		Full Build (Phases 1 and 2)	
	Square Footage	Units/Rooms/Spaces	Square Footage	Units/Rooms/Spaces	Square Footage	Units/Rooms
Academic/Research	200,000	N/A	420,000	N/A	620,000	N/A
Residential Housing (Total) (2)						
Faculty Housing		274104		527142		798246
Student Housing		474338		425510		296848
Residential Total	300,000	442	500,000	652	800,000	1,094
Corporate Co-Location Partner Research and Development	100,000	N/A	400,000	N/A	500,000	N/A
Executive Education Center Academic Hotel/Conference Facility (3)	170,000	225	0	N/A	170,000	225
Energy-Utility Plant	20,000		20,000	N/A	40,000	
Parking		250		250		500
<b>Total (4)</b>	<b>790,000</b>		<b>1,340,000</b>		<b>2,130,000</b>	
<b>Notes:</b>						
(1) Under the agreement between the City of New York and the New York City Economic Development Corporation (NYCEDC), Cornell is obligated to build no less than 300,000 sf of buildings, of which at least 200,000 sf shall be academic use and research space by June 30, 2017; by 2037, Cornell is obligated to build a minimum of 1,800,000 sf of total building space of which a minimum of 620,000 sf must be academic use. The RWCDs conservatively accounts for likely maximum program and population by phase.						
(2) Residential units would be the same size but could be occupied differently (e.g., a faculty family may occupy a multi-bedroom unit while such units may also be rented by unrelated students without families as two or three shares).						
(3) The conference facilities would occupy approximately 25,000 gsf of the 170,000 gsf Executive Education Center hotel and conference facility.						
(4) It is anticipated that for analysis purposes up to approximately 25,000 gsf of campus-oriented retail would be included on the site (e.g., café, newsstand, or bookstore, etc.).						

Overall, by 2038, the proposed actions would result in the development of up to approximately 2.13 million gross square feet of new uses. **Figure 5** provides an illustrative site plan for the proposed project.

The total square footage of building represents the reasonable worst-case development scenario for purposes of the environmental review. Individual program elements can be considered “illustrative”; variations in the allocation of the specific space types, especially in construction after Phase 1, may occur. However, the maximum total square footage is expected to remain substantially the same. As noted above, under the agreement between the City of New York and NYCEDC, Cornell is obligated to build no less than 300,000 square feet of buildings by June 30, 2017, of which at least 200,000 square feet shall be academic use and research space. Cornell is also obligated to build a minimum of 1,800,000 square feet of total building space by 2037, of which a minimum of 620,000 square feet must be for academic use.

**PROPOSED DESIGN**

The proposed project would be centered on a new outdoor north-south connection or “spine” that would extend at grade through the project site. A series of publicly accessible open spaces would extend from the edge of the site inward to this spine. The proposed buildings would be organized

around both the spine and the network of open spaces with the main entries to the buildings located along the north-south spine.

Preliminarily, the project buildings are expected to have approximately the following characteristics:

The academic research buildings would be 8 to 14 stories with the tallest of the three buildings reaching 165 to 185 feet in height.

The residential buildings would be taller, approximately 15 to 30 stories, with the tallest of the four residential buildings reaching 280 to 320 feet in height.

The hotel and conference facilities would be 15 stories, or up to 180 feet in height.

The partner R&D buildings would be 8 to 14 stories with the tallest of the three buildings reaching 165 to 185 feet in height.

The proposed buildings would be oriented on the project site so that a series of publicly-accessible open spaces are created (see "Open Space," below).

#### *OPEN SPACE*

The proposed project would provide approximately 7.5 acres of publicly-accessible open spaces on the project site and would include provision of both active and passive uses.

In addition, the project would provide a bicycle path in the ring road around the project site that would provide connections to the parks south of the site as well as to open space and recreation facilities north of the project site.

#### *SITE ACCESS AND CIRCULATION*

The existing ring road would be mapped with a 50-foot right-of-way, which would allow for one travel lane and a parking lane, with a sidewalk adjacent to the project site. As in the existing condition, the road would be one-way clockwise with southbound traffic on the east side of the project site and northbound traffic on the west side. The ring road would provide access to the campus's loading areas, which would be located primarily on the east side of the project site. Drop off and pick up areas may be provided in front of the hotel and potentially at central locations serving the academic buildings.

#### *SUSTAINABILITY MEASURES*

The proposed project would incorporate a number of sustainable design measures that would reduce energy consumption and GHG emissions. In addition to meeting all applicable local laws regarding energy, Cornell has agreed to achieve a minimum of LEED<sup>®</sup> Silver certification for all project buildings. As part of the sustainable design energy measures, to the extent feasible, the proposed project may include the following:

- On-site energy plants that would total approximately 40,000 gsf. The energy plants would supply power, chilled water, and heat to the campus.
- Photovoltaic (PV) panels throughout the site (e.g., on the roofs of the proposed buildings and possibly elsewhere on the site).
- A system of up to 400 geothermal wells.

~~Cornell has set a goal to achieve net zero energy consumption for its Phase 1 academic building. This means that the campus collectively would generate the electricity, heat, and chilled water that would offset the energy use of the Phase 1 academic building on an annual basis.~~

~~In addition to energy measures, the proposed project would be planned and designed to achieve other sustainability targets.~~

## **PHASE 1**

**Figure 5** shows an illustrative site plan for Phase 1.<sup>1</sup>

As shown in the figure, the Phase 1 buildings, which would include academic, corporate co-location, residential, and Executive Education Center buildings, would be developed in the northern portion of the project site. The Phase 1 central utility plant would be located toward the northern edge of the site. Open space would also be included as part of Phase 1. Specifically, Phase 1 would include:

- A new Cornell building for academic purposes. This building is anticipated to be approximately 150,000 gsf in size and up to 8 stories in height.
- A new corporate co-location building. This building is anticipated to be approximately 150,000 sf in size and up to 8 stories in height. This building would house approximately 100,000 sf of corporate co-location use and 50,000 sf of academic space.
- A new residential building of approximately 300,000 sf for campus faculty and students. This building is anticipated to be approximately 23 stories in height (approximately 320 feet).
- A central utility plant of approximately 20,000 sf.
- An Executive Education Center. This building would be approximately 170,000 sf in size with up to 225 hotel rooms. The conference facility would occupy approximately 25,000 gsf of the building. It is anticipated that the hotel would rise up to approximately 17 stories.

Approximately 10,000 gsf of campus-oriented retail would be included within the other buildings on the site, described above, and could include uses such as a café, newsstand, or bookstore.

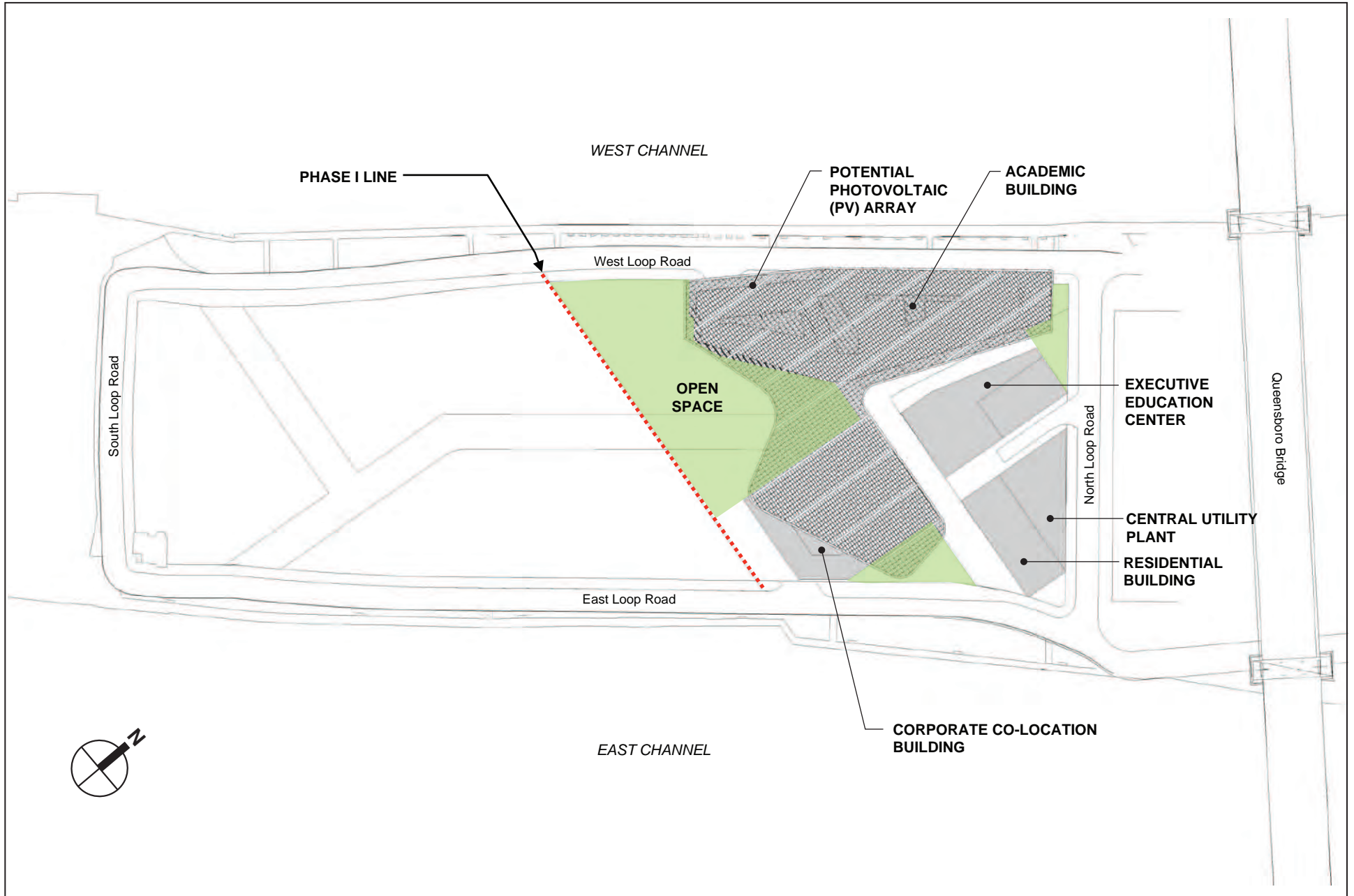
The central utility plant would house in-coming utility services and provide space for centralized electric production or co-generation facilities as appropriate to the campus development and technological advancements over time. These facilities may include gas-fired fuel cells (with or without heat recovery and use), gas-fired micro-turbines providing electricity and generating hot water for the facilities using waste combustion heat, or similar technologies.

The open space to be developed as part of Phase 1 would total 1.3 acres.

Cornell has set a goal to achieve net-zero energy consumption for its Phase 1 academic building. To meet this goal, an array of photovoltaic (PV) panels may be constructed above the roof of the academic building; it may also extend over a portion of the central spine (creating a canopy), and possibly continue over the roof of the corporate co-location building (see Figure 5).

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<sup>1</sup> Subsequent to publication of the Draft Scope of Work and as campus design has progressed, some changes were made to the proposed site plan. The Final Scope reflects the site plan changes.



Portions of the southern portion of the project site are anticipated to be developed with several interim uses, potentially including a nursery and other vegetated surfaces (such as a planted meadow).

As part of Phase 1, the roadway circling the project site would be widened with temporary construction to provide a functional 32-foot-wide travelway around the project site. The portion of the roadway adjacent to the Phase 1 development would be built to final conditions as the Phase 1 buildings are completed.

### **FULL BUILD (PHASES 1 AND 2)**

Figure 6 shows the illustrative site plan for full build out of the proposed project (Phases 1 and 2).

As shown in the figure, at full build, the entire project site would be developed with academic, corporate co-location, residential, and Executive Education Center buildings. A second central utility building would be located at the southern end of the project site, and additional open spaces would be included in the site. At full build, the project site would include the Phase 1 buildings described above and the following additional buildings:

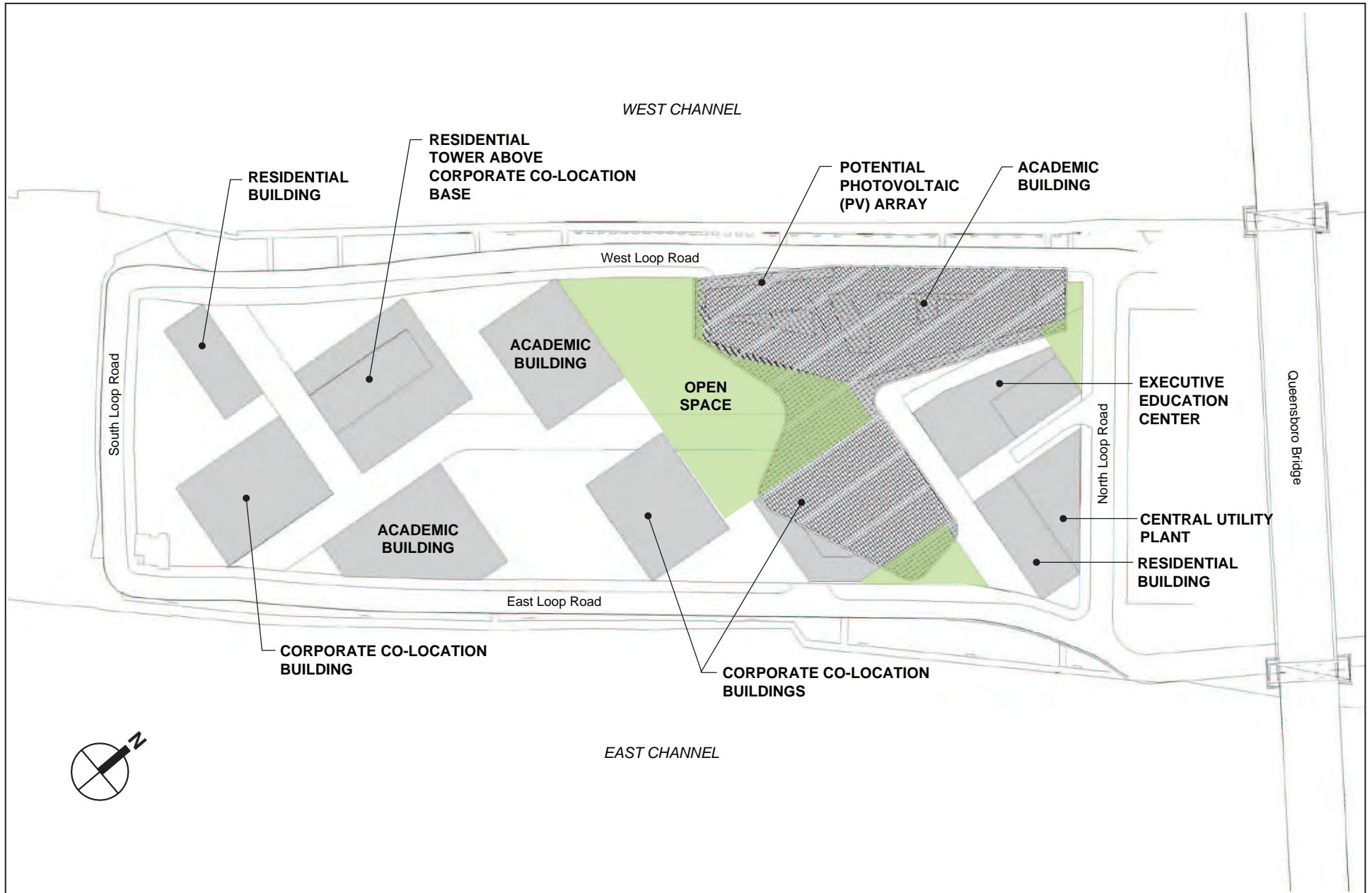
- Two additional new Cornell building for academic purposes. The second and third academic buildings are assumed to be approximately 175,000 and 245,000 gsf in size and would each rise to a height of up to 12 stories.
- Two additional corporate co-location buildings. The second and third buildings are assumed to be approximately 170,000 and 230,000 gsf in size, respectively, and up to approximately 10 stories in height.
- Two additional residential buildings. The second and third residential buildings are assumed to be approximately 236,000 and 264,000 gsf in size, respectively, and up to approximately 27 stories (280 feet) in height. Between the two buildings, another 527 units would be provided for campus faculty and students. Altogether, at full build, approximately 1,094 units would be provided.
- A mixed use building that comprises corporate co-location space (with uses similar to other such buildings) as its base with a residential tower rising above the base for Cornell leadership, faculty, fellows, and students.
- A second central utility plant of approximately 20,000 sf.

Another approximately 15,000 gsf of campus-oriented retail would be included within buildings on the project site (for a total of 25,000 sf).

The central utility building would provide additional space for distributed electrical or co-generation facilities to serve the additional campus buildings, similar to the plans for the Phase 1 utility plant.

In addition to the open spaces developed as part of Phase 1, at full build, there would be another 1.2 acres of open space for a total of a minimum of 2.5 acres of open space. It is anticipated that the site's open spaces would be landscaped with a mix of evergreen and flowering trees and other plantings.

At full build, the loop roadway circling the project site would be built out to its mapped right-of-way width, which is 50 feet with two exceptions: the southeast portion of the roadway, which would have a width of 45 feet so as not to encroach upon the south pump station (access to the pump station would be maintained), and north loop road, which would have a width of 56 feet. The typical



Full Build - Illustrative Site Plan  
**Figure 6**



section (50 foot width) of the loop roadway would be configured to have (beginning on the campus side) a 15-foot-wide sidewalk, an 8-foot-wide parking lane, an 11-foot-wide travel lane, a 3-foot-wide striped buffer, a 10-foot-wide two-way Class II bicycle path, with a 3-foot buffer on the outboard side. As in the existing condition, the road would be one-way clockwise with southbound traffic on the east side of the project site and northbound traffic on the west side. The loop road would provide access to the campus's loading areas, which would be located primarily on the east side of the campus. Drop off and pick up areas may be provided in front of the hotel and potentially at central locations serving the academic buildings.

The bicycle path would provide connections to the parks south of the site as well as to open space and recreation facilities north of the project site.

To the north of the loop roadway, additional roadway segments would be mapped to the connection with currently mapped Main Street. These additional segments would be mapped at a width of 50 feet except for the segment of West Main Street just west of the connection with Main Street, which would be mapped with a width of 60 feet.

### **SUSTAINABILITY MEASURES**

As part of the sustainable design energy measures, to the extent feasible, the proposed project may include the following:

- On-site utility buildings that could total approximately 40,000 gsf. The utility plants would provide space for in-coming utility services and may also include equipment to supply power, chilled water, and heat to portions of the campus. As the campus develops, it may also evolve to contain (in this structure or added facilities) distributed energy generation units that would operate on natural gas (fuel cells, micro-turbines, or novel engine-generators) to support the campus energy demand while reducing fossil fuel needs (and thus reducing the campus carbon footprint).
- Photovoltaic (PV) panels. As described above, an array of photovoltaic (PV) panels may be constructed above the roof of the academic building; it may also extend over a portion of the central spine (creating a canopy), and possibly continue over the roof of the corporate co-location building. PV panels may also be integrated into the landscape to form pavilions, covered rest areas, and similar ground-mounted structures as needed to achieve the renewable electricity goals of the campus.
- A system of up to 400 geothermal wells. The wells would be closed-loop wells and are anticipated to reach approximately 500 feet deep. The well systems would be entirely subsurface and would be located beneath the central open space.
- Strict energy targets for campus buildings. Supporting the academic program using as little energy as necessary is critical for long-term sustainability of the campus.

In addition to energy measures, the proposed project would be planned and designed to achieve other sustainability targets, including effective stormwater management and filtration, pedestrian and bike transportation options, low-impact building materials, reduction of heat island effect, and other measures that are typical of the LEED® green building program. Design measures to accommodate recycling, such as separate receptacles for recyclables, recycling chutes, and/or storage areas would also be included.

**PROPOSED PROGRAMMING AND POPULATION**

Cornell intends for its academic program to be flexible and inter-disciplinary with specific initial areas of focus around connective media, health, and the built environment. The academic program will offer degrees at the master’s and doctorate levels; undergraduate degrees would not be offered. Academic and corporate co-location partner research and development buildings would be oriented towards the non-biological applied sciences and engineering; they are not expected to house chemical or biological laboratories.

The academic ~~research~~ program would be complemented by an Executive Education Center ~~hotel and conference facilities and by~~ as well as the corporate co-location partner research and development use, which would be commercial space expected to be occupied by related industries.

The anticipated RWCDs project population by phase is shown below in **Table 2**. Table 2 represents the number of faculty, staff, students, and others who would be generated due to the new academic and corporate co-location partner research and development programs, but not their dependents or families. Not all of this population would be housed on site. Based on population demographics provided by Cornell University from its operations and experience, the EIS will account for this population as well as the dependents of those who would be housed on site as well as the number of workers that would be introduced by the corporate co-location programs, the Executive Education Center, and the other uses at the campus.

**Table 2**  
**CornellNYC Tech Campus Population <sup>(1)</sup>**

Use		Phase 1	Full Build (Phases 1 and 2)
Academic/Research	Leadership	2	3
	Staff	72	131
	Faculty (Tenure Track and Research)	93	286
	Visitors/Adjuncts	18	33
	Funded Researchers	45	125
	Postdoctoral Fellows	37	125
	Ph.D. Candidates	260	730
	Master's Students	300	1,440
<i>Total (CornellNYC Academic Population)</i>		827	2,573
<b>Worker Population</b>			
<u>Corporate Co-Location Partner Research and Development (2)</u>	Workers	400	2,000
<u>Executive Education Center Academic Hotel/Conference Facility (3)</u>	Conference Facility	13	13
	Hotel	84	84
<u>Energy-Utility Plant</u>	Workers	3	6
<u>Residential (4)</u>	Workers	20	50
<u>Retail (5)</u>	Workers	30	75
<i>Total (Worker Population)</i>		550	2,228
<i>Total (Academic and Worker Population)</i>		1,377	4,801
<b>Notes:</b>			
(1) Under the terms of the agreement between the City of New York and the New York City Economic Development Corporation <u>NYCEDC</u> , Cornell is obligated to have no fewer than 75 faculty and 390 students (Ph.D. candidates and master's students) by 2018, and no fewer than 286 faculty and 1,800 students when the campus is fully operational. RWCDs conservatively accounts for likely maximum program and population by phase.			
(2) <u>Partner Research and Development Corporate co-location</u> worker population assumes 4 employees per 1,000 gsf.			
(3) <u>Conference facility Executive Education Center</u> assumes 1 employee per 2,000 gsf; hotel assumes 1 worker per 2.67 rooms.			
(4) Residential worker population assumes 1 employee per 22 dwelling units.			
(5) Retail worker population assumes 3 employees per 1,000 gsf, with 10,000 gsf of retail in Phase 1 and 25,000 gsf of retail in the Full Build condition.			

## C. PURPOSE AND NEED FOR THE PROPOSED ACTIONS

The City of New York launched its Applied Sciences<sup>1</sup> NYC initiative in 2010 after working with a range of New York City's business leaders, academics, community groups, and entrepreneurs to identify ambitious, achievable initiatives that the City could undertake to achieve local economic growth. From that process, an unmet demand within New York City for top-flight engineers and applied scientists ~~was identified~~ ~~it was identified that there is an unmet demand within New York City for top-flight engineers and applied scientists.~~

The purpose of Applied Sciences ~~competition in New York City~~ NYC ~~is was~~ to provide ~~one or more~~ ~~an opportunity~~ ~~ies an opportunity~~ for ~~one or more~~ ~~a~~ leading academic institutions to build a world-class applied sciences and engineering campuses in New York City. The overarching goal is to maintain and increase New York City's global competitiveness, diversify the City's economy, drive economic growth, and create jobs for New Yorkers.

In December 2010, the City issued a Request for Expressions of Interest to gauge universities' interest in developing and operating ~~develop and operate~~ a new applied science and engineering research campus in New York City. In connection with the new campus, the City indicated its willingness to provide City-owned land in addition to a significant capital contribution in site infrastructure. In 2011, the City issued a Request for Proposals (RFP) seeking a university, institution or consortium to develop and operate a new (or expanded) campus in the City. The City selected ~~Based on that process,~~ the Cornell University and Technion - Israel Institute of Technology team ~~was selected~~ to develop the Applied Sciences NYC project—the Cornell NYC Tech project.

The Cornell NYC Tech project intends to focus on research and ~~other~~ graduate degrees in the applied sciences and fields of interest related to the technology sector. A defining aspect of the new campus's graduate-level academic programs is the close tie to business and entrepreneurship that will be woven throughout the curriculum. Research will be focused on technology in application areas that have commercial potential in New York City markets. Specifically, New York City's technology sector and information-driven economy serves as the impetus for the development of many consumer-oriented companies focused specifically on technology to meet end users' needs, including some of New York City's core industries: media, advertising, finance, healthcare, real estate, ~~fashion-construction,~~ and design. The Cornell NYC Tech campus will be centered on flexible and dynamic interdisciplinary application hubs instead of traditional academic departments. This model will serve as a focal point for accelerating existing sectors of New York City's economy and driving the formation of new technology businesses through close ties to customers and core industry knowledge.

## D. ANALYSIS FRAMEWORK

The proposed actions would change the regulatory controls governing land use and development on the project site and would allow its development over the long term. The DEIS will analyze the proposed actions' potential to generate significant adverse environmental impacts. As necessary, the DEIS will consider alternatives that would reduce or eliminate impacts identified in the technical analyses and propose mitigation for such impacts, to the extent practicable mitigation exists.

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<sup>1</sup> Applied sciences is the discipline of applying scientific knowledge from one or more fields to practical problems.

The approach to the DEIS analysis is discussed below.

## OVERVIEW

The DEIS for the proposed project development will contain:

- A description of the proposed project, the proposed development program, and their environmental settings;
- The identification and analysis of any significant adverse environmental impacts of the proposed project, including short- and long-term impacts;
- An identification of any significant adverse environmental impacts that cannot be avoided if the proposed project is implemented;
- A discussion of reasonable and feasible alternatives to the proposed project;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the proposed project, should it be implemented; and
- The identification and analysis of practicable mitigation measures to address any significant adverse impacts generated by the proposed project.

## ANALYSIS APPROACH

Each chapter of the DEIS will assess whether development resulting from the proposed actions could result in significant adverse environmental impacts.

In disclosing impacts, the DEIS considers a proposed project's potential adverse impacts on the environmental setting. Because the proposed project would be operational in future years ~~(2018 and 2038)~~,<sup>1</sup> its environmental setting is not the current environment, but the future environment. Therefore, the technical analyses and consideration of alternatives assess current conditions and then forecast these conditions to 2018 and 2038, corresponding to the completion of Phases 1 and 2, respectively, for the purposes of determining potential impacts. The DEIS will provide a description of "Existing Conditions" for the year 2012 and assessments of future conditions without the proposed project in both 2018 and 2038 (the "Future without the Proposed Actions" or "No-Action" condition) and the future with the proposed project (or "With Action" condition). To forecast the No-Action condition, information available on known land-use proposals and, as appropriate, changes in anticipated overall growth, will be incorporated. The differences between the Future Without and With the Proposed Actions will be assessed for whether such differences are adverse and/or significant; any significant adverse environmental impacts will be disclosed. The DEIS will also identify and analyze appropriate mitigation for any identified significant adverse environmental impacts.

While the buildings at Goldwater ~~Memorial~~-Hospital would most likely be demolished and replaced with another appropriate use if the CornellNYC Tech project did not proceed, for purposes of conservatively assessing impacts, the DEIS will account for a No-Action condition in which Goldwater ~~Memorial~~-Hospital would remain vacant, but the buildings would remain in place. The DEIS will account for the hospital's demolition and redevelopment of the project site as part of the proposed project.

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<sup>1</sup> As discussed above, Cornell is obligated to complete construction of Phase 1 by 2017 and Phase 2 by 2037. The EIS will use 2018 and 2038 as the analysis years, as those represent the first full years of operation for Phase 1 and Phase 2, respectively.

As discussed above, the proposed project outlined in Section B, “Project Description,” is the ~~reasonable worst case development scenario~~ RWCDS for environmental review purposes.

## **STUDY AREAS**

Each technical study must address impacts within an appropriate geographical area. These “study areas” vary depending on the technical issue being addressed. Section ~~EF~~, “Environmental Impact Statement (EIS) Scope of Work,” identifies the study areas that will be used for the technical areas of analysis. In general, study areas will be adjusted to account for the project site’s location on Roosevelt Island.

## **FUTURE ANALYSIS YEARS AND BASELINE CONDITIONS**

The DEIS will first assess existing conditions for the relevant study areas. The analysis of potential impacts will then be performed for the project’s two phases. Phase 1 is assumed to be completed by 2018, and Phase 2, which accounts for full development of the CornellNYC Tech project, is assumed to be completed by 2038. These two years—2018 and 2038—will be the future analysis years assessed in the DEIS.

## **ENVIRONMENTAL REVIEW PROCESS**

ODMED, as lead agency for the environmental review, has determined that the proposed actions and project have the potential to result in significant adverse environmental impacts and, therefore, pursuant to CEQR procedures, has issued a positive declaration requiring that an EIS be prepared in conformance with SEQRA, and Executive Order No. 91 of 1977, as amended, and the Rules of Procedure found at Title 62 of the Rules of the City of New York Chapter 5 (CEQR). This ~~draft Final scope~~ Scope of work Work has been prepared in accordance with those laws and regulations.

In accordance with SEQRA and CEQR, ~~this a~~ Draft Scope of Work ~~has been~~ was distributed for public review. A public meeting ~~has been scheduled for~~ took place at 6:30 P.M. on Tuesday, May 22, 2012 at Manhattan Park Community Center, 8 River Road, Roosevelt Island, and the period for submitting written comments ~~will remain~~ open until 5:00 P.M. on Friday, June 8, 2012. After considering comments received during the public comment period, ~~a~~ this Final Scope of Work ~~will~~ was ~~be~~ prepared to direct the content and preparation of a DEIS. As the next step in the process, once the lead agency has determined that the DEIS is complete, it will be subject to public review. At a date to be announced later, a public hearing on the DEIS will be held in conjunction with the public hearing on the Uniform Land Use Review Procedure (ULURP) applications for this project. A Final EIS (FEIS) will then be prepared that responds to comments, as appropriate, received on the DEIS. The lead agency and involved agencies will make CEQR findings based on the FEIS, before making a decision on project approval.

## **E. ENVIRONMENTAL IMPACT STATEMENT (EIS) SCOPE OF WORK**

### **TASK 1: PROJECT DESCRIPTION**

The first chapter of the DEIS introduces the reader to the project and sets the context in which to assess impacts. The chapter will contain a project identification for the CornellNYC Tech project, including context of the overall Roosevelt Island campus plan, a statement of purpose and need, and anticipated benefits of the proposed project; a detailed description of the proposed

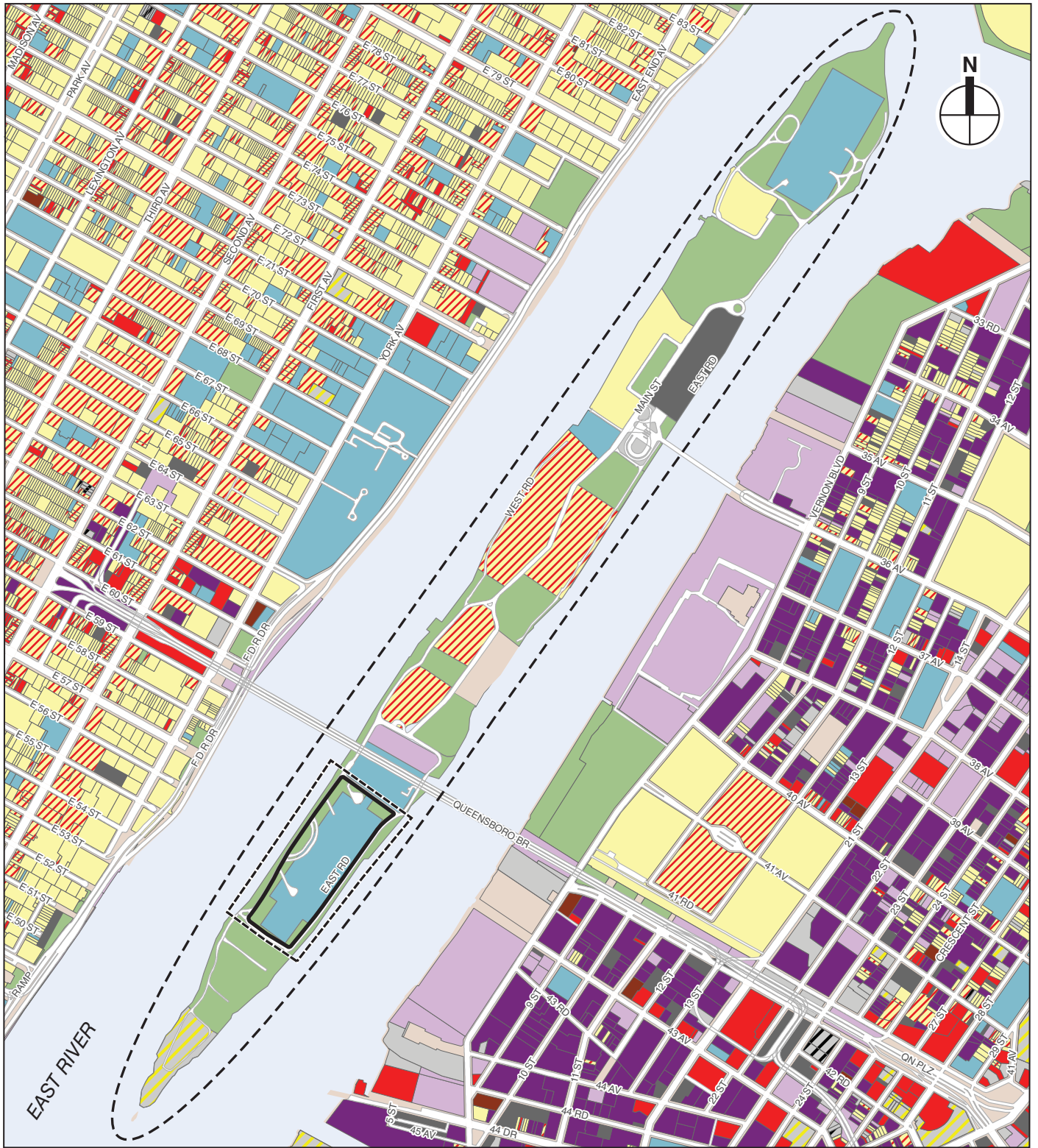
actions necessary to achieve the project; a description of the development program and project siting and design; and a discussion of approvals required, procedures to be followed, and the role of the DEIS in the process. The chapter will also discuss the framework of the analyses for the DEIS. It will identify the analysis years and project phasing, and describe the ~~reasonable worst-case development scenario (RWCDs)~~ to be analyzed in the DEIS. The description of the RWCDs will discuss the population projections for the CornellNYC Tech campus, including a summary of how the population projections were derived from Cornell University's operations and experience.

## **TASK 2: LAND USE, ZONING AND PUBLIC POLICY**

The proposed actions would require a number of discretionary actions as described above, and, through the provision of new academic, research, residential, and Executive Education Center ~~academic-oriented hotel-conference facilities~~, would result in changes to land use and changes to land use densities on the project site. This chapter will analyze the potential impacts of the proposed actions on land use, zoning, and public policy. For the purpose of environmental analysis, the land use study area will include the entirety of Roosevelt Island (see **Figure 67**). The land use assessment will include description of existing conditions and evaluations of the ~~Future~~-No-Action and With-Action conditions in 2018 and 2038.

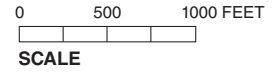
The analysis will include the following tasks:

- A. Provide a brief development history of the project site and Roosevelt Island study area;
- B. Provide a description of land use, zoning, and public policy in the study area. Based on field surveys and data available from various sources (such as the Department of Finance and Department of Buildings) and prior studies, identify, describe, and graphically portray existing land use conditions and predominant land use patterns in the land use study area. A more detailed analysis will be conducted for the project site;
- C. Describe recent land use trends in the study area and identify major factors influencing land use trends;
- D. Describe relevant public policies that apply to the project site and study area, including a description of the City's Applied Sciences initiative, NYCHHC's intentions with respect to Goldwater Memorial-Hospital, and RIOC's role and objectives;
- E. Prepare a list of future development projects in the study area that would be expected to influence future land use trends, such as the completion of the Southtown development to the north of the site and the Four Freedoms Park to the south. Also, identify any pending public policy actions that could affect land use patterns and trends in the study area. Based on these changes, assess future land use and zoning conditions in 2018 and 2038 without the proposed actions;
- F. Describe and assess the potential land use changes in the project site and study area based on the proposed project; and
- G. Assess the effects and identify potential impacts of the proposed actions on land use trends, zoning, and public policy, including PlaNYC 2030 and the City's Waterfront Revitalization Program. Discuss the proposed actions' potential effects related to issues of compatibility with surrounding land use, the consistency with zoning and other public policies, and the effect of the proposed actions on ongoing development trends and conditions in the area.



- Project Site
- Rezoning Area (Special Southern Roosevelt Island District)
- Study Area Boundary
- Residential
- Residential with Commercial Below
- Hotels
- Commercial and Office Buildings

- Industrial and Manufacturing
- Transportation and Utility
- Public Facilities and Institutions
- Open Space and Outdoor Recreation
- Parking Facilities
- Vacant Land
- Vacant Building
- Under Construction



### TASK 3: SOCIOECONOMIC CONDITIONS

According to the *CEQR Technical Manual*, a socioeconomic assessment should be conducted if an action may reasonably be expected to create substantial socioeconomic changes in an area. This can occur if an action would directly displace a residential population, substantial numbers of businesses or employees, or eliminate a business or institution that is unusually important to the community. It can also occur if an action would bring substantial new development that is markedly different from existing uses and activities in the neighborhood, and therefore would have the potential to lead to indirect displacement of businesses or residents from the area.

Since NYCHHC is relocating Goldwater Memorial—Hospital’s facilities and services independently of, and prior to, the proposed project, the proposed CornellNYC Tech project would not result in the direct displacement of any residents or businesses, and therefore an assessment of potential socioeconomic effects due to direct displacement is unwarranted. However, the proposed project would result in “substantial new development” as defined under CEQR, warranting an assessment of the potential indirect socioeconomic effects of the project. The following describes the scope of analysis for the indirect analyses required under CEQR.

#### *INDIRECT RESIDENTIAL DISPLACEMENT*

The concern with respect to indirect residential displacement is whether a proposed action—by introducing substantial new development that is markedly different from existing uses, development, and activities within the neighborhood—could lead to increases in property values, and thus rents, making it difficult for some residents to afford their homes. Following *CEQR Technical Manual* guidelines, the analysis of this concern begins with a preliminary assessment, which will utilize U.S. Census data, American Community Survey data, New York City Department of Finance’s Real Property Assessment Data (RPAD) database, as well as data from RIOC and current real estate market data, to present demographic and residential market trends and conditions for the study area, which is defined as the entirety of Roosevelt Island. The assessment will perform the following step-by-step evaluation prescribed by CEQR:

- **Step 1:** Determine if the proposed project would add new population with higher average incomes compared to the average income of the study area population (in this case, all residents of Roosevelt Island). If the expected average incomes of the new population would be similar to the average incomes of the study area population, no further analysis is necessary.
- **Step 2:** If, after Step 1, further analysis is needed, determine if the proposed actions’ population is large enough to affect real estate market conditions in the study area. If the population increase may potentially affect real estate market conditions, then Step 3 will be conducted.
- **Step 3:** Consider whether the study area (Roosevelt Island) has already experienced a readily observable trend toward increasing rents and new market rate development. If a sustained trend throughout the study area can be identified, no further analysis is necessary.

If the preliminary assessment finds that there is a substantial population potentially at risk of indirect residential displacement in the study area, a detailed analysis will be conducted.



### *INDIRECT BUSINESS DISPLACEMENT*

The concern with respect to indirect business and institutional displacement is whether a proposed project could lead to increases in property values, and thus rents, making it difficult for some businesses or institutions to remain in the study area (as stated above, the study area would encompass Roosevelt Island). The proposed actions would introduce new academic space, corporate co-location research and development space, residential uses, and an Executive Education Center ~~academic-oriented hotel and conference~~ that collectively exceed the *CEQR Technical Manual's* 200,000-square-foot commercial threshold for “substantial” new development warranting assessment. Therefore, a preliminary assessment of indirect business displacement will be conducted.

The indirect business displacement analysis will characterize conditions and trends in employment and businesses on Roosevelt Island using the most recent available data from public and private sources such as New York State Department of Labor, the U.S. Census Bureau, RIOG, and ESRI, as well as discussions with local real estate brokers as necessary. This information will be used in a preliminary assessment to consider:

- Whether the proposed project would introduce enough of a new economic activity to alter existing economic patterns;
- Whether the proposed project would add to the concentration of a particular sector of the local economy enough to alter or accelerate existing economic patterns in the study area; and
- Whether the proposed project would indirectly displace residents, workers, or visitors who form the customer base of existing businesses in the study area.

If the preliminary assessment finds that the proposed project could introduce trends that make it difficult for businesses that are essential to the local economy to remain in the study area, a detailed analysis will be conducted. Following *CEQR Technical Manual* guidelines, the detailed analysis would be framed in the context of existing conditions and evaluations of the ~~Future~~-No-Action and With-Action conditions in 2018 and 2038, including any changes in economic activities anticipated to take place in the study area by the time the project is complete. The detailed analysis would determine whether the proposed project would increase property values and thus increase rents for a potentially vulnerable category of businesses in the study area, and whether relocation opportunities exist for those firms.

### *ADVERSE EFFECTS ON SPECIFIC INDUSTRIES*

Based on the guidelines in the *CEQR Technical Manual*, a preliminary assessment of effects on specific industries will be conducted to determine whether the proposed project would significantly affect business conditions in any industry or category of businesses within or outside the study area, or whether the proposed project would substantially reduce employment or impair viability in a specific industry or category of businesses.

### **TASK 4: COMMUNITY FACILITIES AND SERVICES**

As defined for CEQR analysis, community facilities are public or publicly funded schools, libraries, child care centers, health care facilities and fire and police protection. A project can affect facility services directly, when it physically displaces or alters a community facility; or indirectly, when it causes a change in population that may affect the services delivered by a community facility.

The proposed actions would not have any direct effects on community facilities, because the proposed project would not physically displace or alter any community facilities. As discussed above, NYCHHC will relocate Goldwater Memorial Hospital's services independently of, and prior to, the proposed project. However, by adding new students and faculty and providing new residences, the proposed project would create increased demand for various community facilities. The following describes the level of analysis required to estimate the potential indirect effects of the proposed project on community facilities in the study area.

#### *INDIRECT EFFECTS*

As per the *CEQR Technical Manual*, depending on the size, income characteristics, and age distribution of the new population, a project may have indirect effects on public schools, libraries, or child care centers. Indirect effects on police, fire, and health care services occur only when a "sizeable new neighborhood" is introduced by a project where none existed before. Roosevelt Island and the project site are already served by police, fire, and health care services, and therefore, analyses of such services are not warranted. For information purposes, police and fire facilities will be identified in the DEIS.

#### *Public Schools*

An analysis of public schools is required if a project introduces more than 50 elementary/middle school or 150 high school students. Based on the anticipated occupancy of the residential units and accounting for the children expected to be introduced to the site, the proposed project would not result in more than 50 students in the first phase, and an analysis of schools is therefore not warranted for the 2018 analysis year. In 2038, the proposed project is anticipated to result in more than 50 elementary/middle school children; therefore, a detailed analysis of public schools (elementary/middle) will be undertaken for the 2038 analysis year.

#### *Libraries*

An analysis of libraries is undertaken if the project would result in more than a 5 percent increase in the ratio of residential units to libraries in the borough. In Manhattan, the CEQR threshold for this increase is 901 residential units. Since the proposed project would include a combination of residential units for faculty, postdoctoral fellows, Ph.D. candidates, and master's degree students greater than 901 units in the 2038 analysis year, a detailed assessment of the potential impacts on public libraries will be conducted. The analysis will focus on the potential effects of the project-generated population on branch libraries.

#### *Day Care Centers*

An analysis of day care centers is necessary when a project would introduce more than 20 eligible children (170 low- to moderate-income housing units in Manhattan, as identified in Table 6-1b of the *CEQR Technical Manual*). Based on this criterion, the proposed project would not trigger the threshold for an analysis of day care centers. Accordingly, the DEIS will not analyze indirect impacts on day care centers.

### **TASK 5: OPEN SPACE**

Open space is defined as publicly or privately owned land that is publicly accessible and operates, functions, or is available for leisure, play, or sport, or set aside for the protection and/or enhancement of the natural environment. An analysis of open space is conducted to determine whether or not a proposed project would have direct effects resulting from the elimination or

alteration of open space, and/or an indirect effects resulting from overtaxing available open space.

As described above, the proposed project would include new publicly-accessible open spaces with active and passive features ~~totaling approximately 3.6 acres in 2018 and 7.5 acres in 2038.~~

#### *DIRECT EFFECTS*

According to the *CEQR Technical Manual*, an assessment of a project's potential direct effects may be appropriate if the project would result in a physical loss of publicly accessible open space (by encroaching on an open space or displacing an open space); change the use of an open space so that it no longer serves the same user population (e.g., elimination of playground equipment); limit public access to an open space; or cause increased noise or air pollutant emissions, odors, or shadows on public open space that would affect its usefulness, whether on a permanent or temporary basis.

The proposed project would not displace any publicly accessible open spaces. Because the project site is located near several open spaces, including South Point Park, Four Freedoms Park (due to open in ~~2012~~2014), and the Roosevelt Island waterfront esplanade, the DEIS will analyze the potential for the project to result in direct effects from increased noise or air pollutant emissions, or shadows; these assessments will be provided in the respective technical chapters (i.e., Task 6, "Shadows," Task 15, "Air Quality," and Task 17, "Noise").

#### *INDIRECT EFFECTS*

New faculty and students introduced to the project site under the proposed actions would create added demands on local open space and recreational facilities. Indirect effects may occur when the population generated by a project would be sufficiently large to noticeably diminish the ability of an area's open space to serve the future population. The proposed project would generate more than 200 residents and 500 employees, the *CEQR Technical Manual* thresholds for a quantified analysis of open space for projects not found in an area specifically designated as underserved or well-served with regard to open space. Therefore, a detailed open space analysis will be conducted to determine whether the proposed actions would significantly affect the quantitative and qualitative measures of open space adequacy within the study area.

The analysis will include the following subtasks:

- A. Using 2010 Census data and other data where applicable, calculate the total residential population of the residential open space study area, which would be defined as the area within an approximately 1/2-mile radius from the project site within Roosevelt Island (the study area boundary would be adjusted to include all census tracts with at least 50 percent of their area within the 1/2-mile radius). The population will be indicated pursuant to Table 7-1 of the *CEQR Technical Manual*;
- B. Using 2010 Census data and other data where applicable, calculate the total non-residential (i.e., worker) population of the commercial open space study area, which would be defined as the area within a 1/4-mile radius from the project site. Because Census block groups on Roosevelt Island are too large to distinguish between the 1/4-mile and 1/2-mile study areas, the worker population of the commercial (1/4-mile) study area will be calculated using Geographic Information System (GIS) data that shows the square footage of commercial and other uses by building; the number of workers will then be estimated by employing standard

- industry multipliers. The population will be indicated pursuant to Table 7-1 of the *CEQR Technical Manual*;
- C. Based on the inventory of facilities and study area residential and worker population, calculate the open space ratio for the residential population in the ½-mile study area and the worker population in the ¼-mile study area, and compare to City guidelines to assess adequacy. This is expressed as the amount of open space acreage per 1,000 user population. Open space ratios will be calculated for active and passive open space, as well as the ratio for the aggregate open space. Open spaces outside of the ¼- and ½-mile study areas within Roosevelt Island will be described and considered qualitatively;
  - D. For the Future No-Action scenarios, assess expected changes in future levels of open space supply and demand by the project's analysis years (in both 2018 and 2038), based on other planned development projects, including the completion of Southtown, and any public open space expected to be developed within the study areas, including the completion of Four Freedoms Park. Develop open space ratios for the ~~Future~~-No-Action scenarios and compare them with existing ratios to determine changes in future levels of adequacy;
  - E. Based on the new publicly-accessible open space and the residential and worker population that would be added by the proposed project, assess the effects on open space supply and demand in the study areas. The assessment of the proposed project impacts will be based on a comparison of open space ratios under the ~~Future~~-No-Action and ~~Future~~-With Action scenarios in both 2018 and 2038. The analysis will account for the 72.5 acres of new publicly-accessible open space with passive and active features that would be provided as part of the proposed project (~~3.6 acres of which would be provided by 2018~~). In addition to the quantitative analysis, qualitative analysis will be performed to determine if the changes resulting from the proposed project will result in a substantial change (positive or negative) or an adverse effect to open space conditions; and
  - F. If the results of the impact analysis identify a potential for a significant impact, propose and discuss potential mitigation measures.

#### **TASK 6: SHADOWS**

According to the *CEQR Technical Manual*, a shadows assessment is warranted for proposed actions that would result in new structures (or additions to existing structures) greater than 50 feet in height or located adjacent to, or across the street from, a sunlight-sensitive resource. Such resources include publicly accessible open spaces, important sunlight-sensitive natural features, or historic resources with sun-sensitive features.

The proposed project would result in several new buildings, the tallest of which would be 30 stories as currently envisioned. In addition, the project site is adjacent to the East River, a sunlight-sensitive resource. Therefore, a shadows assessment is warranted to determine the extent, duration, and effects of any potential new shadow on this or any other sunlight-sensitive resources. The shadows assessment would be coordinated with Task 5, "Open Space," Task 7, "Historic Resources," and Task 9, "Natural Resources." The preliminary assessment would include the following tasks:

- A. Develop a base map illustrating the project site in relationship to publicly accessible open spaces, historic resources with sunlight-dependent features, and natural features in the area.

- B. Determine the longest possible shadow that could result from the proposed project to determine whether it could reach any sunlight-sensitive resources at any time of year.

If the preliminary screening assessment cannot eliminate the possibility of new shadows reaching sunlight-sensitive resources, a detailed analysis will be performed. This will include the following tasks:

- C. Develop a three-dimensional computer model of the elements of the base map developed in the preliminary assessment.
- D. Develop a three-dimensional representation of the proposed project.
- E. Using three-dimensional computer modeling software, determine the extent and duration of new shadows that would be cast on sunlight-sensitive resources as a result of the proposed actions on four representative days of the year.
- F. Document the analysis with graphics comparing shadows resulting from the No Action condition with shadows resulting from the proposed project, with incremental shadow highlighted in a contrasting color. Include a summary table listing the entry and exit times and total duration of incremental shadow on each applicable representative day for each affected resource.
- G. Assess the significance of any shadow impacts on sunlight-sensitive resources. If any significant adverse shadow impacts are identified, identify and assess potential mitigation strategies.

The shadows analysis will consider the effects of the proposed buildings on the 72.5 acres of new publicly-accessible open space that would be created by the proposed actions. However, effects on project-generated open space are not considered significant adverse impacts, according to the *CEQR Technical Manual*.

## **TASK 7: HISTORIC AND CULTURAL RESOURCES**

Historic and cultural resources include both architectural and archaeological resources. The *CEQR Technical Manual* identifies historic resources as districts, buildings, structures, sites, and objects of historical, aesthetic, cultural, and archaeological importance. Historic resources include designated New York City Landmarks (NYCLs) and Historic Districts; properties calendared for consideration as NYCLs by the New York City Landmarks Preservation Commission (LPC) or determined eligible for NYCL designation (NYCL-eligible); properties listed on the State and National Register of Historic Places (S/NR) or formally determined eligible for S/NR listing (S/NR-eligible), or properties contained within a S/NR listed or eligible district; properties recommended by the New York State Board for listing on the S/NR; National Historic Landmarks (NHLs); and potential historic resources (i.e., properties not identified by one of the programs listed above, but that appear to meet their eligibility requirements).

According to the *CEQR Technical Manual*, a historic and cultural resources assessment is required if there is the potential to affect either archaeological or architectural resources. The analyses will consider the potential of the proposed project to affect historic and cultural resources as follows.

### ARCHAEOLOGICAL RESOURCES

Since the proposed project would entail in-ground disturbance, the potential impacts of the proposed project on archaeological resources were analyzed. LPC was contacted regarding the project site's potential for archaeological sensitivity, and LPC requested that a Phase 1A Archaeological Assessment be prepared to determine the potential for areas within the project site to contain precontact-period and/or historic-period archaeological resources (see **Appendix A**). A Phase 1A Archaeological Assessment was prepared and submitted to LPC; the assessment determined that the project site had been extensively disturbed and, therefore, is not sensitive for precontact archaeological resources and has low sensitivity for resources dating to the historic period. LPC concurred with these findings (see Appendix A); therefore, no further study of archaeological resources is warranted.

### ARCHITECTURAL RESOURCES

The project site, the Coler-Goldwater Specialty Hospital and Nursing Facility's Goldwater Memorial Hospital, has been determined eligible for listing on the S/NR. The project site is located in the vicinity of a number of architectural resources. These include the Ed Koch Queensboro Bridge, a NYCL and listed on the S/NR, to the north of the project site, and the Strecker Laboratory and ruins of the Smallpox Hospital, both NYCLs and S/NR-listed, south of the project site.

The following tasks will be undertaken as part of the architectural resources analysis:

- A. Within a 400-foot-study area, describe and map known architectural resources. Longer contextual views available beyond the 400-foot study area, including views from Manhattan and Queens, will also be considered, as appropriate.
- B. According to information provided by the New York City Design Commission to LPC, eight murals were commissioned for the hospital as part of the Federal Art Project (FAP) of the Works Progress Administration (WPA). The WPA murals within the hospital have been determined to be of cultural importance. Of the eight murals, only Bolotowsky's "Abstraction" is currently visible; this mural, which is located in the day room in the east wing of Building D's third floor, was conserved in 2001 through the Adopt a Mural program of the Municipal Arts Society in partnership with the Art Commission of the City of New York. As requested by LPC, and using the information on mural location provided by the Design Commission, a survey will be undertaken to identify the presence or absence of the other seven murals.
- BC. Conduct a field survey of the ~~project site~~ and study area to identify if there are any potential architectural resources that could be affected by the proposed project. Potential architectural resources comprise properties that appear to meet the eligibility criteria for NYLC designation and/or S/NR listing. Map and briefly describe any potential architectural resources.
- CD. Qualitatively discuss any impacts on architectural resources that are expected in the future without the proposed project as a result of other expected development projects.
- DE. Assess any direct physical impacts of the project on architectural resources. Evaluate the potential for indirect impacts on architectural resources, including visual and contextual impacts and impacts relating to significant new shadows on sunlight-sensitive resources.

EE. If applicable, develop measures to avoid, minimize, or mitigate any adverse impacts on architectural resources, including any identified WPA murals.

### **TASK 8: URBAN DESIGN AND VISUAL RESOURCES**

According to the methodologies of the *CEQR Technical Manual*, if a project requires actions that would result in physical changes to a project site beyond those allowable by existing zoning and which could be observed by a pedestrian from street level, a preliminary assessment of urban design and visual resources should be prepared. The proposed project would require a rezoning as well as a zoning text amendment to establish special bulk and other controls for the project site. Therefore, a preliminary assessment of urban design and visual resources will first be prepared for the proposed project to determine whether the proposed project, in comparison to the future without the proposed project, would create a change to the pedestrian experience that is sufficient to require greater explanation and further study. Since the overall change to the pedestrian experience would be substantial, a detailed analysis of urban design and visual resources will also be conducted.

The analysis will be undertaken as follows:

- A. Identify a study area for the analysis of urban design and visual resources. Following the guidelines of the *CEQR Technical Manual*, the study area will be consistent with the study area for the analysis of land use, zoning, and public policy. For the analysis of visual resources, consideration will also be given as appropriate to potential longer view corridors available beyond the identified study area, including views from Manhattan and Queens.
- B. Prepare a concise narrative description of the project site and the surrounding study area. This narrative will address the components of urban design as defined in the *CEQR Technical Manual*: streets, buildings, visual resources, open space, natural resources, and wind. The narrative will be supported with relevant items from the detailed analysis checklist in Chapter 10, Section 330 of the *CEQR Technical Manual*, which include: photographs; birdseye views; context and site plans; area maps, including one showing existing view corridors and access to visual resources; and information on building heights, setbacks, massing, floor area, and average floor plate size, lot coverage, and open areas.
- C. Using this existing conditions information and the information on planned and proposed development projects gathered as part of the land use analysis, assess whether and how the proposed project would affect visual resources and the area's defining elements of urban design, in comparison to the future without the proposed actions (the ~~Future~~-No-Action condition in both 2018 and 2038). This assessment will present program information including, as appropriate: site and context plans; zoning and floor area calculations; lot and tower coverage; building heights and setbacks; floorplate sizes; streetwall heights; sketches or renderings comparing the ~~Future~~-No-Action and With-Action conditions (in both 2018 and 2038); elevations along street fronts, detailed landscape plans; sections through street and other pedestrian areas; and proposed program and use distribution. In addition to views on Roosevelt Island, perspectives will also be considered from locations across the East River and from the Roosevelt Island tram.
- D. The *CEQR Technical Manual* recommends an analysis of pedestrian wind conditions for projects that result in the construction of large buildings at locations that experience high wind conditions (such as along the waterfront, or other location where winds from the waterfront are not attenuated by buildings or natural features), which may result in an

exacerbation of wind conditions due to “channelization” or “downwash” effects that may affect pedestrian safety. The project site is located on Roosevelt Island within the East River. Therefore, the urban design and visual resources analysis also will examine the potential effects of the project on pedestrian-level wind conditions. In the event that studies indicate the potential for exacerbation of pedestrian wind conditions that could affect pedestrian safety, modifications to the urban design features of the project—including changes to building massing, landscaping, and other measures that are consistent with the overall urban design objectives of the project—would be considered.

## **TASK 9: NATURAL RESOURCES**

A natural resources assessment is conducted when such resources are present on or near a project site, and when an action involves disturbance to natural resources. The *CEQR Technical Manual* defines natural resources as “(1) the City’s biodiversity (plants, wildlife and other organisms); (2) any aquatic or terrestrial areas capable of providing suitable habitat to sustain the life processes of plants, wildlife, and other organisms; and (3) any areas capable of functioning in support of the ecological systems that maintain the City’s environmental stability.”

As described above, the project site is currently occupied by Goldwater Memorial Hospital and is separated from the East River by West Road to the west, East Road to the east, and an esplanade that follows the Island’s perimeter. The site’s terrestrial habitat has been developed with institutional structures and landscaped areas that include primarily mowed lawns with trees. While the completely armored shoreline of the Island eliminates the potential for vegetated tidal wetlands, the near-shore water depths around the Island’s perimeter may result in areas considered New York State Department of Environmental Conservation (NYSDEC) littoral zone tidal wetlands. However, as the project limits do not extend beyond the perimeter road, direct impacts to these types of resources are not anticipated.

The DEIS will describe the existing natural resources within and adjacent to the project site (e.g., floodplains, and terrestrial habitats and biota including rare, special concern, threatened and endangered species and special habitat areas), and the wetlands, water quality and aquatic biota of the East River adjacent to the Island. This description of existing natural and water resources will be developed on the basis of existing information from literature sources and other information obtained from governmental and non-governmental agencies combined with site reconnaissance visits, with emphasis on the potential areas of disturbance. The natural resources and water quality analyses will assess the potential for operation of the proposed project to affect these natural resources and water quality of the East River. Natural resources impacts to be discussed would include direct or indirect impacts on aquatic resources or water quality due to the discharge of stormwater from the project site, and direct or indirect impacts on terrestrial resources of the Island due to removal or enhancement of existing trees and other vegetated areas, and other impacts.

The natural resources analysis will:

- A. Identify natural resources of concern to state, federal and city agencies.
- B. Identify the regulatory programs that protect floodplains, wildlife, threatened or endangered species, aquatic resources, or other natural resources within the project site.
- C. Using existing information available from sources such as the published literature, New York-New Jersey Harbor Estuary Program (HEP), NYSDEC, ~~the New York City Department of Environmental Protection (NYCDEP)~~, the United States Environmental



Protection Agency (USEPA), and the National Oceanic and Atmospheric Administration (NOAA), summarize the existing water quality of the East River within the vicinity of the project site at a level of detail appropriate to the proposed project.

- D. Use existing information available from published literature and sources such as NOAA-National Marine Fisheries Service (NMFS) Essential Fish Habitat (EFH) guidance documents; New York Natural Heritage Program on-line resources; existing NYSDEC datasets (e.g., Breeding Bird Atlas data, Herp Atlas Project, etc.); information on state and federally listed species from NYSDEC and the United States Fish and Wildlife Service (USFWS); and other resources and the results of site reconnaissance to qualitatively describe aquatic and terrestrial habitats and biota present at the project site on the Island. A tree inventory of the site will be provided for purposes of identifying the number and character of trees to be affected by the proposed project.
- E. Assess the future conditions for water quality and natural resources within the vicinity of the project site without the proposed project for the 2018 and 2038 analysis years. For terrestrial resources, this assessment will take into account future changes assuming the structures on the project site remain but are uninhabited, vegetation management is reduced allowing for some succession of vegetative communities, and human activity is reduced. For aquatic resources, the evaluation would take into account the trend of water quality improvements documented within the New York/New Jersey Harbor Estuary, implementation of planned projects that would result in water quality and aquatic habitat improvements within the East River as identified by sources such as PlaNYC, NYCDEP City-Wide Long Term Combined Sewer Overflow (CSO) Control Planning Project, New York/New Jersey Harbor Estuary Program, and Hudson-Raritan Estuary Ecosystem Restoration Project.
- F. Based on the results of the infrastructure analysis (described under Task 11, below), qualitatively assess the potential effects of the proposed project on future water quality of the East River. This analysis will consider the potential effects from stormwater management measures implemented as part of the project's two phases, and the potential short- and long-term effects of possible stormwater discharges to the East River during operation of the proposed project. Assess the potential impacts to the projected future floodplain resources, taking into consideration projections of sea level rise generated by the New York City Panel on Climate Change (NPCC), and to aquatic and terrestrial resources (e.g., tree removal and loss or modification of other landscaped areas), from the proposed project, including an evaluation of the potential change in daytime and nighttime bird strikes (based on the proposed building locations, heights, lighting, and lower story window reflections). The chapter will also discuss beneficial improvements associated with the development of new open space areas and landscaping, and tree replacement in accordance with the New York City Street Tree Zoning requirements and Local Law 3 of 2010.
- G. Identify the measures that would be developed, as necessary, to mitigate and/or reduce any of the proposed project's potential significant adverse effects on water quality, natural resources, and floodplains.

#### **TASK 10: HAZARDOUS MATERIALS**

The DEIS will address the potential presence of hazardous materials on the project site. The DEIS will summarize the completed Phase 1 Environmental Site Assessments and Phase 2 Subsurface Site Investigations conducted for the project site, and will include any necessary recommendations for additional testing or other activities that would be required either prior to

or during construction and/or operation of the project, including a discussion of any necessary remedial or related measures. The DEIS will include a general discussion of the health and safety measures that would be implemented during project construction. The appropriate remediation measures specific to the proposed end use of the site, including those recommended by NYCDEP will be provided in the DEIS.

#### **TASK 11: WATER AND SEWER INFRASTRUCTURE**

The *CEQR Technical Manual* outlines thresholds for analysis of a project's water demand and its generation of wastewater and stormwater. A preliminary analysis of a project's effects on the water supply system is warranted if a project would result in an exceptionally large demand for water (i.e., those that would use more than 1 million gallons per day), or if a project is located in an area that experiences low water pressure (e.g., Rockaway Peninsula or Coney Island). The need for an analysis of a project's effects on wastewater and stormwater conveyance depends on a project's proposed density, its location, and its potential to increase impervious surfaces.

For the proposed project, an analysis of water supply is not warranted because the project would not result in a demand of more than 1 million gallons per day, nor is it located in an area that experiences low water pressure. However, an analysis of the project's effects on wastewater and stormwater infrastructure is warranted because the project would exceed the *CEQR Technical Manual* threshold of 100 residential units or 100,000 square feet of commercial use in a separately sewered area zoned R7. The following describes the scope of analysis of the effects of the proposed project's incremental sanitary and stormwater flows on the capacity of the sewer infrastructure.

#### *EXISTING CONDITIONS*

- A. The existing stormwater drainage system and surfaces (pervious or impervious) on the project site will be described, and the amount of stormwater currently generated from the site will be estimated using the NYCDEP's volume calculation worksheet.
- B. The existing sewer system serving the project site will be described and will include information on the current ownership and operation of the system. Records obtained will include sewer network maps, drainage plans, and capacity information for sewer infrastructure components, including pump stations. The existing flows to the Bowery Bay wastewater treatment plant (WWTP) that serves the project site will be obtained for the latest 12-month period, and the average dry weather monthly flow will be presented.

#### *FUTURE NO ACTION CONDITION*

- C. Any changes to the project site's stormwater drainage system and surface area expected in the ~~Future~~-No-Action condition will be described for both the 2018 and 2038 analysis years.
- D. Any changes to the sewer system expected to occur in the ~~Future~~-No-Action condition will be described based on information provided by RIOC and NYCDEP; to the extent feasible, information will be gathered on large-scale developments that would affect the sewer system serving Bowery Bay WWTP.

#### *FUTURE WITH THE PROPOSED ACTIONS*

- E. Assess future stormwater generation from the proposed project and its potential for impacts for both the 2018 and 2038 analysis years. The assessment will discuss any planned

sustainability elements that are intended to reduce sanitary sewage generation and reduce/improve stormwater runoff. Changes to the site's surface area (pervious or impervious) will be described, and runoff coefficients and runoff for each surface type/area will be presented. Volume and peak discharge rates of stormwater from the site in 2018 and 2038 will be determined based on the NYCDEP volume calculation worksheet. Sanitary sewage generation for the project will be estimated. The effects of the incremental demand on the system will be assessed to determine the impact on operations of the pump station that serves the project site, the sewer system that conveys the flow to the WWTP, and the WWTP itself.

- F. Based on the analyses of future stormwater and wastewater generation, the change in flows and volumes to the sewer system and/or waterbodies due to the proposed project will be determined for both analysis years.
- G. The discussion also will include a summary of infrastructure improvements necessary to support the proposed project and identify the responsible parties and timing for such improvements.
- H. The DEIS will include an analysis of potential impacts associated with operation of the geothermal well system.

#### **TASK 12: SOLID WASTE AND SANITATION SERVICES**

A solid waste assessment determines whether a project has the potential to cause a substantial increase in solid waste production that may overburden available waste management capacity or otherwise be inconsistent with the City's Solid Waste Management Plan (SWMP or Plan) or with state policy related to the City's integrated solid waste management system. The City's solid waste system includes waste minimization at the point of generation, collection, treatment, recycling, composting, transfer, processing, energy recovery, and disposal.

According to the *CEQR Technical Manual*, few projects have the potential to generate substantial amounts of solid waste (50 tons per week or more, the threshold for potentially resulting in a significant adverse impact). Based on Citywide solid waste generation rates identified in Table 14-1 of the *CEQR Technical Manual*, the proposed project would generate less than 50 tons per week of solid waste, and therefore would not result in a significant adverse impact. The DEIS will provide the following information with respect to the proposed project:

- A. The existing ownership and operation of the project site's waste collection system will be described.
- B. The solid waste and service demand generated by the project will be disclosed for both analysis years, based on estimates using Table 14-1 of the *CEQR Technical Manual*.
- C. The proposed location and method of storage of refuse and recyclables prior to collection will be disclosed, including description of the planned use of compactors, dumpsters and/or roll on/roll off refuse containers to avoid large piles of bags with refuse on the sidewalk or building perimeter awaiting collection.
- D. The anticipated method of refuse disposal (i.e., private carters, ~~New York City Department of Sanitation~~ DSNY, the existing ~~automated vacuum collection (AVAC)~~ system managed by RIOC).

- E. Project features that enhance recycling (i.e., those that facilitate the separation, storage, collection, processing, or marketing of recyclables) beyond that required by law will be identified.

### **TASK 13: ENERGY**

This chapter of the DEIS will assess the additional demands the proposed project would place on the energy supply. The projected amount of energy consumption during operation will be estimated based on project-specific energy modeling, if available, or based on a more conservative estimate using average annual whole-building energy use rates for New York City (per Table 15-1 of the *CEQR Technical Manual*). The assessment will also describe any planned “green measures” to reduce energy consumption, including innovative measures to be incorporated in order to achieve a minimum of LEED® Silver certification, and the potential use of solar panels, geothermal energy, and other alternative energy generating strategies.

### **TASK 14: TRANSPORTATION**

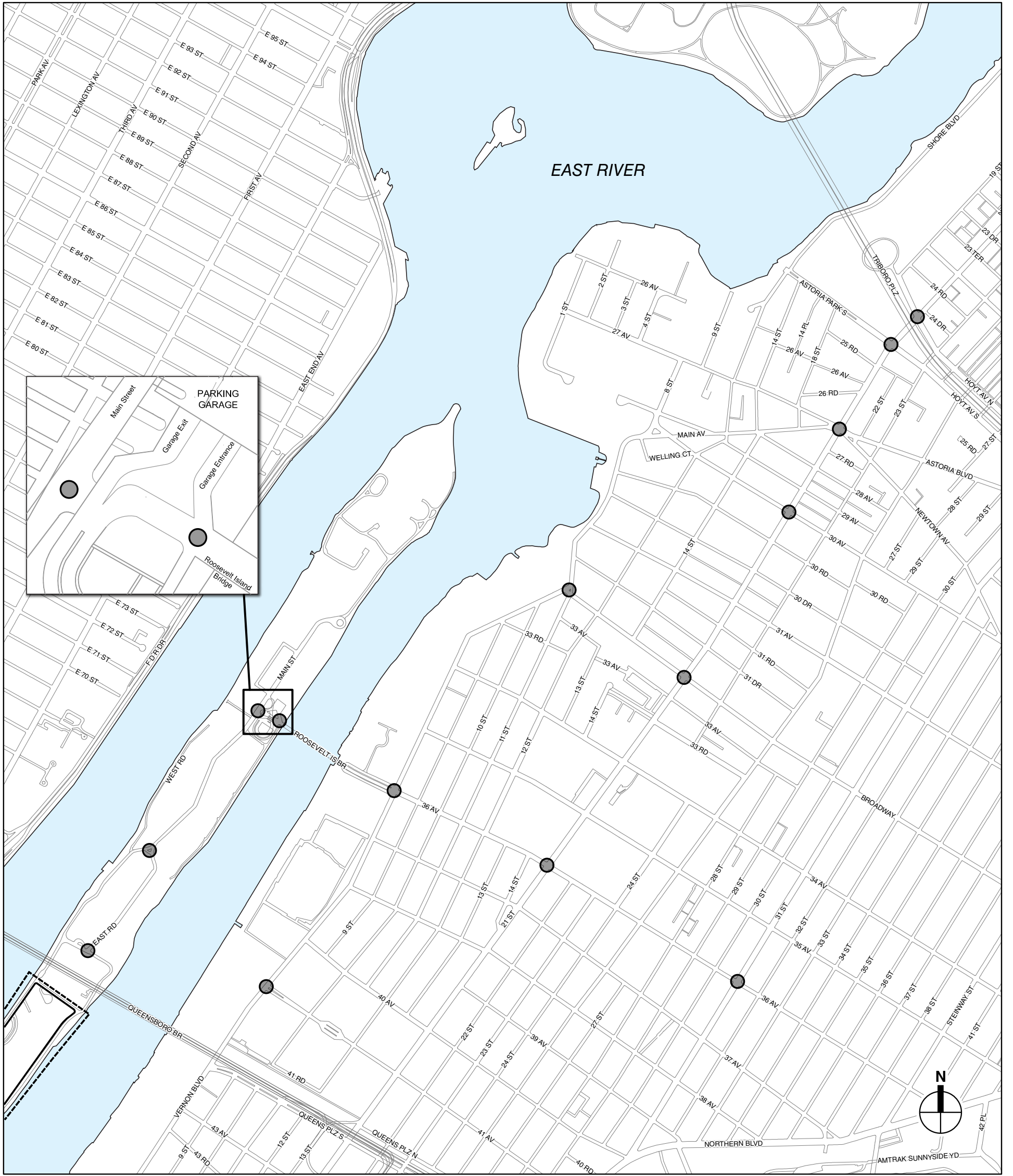
The *CEQR Technical Manual* states that a quantified transportation analysis may be warranted if a proposed action results in 50 or more vehicle-trips and/or 200 or more transit/pedestrian trips during a given peak hour. Based on preliminary population and travel demand estimates for the proposed actions, it is expected that these thresholds will be exceeded for several critical time periods (i.e., weekday AM, midday, and PM). Therefore, the DEIS transportation impact assessment will evaluate vehicular and pedestrian access and circulation, and the potential impacts project-generated trips may have on key area intersections, nearby transit services, and pedestrian elements. As part of the operational analyses, an assessment of vehicular and pedestrian safety based on recent accident data will also be prepared. The DEIS transportation impact assessment will evaluate the required analysis elements, determined via the methodology described below, for two representative analysis years: 2018 and 2038. The transportation scope will include the following tasks:

#### *TRAVEL DEMAND AND SCREENING ASSESSMENT*

- A. Prepare travel demand estimates and transportation analysis screening. Detailed trip estimates of the proposed development program will be prepared using standard sources, including the *CEQR Technical Manual*, U.S. census data, approved studies, other references, and population projections from Cornell University. The trip estimates will be summarized by peak hour, mode of travel, and person vs. vehicle trips. The results of these estimates will be summarized in a Travel Demand Factors memo. For traffic, a detailed vehicle trip assignment will be prepared to determine the appropriate intersections for analysis of potential traffic impacts. The trip estimates will also identify the numbers of peak hour person trips made by transit and the numbers of pedestrian trips traversing the area’s sidewalks, corner reservoirs, and crosswalks. As recommended by the *CEQR Technical Manual*, the appropriate transit and pedestrian elements will be selected for analysis.
- B. Prepare travel demand estimates for No Action projects. For the detailed analyses of various transportation elements, the projection of future traffic, transit, and pedestrian volume levels will incorporate trips from known No Action projects. The projection of these trips would be based on the approved set of travel demand factors and other appropriate references.

TRAFFIC

- C. Define traffic study area. The traffic study area will include key intersections along the travel corridors that provide access to and egress from the CornellNYC Tech project. Because the time periods during which trip-making is expected to be the greatest for the project's development components would occur on weekdays, the analysis of the area's traffic conditions will focus on the weekday AM, midday, and PM peak hours. Based on the detailed vehicle trip assignments for these time periods, intersections will be selected for analysis. Focusing on the Roosevelt Island traffic network and circulation to and from the Roosevelt Island Bridge, the analyzed intersections are likely to include those listed below and illustrated in **Figure 78**.
- 1) Main Street at East and West Main Street Road at Roundabout;
  - 2) Main Street and West East Road;
  - 3) Main Street at Roosevelt Island Bridge;
  - 4) Motorgate Garage at Roosevelt Island Bridge;
  - 5) 36th Avenue at Vernon Boulevard;
  - 6) 36th Avenue at 21st Street;
  - 7) 36th Avenue at 31st Street;
  - 8) Broadway at 21st Street;
  - 9) 21st Street at 30th Avenue;
  - 10) Vernon Boulevard at Broadway;
  - 11) Vernon Boulevard at 41st Avenue;
  - 12) Astoria Boulevard at 21st Street;
  - 13) Hoyt Avenue North at 21st Street; and
  - 14) Hoyt Avenue South at 21st Street.
- D. Perform traffic data collection. Traffic volumes and relevant data at the study area intersections will be collected as per CEQR guidelines via a combination of manual and machine counts. Manual turning movement and vehicle classification counts will be conducted for peak weekday time periods, including the AM, midday, and PM analysis peak hours. These manual counts will be supplemented with continuous (~~9-day~~) automatic traffic recorder (ATR) counts at key locations to identify temporal and daily traffic variations. Information pertaining to street widths, traffic flow directions, lane markings, parking regulations, and bus stop locations at study area intersections will be inventoried. Traffic control devices (including signal timings) in the study area will be recorded and verified with official signal timing data from the New York City Department of Transportation (NYCDOT). Additional data will be collected, as necessary, to address analysis needs.
- E. Conduct existing conditions analysis. Balanced peak hour traffic volumes will be prepared for the capacity analysis of study area intersections. This analysis will be conducted using the *2000 Highway Capacity Manual (HCM)* methodology with the latest approved *Highway Capacity Software (HCS)*. The existing volume-to-capacity (v/c) ratios, delays, and levels of service (LOS) for the weekday AM, midday, and PM peak hours will be determined, as appropriate.
- F. Develop the ~~Future~~—No-Action condition. ~~Future~~—No-Action traffic volumes will be estimated by adding a background growth factor, in accordance with CEQR guidelines, to



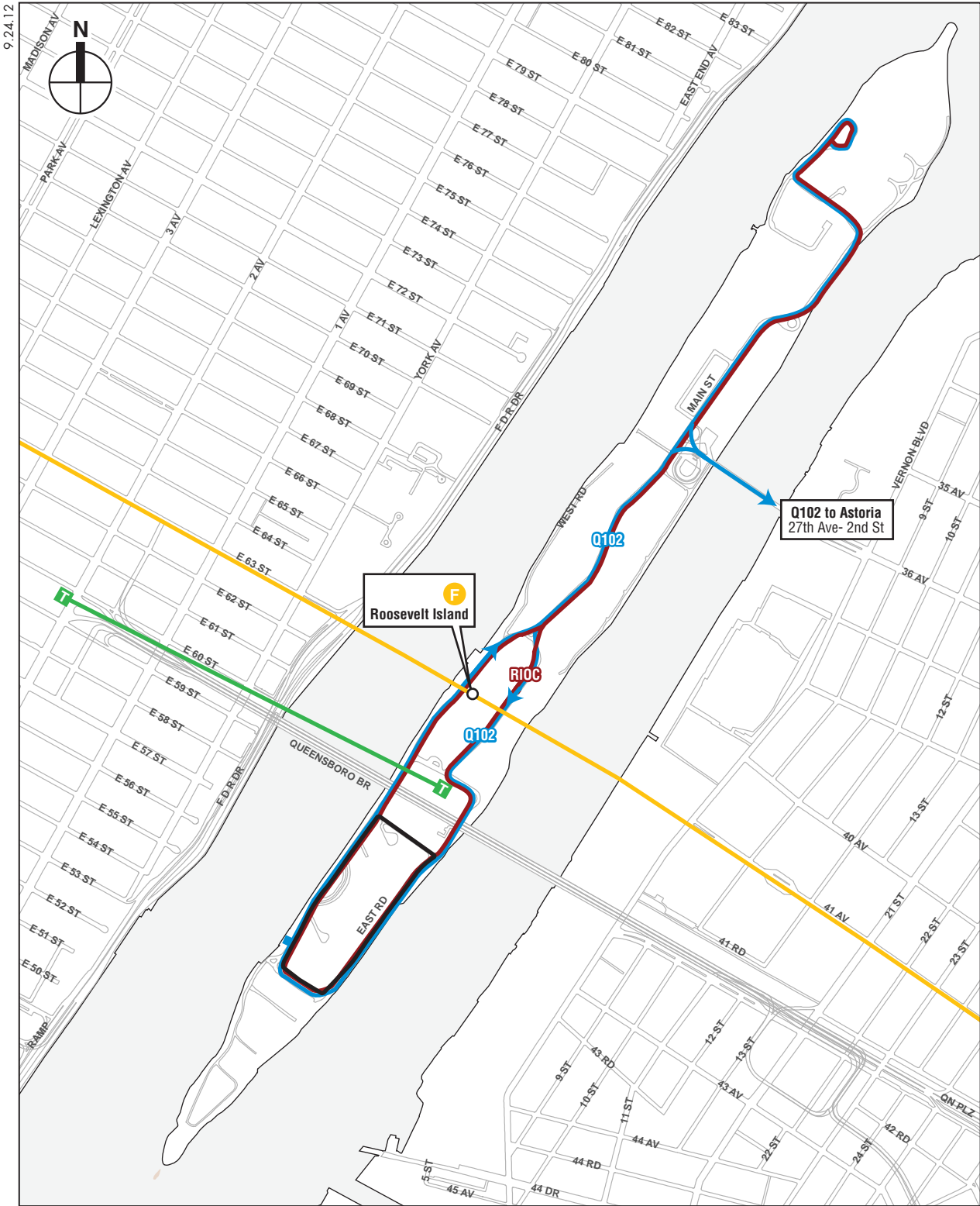
-  Project Site
-  Rezoning Area (Special Southern Roosevelt Island District)
-  Analyzed Intersection






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SCALE

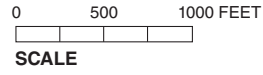
- existing traffic volumes, and incorporating incremental changes in traffic resulting from other substantial projects in the area. The ~~Future~~-No-Action condition will also account for the reduction in traffic associated with the closing of Goldwater ~~Memorial~~-Hospital at the project site. Trip estimates generated for future projects and the modes of transportation for these trips will be determined for the three peak analysis hours using standard sources, census data, and information from other environmental studies, where available. Physical and operational changes that are expected to be implemented independently of the proposed project, if any, will also be incorporated into the future traffic analysis network. The ~~Future~~ No-Action v/c ratios, delays, and LOS at the study area intersections will be determined.
- G. Perform traffic impact assessment for the proposed project. Project-generated vehicle trips will be overlaid onto the ~~Future~~-No-Action traffic network. Physical and operational changes, particularly those related to site access to the proposed project, as well as modifications to the ~~ring loop~~ road adjacent to the site, will be incorporated into the analyses. The potential impact on v/c ratios, delays, and LOS will then be evaluated in accordance with *CEQR Technical Manual* criteria. Where impacts are identified, feasible measures, such as signal retiming, phasing modifications, roadway restriping, addition of turn lanes, revision of curbside regulations, turn prohibitions, and street direction changes, etc. will be explored to mitigate the traffic impacts.

#### *TRANSIT*

- H. Define transit study area. The transit study area will include the Roosevelt Island subway station, the tramway, and the two bus routes serving the project site, as illustrated in **Figure 89**. Based on preliminary trip estimates, the detailed subway station analysis will encompass an evaluation of stairways, escalators, and control area elements (i.e., two-way turnstiles) serving the Roosevelt Island Station (F line). The need for a detailed line-haul capacity and loading levels analysis on the F line will be assessed and if warranted, this analysis will be presented in the DEIS. The project site is also served by the tramway and two local bus routes—the MTA Q102 bus and the RIOC red bus. If preliminary trip estimates show that the tramway or a single bus route would incur 50 or more peak hour trips in one direction of travel, the CEQR threshold for a detailed line-haul analysis, this analysis will be undertaken.
- I. Prepare subway analyses. A distribution of the projected subway trips will be performed to determine the specific analyses required to address potential subway line-haul, control area, and/or vertical circulation impacts. Subway pedestrian data at the various station elements expected to require analysis will be gathered in accordance with CEQR guidelines. Detailed analyses of affected subway elements and the line-haul analysis, if warranted, will be conducted for the critical weekday peak periods: AM and PM peak hours. If significant subway impacts are identified, feasible mitigation measures, including widening stairways and adding turnstiles at the station and increasing the frequency of service will be explored to alleviate these impacts.
- J. Prepare tramway and bus screening analyses. The projected incremental tram and bus trips will be distributed to the tramway and the two bus routes serving Roosevelt Island. If this assessment shows that detailed tramway and bus line-haul analyses would not be warranted, the DEIS will present a qualitative discussion of the tramway and bus operations. If one or more of these services were determined to incur incremental trips exceeding the 50 peak hour trip per direction threshold, baseline ridership data will be gathered for a detailed tramway and/or bus line-haul analysis.



-  Project Site Boundary
-  Roosevelt Island Red bus
-  Q102 Route
-  Subway Line
-  Tramway





### *PEDESTRIANS*

- K. Define pedestrian study area. Given the substantial number of peak hour pedestrians expected to be generated by the proposed project, a detailed analysis of pedestrian operations is expected to be warranted. The pedestrian study area will include key pedestrian pathways to/from the project site and nearby transit services, more specifically those leading to/from the access and exit points bordering the project site (i.e., along Main Street, East Road, and West Road) north of the ~~Ed Koch~~ Queensboro Bridge, as depicted in **Figure 910**.
- L. Prepare pedestrian analyses. An assignment of the projected pedestrian trips will be performed to identify the pedestrian elements that would experience 200 or more incremental peak hour pedestrian trips and thus requiring a detailed analysis of potential impacts. Pedestrian data will be gathered in accordance with CEQR guidelines to develop existing baseline conditions. As with traffic, detailed analyses will be conducted for the critical weekday peak periods: AM, midday, and PM peak hours. If significant pedestrian impacts are identified, feasible mitigation measures, including removal or relocation of sidewalk obstructions, will be explored to alleviate these impacts.

### *VEHICULAR AND PEDESTRIAN SAFETY*

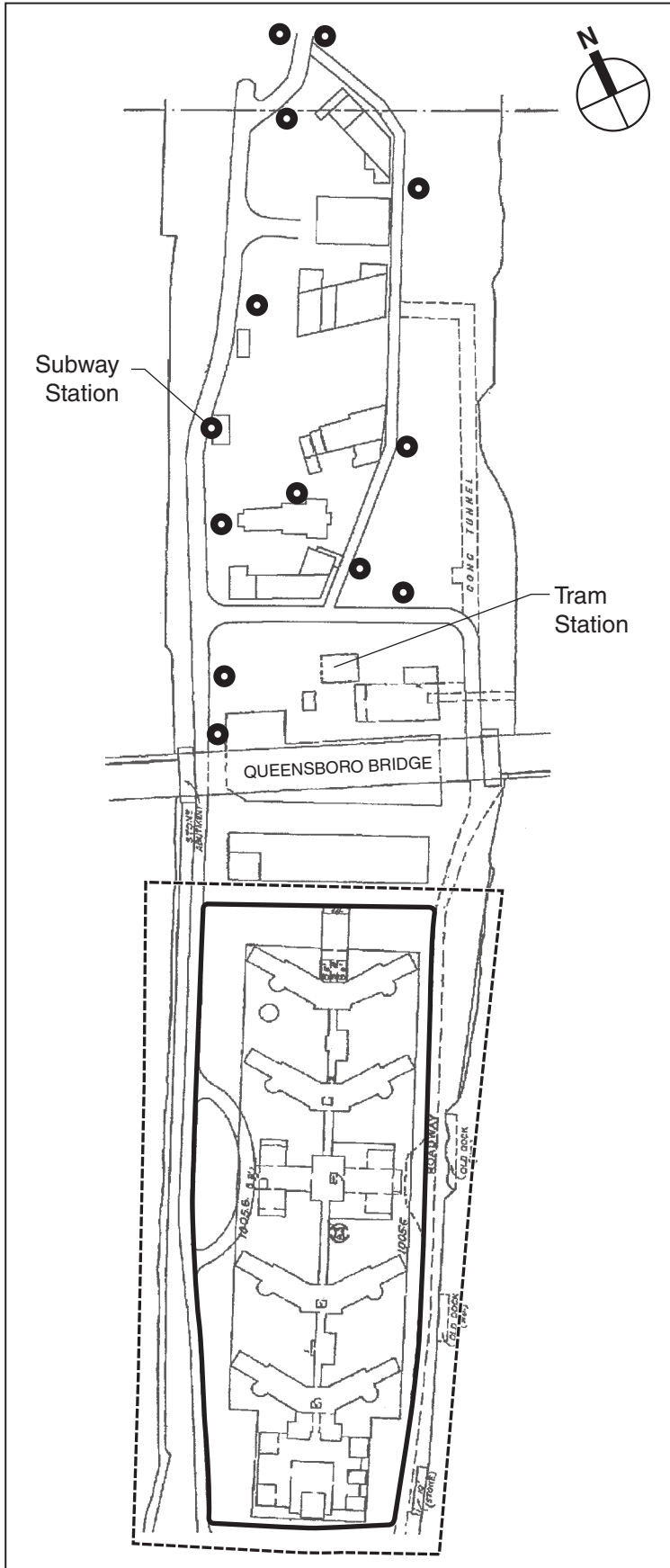
- M. Examine vehicular and pedestrian safety issues. Accident data for the traffic study area intersections and other nearby sensitive locations from the most recent three-year period will be obtained from the New York State Department of Transportation (NYSDOT). These data will be analyzed to determine if any of the studied locations may be classified per CEQR criteria as high vehicle crash or high pedestrian/bike accident locations and whether trips and changes resulting from the proposed project would adversely affect vehicular and pedestrian safety in the area. If high accident locations are identified, feasible improvement measures will be explored to alleviate potential safety issues.

### *PARKING*

- N. Analyze current and future parking conditions. An inventory of the area's on-street parking supply and utilization on Roosevelt Island within ¼-mile of the site and at the Motorgate Garage will be performed to obtain data for the weekday mid-morning and mid-afternoon hours. An inventory of the Motorgate Garage will be performed to obtain data for the weekday mid-morning, mid-afternoon and overnight periods. A parking analysis will be prepared to determine the anticipated demand of the proposed project and evaluate anticipated parking utilizations on-site and/or within the Motorgate Garage. Where the project design and/or traffic mitigation measures are expected to displace on-street parking spaces, they will also be addressed.

## **TASK 15: AIR QUALITY**

The air quality studies for the proposed actions will include both mobile and stationary source analyses. The mobile source air quality impact analysis will assess potential effects of carbon monoxide (CO) and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) from traffic-generated emissions. The stationary source air quality impact analysis will address the effects of emissions from combustion sources of emissions, such as the energy plant systems, on pollutant levels. The academic and research and development buildings are not expected to house chemical or biological laboratories; therefore, no stationary air quality analysis would be required for such facilities.



-  Project Site
-  Rezoning Area  
(Special Southern Roosevelt Island District)
-  Analysis Locations

Pedestrian Analysis Locations  
Figure 10

*MOBILE SOURCE ANALYSES*

The specific work program for the mobile source air quality studies will include the following work tasks:

- A. Gather existing air quality data. Collect and summarize existing ambient air quality data for the study area. Specifically, ambient air quality monitoring data published by NYSDEC will be compiled for the analysis of existing and future conditions.
- B. Determine receptor locations for the microscale analysis. Select critical intersection locations in the study area, and outside the study area, based on data obtained as part of Task 14, "Transportation." At each intersection, multiple receptor sites will be analyzed in accordance with CEQR guidelines.
- C. Select dispersion model. At each of the receptor sites, identify the appropriate dispersion model to be used in the microscale analyses. It is anticipated that the CAL3QHC screening dispersion model (Version 2) will be used for the CO microscale analysis. The refined CAL3QHCR intersection model will be used to predict the maximum change in PM<sub>2.5</sub> concentrations.
- D. Select emission calculation methodology and "worst-case" meteorological conditions. Vehicular cruise and idle emissions for the dispersion modeling will be computed using EPA's MOBILE6.2 model, or the latest approved emission model. Conservative meteorological conditions to be assumed in the CAL3QHC dispersion modeling are a 1 meter per second wind speed, Class D stability and a 0.70 persistence factor. In addition, the *CEQR Technical Manual* recommended winter temperature of 50 degrees Fahrenheit for the Borough of Manhattan will be used as input to the model. For the CALQHCR analysis, five years of meteorological data from LaGuardia Airport and concurrent upper air data from Brookhaven, NY, will be used for the simulation program.
- E. At each mobile source microscale receptor site, calculate maximum 1- and 8-hour CO concentrations for existing conditions, the ~~Future~~-No-Action and With\_Action conditions. 24-Hour and annual average PM<sub>2.5</sub> concentrations will be determined for the ~~Future~~-No-Action and With\_Action conditions. Future year analyses without and with the proposed actions will be performed for two analysis years: 2018 and 2038.
- F. Assess the potential CO impacts associated with proposed on-site parking facilities, if any. Cumulative impacts from on-street sources and emissions from the proposed parking facilities will be calculated, where appropriate.
- G. Compare existing and future levels with standards. Future pollutant levels with and without the proposed actions will be compared with the CO National Ambient Air Quality Standards (NAAQS), the City's CO *de minimis* criteria and PM<sub>2.5</sub> interim guidance criteria to determine the impacts of the proposed actions.
- H. Evaluate potential impacts of 1-hour nitrogen dioxide (NO<sub>2</sub>) concentrations from mobile sources based on applicable CEQR guidance and/or consultation with NYCDEP. If the number of project-generated trips exceeds screening threshold(s), perform a microscale analysis at affected receptor locations following available guidance.
- I. Determine the consistency of the proposed actions with the strategies contained in the State Implementation Plan (SIP) for the area. At any receptor sites where violations of standards

occur, analyses would be performed to determine what mitigation measures would be required to attain standards.

- J. Mitigation. Examine mitigation measures, as necessary.

#### *STATIONARY SOURCE ANALYSIS*

##### *Combustion Sources*

- K. The potential impacts of the proposed project's combustion sources will be evaluated for both the 2018 and 2038 analysis years. The analysis involves determining the distance (from the exhaust point) within which potential significant impacts may occur, on elevated receptors (such as open windows, air intake vents, etc.) that are of a similar or greater height when compared to the height of the emission source exhaust(s). Project-on-existing and project-on-project impacts will be determined, where applicable. The analyses will use the EPA AERSCREEN model as outlined in the *CEQR Technical Manual*. Concentrations of nitrous oxides (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>) (if fuel oil is used), particulate matter less than 10 and 2.5 microns in diameter (PM<sub>10</sub> and PM<sub>2.5</sub>, respectively) will be determined. In the event that maximum modeled concentrations are predicted to exceed impact criteria, a refined modeling analysis will be performed.
- L. Potential impacts from any large emission sources within 1,000 feet of the proposed project will be evaluated. Impacts on project buildings of a similar or greater height will be modeled using the EPA AERSCREEN model to estimate maximum pollutant concentrations (SO<sub>2</sub>, NO<sub>2</sub>, and PM concentrations) for comparison with ambient air quality standards and other relevant criteria.
- M. If a proposed or existing emission source fails the stationary source screening analysis, then a more detailed stationary source analyses with the AERMOD model would be performed. For this analysis, five years (2006–2010) of meteorological data from nearby La Guardia Airport and concurrent upper air data from Brookhaven, New York will be utilized for the simulation program. Concentrations of NO<sub>2</sub>, SO<sub>2</sub>, and PM will be determined at sensitive receptor sites. Predicted values will be compared with ambient air quality standards and other relevant criteria. In the event that violations of standards or criteria are predicted, design measures to reduce pollutant levels to within standards will be examined.

#### **TASK 16: GREENHOUSE GAS EMISSIONS**

In accordance with the *CEQR Technical Manual*, greenhouse gas (GHG) emissions generated by the proposed project will be quantified. An assessment of consistency with the City's established GHG reduction goal will be performed. Emissions will be estimated for 2038 and will be reported as carbon dioxide equivalent (CO<sub>2</sub>e) metric tons per year. GHG emissions other than carbon dioxide (CO<sub>2</sub>) will be included if they would account for a substantial portion of overall emissions, adjusted to account for the global warming potential (GWP). Emissions from construction would be quantified if those emissions are determined to be a potentially substantial portion of project emissions. The determination of the need for a quantified assessment would be based on the extent and duration of construction and the expected use of iron, steel, aluminum, and concrete (materials whose production is energy intensive and/or directly generates GHG emissions). Relevant measures that would be implemented to reduce energy consumption and GHG emissions will be discussed, and the potential for those measures to reduce GHG emissions from the proposed project will be assessed to the extent practicable. Since portions of

the proposed site are within the 100-year flood plain, potential impacts of climate change on the proposed project and its infrastructure will be discussed. The discussion would focus on the potential sea level rise as a result of climate change.

The GHG analysis would consist of the following subtasks:

- A. The potential effects of climate change on the proposed project will be qualitatively discussed. The discussion would focus on the potential impacts of sea level rise and on early integration of climate change considerations into the project to allow for uncertainties in environmental conditions resulting from climate change.
- B. Direct emissions from on-site systems for heat and hot water and on-site electricity generation, if any, would be quantified. Emissions would be based on available information on the expected energy and fuel demand for the proposed project or the carbon intensity factors specified in the *CEQR Technical Manual*.
- C. Indirect emissions from projected use of electricity and/or steam generated off-site and consumed on-site will be estimated using information on electricity and steam demand developed specifically for the proposed project, or on the carbon intensity factors specified in the *CEQR Technical Manual*.
- D. Indirect mobile source emissions from vehicle trips to or from the proposed project will be quantified using trip distances provided in the *CEQR Technical Manual* and vehicle emission factors from the MOVES model.
- E. Emissions from project construction and emissions associated with the extraction or production of construction materials will be qualitatively discussed. Opportunities for reducing GHG emissions associated with construction will be considered. If the extent and duration of the construction activity, or the use of construction materials, are found to be a significant portion of GHG emissions from the project, total emissions for the duration of construction as well as annualized emissions will be presented. The estimate will include emissions that result from the production of iron, steel, aluminum, and concrete that would be used in construction. GHG emissions from construction trucks and other construction traffic, as well as non-road construction activity will be quantified. The MOVES model will be used to estimate truck emissions. Construction equipment emissions will be based on the NONROAD model.
- F. Proposed measures to reduce energy use and GHG emissions will be discussed and quantified to the extent that information is available. The GHG emissions from the proposed central energy plants would be accounted for and compared to emissions that would occur if electricity were purchased from the grid instead, with heat generated on-site. The benefits of the central energy plants would be discussed, with an emphasis on GHG emissions and sustainability. If on-site renewable energy facilities (such as solar and geothermal) are found to be feasible, potential GHG emissions reduced through the use of those systems would be quantified to the extent that specific design information for the renewable facilities would be available.
- G. Consistency with the City's GHG reduction goal will be assessed. While the City's overall goal is to reduce GHG emissions by 30 percent below 2005 level by 2030, individual project consistency is evaluated based on proximity to transit, on-site renewable power and distributed generation, efforts to reduce carbon fuel intensity or improve vehicle efficiency for project-generated vehicle trips, and other efforts to reduce the project's carbon footprint.

### **TASK 17: NOISE**

The noise analysis will examine impacts of ambient noise sources (e.g., the ~~Ed Koch~~ Queensboro Bridge traffic) on the proposed academic and residential uses and the impacts of project-generated traffic on noise-sensitive land uses nearby. For CEQR purposes, it is assumed that a detailed analysis of the proposed project's mechanical equipment will not be required, because any HVAC/R equipment would be designed to meet applicable regulations. The noise descriptors will describe the noise environment and the impact of the proposed project following current City criteria regarding noise descriptors. Consequently, where and when appropriate, the  $L_{10}$ , day-night ( $L_{dn}$ ), and/or 1- and 24-hour equivalent ( $L_{eq(1)}$  and  $L_{eq(24)}$ ) noise levels will be examined. The tasks are as follows:

- A. Select receptor sites where there is the greatest potential for impacts from the proposed project.
- B. Determine existing noise levels based on noise monitoring. Take measurements during the following time periods—weekday AM, midday, and PM. Record hourly  $L_{eq}$ ,  $L_1$ ,  $L_{10}$ ,  $L_{50}$ , and  $L_{90}$  values. Measured noise levels will be supplemented by mathematically modeled values, where necessary.
- C. At each receptor, determine noise levels both with and without the proposed project for both the 2018 and 2038 analysis years using existing noise levels, acoustical fundamentals, and mathematical models. The methodology used will allow for variations in vehicle/truck mixes during the critical analysis periods.
- D. Compare existing and future noise levels both with and without the proposed project for both the 2018 and 2038 analysis years, with various noise standards, guidelines and other noise criteria, including New York City Ambient Noise Quality Criteria, New York City CEQR Noise Standards, and New York City Noise Performance Standards. In addition, compare future noise levels with the proposed project with future noise levels without the proposed project to determine project impacts. (Based on the criteria contained in the *CEQR Technical Manual*, a change of 3 dBA or more will be considered significant impact.)
- E. Examine traffic analysis to determine the potential for significant noise impacts from mobile sources.
- F. Describe window/wall construction and ventilation schemes for future buildings to show whether interior noise levels will meet City standards.
- G. Assess measures to mitigate identified noise impacts as necessary.

### **TASK 18: PUBLIC HEALTH**

According to the *CEQR Technical Manual*, public health is the organized effort of society to protect and improve the health and well-being of the population through monitoring; assessment and surveillance; health promotion; prevention of disease, injury, disorder, disability and premature death; and reducing inequalities in health status. The goal of CEQR with respect to public health is to determine whether adverse impacts on public health may occur as a result of a proposed project, and if so, to identify measures to mitigate such effects.

According to the guidelines of the *CEQR Technical Manual*, a public health assessment may be warranted if an unmitigated significant adverse impact is identified in other CEQR analysis areas, such as air quality, water quality, hazardous materials, or noise. If unmitigated significant adverse

impacts are identified in any one of these technical areas and the lead agency determines that a public health assessment is warranted, an analysis will be provided for that specific technical area.

### **TASK 19: NEIGHBORHOOD CHARACTER**

The character of a neighborhood is established by numerous factors, including land use patterns, the characteristics of its population and economic activities, the scale of its development, the design of its buildings, the presence of notable landmarks, and a variety of other physical features that include noise levels, traffic, and pedestrian patterns. The proposed CornellNYC Tech project represents a substantial change that could affect the character of the surrounding area, which includes primarily residential, open space, and institutional uses. Therefore, the DEIS analysis will consist of the following:

- A. Based on the other DEIS chapters, summarize the predominant factors that contribute to defining the character of the neighborhood, including land use, zoning and public policy; open space; historic and cultural resources; urban design and visual resources; transportation; and noise.
- B. Based on planned development projects, public policy initiatives, and planned public improvements, changes that can be expected in the character of the neighborhood in the future without the project will be described for both 2018 and 2038.
- C. Assess and summarize the project's impact on neighborhood character in both 2018 and 2038.

As suggested in the *CEQR Technical Manual*, the study area for neighborhood character is typically consistent with the study areas in the relevant technical areas assessed under CEQR.

### **TASK 20: CONSTRUCTION IMPACTS**

Construction impacts can have a disruptive and noticeable effect on the adjacent community, as well as people passing through the area, and can result in significant adverse impacts. Construction impacts are usually important when construction activity could affect transportation conditions, archaeological resources and the integrity of historic resources, community noise patterns, air quality conditions, and mitigation of hazardous materials.

Construction of the proposed project would occur in two phases over an extended period of time between approximately 2014 and 2038. Development in Phase 1 would occur at the northern portion of the project site, while development in Phase 2 would mostly occur at the southern portion. This chapter will describe the construction schedule and provide an estimate of activity on site, including the demolition of the existing Goldwater Memorial Hospital buildings. A construction scheme will be outlined focusing on phasing and duration, likely staging areas, placement of equipment, material transports via barges (if feasible), the temporary loss of traffic lanes, and number of workers. Since the project site is south of the ~~Ed Koch~~ Queensboro Bridge and not within a Central Business District or along a major thoroughfare, and generally located at some distance away from sensitive uses, the analysis will assess the potential impacts of construction activities. Mitigation measures to avoid or reduce potential significant adverse impacts will be included in the discussion. The effect of Phase 2 construction activities on occupied Phase 1 buildings and open spaces will also be described. Technical areas to be analyzed include:

- A. Transportation Systems. The traffic study area will include seven key intersections along the travel corridors that provide access to and egress from the project site for construction

workers and deliveries. Because the time periods during which trip-making is expected to be the greatest for the project's construction would be on weekdays in the hour before construction workers arrive and the hour after they depart, the analysis of the area's traffic conditions will focus on the weekday 6-7 AM and 3-4 PM construction peak hours. Based on the detailed vehicle trip assignments for these time periods, intersections will be selected for analysis. Focusing on the Roosevelt Island traffic network and circulation to and from the Roosevelt Island Bridge, the analyzed intersections are likely to include those listed below.

- 1) Main Street at East and West Main Street Roundabout;
- 2) Main Street and West Road;
- 3) Main Street at Roosevelt Island Bridge;
- 4) 36th Avenue at Vernon Boulevard;
- 5) 36th Avenue at 21st Street;
- 6) Broadway at 21st Street; and
- 7) Astoria Boulevard at 21st Street.

On-site parking is expected to be supplied for a portion of construction workers. However, some parking for construction workers is anticipated to be accommodated at the Motorgate Garage. Therefore, off-street parking will also be evaluated at the Motorgate Garage during the weekday mid-morning and mid-afternoon periods.

~~This assessment will consider losses in lanes, sidewalks, and other transportation services, if any, during the construction periods, and identify the increase in vehicle trips from construction workers and equipment, particularly as it relates to the roadway system on Roosevelt Island, the Roosevelt Island Bridge, and nearby intersections in Queens. Based on the trip projections of activities associated with peak construction and completed portions of the proposed project, an assessment of potential impacts during construction and how they are compared to the project's operational impacts will be provided. Where appropriate, the relevant mitigation measures will be discussed.~~

- B. Air Quality. The construction air quality impact section will contain a qualitative discussion of both mobile source emissions from construction equipment and worker and delivery vehicles, and fugitive dust emissions. It will discuss measures to reduce impacts.
- C. Noise. The construction noise impact section will contain a qualitative discussion of noise from each phase of construction activity.
- D. Hazardous Materials. In coordination with the hazardous materials summary, determine whether the construction of the project has the potential to expose construction workers to contaminants.
- E. Other Technical Areas. As appropriate, discuss other areas of environmental assessment—such as historic resources, and natural resources and water quality—for potential construction-related impacts. The potential for impacts from construction of the geothermal well system will also be addressed in the DEIS.



### **TASK 21: MITIGATION**

If significant project impacts are identified in the analyses discussed above, measures will be identified and assessed to mitigate those impacts. This task summarizes the findings and prepares the mitigation chapter for the DEIS. Where impacts cannot be mitigated, they will be described as unavoidable adverse impacts.

### **TASK 22: ALTERNATIVES**

The purpose of an alternatives analysis is to examine reasonable and practicable options that avoid or reduce project-related significant adverse impacts while achieving the goals and objectives of the proposed project. The specific alternatives to be analyzed are typically finalized as project impacts become clarified. ~~However, they will likely include a Reduced Impact Alternative and a Lesser Density Alternative in addition to a~~ No Action Alternative will be considered, as required by SEORA.

The analysis will be primarily qualitative, ~~except where specific project impacts have been identified (e.g., traffic intersections with significant impacts).~~ However, the qualitative analysis will be of sufficient detail to allow comparisons of associated environmental impacts and attainment of project goals and objectives.

### **TASK 23: SUMMARY CHAPTERS**

The executive summary will summarize relevant material from the body of the DEIS to describe the proposed project, the necessary approvals, study areas, environmental impacts predicted to occur, measures to mitigate those impacts, unmitigated and unavoidable impacts (if any), and alternatives to the proposed project. In addition, summary chapters for the DEIS may include the following (as appropriate):

- Unavoidable significant adverse impacts that cannot be mitigated;
- Growth-inducing aspects of the proposed project; and
- Irreversible and irretrievable commitment of resources.

These analyses will draw from the work done in the technical areas, as relevant. They are intended to inform the decision maker of the environmental “costs” and benefits of the proposed project. \*

## **Responses to Comments on the Draft Scope of Work for the CornellNYC Tech Project**

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### **A. INTRODUCTION**

This document summarizes and responds to comments on the Draft Scope of Work, issued on April 18, 2012 for the CornellNYC Tech project (the proposed project).

Oral and written comments were received during the public meeting held by the Office of the Deputy Mayor for Economic Development on May 22, 2012. Written comments were accepted from issuance of the Draft Scope on April 18, 2012 through the close of the public comment period, which ended at 5:00 PM on Friday, June 8, 2012. **Appendix B** contains the written comments received on the Draft Scope of Work.

Section B lists the organizations and individuals that provided relevant comments on the Draft Scope of Work; no elected officials or community board representative provided comments. Section C contains a summary of these relevant comments and a response to each. These summaries convey the substance of the comments made, but do not necessarily quote the comments verbatim. Comments are organized by subject matter and generally parallel the chapter structure of the Draft Scope of Work. Where more than one commenter expressed similar views, those comments have been grouped and addressed together.

### **B. LIST OF ORGANIZATIONS AND INDIVIDUALS THAT COMMENTED ON THE DRAFT SCOPE OF WORK**

#### **ORGANIZATIONS**

1. Island Cats, written comments submitted by Board Member Trevor J. DeSane, dated June 7, 2012 (IslandCats)

#### **INTERESTED MEMBERS OF THE PUBLIC**

2. Shenequa Council, oral comments presented May 22, 2012 (Council)
3. Dave Evans, oral comments presented May 22, 2012 (Evans)
4. Sherie Helstein, Robin Lynn, oral comments presented May 22, 2012 (Helstein)
5. Richard Khuzami, member of Community Board 1 in Queens, oral comments presented May 22, 2012 (Khuzami)
6. Robin Lynn, oral comments presented May 22, 2012 (Lynn)
7. Larry Parnes, written comments dated June 6, 2012 (Parnes)
8. M.J. Petersen, written comments dated May 22, 2012 (Petersen)
9. Judy Schneider, oral comments presented May 22, 2012 (Schneider)

10. Sandra Stephen, original resident of Roosevelt Island, oral comments presented May 22, 2012 (Stephen)

## C. COMMENTS AND RESPONSES ON THE DRAFT SCOPE OF WORK

### GENERAL

**Comment 1:** Relocation of the patients from Goldwater Hospital is occurring too quickly and causing patients distress. Adequate new locations for patients have not been identified. (Stephen, Council)

**Response:** As discussed in the Draft Scope of Work, independently of, and prior to, the proposed project, the New York City Health and Hospitals Corporation (NYCHHC) will vacate the Goldwater Memorial Hospital and relocate patients and services elsewhere. NYCHHC issued a Negative Declaration on December 6, 2011 for the closure and relocation of operations currently housed at the Goldwater Memorial Hospital (CEQR No. 12HHC001M). NYCHHC is responsible for the relocation, including timing and destination, of its patients and services. That relocation is not part of the proposed project.

**Comment 2:** On page 7, Table 2 presents the campus population based upon the worst-case estimates provided by Cornell. I am concerned about how accurate the estimate is, particularly as it pertains to dependants of the faculty and the students, as this could have an impact upon the resources of the Island. (Evans)

**Response:** Table 2, which has been updated between publication of the Draft and Final Scope of Work provides the estimated number of faculty, staff, students, and others who would be generated due to the new academic and research and development programs. The estimates are provided by Cornell based on population demographics and its operations and experience. The DEIS will provide additional details on the CornellNYC Tech campus population, including a breakdown between the population expected to be housed on site and the population that is expected to live off-site. The DEIS will also include the estimated number of dependents, including children, and account for this new population in its analyses.

### ANALYSIS FRAMEWORK

**Comment 3:** The EIS must consider the three apartment buildings planned for Roosevelt Island but not yet constructed. (Schneider)

**Response:** The DEIS will examine current conditions (2012) and forecast these conditions to 2018 and 2038 for the purposes of determining potential impacts. The assessments of future conditions without the proposed project in both 2018 and 2038 (the “Future without the Proposed Actions” or “No-Action” condition) will consider information available on known land-use proposals as well as changes in anticipated overall growth. The three planned, but not yet constructed

Southtown buildings will be included in the forecast of the 2018 and 2038 No-Action conditions.

**PROJECT DESCRIPTION**

**Comment 4:** Page 6, second paragraph. The draft scope indicates that residential buildings could be as much as 30 stories or 320 feet in height. This would exceed the height of existing buildings on the Island and would be a major change in neighborhood character. It would also create shadows on the existing east and west promenades where none exist now as well as impact views of Manhattan from Queens. This must thoroughly be examined in the DEIS and lower buildings should be studied as alternatives. (Parnes) Residential buildings of between 15 and 30 stories will be tall—taller than any other building on Roosevelt Island—and will be out of keeping with the rest of what is on Roosevelt Island. (Helstein, Schneider) Shorter buildings should be considered, with 15 stories possibly being the maximum. (Schneider)

**Response:** The DEIS will analyze the proposed buildings and their potential to result in impacts due to shadows, including shadows on the Roosevelt Island promenade (both west and east); urban design and visual resources; and neighborhood character. To the extent that any significant adverse impacts are identified, the DEIS will look at an alternative, which may include shorter buildings, that could reduce or eliminate such impacts.

**Comment 5:** All traffic for the new project must go through Roosevelt Island’s one thoroughfare. The Draft Scope does not speak to ferry service and its potential in getting people to the campus. (Lynn) Cornell should consider putting in a pier so that construction can be done by barge. The pier facility should be reused once the campus is operating so that personnel can use water accessways. (Khuzami)

**Response:** Cornell will assess the feasibility of employing barges in connection with construction; however, barging during construction is not currently part of the proposed project. Cornell is not currently proposing to introduce new ferry service as part of the proposed project. The DEIS will report the status of the construction plan, including any anticipated barging activities; if barging is anticipated, the potential environmental effects of that option will be assessed in the DEIS. The Transportation chapter of the DEIS will include a complete analysis of the transportation system supporting the campus to determine whether the proposed campus has the potential to adversely and significantly affect traffic, transit, pedestrian and parking operations and mobility.

**SOCIOECONOMIC CONDITIONS**

**Comment 6:** Page 12, Indirect residential displacement. The study area for this potential impact should be expanded to include nearby areas of Queens Community District 1. This is a mixed use area of older residential homes and light industry.

North of 36th Avenue, the area is zoned R5 where new residential development, triggered by the project could take place as-of-right. South of 36th Avenue, the area is zoned M1-3 and predominantly light industrial, but with scattered residential uses that could be subject to displacement. (Parnes)

**Response:** As described in the Draft and Final Scope, the study area for the assessments of potential indirect socioeconomic effects will be Roosevelt Island. The delineation of this study area is based on *CEQR Technical Manual* guidelines, which suggest that for a project introducing a substantial residential population, such as the proposed project, a ½-mile study area is appropriate, with consideration of census tract boundaries as well as geographical and physical features such as bodies of water, which often define neighborhood boundaries and therefore can be the appropriate delineation of the study area. For the proposed project, the area within a ½-mile radius of the project site includes portions of eastern Manhattan that are separated from the project site by the East River and only accessible via subway or the Roosevelt Island tram. In western Queens, portions within a ½-mile radius of the project site are only accessible via subway or the Roosevelt Island bridge, which is outside of the ½-mile radius (the areas of Queens Community District 1 north of 36th Avenue do not fall within the ½-mile radius of the project site, which only reaches as far north as 40th Avenue.) In these areas of Manhattan and Queens, other market forces are likely to play a larger role in shaping development trends in the future with and without the proposed project. Conversely, the areas on Roosevelt Island that lie outside of the ½-mile radius are easily accessible to the project site—by foot and by on-Island transit—and therefore will be included in the socioeconomic study area.

#### COMMUNITY FACILITIES AND SERVICES

**Comment 7:** Page 14. Public Schools. The DEIS should explain why the proposed project would not result in more than 50 students in the first phase and therefore a schools analysis is not needed for the 2018 build year. (Parnes)

**Response:** As indicated in response to Comment 2, the DEIS will provide estimates of the CornellNYC Tech campus population, including the number of children. The Phase 1 student population is anticipated to be less than the *CEQR Technical Manual* threshold of 50 students but the threshold is expected to be exceeded with the population at full build; therefore, an analysis of schools will be undertaken for the 2038 analysis year.

#### OPEN SPACE

**Comment 8:** Open Space, Indirect effects, paragraph A. Would the criteria for this sub-task eliminate the Octagon Apartments, which is more than ½ mile from the project site, from the analysis? If it does, the study area should be revised to include the Octagon Apartments. (Parnes)

**Response:** The DEIS Open Space analysis will consider a residential study area that would be defined as the area within an approximately ½-mile radius from the project site and within Roosevelt Island (the study area boundary would be adjusted to include all census tracts with at least 50 percent of their area within the ½-mile radius). This area does exclude the Octagon Apartments. Consistent with *CEQR Technical Manual* guidelines, both the population and the open space acreage outside the ½-mile study area will be excluded from the calculation of open space ratios.

**Comment 9:** Page 3, second paragraph. Island residents would not consider Sports Park the “Island’s primary recreational facility.” It has limited availability and is not as heavily used as the numerous outdoor playing fields and playgrounds. In addition, the gym at PS/IS 217 is also frequently used. (Parnes) The EIS should consider the Island’s existing Sports Center a community facility and examine how the campus population will use that facility, particularly since the facility is inadequate in its current state. (Lynn)

**Response:** Sports Park was described in the Draft Scope of Work as the Island’s “primary recreational facility” since it is an approximately 150,000-square foot resource that contains numerous active recreational uses, including an Olympic-size swimming pool, gymnasium, basketball courts, ping pong room, and tennis courts. The Open Space analysis will include Sports Park, as well as the numerous outdoor playing fields and playgrounds, in the inventory of open spaces. The Community Facilities chapter will also note Sports Park.

#### SHADOWS

**Comment 10:** Page 16, Task 6 – Shadows: paragraph A. The base map must be sure to include the promenades adjacent to the site along the eastern and western waterfronts of the island, the newly completed South Point Park and the under construction FDR Memorial. (Parnes)

**Response:** The Shadows analysis will include open spaces inventoried as part of the Open Space analysis and will include the Roosevelt Island promenade on the eastern and western waterfronts, South Point Park, and Four Freedoms Park.

**Comment 11:** The proposed project’s 15 to 30-story buildings are going to put the tech walk, and other campus open spaces, in shadow; this should be considered a significant adverse impact. (Lynn)

**Response:** The DEIS will assess the potential for the proposed project to cast shadows on the open spaces to be created on site. However, as stated in the Draft Scope of Work, shadows on new project-created open space are not considered significant under CEQR (*CEQR Technical Manual* page 8-2).

## HISTORIC AND CULTURAL RESOURCES

**Comment 12:** Page 18, Task 7 – Architectural Resources: paragraph A. Note that the Terra Cotta Building located at 42-10 Vernon Boulevard in Queens is a designated Landmark (LP-1304) and has views to the island. (Parnes)

**Response:** The DEIS will included an analysis of the project’s potential to affect on-Island historic resources within a 400-foot study area. Longer contextual views available beyond the 400-foot study area, including views from Manhattan and Queens, will also be considered, as appropriate. The Terra Cotta Building at 42-10 Vernon Boulevard is located on the site of the future Silvercup West development and its context will change as a result of that development independent of the CornellNYC Tech project. Given its distance from the project site and the fact that the its context will change as a result of the future Silvercup West development, the DEIS will not include an assessment of the CornellNYC Tech project’s potential to affect the Terra Cotta Building at 42-10 Vernon Boulevard.

## URBAN DESIGN AND VISUAL RESOURCES

**Comment 13:** Task 8 – Urban Design and Visual Resources: Paragraph A. Gantry Park and the promenade along the East River at the Queens West development have views toward the island and should be included in this analysis. (Parnes)

**Response:** The DEIS will include an analysis of views of the project site from Gantry Plaza State Park in Queens.

## NATURAL RESOURCES

**Comment 14:** There are small, but long-established abandoned/stray cat colonies at the Goldwater Hospital site. These colonies are made up of “families” of cats that are healthy, spayed or neutered, and harmless to humans. They have lived at the site for years and are beloved by the members of Island Cats, Goldwater patients and staff, Roosevelt Island residents, and tourists. We request that the DEIS address the existence of these colonies, assess the potential for activity that will be disruptive or hazardous to the cats during demolition of the hospital, construction of the campus, and/or after project completion, and proposed mitigation for any adverse effects on the cats. (IslandCats)

**Response:** Construction of the project would involve increased levels of activity that would be disruptive to the cat colonies identified by the commentor. Cornell will work with local shelters and other organizations to relocate resident cats prior to commencement of construction activities. The DEIS will note this commitment.

## TRANSPORTATION

**Comment 15:** The hotel and conference center will create a major traffic issue on the Island. (Helstein)

**Response:** Traffic generated by the conference center/hotel will be accounted for and analyzed in the DEIS.

**Comment 16:** East and West Drives do not absorb the major part of our traffic flow, which is all on Main Street. (Helstein)

**Response:** As detailed in Figure 6 of the Draft Scope of Work, the Transportation analysis will analyze traffic flow on Main Street at three sensitive intersections: Main Street at East and West Main Street Roundabout; Main Street and West Road; and Main Street at Roosevelt Island Bridge.

**Comment 17:** I understand there will be private offices within the facility, or partnerships. There should be controls on this so that the area doesn't become a major business and commercial area since these types of uses will affect traffic, which will come off the Island directly into Queens. (Khuzami)

**Response:** The DEIS will provide an assessment of traffic and will include an analysis of 10 intersections in Queens. The DEIS analyses will consider the reasonable worst-case development program outlined in the Draft Scope of Work, which represents the maximum development program Cornell is contemplating building. To the extent significant impacts are identified, mitigation for such measures will be assessed.

**Comment 18:** To mitigate traffic by students and faculty by car, it might be possible to introduce a special MetroCard, similar to that available to employees in the City, which is tax deductible.

**Response:** Many employers in New York City have adopted the "TransitChek" program as a benefit to employees for purchasing MetroCards with pre-taxed dollars. It is possible that Cornell could adopt the same or other similar programs. However, there would still be trips made by car and potential traffic impacts associated with these trips. The DEIS will study whether those trips would create significant adverse impacts and, if so, will identify potential mitigation measures.

**Comment 19:** Page 26, Parking. The DEIS should include the number of parking spaces currently on the project site and on-street parking abutting the site. (Parnes) The area for study should be expanded to include the on-street parking along the entire length of Main Street north of the tram, West Road between the tram and Main Street and the parking garage at the Octagon Apartments. (Parnes)

**Response:** The DEIS will identify the number of parking spaces at the project site.  
  
The study area for the parking analysis was defined to encompass those facilities (parking lots, garages and on-street curb space) in which vehicles destined for the CornellNYC Tech campus would likely park. A detailed on-street parking inventory of the area surrounding the project site will be conducted for a typical



weekday condition. As recommended by the *CEQR Technical Manual*, the proposed study area encompasses the ¼-mile radius (approximately a five-minute walk) from the project site. This area spans the width of the island and extends between Road 3 at the southern end of the project site to the south and the merge of Main Street/East Road and West Road to the north. Due to the particular parking conditions on Roosevelt Island, the study area will be expanded to include the Motorgate Garage, approximately ½ mile north of the project site. The parking garage at the Octagon Apartments is slightly greater than a mile from the campus and is not considered a likely walking distance. Campus visitors interested in driving to the island, parking and transferring to the Red Bus are more likely to do so from the Motorgate Garage. Therefore, the parking study area for the DEIS will not be expanded beyond that described in the Draft Scope of Work.

#### CONSTRUCTION IMPACTS

**Comment 20:** Page 31, Construction Impacts. Construction impacts off the site must be thoroughly examined, especially the impacts of construction equipment and debris on vehicular and pedestrian traffic, noise and air quality of the streets and abutting residential uses along West Road and Main Street north of the tram, particularly since Main Street was never intended to be a major thoroughfare in the original plan for Roosevelt Island, which, in fact was intended to have no or minimal vehicular traffic. Roosevelt Landings (Eastwood) and Westview are built to street line with no setback from Main Street and Island House and Riverview are also close to the street. (Parnes).

**Response:** In addition to the effects of onsite construction activities, the DEIS will assess the effects of construction generated traffic on the adjacent community. As described in the Draft Scope of Work, an assessment of potential construction impacts to the transportation systems serving the project, including the roadway system on Roosevelt Island (West Road and Main Street), the Roosevelt Island Bridge, and nearby intersections in Queens, will be provided. The potential for air quality and noise impacts due to construction generated traffic on local roadways will also be examined.

**Comment 21:** There are currently no traffic lights on Main Street and the additional traffic during and after construction will affect island residents, many of whom are young children, senior citizens and people with disabilities. (Parnes)

**Response:** The DEIS traffic impact studies will consider the effect of project traffic at the island's intersections and assess the potential need for traffic signals.

**Comment 22:** The ramp from the Roosevelt Island Bridge to Main Street is in a deteriorating condition that construction of the project could possibly make worse. Therefore, study of construction impacts must not be limited to the site itself. (Parnes)

**Response:** Conditions at the ramp will be considered as part of the construction impact assessment.

**Comment 23:** How will CornellNYC construction be handled—with all the construction and vehicles on Main Street—particularly since the remaining Southtown buildings will be under construction? (Helstein)

**Response:** Routes and handling of the project construction traffic will be discussed in the DEIS. Background conditions at the time of construction of the proposed project, including construction of other projects anticipated to be ongoing at the same time, will be included in the analysis.

**Comment 24:** There will be wear and tear on Main Street because of project construction. (Helstein)

**Response:** RIOC is responsible for infrastructure maintenance on Roosevelt Island, including Main Street. The DEIS will provide estimates of the average number of daily construction workers and deliveries to the project site during the construction period.

**Comment 25:** Construction will end up blocking the red bus system, which is flowing at a reasonable rate now. (Helstein)

**Response:** Construction of the proposed project will incorporate maintenance and protection of traffic (MPT) strategies and construction logistics/procedures that will be approved by the Roosevelt Island Operating Corporation (RIOC) and/or NYCDOT. The construction analysis will consider the anticipated construction logistics and projected worker and construction vehicle traffic to assess temporary effects on Roosevelt Island's traffic, transit, pedestrian, and parking conditions.

**Comment 26:** The effects of construction will actually be felt in Queens. (Khuzami)

**Response:** Where relevant, the construction assessment will consider the potential for off-island impacts.

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## **APPENDIX A**

## ENVIRONMENTAL REVIEW

### Final Sign-Off

**Project number:** OFFICE OF ENVIRONMENTAL COORD. / LA-CEQR-M  
**Project:** CORNELL NYC TECH  
**Date received:** 2/9/2012

#### Archaeological Review Only

**Properties with Archaeological significance:**

- 1) ADDRESS: ROOSEVELT ISLAND, BBL: 1013730020
- 2) ADDRESS: 40 RIVER ROAD, BBL: 1013730001

**Comments:** LPC review of archaeological sensitivity models and historic maps indicates that there is potential for the recovery of remains from 19th Century and Native American occupation on the project site. Accordingly, the Commission recommends that an archaeological documentary study be performed for this site to clarify these initial findings and provide the threshold for the next level of review, if such review is necessary (see CEQR Technical Manual 2010).



2/10/2012

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SIGNATURE  
Gina Santucci, Environmental Review Coordinator

DATE

**File Name:** 27899\_FSO\_DNP\_02102012.doc

## ARCHAEOLOGY

**Project number:** OFFICE OF ENVIRONMENTAL COORD. / 12DME004M  
**Project:** CORNELL NYC TECH  
**Date received:** 3/19/2012

### **Comments:**

The LPC is in receipt of the, "Phase 1A Archaeological Documentary Study for Cornell/NYC Tech Roosevelt Island Campus B 1373, Lot 20 and Block 1371, Lot 1 (in part), New York, New York," prepared by AKRF, Inc and dated March 2012. The LPC concurs that there are no further archaeological concerns. Please submit two bound copies of the reports to LPC for our archives.



3/26/2012

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SIGNATURE  
Amanda Sutphin, Director of Archaeology

DATE

**File Name:** 27899\_FSO\_ALS\_03262012.doc

## **APPENDIX B**

## ISLAND CATS

[www.islandcats.org](http://www.islandcats.org)

(212) 593-1054

[contact@islandcats.org](mailto:contact@islandcats.org)

Island Cats  
P.O. Box 77  
New York, NY 10044

June 7, 2012

New York City Economic Development Corporation  
Attn: Matt Mason  
110 William Street  
New York, NY 10038

Dear Mr. Mason,

I am both a Roosevelt Island resident and a Cornell University alum. I am truly excited that my local community and my alma mater are working together, now and in the years ahead, to make their shared future visions a reality in my backyard. Like many other Island residents, I am very pleased to welcome CornellNYC Tech as my newest neighbor. I am submitting this letter as a comment on the scope of work for the project's Environmental Impact Statement.

I am writing as a representative of Island Cats, a registered 501(c)(3) charitable non-profit organization on Roosevelt Island. Island Cats carries out a number of activities necessary to manage and protect the safety and well-being of several colonies of abandoned and stray cats on Roosevelt Island. Although several of the compassionate and community-minded Island Cats volunteers began managing the colonies as early as 1976, Island Cats was formally established in 2005.

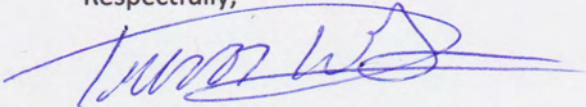
I would like to provide you with some introductory information about Island Cats, which is considered by many in the field to be a model organization for the care and management of abandoned/stray cat colonies. Locally, Island Cats works with organizations including the ASPCA and Mayor's Alliance for NYC's Animals. Our organization undertakes a number of ambitious tasks, including coordinating a shelter program and designing, constructing and maintaining permanent on-site sanctuaries for each of the Island's stray colonies. Island Cats is considered unique in its distinctively proactive approach. We monitor the health of every outdoor cat on the Island, and pay for veterinary care, vaccinations, spay/neutering, microchipping and pre-adoption FIV/FelV testing. Island Cats manages the population of stray and abandoned cats on the Island utilizing a "TNR" (Trap-Neuter-Return) program. This program has been embraced nationwide as the most humane and effective way to prevent the explosion in population that is inevitable if colonies are not carefully monitored. Island Cats also performs behavioral assessments for all of its cats to identify candidates for adoption. Often abandoned household

cats and kittens are successfully adopted. Island Cats has a network of committed foster families that cares for cats awaiting adoption. Our adoptable cats have participated in programs with homebound and hospitalized residents of Roosevelt Island. Our organization has participated in projects with local school children as well.

Island Cats submits this statement to bring to your attention the existence of small, but long-established abandoned/stray cat colonies at the Goldwater Hospital site. As is the case for all of the colonies on the island, these colonies are made up of "families" of cats that are healthy, spayed or neutered, and harmless to humans. They have lived at the site for years and are beloved by the members of Island Cats, Goldwater patients and staff, Roosevelt Island residents, and tourists. We request that the Draft Environmental Impact Statement address the existence of these colonies, assess the potential for activity that will be disruptive or hazardous to the cats during demolition of the hospital, construction of the campus, and/or after project completion, and propose mitigations for any adverse effects on the cats. As an organization, Island Cats has some exciting ideas and hopes for the chance to work with the NYCEDC and CornellNYC Tech to develop a course of action that will accommodate the University's need to move forward as expeditiously as possible, with sensitivity to the unique vulnerabilities of the cats at the Goldwater site. We look forward to forging a positive and lasting relationship with our new neighbors.

Again, I want to express to Cornell University our enthusiastic and heartfelt welcome to Roosevelt Island. Thank you for considering our comments on the scope of work for the Environmental Impact Statement. Please contact me if you have any questions about Island Cats or if I can be of assistance.

Respectfully,



Trevor J. DeSane  
Cornell '06  
Member, Island Cats Board of Directors



Comment only  
for record

If you wish to speak at tonight's meeting, please complete this card.

**PUBLIC SCOPING MEETING**  
**Draft Environmental Impact Statement**

Tuesday, May 22, 2012

**Re:** Cornell Tech NYC Project  
CEQR #12DME004M

**Name:**

M J Petersen

**Mailing  
Address:**

531 Main St Roosevelt Is

To mitigate traffic by students  
and faculty by car it might be an  
idea to check the possibility of a  
special MetroCard similar to that  
available to employees in the City  
which is tax deductible

**Affiliation:**

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