

A. INTRODUCTION

Under the June 2012 *City Environmental Quality Review (CEQR) Technical Manual* guidelines, a land use analysis evaluates the uses and development trends in the area that may be affected by a proposed project, and determines whether that proposed project is compatible with those conditions or may affect them. The analysis also considers the project's compliance with, and effect on, the area's zoning and other applicable public policies.

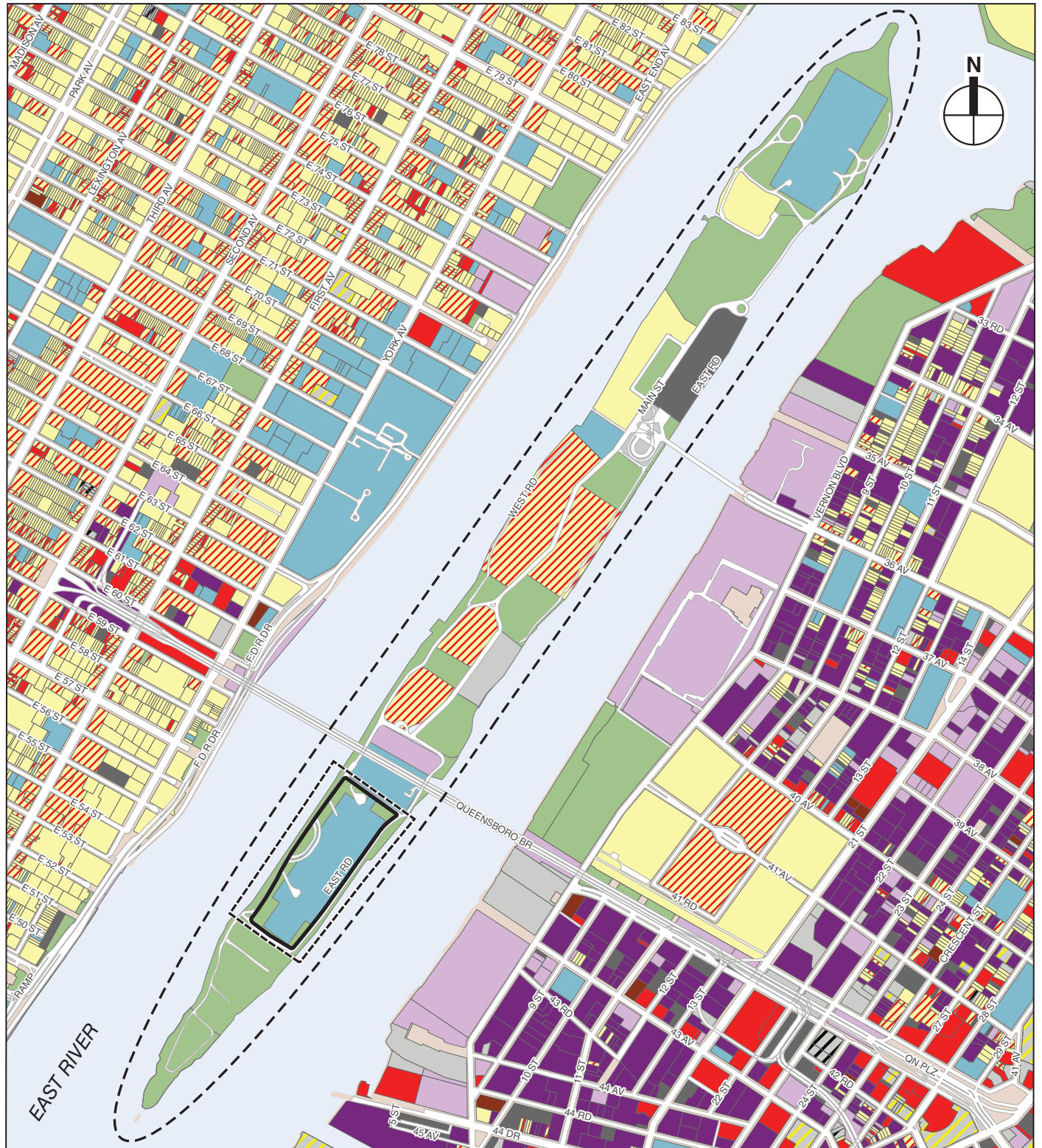
As described in Chapter 1, "Project Description," Cornell University, together with the New York City Economic Development Corporation (NYCEDC) and the New York City Department of Citywide Administrative Services (DCAS), is seeking a number of discretionary approvals to support and allow for the development of an applied science and engineering campus on Roosevelt Island (the proposed project). The proposed project would result in the development of up to approximately 2.13 million square feet (sf) consisting of academic space; residential units for Cornell leadership, faculty, postdoctoral fellows, Ph.D. candidates, and master's students; corporate co-location space; an Executive Education Center with hotel and conference facilities; and two central utility plants. Campus-oriented retail would be provided within this program, and the proposed project would also result in a minimum of 2.5 acres of new publicly accessible open space, as well as up to 500 parking spaces.

As shown on **Figure 2-1**, the project site is located on the southern portion of Roosevelt Island, south of the Ed Koch Queensboro Bridge. This chapter analyzes the change in zoning, land use, and density on the project site and also analyzes the potential effects of the proposed project on a larger study area, which is defined as the entirety of Roosevelt Island. As detailed in this chapter, the Cornell NYC Tech project would improve land use conditions by creating a vibrant mixed-use academic-oriented development on a site that would otherwise be occupied by a vacant hospital complex and vacant land. The proposed project would be supportive of applicable public policies, and would not result in any significant adverse impacts to land use, zoning, or public policy.

B. METHODOLOGY

According to the *CEQR Technical Manual*, a detailed assessment of land use, zoning, and public policy is appropriate if a proposed project would result in a notable change in land use or would substantially affect regulations or policies governing land use. An assessment of zoning is typically performed in conjunction with a land use analysis when the action would result in a change in zoning or result in the loss of a particular use. Therefore, a detailed analysis has been prepared that describes existing and anticipated future conditions for the 2018 and 2038 analysis years, assesses the nature of any changes to these conditions that would be created by the proposed project, and identifies those changes, if any, that could be significant or adverse.

This chapter analyzes the effects of the proposed project on: the project site, where the land use effects of the proposed project are direct; the rezoning area, which encompasses the project site,



- 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

0 500 1000 FEET
SCALE

the adjacent roadway, and the promenade, and would also be directly affected; and a study area, where indirect effects may occur. The study area for this analysis is defined as being all of Roosevelt Island, where the proposed project would have the greatest potential to affect land use trends. Various sources were used to comprehensively analyze the land use, zoning, and public policy characteristics of the study area, including field surveys, land use and zoning maps, and online sources from Cornell University, the New York City Department of City Planning (DCP), the New York City Economic Development Corporation (NYCEDC), the Roosevelt Island Operating Corporation of the State of New York (RIOC), and the New York City Health and Hospitals Corporation (NYCHHC).

C. BACKGROUND AND DEVELOPMENT HISTORY

ROOSEVELT ISLAND

Roosevelt Island, a 147-acre island in the East River between Manhattan and Queens, was formerly known as Blackwell Island, named after the family that owned it until 1823. The first development occurred on the Island when the City of New York purchased it and established Blackwell's Prison, which opened in 1832. Subsequently, the New York Lunatic Asylum opened on the Island in 1841, followed by Penitentiary Hospital in 1849, the city's first almshouses in 1850, a minimum security workhouse for petty crime offenders also in 1850, Smallpox Hospital (the nation's first hospital to treat patients with smallpox) in 1856, and Charity (City) Hospital in 1857. In 1921, the Island was renamed Welfare Island, reflecting its dominant land use. Goldwater Hospital opened in 1939, followed by Bird S. Coler Hospital in 1952. By this time, many of the older establishments on the Island had closed, and their abandoned structures were used for training by the New York City Fire Department (FDNY). By the 1960s, Goldwater Hospital, Coler Hospital, and FDNY training activities were the only active uses on the Island.

In 1968, the city initiated plans for the redevelopment of Welfare Island, which was renamed in 1973 in honor of President Franklin D. Roosevelt. The New York State Urban Development Corporation ([NYSUDC] today, doing business as the Empire State Development Corporation [ESDC]) signed a 99-year lease for the Island with the City of New York in 1969, and retained architects Philip Johnson and John Burgee to create a General Development Plan (GDP) for the proposed redevelopment. Under Johnson and Burgee's plans, the Island's first residential complex opened in 1975, followed by three additional housing complexes in 1976, at which time the Island contained 2,141 apartments. Also in 1976, the aerial Tramway connecting the Island to the east side of Manhattan opened, as subway service to the Island was not yet available. The next residential development was completed in 1989, when Manhattan Park, containing 1,107 apartments, opened. With subsequent development, today the Island contains approximately 5,000 dwelling units that house approximately 12,000 residents. A subway station was opened on Roosevelt Island in 1990.

ROOSEVELT ISLAND OPERATING CORPORATION

RIOC was established by New York State in 1984 to manage the operation, maintenance, and development of the Island. Prior to the establishment of RIOC, there were other State agencies in charge of the Island's operations, such as the Welfare Island Development Corporation and later the Roosevelt Island Development Corporation. The RIOC Board of Directors is composed of nine members, including: the Commissioner of the New York State Division of Housing and Community Renewal, who serves as the chair; the New York State Director of the Budget; and seven public members nominated by the Governor with the advice and consent of the State Senate. Of the seven public members, two members are recommended by the Mayor of New

York City, and five members must be residents of the Island. RIOC is charged with assuming the 99-year lease with the City of New York that was entered into in 1969, and implementing the GDP.

The City of New York provides basic municipal services and maintenance of the Roosevelt Island Bridge, and MTA is responsible for the subway station on the Island and the bus service to Queens. RIOC supplements these services, and is responsible for the following:

- Red Bus: the on-Island bus system, Red Bus offers service connecting the tramway and subway station to locations throughout the Island.
- Automated Vacuum Collection (AVAC): AVAC is the Island's pneumatic tube garbage collection system.
- Roosevelt Island Public Safety Department (RIPSD): the Island's law-enforcement agency that protects the Island's property including all community facilities, storefronts, and certain contracted residential buildings, and enforces state and city laws on the Island. RIPSD employs approximately 40 officers.
- Street cleaning services on the Island.
- Parks and sports fields on the Island, including the Sportspark facility.
- Motorgate: a multi-level parking facility located north-adjacent to the Roosevelt Island Bridge.
- Landmarks: RIOC is responsible for the upkeep of six New York City Landmarks Preservation Commission (LPC)-designated historic buildings.

The State's lease on the Island expires in 2068, when control will revert to New York City.

PROJECT SITE

Goldwater Hospital opened on the Island in 1939 as a chronic care and nursing facility. In 1996, Goldwater Hospital and Bird S. Coler Memorial Hospital (which is located on the northern portion of the Island) merged to become Coler-Goldwater Specialty Hospital and Nursing Facility, with each of the hospitals functioning as campuses of the broader organization. The facilities are operated by NYCHHC.

As part of a major modernization planning effort that has been on-going since approximately 2007 and that has included the relocation of Goldwater Hospital patients and services, NYCHHC will move current Goldwater Hospital activities to other facilities and vacate the project site, leaving the site property available for redevelopment. NYCHHC issued a Negative Declaration on December 6, 2011 for the Goldwater North project, which includes the closure, relocation, and right-sizing of operations currently housed at the Goldwater Hospital (CEQR No. 12HHC001M). NYCHHC will transfer operations from the project site to other sites including the former North General Hospital facility, located at 1879 Madison Avenue in Harlem, and the Coler Hospital campus. Patients who do not need the type of extended care facilities offered by the new Goldwater North Hospital or Coler Hospital will be relocated to a variety of special needs housing facilities. The existing, vacant, approximately 276,000-gsf former North General Hospital building will be converted and redeveloped to house a 365 bed facility, including 201 long-term acute care beds, and a 164-bed skilled nursing facility.

D. EXISTING CONDITIONS

LAND USE

PROJECT SITE

Currently, the project site contains: Goldwater Hospital, which is located on Block 1373, Lot 20; and vacant land leased by the City of New York to RIOC, which is located on a portion of Block 1372, Lot 1. The hospital campus is situated on 9.89 acres of land that are owned by the City of New York, and contains seven existing buildings, interconnected by a central corridor (including a basement floor tunnel) that enables hospital personnel and materials to traverse the length of the complex. All buildings were constructed in 1939 except for one that was built in 1968 (the Activities Building). The existing buildings are masonry and steel construction and range in height from one to seven stories.

The Goldwater Hospital campus currently operates with 991 beds. The hospital provides medical, recuperative, rehabilitative, and long-term specialty services, including specialized Alzheimer's and physical rehabilitation services. A licensed practical nurse training program also operates at the Goldwater site. As noted above, the Goldwater Hospital campus, along with the Coler Hospital campus, is part of the Coler-Goldwater Specialty Hospital and Nursing Facility, which is operated by NYCHHC. NYCHHC is vacating the Goldwater Hospital campus during the next year, and it will be vacant by the end of 2013.

The remainder of the project site consists of 2.51 acres of vacant land that is owned by the City of New York and leased to RIOC. On the west side of the hospital facility, the vacant land contains landscaping, and on the east side there are paved parking lots.

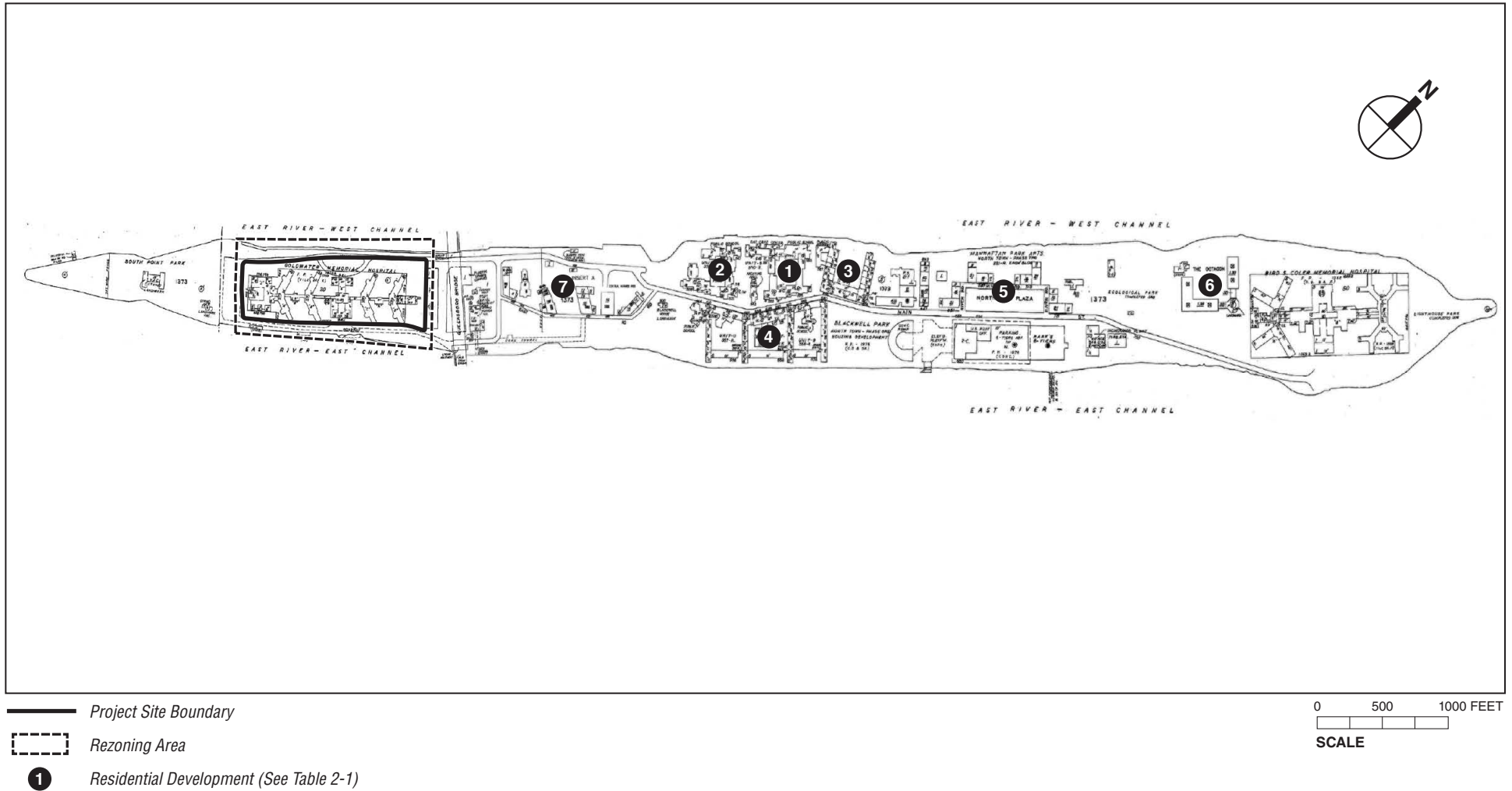
REZONING AREA

The rezoning area is bounded to the north by RIOC's Sportspark facility, to the south by South Point Park, and to the east and west by the pierhead line in the East River. The rezoning area consists of: the project site (described above); a one-way circulation roadway encircling the project site (the loop road); and a concrete seawall, which forms the barrier along the East River to the east and west of the project site. The circulation roadway is not part of the formal city street system, and for the most part is not improved to New York City Fire Department (FDNY) standards. On both sides of the project site, the seawall includes a pedestrian and bicycle promenade, which extends throughout the Island north of South Point Park. The circulation roadway, promenade and seawall are all on property that is owned by the City of New York and controlled by RIOC through the long-term lease.

STUDY AREA

Roosevelt Island is a predominantly residential community with supporting retail, community facility, open space, transportation, and utility uses. The Island is under the political jurisdiction of the Borough of Manhattan, but receives its police, sanitation and fire services from Queens. The Roosevelt Island Bridge to Queens is the only vehicular access point to the Island.

Residential uses on the Island are characterized by mid- and high-rise apartment buildings. **Table 2-1** summarizes residential uses on the Island and **Figure 2-2** shows their location.



Residential Development
on Roosevelt Island
Figure 2-2

Table 2-1
Residential Development on Roosevelt Island

Map No.	Name	Year Built	Description
1	Island House	1975	400-unit complex, retail at street level
2	Rivercross	1976	377-unit complex, retail at street level
3	Westview	1976	371-unit complex, retail at street level
4	Roosevelt Landings (formerly Eastwood)	1976	1,003-unit complex, retail at street level
5	Manhattan Park	1989	1,107 units in five buildings
6	Octagon	2006	500 units integrated with restored historic building
7	Southtown	2003-2007	1,202 units with some retail uses in six buildings
Note: See Figure 2-2.			
Source: GIS data; Roosevelt Island Operating Corporation: <i>Performance Measure Report</i> (2011)			

The original residential core of the Island consists of the four complexes that were completed by 1976: Island House, Rivercross, Westview, and Eastwood. They are located in the middle of the Island, oriented towards Main Street, the primary thoroughfare on the Island; neighborhood retail uses are located at the street level. Together, they contain 2,151 apartments in buildings up to 20 stories in height. They were built as Mitchell-Lama¹ cooperative buildings; however, Eastwood has subsequently left the program, although the rents of existing tenants remain protected. Eastwood was renamed Roosevelt Landings in 2008. Island House and Rivercross are in the process of exiting the Mitchell-Lama program, although the conversions are expected to include some measures to stabilize the rents of existing tenants and allow existing residents to buy their homes at below-market rates.

Manhattan Park was built in 1989, and contains 1,107 apartments in five 20-story buildings. Manhattan Park is located west of Main Street and north of the four 1976 residential complexes described above. Four of Manhattan Park's buildings contain market-rate apartments while one 222-unit building is subsidized for seniors and low-income families under the Federal Section 8 program.

In 2006, the Octagon apartments were completed, containing approximately 500 residential units. The namesake building of the complex is one of the Island's six landmarks and was built in 1839 as part of the New York Lunatic Asylum. As part of the development, the historic Octagon building was restored and two 14-story wings of apartments were built extending from the historic building, which serves as the main entrance to the complex. The Octagon apartments are located in the northern portion of the Island, immediately south of the Coler Hospital site.

The closest residential development to the project site is Southtown, a six-building community located north of the Queensboro Bridge and south of the original residential buildings built by 1976. The first two 16-story Southtown buildings were completed in 2003: one was built for Weill Cornell Medical College in Manhattan and contains 139 apartments; and the other was built as employee housing for the Memorial Sloan Kettering Cancer Center in Manhattan, and contains 258 apartments. Four 16-story rental buildings containing a total of approximately 815 residential units and ground floor retail uses were subsequently completed between 2004 and

¹ Enacted in 1955, the Mitchell-Lama Housing Program utilizes tax abatements, low-interest mortgages, and other subsidies for developers to build housing for low- and middle-income tenants.

2007. Three towers of the nine-building plan have not yet been constructed. Vacant land to the east of the existing towers is designated for this future development.

There are a range of local retail uses on the Island, including restaurants, delis, hardware stores, grocery stores, hair salons, and pharmacies. These uses are concentrated along Main Street from the Roosevelt Island subway station to the south, to the Roosevelt Island Bridge to Queens on the north. Many newer businesses, such as a Starbucks, Duane Reade, and a Japanese restaurant, are located on the ground-floor levels of the Southtown development. On the north side of the Roosevelt Island Bridge is a Gristedes grocery store that is below a large 1,500-space multi-level parking garage called Motorgate. Motorgate was built pursuant to the original master plan for Roosevelt Island, which called for consolidation of parking facilities in one location, in order to create a pedestrian-oriented environment on the Island.

Due to the physical limits to accessing the Island, its transportation facilities are important land uses. The Roosevelt Island subway station, located on Main Street in the Southtown development, is a major center of activity. The subway station is in close proximity to the Roosevelt Island aerial tramway, which is located adjacent to the north side of the Queensboro Bridge, on Main Street. The tram connects Roosevelt Island to Second Avenue and East 59th Street in Manhattan, and has become a recognizable symbol of the Island. The Queensboro Bridge is also a major feature of the area, although it does not provide access to Roosevelt Island. The only vehicular access is from the Roosevelt Island Bridge to Queens, which also carries the Metropolitan Transportation Authority (MTA)'s Q102 bus line. Transportation within the Island is provided by RIOC's Red Bus service, which is not integrated with MTA service.

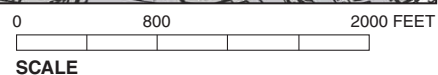
Community uses on the Island include the Roosevelt Island Branch of the New York Public Library, located at 524 Main Street; a U.S. Post Office, located at 694 Main Street; PS/IS 217 Roosevelt Island School, at 645 Main Street; the Child School Legacy High School, an independent K-12 school for children with learning disabilities, located at 587 Main Street; Lillies International Christian School, located at 851 Main Street; the Roosevelt Island Day Nursery, located at 4 River Road; Main Street Theatre, located at 548 Main Street; and the Roosevelt Island Visual Arts Association, located at 547 Main Street. Places of worship on the Island include Church of the Good Shepherd, Dayspring Church, St Frances Cabrini Church, the Roosevelt Island Jewish Congregation, and Kimball Methodist Episcopal Church.

In addition to the Goldwater Hospital, the Island also contains the Coler Hospital campus, which is located on the northern portion of the Island, north of the Octagon and south of Lighthouse Park. The Coler Hospital campus contains approximately 1,025 beds.

Open space uses on the Island include the waterfront walkway that extends the full length of the Island north of South Point Park on its east and west waterfronts, the recently built Four Freedoms Park at the southernmost point of the Island, and parks that are under the jurisdiction of RIOC. RIOC also operates the Sportspark exercise facility, which features a pool, basketball court, and ping-pong room. These resources are described in greater detail in Chapter 5, "Open Space."

ZONING

All of Roosevelt Island, including the project site, is zoned R7-2, a medium-density residential designation (see **Figure 2-3**). R7-2 districts are medium-density residential districts that encourage low apartment buildings on smaller lots, or taller buildings with low lot coverage on larger lots. R7-2 districts allow residential uses at a maximum Floor Area Ratio (FAR) of 3.44, and community facility uses (including dormitories) with a maximum FAR of 6.5. R7-2 zoning



districts also require that a minimum Open Space Ratio (OSR) is provided on a zoning lot. The OSR requirements range from 15.5 to 25.5 percent of the residential floor area on a zoning lot, depending on the height and footprint of the building. Buildings in R7-2 districts must be set within a sky exposure plane, which begins at a height of 60 feet above the street line and then slopes inward over the zoning lot.

Areas on the waterfront in New York City are generally subject to “Special Regulations Applying in the Waterfront Area” of the *New York City Zoning Resolution*. The regulations include special bulk and use restrictions and other design standards to ensure visual connections to the waterfront, as well as physical access to the waterfront. The Island’s numerous commercial uses are not conforming under the R7-2 zoning designation. However, all of Roosevelt Island, except the Goldwater and Coler Hospital campuses, is under the jurisdiction of New York State through RIOC. Under New York State law, RIOC can override the New York City Zoning Resolution.

PUBLIC POLICY

APPLIED SCIENCES NYC

The City of New York launched its Applied Sciences 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, 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 NYC is to provide one or more opportunities for a leading academic institution to build a world-class applied sciences and engineering campus 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.

To this end, the city requested expressions of interest from academic institutions to build a new applied sciences campus and offered to provide city-owned land on one of four sites (Roosevelt Island, Governors Island, the Brooklyn Navy Yard, and the Staten Island Farm Colony), and an investment of city capital. After a competitive bidding process, Cornell University, in conjunction with its academic partner Technion - Israel Institute of Technology, was selected to develop the Applied Sciences NYC project on the Roosevelt Island site—the Cornell NYC Tech project.

ROOSEVELT ISLAND GENERAL DEVELOPMENT PLAN

The 1969 lease agreement between the City of New York and NYSUDC identifies the General Development Plan (GDP) as the master plan for Roosevelt Island. The GDP, which has been amended since 1969, provides for the development of housing, retail uses, and community facilities in order to create a mixed income, pedestrian-oriented, and handicap-accessible residential community. Specifically, the basic program of the GDP includes: 5,000 units of housing (including a program of hospital-related housing developed in consultation with the city); approximately 20,000-gsf of office space; approximately 100,000-gsf of commercial space; a range of community facilities, including a public school, library, and recreational facilities; a series of open space resources; a street and pedestrian/bicycle circulation system, including a waterfront promenade; a mini-transit system including an aerial tramway to Manhattan; a public garage; and water, sewer, and solid waste infrastructure systems. The GDP includes affordability criteria and design criteria for residential development on the Island, and delineates certain areas for open space uses.

The 1969 lease also requires New York City and RIOC to cooperate on the development of a new plan for the Goldwater Hospital site in the event it is no longer needed for hospital purposes.

PLANYC

In April 2007, the Mayor's Office of Long Term Planning and Sustainability released *PlaNYC: A Greener, Greater New York*. An update to PlaNYC in April 2011 built upon the goals set forth in 2007. PlaNYC represents a comprehensive and integrated approach to planning for New York City's future. It includes policies to address three key challenges that the city faces over the next 20 years: (1) population growth; (2) aging infrastructure; and (3) global climate change. In the 2011 update, elements of the plan are organized into 10 categories—housing and neighborhoods, parks and public space, brownfields, waterways, water supply, transportation, energy, air quality, solid waste, and climate change—with corresponding goals and initiatives for each category. According to the *CEQR Technical Manual*, large, publicly-sponsored projects should be assessed to determine their consistency with PlaNYC.

WATERFRONT REVITALIZATION PROGRAM

The New York City Waterfront Revitalization Program (WRP) is the city's principal coastal zone management tool. As originally adopted in 1982 and revised in 1999, it establishes the city's policies for development and use of the waterfront. All proposed projects subject to CEQR, Uniform Land Use Review Procedure (ULURP), or other local, state, or federal agency discretionary actions that are situated within New York City's designated Coastal Zone Boundary must be reviewed and assessed for their consistency with the WRP. The project site is within the Coastal Zone Boundary, as shown on **Figure 2-4**. Therefore, a WRP consistency assessment is warranted.

E. FUTURE WITHOUT THE PROPOSED PROJECT

This section considers land use, zoning, and public policy conditions for 2018 and 2038, the future analysis years, without the proposed project. The conditions described below form the No-Action condition, which is the baseline condition in the study area against which the proposed project's incremental changes will be measured.

2018 ANALYSIS YEAR

LAND USE

Project Site

In the future No-Action condition, the hospital campus on the project site is expected to be vacant. As noted above, as part of a major modernization planning effort, NYCHHC will continue to vacate the project site and relocate patients and services elsewhere. Absent the proposed project, the hospital structures are assumed to remain as a vacant complex. No changes are expected to the portion of the project site that is currently vacant land.

Rezoning Area

Outside of the project site, no changes to the rezoning area are anticipated in the No-Action condition. The rezoning area will continue to include a one-way circulation roadway, promenade, and seawall, under the jurisdiction of RIOC.



- Project Site Boundary
- Rezoning Area
- Coastal Zone Boundary

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SCALE

Coastal Zone
Figure 2-4

Study Area

~~Two~~ One substantial projects ~~are~~ is expected to be built on Roosevelt Island by the 2018 analysis year. The Southtown development is expected to expand to include three new towers that will contain approximately 540 new residential units; the towers are expected to be 21, 25, and 29 stories in height. This development will occur on vacant land to the east of the existing Southtown towers. ~~Additionally, Four Freedoms Park, a new RIOC open space that will include a memorial to President Roosevelt, will open in 2012. Four Freedoms Park will be located on the southernmost tip of the Island.~~ **Figure 2-5** shows the location of this ~~these~~ projects.

ZONING

No changes to zoning are currently anticipated by the 2018 analysis year. Existing zoning regulations are expected to remain in force, as described under “Existing Conditions.”

PUBLIC POLICY

DCP has proposed revisions to the WRP in order to advance the long-term goals laid out in *Vision 2020: The New York City Comprehensive Waterfront Plan*, released in 2011. The proposed changes are intended to enhance sustainability and climate resilience planning through the incorporation of climate change considerations. The proposed revisions to the WRP are also intended to promote various ecological objectives, facilitate interagency review of permitting to preserve and enhance maritime infrastructure, and support a thriving, sustainable working waterfront. Following referral by the City Planning Commission in March 2012, the revisions to the WRP are undergoing public review following the New York City Charter Section 197-a process for community input and adoption. Following all local approvals, the New York State Department of State and the United States Department of Commerce must also approve the proposed revisions. Completion of the approvals process is anticipated in mid-2013.

No other changes to applicable public policies are currently anticipated by the 2018 analysis year.

2038 ANALYSIS YEAR

LAND USE

Project Site

For purposes of this analysis, the project site is not expected to change in the No-Action condition between 2018 and 2038. As stated under the “Analysis Framework” section of Chapter 1, “Project Description,” the project site is assumed to continue to contain a vacant hospital complex and vacant land in the No-Action condition.

Study Area

No land use changes in the study area are currently anticipated between 2018 and 2038. With the completion of ~~Four Freedoms Park and the full build out of the Southtown development~~ by 2018, there are currently no further plans for substantial new development on Roosevelt Island.

ZONING AND PUBLIC POLICY

No changes to zoning or applicable public policies are currently anticipated between 2018 and 2038. Existing zoning and public policies are expected to remain in force, with the exception of the expected modification of the WRP, in mid-2013.



- Project Site Boundary
- Rezoning Area
- A Southtown Expansion

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SCALE

F. PROBABLE IMPACTS OF THE PROPOSED PROJECT

This section describes the land use, zoning, and public policy conditions that would result from the completion of the proposed project by 2018 and 2038, and evaluates the potential for the proposed project to result in significant adverse impacts.

As described in Chapter 1, “Project Description,” the following proposed actions would be undertaken to facilitate the proposed development:

- 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.
- 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 may include amendment of the 1969 Master Lease originally between New York City and the New York State Urban Development Corporation (RIOC’s predecessor in interest) and related actions;
- 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 zoning from R7-2 to C4-5/Special Southern Roosevelt Island District;
- Zoning Text amendment to create the Special Southern Roosevelt Island District and to establish special bulk, use, and public access controls for the rezoning area; and
- City Map Amendment to map the one-way loop road surrounding the project site and its connection to Main Street as a city street.

It is also possible that an approval from the U.S. Environmental Protection Agency (USEPA) would be required for the construction and operation of a geothermal well system that may be part of the project.

As noted above, there are two build years for the proposed development: an interim build year for Phase 1 of 2018, and a full build-out year of 2038. The evaluation of the potential for significant adverse impacts is based on a comparison of the scenarios in the No-Action condition, described above, with the incremental changes to land use, zoning, and public policy that would result from the completion of the proposed project in the With-Action condition, as discussed below.

2018 ANALYSIS YEAR (PHASE 1)

The Cornell NYC Tech campus is expected to begin operations in Summer 2017, and 2018 will be the first full year of operation for Phase 1. Phase 1 of the proposed project would establish a mixed-use academic-oriented campus on the project site, and result in zoning changes in the project site and rezoning area, as analyzed below.

LAND USE

Project Site

As described in Chapter 1, “Project Description,” under the Reasonable Worst Case Development Scenario (RWCDS), Phase 1 would consist of approximately 790,000 gross square feet (gsf) of development, consisting of the uses outlined in **Table 2-2**. In addition, Phase 1 would include a minimum of 1.3-acres of new publicly accessible open space.

Table 2-2
2018 RWCDs Program

Use	Size
Academic	200,000-gsf
Residential Units (Total)	442 units (Total)
Faculty Housing	104 units
Student Housing	338 units
Corporate Co-location	100,000-gsf
Executive Education Center (Total)	170,000-gsf (Total)
Conference Facility	25,000-gsf
Campus-oriented retail*	10,000-gsf
Utility Plant	20,000-gsf
Parking	250 spaces
Note:	Campus oriented retail would be accommodated in one of the other buildings, i.e., within either the academic or corporate co-location buildings or within the Executive Education Center.
Source:	Cornell University

The Phase 1 development would be concentrated in the northern portion of the site. In addition to this permanent development program, interim uses may also be added to the southern portion of the project site, potentially including a nursery and other vegetated surfaces (such as a planted meadow).

While Phase 1 of the proposed project would substantially alter the land use composition of the project site, the changes would not be considered adverse pursuant to the *CEQR Technical Manual*. The proposed project would add new academic, residential, commercial, utility, parking, and open spaces uses on the project site, which would otherwise be occupied by a vacant hospital complex and vacant land. While the density of development on the project site would increase as a result of the proposed project, the proposed density of development would not be in excess of what zoning current allows. In addition, the proposed project would improve land use conditions by creating a vibrant mixed-use academic-oriented development on a site that would otherwise be occupied by a vacant hospital complex and vacant land.

The mix of uses within the proposed Cornell NYC Tech campus would be complementary to each other and would be supportive of the goals and objectives of the proposed project. As noted in Chapter 1, a key goal of the proposed project is to promote partnerships between academic and business and entrepreneurship, which would be supported by the inclusion of corporate co-location uses on the project site. Both the corporate co-location uses and the University's academic uses would benefit from being in close proximity to each other, and would maximize the economic benefits to the city from the proposed project.

The proposed Executive Education Center would accommodate meetings, events, and conferences arising from the Cornell NYC Tech project's academic programs and commercial activities and would therefore complement the proposed corporate co-location uses. The proposed residential uses would provide convenient and affordable housing for a portion of Cornell NYC Tech's leadership staff, faculty, postdoctoral fellows, Ph.D. candidates, and master's students. Cornell NYC Tech's leadership staff, faculty, and students would benefit from

living on-campus, and the proposed residential uses would bring activity and help to create a sense of community on the project site, resulting in a lively and vibrant mixed-use campus.

The proposed retail program would include such uses as cafes, a restaurant, a newsstands, or a University bookstore. The purpose of these local retail uses would be to serve campus residents and workers; destination retail would not be included as part of the proposed project.

The proposed utility uses, including a 20,000-gsf central utility plant, geothermal wells, and photovoltaic panels, would further the sustainability goals of the proposed project.

The proposed parking uses would facilitate access to the site for a portion of project site workers and visitors. However, it is expected that the majority of users of the site would utilize public transportation (see Chapter 14, “Transportation”).

The proposed publicly accessible open space uses would provide an important amenity to residents and users of the Cornell NYC Tech campus, as well as the larger Roosevelt Island population, and would be compatible with the proposed mix of uses. Overall, the siting of the proposed mix of uses in the project site would contribute to creating a cohesive, mixed-use campus that advances New York City’s and Cornell NYC Tech’s goals and objectives, as set forth in Chapter 1, “Project Description.” Therefore, the proposed uses envisioned for the project site would be compatible, and would not result in significant adverse land use impacts.

As described in Chapter 8, “Urban Design and Visual Resources,” the changes to height and bulk on the project site under the proposed project would be substantial. By 2018, buildings on the project site would include: an academic building; a residential building; an Executive Education Center; a corporate co-location building, and a central utility plant. These buildings would vary in height, with the residential building expected to be the tallest (assumed to be approximately 320 feet. i.e., the maximum height allowed by zoning). While these new buildings could be taller than the vacant hospital complex of up to 100 feet in height, the increased height and bulk that would result from the proposed project would not be considered a significant adverse land use impact. Development at a greater density than currently exists is appropriate for the project site, due to its close proximity to existing public transportation infrastructure, including the F line of the New York City Subway, the Roosevelt Island Tram, and bus services. Moreover, appropriate utility, open space, and supporting retail uses would be provided on the site to create a self-supporting mixed-use campus with a full range of uses. Overall, Phase 1 of the proposed project would not result in any significant adverse impacts to land use on the project site.

Rezoning Area

The proposed project would improve land use conditions in the rezoning area by widening and reconstructing the existing roadway to FDNY standards, with a new bicycle path and sidewalk. These improvements would include new plantings and improve access and circulation to the project site. No changes to the promenade and seawall would result from the proposed project.

Study Area

The development associated with the proposed project would not result in substantial changes to off-site study area land uses or development patterns. As described above, the Roosevelt Island neighborhoods north of the project site are largely built out pursuant to the original GDP for the Island. An additional 540 housing units are planned for the only remaining vacant parcel on the Island, and there are no plans for the Island to absorb any additional development.

While the proposed project would substantially change the land use conditions on the project site, the proposed development would be compatible with land uses in the broader study area. The proposed uses would be complementary to surrounding open space, transportation, retail, and residential uses. The existing open space and recreation uses adjacent to the project site to the south and north (South Point Park, and Sportspark, respectively) would be compatible with the proposed mixed-use development, including the proposed publicly accessible open space; this proposed open space would be an important amenity for residents of Roosevelt Island and the general public. The closest residential development, in Southtown, would be buffered from the project site by the Queensboro Bridge and the intervening distance. Moreover, Southtown is already a mixed-use community that contains retail uses and housing for institutional uses, as would the proposed development. While the proposed corporate co-location uses and Executive Education Center uses would be new to the study area, they would not be expected to result in any land use conflicts. The mixed-use character of the proposed development would be compatible with the mix of uses found on Roosevelt Island. Therefore, the proposed project would not be expected to result in any significant adverse land use impacts in the study area by 2018.

ZONING

The proposed project would result in two zoning changes: the project site would be rezoned from an R7-2 designation to a C4-5 designation; and the Special Southern Roosevelt Island District would be created and mapped over the rezoning area.

Project Site

Under the proposed project, the underlying zoning of the project site would be changed from R7-2 to C4-5, as shown on **Figure 2-6** and included in the Special Southern Roosevelt Island District. C4-5 districts are typically mapped in regional commercial centers, and allow a wide range of commercial uses up to a maximum FAR of 3.4. Residential uses in C4-5 districts are permitted to a maximum FAR of between 0.87 and 3.44, and community facility uses are allowed to a maximum FAR of 6.5. Therefore, the proposed zoning would allow for the same bulk of development as the existing R7-2 zoning, which allows a maximum FAR of 3.44 for residential uses and 6.5 for community facility uses. The zoning change is necessary to facilitate the development of a mixed-use campus with academic, residential, corporate co-location, Executive Education Center (e.g., hotel and conference), and local retail uses. As described above, the proposed mix of uses that would result from the proposed project would be compatible with each other and with uses in the surrounding study area; therefore, the proposed C4-5 designation would not result in a significant adverse zoning impact. The regulations of the proposed C4-5 zoning would also be modified somewhat by the proposed Special Southern Roosevelt Island District that would also be mapped over the project site, as described below.

Rezoning Area

Special Southern Roosevelt Island District

The Special Southern Roosevelt Island District (SRI) would be mapped over the rezoning area (see Figure 2-6, and see **Appendix 1** for the text of the proposed zoning text amendment). The SRI provisions would modify the parking controls and would set forth special use, bulk, and public access areas controls for the rezoning area as follows:

- Use: The uses allowed as-of-right would include research, experimental or testing laboratories (Use Group 17B), in addition to the residential, commercial, and community facility uses that are allowed in C4-5 zoning districts. In addition, restrictions on the location

of floors occupied by commercial uses within the proposed buildings would not apply. The waterfront area between the shoreline and West and East Loop Roads would be used exclusively for open recreational uses.

- Bulk:
 - Floor Area Ratio: The maximum FAR that could be developed for residential, commercial, or Use Group 17B uses would be 3.44. Residential uses could be developed to 3.44 FAR without regard to height factor. Community facility uses could be developed to a maximum FAR of 6.5.
 - Lot Coverage: In lieu of the open space ratio requirements of Zoning Resolution (ZR) Section 23-14 and the lot coverage requirements of ZR Sections 23-14 and 24-11, the SRI text would set forth aggregate lot coverage restrictions for all buildings. From the base plane to a height of 20 feet above the base plane, the maximum lot coverage would be 70 percent. Between 20 feet and 60 feet above the base plane, the maximum lot coverage would be 60 percent. Between 60 feet and 180 feet above base plane, the maximum lot coverage would be 45 percent. Above 180 feet above base plane, the maximum lot coverage would be 25 percent.
 - Modification of Height and Setback Controls: The proposed zoning text would set forth height and setback regulations for the project site that would be set in relation to the surrounding loop road. Buildings would be allowed to exceed underlying height and setback regulations for a percentage of the length of each street line of the loop road, ranging from 65 percent along north and south loop road, to 35 percent along east and west loop road. In addition, these street line length percentage limitations may be exceeded by one percentage point for every two percentage points that the lot coverage within 50 feet of a street line is less than a certain percentage, ranging from 50 percent along north and south loop road, to 30 percent along east and west loop road.
 - Height Regulations: For the portion of any building exceeding the height and setback controls described in the preceding paragraph, the maximum height of such portion that is located within 500 feet of the loop road would be capped at 320 feet in height, and the maximum height for any such portion on the remainder of the project site could reach 280 feet in height. In addition, the distance between buildings would be a minimum of 8 feet at a height of up to 180 feet, and a minimum distance of 60 feet apart above 180 feet. Any story located entirely above a height of 180 feet would not be permitted to exceed 15,000 gsf.
 - Permitted Obstructions: Photovoltaic cells, other energy generating systems, and any structure (except a building) supporting such energy systems, would be permitted obstructions.
- Public Access: The proposed zoning text would require that a minimum of 20 percent of the lot area of the project site, or 2.5 acres, would be publicly accessible. In addition, as lot coverage would be limited to a maximum of 70 percent at grade level, an additional 10 percent of lot area, or 1.25 acres, would be open to the sky, but need not be publicly accessible. A minimum of 80 percent of the publicly accessible area would be located at grade or within five feet of grade, and would be open to the sky; the remaining 20 percent may be enclosed, covered by a structure, or located above grade, but must be accessible from publicly accessible areas at grade (or within five feet of grade) and have a minimum clear height of 15 feet. The zoning text would include requirements on the phasing of the open space, so that the size of open space on the project site would increase with

development. The proposed zoning text would include provisions regarding design, seating, access, planting, and hours of the public open space.

- Design: The public access areas would be subject to design requirements, including clear paths that would be accessible to persons with disabilities. The proposed zoning text would include specific design requirements for three public open space areas:
 - i. A waterfront connection corridor, which would provide access between loop road east and loop road west, across the project site;
 - ii. A central open area of at least 30,000 square feet that would front on loop road west; and
 - iii. A north-south connection, which would provide a continuous publicly accessible area from loop road north (or from loop road east or west, within 200 feet of loop road north) to loop road south (or to loop road east or west, within 200 feet of loop road south).
- Seating: The public access areas would also be required to provide one linear foot of seating for each 200 feet of required public access. In the central open areas, this requirement would be one linear foot of seating for each 100 feet, and in the north-south connection, it would be one linear foot of seating for each 150 feet.
- Maximum of 500 accessory parking spaces, which may be made available for public use. Bicycle parking shall be provided as per Section 36-70.
- All required public access areas would be required to be open daily from 6:00 AM to 10:00 PM between April 15th and October 31st and from 7:00 AM to 8:00 PM for the remainder of the year.

The purpose of these provisions is to facilitate the development of a mixed-use, academic-oriented campus in a manner that benefits the surrounding community. To this end, the SRI text would allow for a mix of residential and retail uses that would support the proposed academic and corporate co-location uses, and complement the existing urban fabric of Roosevelt Island. The zoning text would provide for a network of publicly accessible open spaces that would take advantage of the unique location of Roosevelt Island, and integrate the academic campus into the new open spaces, thus providing a community amenity for both Cornell NYC Tech residents and the Roosevelt Island community. The SRI text has been designed to strengthen the visual and physical connections between the eastern and western shores of Roosevelt Island, through the establishment of publicly accessible connections through the project site, and above grade view corridors. The proposed zoning would encourage alternative forms of transportation by eliminating required parking and placing a maximum cap on permitted parking, which would be in keeping with the existing pedestrian orientation of Roosevelt Island. The SRI text is intended to provide flexibility of architectural design for the Cornell NYC Tech campus, within limits established to ensure adequate access of light and air to the street and surrounding waterfront open areas, and thus to encourage more attractive and innovative building forms. The proposed zoning would also promote the most desirable use of land in the rezoning area and thus conserve the value of land and buildings, and thereby protect the city's tax revenues. Overall, the proposed zoning would allow for the development of a vibrant and attractive mixed use, academic-oriented campus, and would not result in any significant adverse zoning impacts in the rezoning area.

Study Area

As noted above, the proposed SRI text has been designed to complement the existing uses and urban fabric of Roosevelt Island. The proposed zoning text would ensure the provision of a network of publicly accessible open spaces, which would benefit the residents of the study area outside of the Cornell NYC Tech campus. The provisions in the proposed zoning text to encourage alternative modes of transportation, by eliminating required parking and placing a maximum cap on permitted parking, would be in keeping with pedestrian-oriented feel and design of the existing Roosevelt Island community. The proposed zoning would result in land uses that would complement existing land uses in the study area and would provide development that would knit together the project site and rezoning area with the existing community in the study area. Therefore, the proposed project would not result in any significant adverse impacts to zoning in the study area.

The proposed project would not affect the zoning of the study area. As with the No-Action condition, the study area would remain within an R7-2 zoning district, under the jurisdiction of RIOC.

PUBLIC POLICY

Applied Sciences NYC

Phase 1 of the proposed project would be supportive of the city's Applied Sciences NYC initiative. The proposed project would create a mixed-use academic-oriented development, including academic and corporate co-location uses that would create jobs, promote the city's technology sector, and diversify the city's economy. The proposed project would result in a new, world-class applied sciences campus that would be supportive of the city's economic development goals for the project.

Roosevelt Island General Development Plan

Phase 1 of the proposed project would be consistent with the GDP, including its goals for housing, community facilities, retail uses, transportation, and open spaces. As the GDP's goals do not rely upon the project site for their realization, the proposed project would not conflict with the GDP. The GDP provides for 5,000 units of housing on Roosevelt Island, which has already been met, and does not require use of the project site. RIOC would continue to provide access to the project site via Main Street and West Street (and the renamed West Main Street and East Main Street), and the public would continue to be able to access South Point Park and ~~the~~ new Four Freedoms Park via roads and sidewalks adjacent to the project site, the promenades on both sides of the project site, and through the publicly accessible open space that would be provided on the project site.

As noted under "Existing Conditions," the 1969 lease requires the city and RIOC to cooperate on the development of a new plan for the Goldwater Hospital site in the event that it is no longer needed for hospital purposes. RIOC and the city have carried out this cooperation through the development of the Cornell NYC Tech project. The Goldwater Hospital site was never included in premises leased to RIOC, and the GDP anticipated that the Goldwater Hospital site would remain under city control. Overall, the proposed project would not result in any significant adverse public policy impacts with regard to the GDP.

PlaNYC

PlaNYC's initiatives relate to several technical areas that are included in a CEQR assessment, including Open Space, Natural Resources, Infrastructure, Energy, Construction, Transportation,

Greenhouse Gas Emissions, and Air Quality. Below is an assessment of the consistency of the proposed project with PlaNYC's sustainability goals.

Air Quality

PlaNYC's air quality goal is to attain compliance with federal standards for PM_{2.5} and ozone, and also to achieve the cleanest air quality of any city in the country. To fulfill this goal, PlaNYC establishes policy initiatives that aim to reduce road vehicle and other transportation emissions, reduce emissions from buildings, and to pursue natural solutions to improve air quality.

According to the *CEQR Technical Manual*, a project undergoing a CEQR review would generally be consistent with PlaNYC's air quality initiatives if it maximizes its use of one or more of the following elements: the promotion of mass transit; the use of alternative fuel vehicles; the installation of anti-idling technology; the use of retrofitted diesel trucks; the use of biodiesel in vehicles and in heating oil; the use of ultra-low sulfur diesel and retrofitted construction vehicles; the use of low sulfur heating fuels; and the planting of street trees and other vegetation.

The proposed project would support PlaNYC's air quality goals by providing transit-oriented development. The project site is located in an area served by existing transit services, including the F subway line, the Roosevelt Island Tram, the Q102 bus line, and RIO bus services. The proposed project would also result in the planting of new street trees and other vegetation on the project site, and the establishment of a minimum of 1.3 acres of new publicly accessible open space by 2018. Construction would include a diesel emissions reduction program including diesel particulate filters for large construction engines and other measures (see Chapter 20, "Construction" and Chapter 16, "Greenhouse Gas Emissions").

The energy use of the proposed campus would also support PlaNYC air quality goals. Heating for the proposed project would be from a combination of heat pumps (using electricity) and gas-fired boilers; the emissions from these sources would be less than the low-sulfur heating oils described in PlaNYC. The proposed project would generate renewable electricity through the use of: approximately 140 geothermal wells, photovoltaic panels, and 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, all of which would further reduce site air emissions (see Chapter 16, "Greenhouse Gas Emissions").

Energy

PlaNYC's primary energy goal is to provide cleaner and more reliable power for the city. PlaNYC outlines energy policy initiatives that intend to improve energy planning, reduce the city's energy consumption, expand the city's clean power supply, and modernize the electricity delivery infrastructure.

According to the *CEQR Technical Manual*, a project undergoing a CEQR review would generally be consistent with PlaNYC's energy initiatives if it maximizes its use of one or more of the following elements: exceeding the energy code; using energy efficient appliances, fixtures, and building systems; participating in peak load management systems, including smart metering; repowering and constructing power plants and dedicated transmission lines; building distributed generation power units; expanding the natural gas infrastructure; using renewable energy; using natural gas; installing solar panels; using digester gas from sewage treatment plants; using energy from solid waste; and reinforcing the energy grid.

The proposed project is committed to incorporating a number of sustainable design measures that would reduce energy consumption and GHG emissions. Cornell has set a goal to achieve net-zero energy consumption for its Phase 1 academic building. This goal 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 meeting all applicable local laws regarding energy, Cornell has agreed to achieve a minimum of LEED® 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 utility plant that would total up to 20,000 gsf by 2018. The utility plant would house central utilities and provide space for energy systems that might be included in the campus development, such as fuel cells or gas-fired micro-turbines with heat recovery.
- Photovoltaic (PV) panels. An array of 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 geothermal wells.

Water Quality

PlaNYC's water initiatives focus on the city's water network and water quality, with an objective of opening 90 percent of the city's waterways to recreation by preserving natural areas and reducing pollution. PlaNYC's water quality initiatives aim to continue implementation of infrastructure upgrades; prevent stormwater from entering the system; and expand, track, and analyze new Best Management Practices (BMPs) on a broad scale. The nine water network initiatives are intended to ensure the quality of the city's drinking water, create redundancy for aqueducts, and modernize water distribution.

According to the *CEQR Technical Manual*, a project would generally be consistent with PlaNYC's water quality initiatives if it includes one or more of the following elements: expanding and improving wastewater treatment plants; building high level storm sewers; expanding the amount of green, permeable surfaces across the city; expanding the Bluebelt system; incorporating green infrastructure, low impact development, or best management practices concepts and initiatives; being consistent with the Sustainable Stormwater Management Plan; building systems for on-site management of stormwater runoff; incorporating planting and stormwater management within parking lots; building green roofs; protecting wetlands; using water-efficient fixtures; or adopting a water conservation project.

As part of Cornell's commitment to LEED® Silver certification, measures would be implemented as part of the proposed project to conserve potable water and improve water quality. All buildings would use water-efficient plumbing fixtures to conserve water. Landscape measures to improve water quality would include bioswales and rain gardens to retain and filter stormwater, and could also include stormwater storage for irrigation. Some proposed buildings may use green roofs on lower-level roof surfaces to further detain and reduce the amount of stormwater that would be discharged into the East River. In accordance with New York State Department of Environmental Conservation (NYSDEC) requirements, all stormwater would pass through a pretreatment system (such as vegetative filters, a hydrodynamic separator, or other engineered pretreatment system) prior to discharge to the water body. Post-construction stormwater management measures that would be integrated into the proposed project could include bioswales, rain gardens or rainwater collection systems, and reuse of stormwater to the

extent possible. Temporary erosion and sediment controls during construction may include settling ponds and approved filtration systems, some of which could become integrated into permanent site features (see Chapter 11, “Water and Sewer Infrastructure”).

Land Use

Regarding land use, PlaNYC sets forth the goals of creating homes for approximately one million residents, while making housing more sustainable and affordable. These goals are to be achieved by PlaNYC initiatives that encourage publicly-initiated rezonings, creation of new housing on public land, expanding targeted affordability programs, and exploration of additional areas of opportunity.

According to the *CEQR Technical Manual*, a project would generally be consistent with PlaNYC’s land use initiatives if it includes one or more of the following elements: pursuing transit-oriented development; reclamation of underutilized waterfronts; adaptation of outdated buildings to new uses; development of underutilized areas to knit neighborhoods together; decking over rail yards, rail lines, and highways; extension of the Inclusionary Housing program in a manner consistent with such policy; preservation of existing affordable housing; or redevelopment of brownfields.

The proposed project would support PlaNYC’s land use goals by fostering transit-oriented development and developing an underutilized area. The proposed project would result in a vibrant academic-oriented mixed-use development that would provide substantial economic benefits to the city.

Open Space

As outlined in PlaNYC, the city has a goal of ensuring that all New Yorkers live within a 10-minute walk of a park. PlaNYC’s seven open space goals approach this aim by making existing resources available to more New Yorkers, expanding hours at existing resources, and re-imagining the public realm to create or enhance public spaces in the cityscape.

According to the *CEQR Technical Manual*, a project is generally consistent with PlaNYC’s open space initiatives if it includes one or more of the following elements: completion of underdeveloped destination parks; provision of multi-purpose fields; installation of new lighting at fields; creation or enhancement of public plazas; or planting of trees and other vegetation.

The proposed project would support PlaNYC’s open space goals by providing a minimum of 1.3 acres of new publicly accessible open space by 2018, including both active and passive features. The proposed project would also include the planting of new trees and other vegetation throughout the project site. The campus would include new public plazas that would improve the pedestrian realm on the site.

Natural Resources

Effective conservation of the city’s natural resources is a key objective of PlaNYC. According to the *CEQR Technical Manual*, a project is generally consistent with PlaNYC’s natural resources initiatives if it includes one or more of the following elements: planting street trees and other vegetation; protection of new wetlands; creation of open space; minimizing or capturing stormwater runoff; or redevelopment of brownfields.

The proposed project would support PlaNYC’s natural resources goals by providing a minimum of 1.3 acres of new publicly accessible open space by 2018, as well as providing trees and other vegetation throughout the site. As described above under “Water Quality,” the proposed project would include numerous measures to minimize and capture stormwater runoff, including:

bioswales, rain gardens, pretreatment of stormwater before discharge to the East River, possible stormwater storage for irrigation, and possible green roofs. As discussed in Chapter 9, “Natural Resources,” the proposed project would not result in significant adverse impacts to water quality, aquatic biota, tidal wetlands, essential fish habitat or threatened or endangered aquatic species.

Transportation

PlaNYC’s two transportation goals are to add transit capacity for 1 million more residents, visitors, and workers, and to reach a full state of good repair on the city’s roads, subways, and rails. PlaNYC identifies 16 transportation initiatives, which are intended to build and expand transit infrastructure, improve transit service on existing infrastructure, promote other sustainable transportation modes, reduce congestion, achieve the state of good repair, and develop new funding sources for regional transit financing.

According to the *CEQR Technical Manual*, a project is generally consistent with PlaNYC’s transportation initiatives if it includes one or more of the following elements: transit-oriented development; promoting cycling and other sustainable modes of transportation; managing roads more efficiently; facilitating freight movements; increasing the capacity of mass transit; providing new commuter rail access to Manhattan; improving and expanding bus service; improving local commuter rail service; improving access to existing transit; or expanding water-based transportation services.

The proposed project would support PlaNYC’s transportation goals by fostering transit-oriented development. As noted above, the proposed SRI zoning text would encourage alternative forms of transportation by eliminating required parking and placing a maximum cap on permitted parking. As described in Chapter 16, “Greenhouse Gas Emissions,” the proposed project would also consider: developing multi-use paths; developing a parking management program to minimize parking requirements, such as parking cash-out, parking charges, preferential carpool or vanpool parking, and limiting parking available to employees; developing and implementing a marketing/information program that includes posting and distribution of ride sharing transit information; reducing employee trips during peak periods through alternative work schedules, telecommuting, and/or flex-time; providing bicycle storage and showers/changing rooms; implementing roadway improvements to improve traffic flow; and implementing traffic signalization and coordination to improve traffic flow and support pedestrian and bicycle safety.

Conclusion

Phase 1 of the proposed project would be supportive of PlaNYC’s policies and goals, as it would result in economic development, a minimum of 1.3 acres of new publicly accessible open space, new trees and other vegetation, a new bike lane, would be situated on a site that is served by existing mass transit, and would incorporate sustainable design measures, including a commitment to LEED® Silver certification. This commitment, and the development of on-site green energy projects, would ensure that the proposed development complies with PlaNYC. Overall, the proposed project would not result in any significant adverse public policy impacts.

Waterfront Revitalization Program

A preliminary evaluation of the consistency of the proposed project with the 10 policies contained in the city’s WRP is provided below for the 2038 analysis year. Phase 1 of the proposed project would be consistent with the relevant policies of the city’s WRP. Phase 1 would result in a vibrant mixed-use development adjacent to the waterfront that would include a minimum of 1.3 acres of new publicly accessible open space. The proposed project would also

contain numerous sustainability-enhancing features, including: buildings built to LEED® Silver certification; on-site cogeneration, photovoltaic, and thermal well energy production; and water quality improvement measures, including bioswales, rain gardens, and possible other measures. The proposed project would not adversely affect maritime uses, or access to the waterfront. Therefore, Phase 1 of the proposed project would not result in any significant adverse public policy impacts.

2038 ANALYSIS YEAR (FULL BUILD OUT)

The full build out of the proposed project would be completed by 2038, adding residential units, academic space, corporate co-location uses, an energy plant, ancillary retail uses, and additional publicly accessible open space to the development completed by 2018. As a result, the project site would be fully transformed into an active mixed-use campus.

LAND USE

Project Site

As described in Chapter 1, “Project Description,” under the RWCDS between 2018 and 2038, the full build out of the proposed project would add a maximum of 1.34 million gsf of development to the project site, for a total of 2.13 million gsf of development, as shown in **Table 2-3**.

Table 2-3
2038 RWCDS Program (Full Build Out)

Use	Size
Academic	620,000-gsf
Residential Units (Total)	1,094 units (Total)
Faculty Housing	246 units
Student Housing	848 units
Corporate Co-location	500,000-gsf
Executive Education Center (Total)	170,000-gsf (Total)
Academic Conference Facility	25,000-gsf
Campus-oriented retail	25,000-gsf
Utility Plant	40,000-gsf
Parking	500 spaces
Note:	Campus oriented retail would be accommodated in one of the buildings, i.e., within either the academic or corporate co-location buildings or within the Executive Education Center.
Source:	Cornell University

The full build out of the proposed project by 2038 would add the same mix of uses to the project site as Phase 1, including new residential, academic, corporate co-location, Executive Education Center, utility, local retail, and open space uses. As analyzed for Phase 1, the proposed mix of uses would be complementary to each other, and would create a vibrant mixed-use campus that would support Cornell NYC Tech’s and the city’s goals and objectives for the project.

By 2038, the project site would be developed at a higher density. As with Phase 1, buildings added to the site by 2038 would include some buildings that would be substantially taller than the vacant hospital complex that would occupy the site in the No-Action condition, and other buildings of about the same height, creating a distinctive and recognizable campus. As analyzed for Phase 1, the

project site is appropriate for dense development, which would improve land use conditions on the project site by creating a vibrant mixed-use academic-oriented development.

The proposed project would also create lively and attractive streets and pedestrian areas, improve the pedestrian experience on the project site, and maintain pedestrian access to the waterfront. By 2038, the full build out of the proposed project's design plan would be complete, creating a pedestrian-oriented campus centered on a new outdoor north-south connection that would extend at-grade through the project site. The proposed publicly accessible open spaces totaling at least 2.5 acres 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. Overall, the full build out of the proposed project would create a cohesive campus with a mix of complementary uses. Therefore, as with Phase 1, the full build out of the proposed project by 2038 would not result in any significant land use impacts on the project site.

Rezoning Area

As with Phase 1, the full build out of the proposed project would improve land use conditions in the rezoning area by reconstructing the existing roadway with a new bicycle path and sidewalk, including new plantings. No substantial land use changes are expected in the rezoning area outside of the project site between 2018 and 2038.

Study Area

The full build out of the proposed project by 2038 would not be expected to result in substantial changes to study area land uses or development patterns. As with Phase 1, the full build out of the proposed project would be compatible with land use conditions in the study area. The proposed project would be compatible with surrounding uses, such as South Point Park and Sportsark, as it would result in a vibrant mixed-use academic-oriented development with a minimum of 2.5 acres of new publicly accessible open space. The mixed-use character of the proposed development by 2038 would be compatible with the mixture of uses found on Roosevelt Island. As with Phase 1, the full build out of the proposed project would not be expected to result in any significant adverse land use impacts in the study area.

ZONING

Project Site

No additional changes to zoning on the project site would result from the proposed project between 2018 and 2038. The project site would be within a C4-5 zoning district and the Special Southern Roosevelt Island District. The proposed zoning changes to the project site are analyzed under Phase 1.

Rezoning Area

No additional changes to zoning in the rezoning area would result from the proposed project between 2018 and 2038. The proposed zoning changes to the rezoning area are analyzed under Phase 1.

Study Area

No changes in zoning within the study area are currently anticipated between 2018 and 2038. As under existing conditions, the study area would be within an R7-2 zoning district, under the jurisdiction of RIOC.

PUBLIC POLICY

Overall, the full build out of the proposed project would be not result in any significant adverse public policy impacts, as analyzed below.

Roosevelt Island General Development Plan

As with Phase 1, the full build out of the proposed project would be consistent with the GDP, including its goals for housing, community facilities, retail uses, transportation, and open spaces. As the GDP's goals do not rely upon the project site for their realization, the proposed project would not conflict with the GDP. Therefore, the proposed project would not result in any significant adverse public policy impacts with regard to the GDP.

Applied Sciences NYC

By 2038, the proposed project would be complete, fulfilling the objectives of the city's Applied Sciences NYC initiative. As with Phase 1, the full build out of the proposed project would result in a new, world-class applied sciences campus that would be supportive of the city's economic development goals for the project.

PlaNYC

By 2038, the full build out of the proposed project would be compatible with, and supportive of, PlaNYC's policies and goals. Between 2018 and 2038, in addition to the development that would occur by 2018, the proposed project would result in: 1.2 acres of additional publicly accessible open space; additional plantings; an additional 20,000-gsf central utility plant; additional academic, residential, corporate co-location, and local retail uses; on-going green energy initiatives including photovoltaic panels and geothermal wells; and additional water quality improvement measures, including bioswales, rain gardens, and possible other measures. As with Phase 1, the full build out of the proposed project would be built with a commitment to LEED® Silver certification.

Overall, by 2038, the proposed project would support PlaNYC as it would result in economic development, a minimum of 2.5 acres of new publicly accessible open space, new trees and other vegetation, a new bike lane, would be situated on a site that is served by existing mass transit, and would incorporate sustainable design measures, including a commitment to LEED® Silver certification. As with Phase 1, this commitment, and the development of on-site green energy projects and water quality enhancement measures, would ensure that the full build out of the proposed development is consistent with PlaNYC.

Waterfront Revitalization Program

In accordance with the guidelines of the *CEQR Technical Manual*, a preliminary evaluation of the proposed project's consistency with WRP policies was undertaken (see **Appendix 2** for the WRP Consistency Assessment Form [CAF]). New York City's WRP includes 10 principal policies designed to maximize the benefits derived from economic development, environmental preservation, and public use of the waterfront, while minimizing the conflicts among those objectives. The following analysis includes a discussion of each policy's applicability to the proposed project and the proposed project's consistency with the respective policy.

Policy 1: Support and facilitate commercial and residential development in areas well-suited to such development.

Policy 1.1: Encourage commercial and residential redevelopment in appropriate coastal zone areas.

The proposed project would result in the development of Cornell NYC Tech, an applied science and engineering campus within a 12.5-acre project site on Roosevelt Island currently occupied by a health care facility. The Cornell NYC Tech project would be consistent with the Applied Sciences NYC initiative launched by the city in 2010. The purpose of the Applied Sciences NYC is to provide an opportunity for a leading academic institution to build a world-class applied sciences and engineering campus in New York City. As currently envisioned, the Cornell NYC Tech project would comprise the development of new buildings for academic purposes, residential buildings to house Cornell leadership and faculty, ~~staff including~~ researchers and postdoctoral fellows, Ph.D. candidates, and master's students, new buildings for corporate co-location, an Executive Education Center, a modest amount of campus-oriented retail uses, a minimum of 2.5 acres of publicly accessible open space, and two central utility plants to serve the campus. The proposed redevelopment that would occur as a result of the proposed project in Phase 1 and at full build would include residential and commercial development consistent with other development on Roosevelt Island and appropriate for the infrastructure available within this portion of the coastal zone. The project site is not within a Special Natural Waterfront Area or Significant Maritime and Industrial Area nor does it contain any unique or significant natural features. The proposed project would result in the development of a vibrant mixed use campus on what would otherwise be occupied by a vacant hospital complex and vacant land. The proposed residential and commercial redevelopment would be compatible with the mixture of uses found on Roosevelt Island. By 2038, the proposed project would introduce approximately 2,228 workers to the project site. No jobs would be displaced by the proposed project. Therefore, the commercial and residential development that would occur as a result of the proposed project would be appropriate for the project site and the proposed project is consistent with this policy.

Policy 1.2: Encourage non-industrial development that enlivens the waterfront and attracts the public.

The proposed project would result in a mixed-use academic-oriented development with new publicly accessible open space that would bring new users and activity to Roosevelt Island and the waterfront located adjacent to the project site. Therefore the proposed project is consistent with this policy.

Policy 1.3: Encourage redevelopment in the coastal area where public facilities and infrastructure are adequate or will be developed.

The project site is served by existing public facilities and infrastructure adequate for the proposed project. Infrastructure improvements that would be included as part of the proposed project would include roadway improvements and on-site green energy production. Therefore, the proposed project would be consistent with this policy.

Policy 2: Support water-dependent and industrial uses in New York City coastal areas that are well-suited to their continued operation.

Policy 2.1: Promote water-dependent and industrial uses in Significant Maritime and Industrial Areas.

The project site is not located in a Significant Maritime and Industrial Area. Therefore, this policy is not applicable to the proposed project.

Policy 2.2: Encourage working waterfront uses at appropriate sites outside the Significant Maritime and Industrial Areas.

The project site is separated from the East River waterfront on Roosevelt Island by a roadway and the public promenade along the seawall. Therefore, this policy is not applicable to the proposed project.

Policy 2.3: Provide infrastructure improvements necessary to support working waterfront uses.

For reasons discussed in response to Policy 2.2, this policy is not applicable to the proposed project.

Policy 3: Promote use of New York City's waterways for commercial and recreational boating and water-dependent transportation centers.

Policy 3.1: Support and encourage recreational and commercial boating in New York City's maritime centers.

The proposed project would result in a mixed-use academic-oriented development on a site that is separated from the waterfront by an existing roadway and promenade. Therefore, no opportunities for supporting or encouraging recreational or commercial boating could be provided with the proposed project. The proposed project would not conflict with this policy.

Policy 3.2: Minimize conflicts between recreational, commercial, and ocean-going freight vessels.

The proposed project is a mixed-use academic oriented development that would not be located along the waterfront and would not include any facilities for recreational or commercial boating activity. Therefore, this policy is not applicable to the proposed project.

Policy 3.3: Minimize impact of commercial and recreational boating activities on the aquatic environment and surrounding land and water uses.

The proposed project is a mixed-use academic oriented development that would not be located along the waterfront and would not include any facilities for recreational or commercial boating activity. Therefore, this policy is not applicable to the proposed project.

Policy 4: Protect and restore the quality and function of ecological systems within the New York City coastal area.

Policy 4.1: Protect and restore the ecological quality and component habitats and resources within the Special Natural Waterfront Areas, Recognized Ecological Complexes, and Significant Coastal Fish and Wildlife Habitats.

The project site is not located within a Special Natural Waterfront Area, Recognized Ecological Complex, or Significant Coastal Fish and Wildlife Habitat. Therefore, this policy does not apply to the proposed project.

Policy 4.2: Protect and restore tidal and freshwater wetlands.

The East River shorelines adjacent to the project site consist of concrete and concrete and stone seawall on the west and east sides of the Island, respectively, which eliminates the potential for vegetated tidal wetlands. The East River has been mapped as New York State Department of Environmental Conservation (NYSDEC) littoral zone tidal wetlands. Construction of the proposed project would not result in in-water construction activities. Implementation of erosion and sediment control measures during construction of both phases of the proposed project would minimize the potential for runoff from the project site to adversely affect NYSDEC littoral zone tidal wetlands within the East River near the project site. Additionally, stormwater management measures implemented in accordance with both phases of the project, in accordance with the Stormwater Pollution Prevention Plan (SWPPP), would improve the quality of the stormwater discharged to the East River from the project site, minimizing the potential for adverse impacts to NYSDEC littoral zone tidal wetlands near the project site. Therefore, the proposed project would be consistent with this policy.

Policy 4.3: Protect vulnerable plant, fish and wildlife species, and rare ecological communities. Design and develop land and water uses to maximize their integration or compatibility with the identified ecological community.

There are no terrestrial threatened or endangered species or rare ecological communities present within the project site. Because the proposed project would not result in in-water construction activities or discharges that would have the potential to adversely affect water quality of the East River, the construction and operation of Phase I and full build phase would not have the potential to adversely affect the endangered shortnose and Atlantic sturgeons. Therefore, the proposed project would be consistent with this policy.

Policy 4.4: Maintain and protect living aquatic resources.

The proposed project would not result in any in-water construction activities. Implementation of erosion and sediment control measures would minimize the potential for stormwater discharged from the project site during construction of both phases to adversely impact water quality and aquatic resources of the East River. Implementation of stormwater management measures in accordance with the SWPPP prepared for both phases of the project would improve the quality of the stormwater discharged to the East River from the project site, minimizing the potential for operation of the project to adversely affect aquatic resources. Therefore, the proposed project would be consistent with this policy.

Policy 5: Protect and improve water quality in the New York City coastal area.

Policy 5.1: Manage direct or indirect discharges to waterbodies.

Implementation of erosion and sediment control measures would minimize the potential for construction of the two project phases to adversely affect the water quality of the East River. During operation of the two phases, implementation of stormwater management measures in accordance with the SWPPP would improve the quality of the stormwater runoff discharged to the East River from the project site. Therefore, the proposed project would be consistent with this policy.

Policy 5.2: Protect the quality of New York City's waters by managing activities that generate nonpoint source pollution.

The proposed project would not result in the introduction of nonpoint source pollution to the East River. Both phases of the proposed project would integrate green infrastructure practices, such as bioswales, rain gardens or rainwater collection and reuse of stormwater to the extent practical as part of the SWPPP, improving the quality of stormwater discharged to the East River from the project site. Therefore, the proposed project would be consistent with this policy.

Policy 5.3: Protect water quality when excavating or placing fill in navigable waters and in or near marshes, estuaries, tidal marshes, and wetlands.

The proposed project would not result in the excavating or placing fill within the East River. Therefore, this policy is not applicable to the proposed project.

Policy 5.4: Protect the quality and quantity of groundwater, streams, and the sources of water for wetlands.

Groundwater within the project site would be expected to flow toward the East River. Analytical results of groundwater samples collected within the project site indicated compliance with NYSDEC Class GA Ambient Water Quality Standard (drinking water standards) with the exception of levels of certain metals (some of these were likely related to urban fill materials whereas other are likely natural). With the implementation of a Remedial Action Plan (RAP) and Construction Health and Safety Plan (CHASP), construction of the proposed project would not result in significant adverse impacts to groundwater quality within the project site. Therefore, the proposed project would be consistent with this policy.

Policy 6: Minimize loss of life, structures, and natural resources caused by flooding and erosion.

Policy 6.1: Minimize losses from flooding and erosion by employing non-structural and structural management measures appropriate to the condition and use of the property to be protected and the surrounding area.

The proposed project would not affect the existing seawall structure on Roosevelt Island. The project site is above the 100 year flood elevation (10 feet National Geodetic Vertical Datum of 1929 [NGVD 1929]), and only a small area of the project site along the eastern boundary is within the 500 year floodplain. Structures constructed as part of both phases of the proposed project would incorporate the most recent building code requirements available at the time of construction pertaining to sea level rise projections and construction within areas at risk from coastal flooding in the future special flood hazard areas, and consider any prudent guidance and information available, minimizing the potential for losses from flooding. Therefore, the proposed project would be consistent with this policy.

Policy 6.2: Direct public funding for flood prevention or erosion control measures to those locations where the investment will yield significant public benefit.

The proposed project would not result in modification to the Roosevelt Island seawall. Therefore this policy is not applicable to the proposed project.

Policy 6.3: Protect and preserve non-renewable sources of sand for beach nourishment.

The proposed project would not result in any in-water construction activities. Therefore, this policy is not applicable to the proposed project.

Policy 7: Minimize environmental degradation from solid waste and hazardous substances.

Policy 7.1: Manage solid waste materials, hazardous wastes, toxic pollutants, and substances hazardous to the environment to protect public health, control pollution, and prevent degradation of coastal ecosystems.

As described in Chapter 10, “Hazardous Materials,” with the implementation of a RAP and CHASP during construction of the proposed project, removal of asbestos-containing materials (ACM) in accordance with applicable regulatory requirement, conducting demolition activities with the potential to disturb lead-based paint in accordance with the applicable Occupational Safety and Health Administration regulation, and removal and disposal of PCB-containing materials in accordance with applicable regulatory requirement, the proposed project would not result in significant adverse impacts related to solid or hazardous materials. In addition, a hazardous materials assessment has been completed for the project and the project would follow guidance received for proper management of existing urban fill materials. Therefore, the proposed project would be consistent with this policy.

Policy 7.2: Prevent and remediate discharge of petroleum products.

As presented in Chapter 10, “Hazardous Materials,” soils that would be disturbed on the project site include urban fill materials with elevated concentrations of certain metals and semi-volatile organic compounds (SVOCs). With the implementation of a RAP and CHASP, construction of the proposed project would not result in significant adverse environmental impacts due to the potential discharge of petroleum products. Therefore, the proposed project would be consistent with this policy.

Policy 7.3: Transport solid wastes and hazardous substances and site solid and hazardous waste facilities in a manner that minimizes degradation of coastal resources.

Any handling and transportation of hazardous materials and waste associated with the construction of both phases of the proposed project would be done in conformance with applicable regulations and guidelines. Therefore, the proposed project would be consistent with this policy.

Policy 8: Provide public access to and along New York City’s coastal waters.

Policy 8.1: Preserve, protect and maintain existing physical, visual and recreational access to the waterfront.

The proposed project would result in a mixed-use academic-oriented development that would not affect existing physical, visual, or recreational access to the waterfront in both phases. Therefore, the proposed project would be consistent with this policy.

Policy 8.2: Incorporate public access into new public and private development where compatible with proposed land use and coastal location.

The project site is separated from the waterfront by roadways and the public promenade and would not afford the opportunity to provide additional public access to the waterfront. As discussed in response to Policy 8.1, Phase 1 and the full build phase of the proposed project would not affect existing access to the waterfront but would result in the development of approximately 2.5 acres of publicly accessible open space within the coastal zone. Therefore, the proposed project would be consistent with this policy.

Policy 8.3: Provide visual access to coastal lands, waters and open space where physically practical.

As currently envisioned, both phases of the proposed project would be designed to maintain visual access to the waterfront, existing open space and new open space areas that would be developed as a result of the proposed project. The proposed development would also include a visual corridor of at least 50 feet through the project site that could provide views to both the Manhattan and Queens waterfronts. Therefore, the proposed project would be consistent with this policy.

Policy 8.4: Preserve and develop waterfront open space and recreation on publicly owned land at suitable locations.

The proposed project is separated from the public promenade and East River by two roadways and would not affect current public access along the waterfront. The proposed project would not result in any changes to the existing promenade or negatively affect access to South Point Park. As described in Chapter 5, “Open Space,” the proposed project would result in additional publicly accessible open space within the coastal zone. Therefore, the proposed project would be consistent with this policy.

Policy 8.5: Preserve the public interest in and use of lands and waters held in public trust by the state and city.

Because the proposed project would not result in any in-water construction activities it would not affect public interest in and use of lands and waters within the East River held in public trust by the state and city. The proposed project would not affect adjacent open space uses and there is no existing open space on the project site. Therefore, the proposed project would be consistent with this policy.

Policy 9: Protect scenic resources that contribute to the visual quality of the New York City coastal area.

Policy 9.1: Protect and improve visual quality associated with New York City’s urban context and the historic and working waterfront.

The project site is not located within a working waterfront area. The proposed project would result in a vibrant mixed-use academic-oriented development with new publicly accessible landscaped open space areas that would improve the visual quality of this portion of the coastal zone. The proposed development would also include a visual corridor of at least 50 feet through the project site that could provide views to both the Manhattan and Queens waterfronts. Therefore, the proposed project would be consistent with this policy.

Policy 9.2: Protect scenic values associated with natural resources

While the project site is not located within SNWAs or Recognized Ecological Complexes, the new landscaped public open space that would result from the both phases of the proposed project would enhance the scenic values associated with the East River waterfront. Therefore, the proposed project would be consistent with this policy.

Policy 10: Protect, preserve, and enhance resources significant to the historical, archaeological, and cultural legacy of the New York City coastal area.

Policy 10.1: Retain and preserve designated historic resources and enhance resources significant to the coastal culture of New York City.

The project site contains the Goldwater Hospital complex (State/National Register [S/NR]-eligible) which would be demolished with the proposed project, resulting in a significant adverse impact to this architectural resource. Cornell ~~is consulting~~ has consulted with the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP) and the New York City Landmarks Preservation Commission (LPC) regarding appropriate measures to partially mitigate the significant adverse impact. These measures, ~~which would include preservation of the Works Progress Administration (WPA) murals to the extent practicable, are being developed and will~~ would be implemented by Cornell, in consultation with OPRHP and LPC, as set forth in a Letter of Resolution (LOR) among ~~to be signed by~~ Cornell, OPRHP, LPC, and RIOC. While the demolition of Goldwater Hospital is a significant adverse impact on historic resources, the hospital is not significant to the historical or cultural legacy of New York City's coastal area. The achievement of this policy is not hindered by the project and accordingly the project is consistent with Policy 10.

Three architectural resources are located within the 400-foot architectural resources study area including: the Queensboro Bridge (S/NR, NYCL), the Strecker Memorial Laboratory (S/NR, NYCL), and the Steam Plant (S/NR-eligible). While the proposed project would alter the setting of the Queensboro Bridge, the bridge would not be directly affected by the proposed project and the bridge's most prominent components would continue to be visible from many locations in the surrounding area. Though the proposed project would alter the context of the Strecker Memorial Laboratory and the Steam Plant, these architectural resources would not be adversely impacted by the proposed project.

Policy 10.2: Protect and preserve archaeological resources and artifacts.

The Phase 1A Archaeological Documentary Study (March 2012) prepared for the project site determined that the project site has no sensitivity for precontact archaeological resources and low sensitivity for historic period archaeological resources. Therefore, additional archaeological analysis of the archaeological study area (i.e., Phase 1B archaeological testing) is not warranted. In a letter dated March 19, 2012, LPC concurred with the findings of the report. OPRHP determined in its June 19, 2012 findings letter that it also has no archaeological concerns for the project site. Therefore, the proposed project would not affect archaeological resources and the proposed project is consistent with this policy.

G. CONCLUSIONS

Overall, this analysis concludes that the proposed project would not result in any significant adverse impacts to land use, zoning, or public policy.

The proposed project would add new academic, residential, commercial, utility, parking, and publicly accessible open space uses on the project site. While the density of development on the project site would increase as a result of the proposed project, the proposed project would improve land use conditions by creating a vibrant mixed-use academic-oriented development on a site that would otherwise be occupied by a vacant hospital complex and vacant land. The mix of uses within the proposed Cornell NYC Tech campus would be complementary to each other and would be supportive of the goals and objectives of the proposed project. The proposed development would be compatible with land uses in the broader study area, as the proposed uses would be complementary to surrounding open space, transportation, retail, and residential uses. Therefore, the proposed project would not be expected to result in any significant adverse land use impacts.

The proposed project would result in two zoning changes: the project site would be rezoned from an R7-2 designation to a C4-5 designation; and the Special Southern Roosevelt Island District would be created and mapped over the rezoning area. The zoning changes are necessary to facilitate the development of a mixed-use campus, and would include controls on lot area, the bulk and height of the development, and the provision of publicly accessible open space.

The proposed project would support and further the objectives of applicable public policies, including the city's applied sciences initiative, PlaNYC 2030, the Waterfront Revitalization Program, and RIOC's General Development Plan. The proposed project would not conflict with any applicable public policies, and would therefore not result in any significant adverse public policy impacts. *